



Bureau of Planning and Sustainability

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MEMO

DATE: July 22, 2015

TO: Planning and Sustainability Commission

FROM: Alexandra Howard, Project Coordinator (BPS)

CC: Susan Anderson, Director (BPS), Joe Zehnder, Chief Planner (BPS), Leah Treat, Director (PBOT), Radcliffe Dacanay, Management Analyst (BPS), April Bertelsen, Senior Transportation Planner (PBOT), Jean Senechal Biggs, Project Manager (PBOT), Malu Wilkinson, Investments Area Manager (Metro), Dana Lucero, Senior Public Involvement Specialist (Metro)

SUBJECT: Powell-Division Transit and Development Project – Project Update

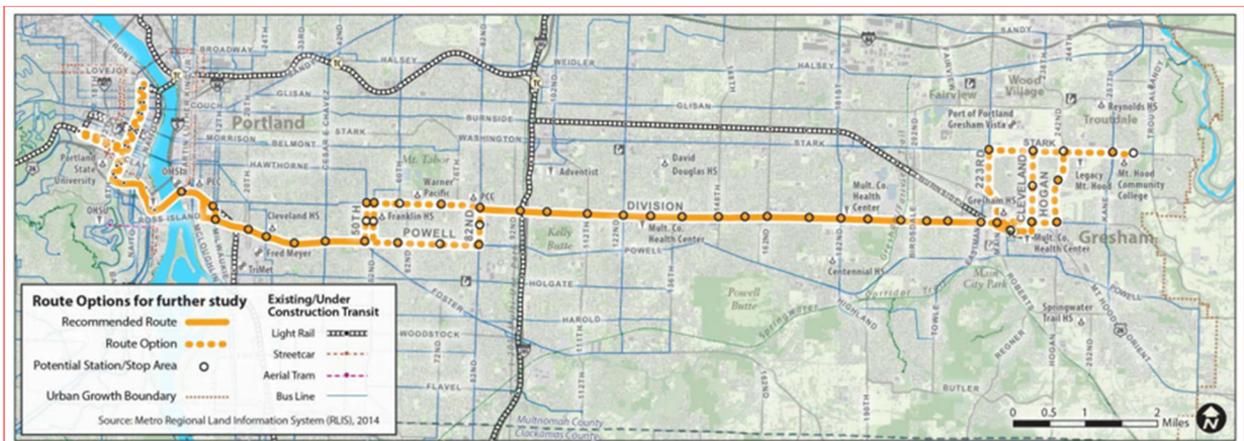
On July 28, 2015, the Planning and Sustainability Commission will receive a joint update from the Portland Bureau of Transportation (PBOT), Metro and the Portland Bureau of Planning and Sustainability (BPS) about the Powell-Division Transit and Development Project. The following information is provided to offer context for the upcoming briefing. This memo provides an overview of the project by addressing the following questions:

1. What is the Powell-Division Transit and Development Project?
2. Why is this project needed?
3. Who is leading this project? What is the project timeline? What are the major deliverables, decisions and actions?
4. How have communities been engaged in the project?
5. What are major community concerns?
6. What decisions has the project Steering Committee made to date?
7. What is the Transit Action Plan?
8. What is Portland's local action plan?
9. What's next?



1. What is the Powell-Division Transit and Development Project?

- The Powell-Division Transit and Development Project (Project) is a collaborative regional effort to develop TriMet's first bus rapid transit line, and to support equitable development along the route of the new line.
- The purpose of the Project is to efficiently serve current high ridership demand, future growth, and identified goals for transportation, well-being, equity and efficiency, while recognizing limited capital and operational funding.
- The general recommended route, which will be refined, will run from east to west as follows: from Portland's Central City across the Tilikum Crossing, on Inner Powell Blvd transitioning to Division St via 82nd Ave, 52nd Ave or 50th Ave to serve the Portland Community College (PCC) Southeast Campus and the Jade District, and along Division Street to serve Division Midway and Downtown Gresham. From Downtown Gresham the line will cross over to Stark St via Main/223rd Ave, Cleveland Ave or Hogan Rd to serve Legacy Mount Hood Medical Center and Mount Hood Community College. The Central City portion of the line will likely have an alignment along the Portland Transit Mall or along SW Columbia/Jefferson.
- This new line, which is roughly 15 miles long, will also support better, faster connections to the broader transit network. Planning for the Project has been and will continue to be coordinated with TriMet's East and Southeast Service Enhancement Plans.
- Local action plans prepared by the City of Portland and the City of Gresham will include visions for key places along the line, and build a community development strategy that supports residential and commercial stability and economic development.



Route forwarded by the Powell-Division Transit and Development Project's Steering Committee in March 2015.



2. Why is this project needed?

This project was identified as one of three Near-term Priority corridors in the 2009 Metro High Capacity Transit System Plan. As noted in the working Purpose and Need statement for the Project, high capacity transit service in the corridor is needed to address the following issues:

- **Heavily congested traffic:** Buses operate in heavily congested traffic conditions in both peak and off-peak times, which negatively affect transit travel times and reliability.
- **Transit demand exceeds capacity:** Strong demand for transit service in the corridor in both peak and off-peak times commonly results in standing-room only conditions on buses, and when at capacity buses pass by waiting riders.
- **Projected growth:** Projected growth in population, employment, and transit demand would require very high transit frequencies that would exacerbate the bus bunching and reliability issues already occurring.
- **Access to transit:** Access to transit is problematic in significant portions of the corridor with bicycle and pedestrian gaps along bus routes, major arterials, and many local streets. The Project will include multi-modal improvements along the route.

In addition:

- More than 17,000 riders take the 4-Division and 9-Powell buses every day. These two bus lines are among the most highly used lines in the region.
- Many Portlanders in this corridor are transit-dependent, and need to take the bus to get to school, work, and medical appointments; and to meet their daily needs.
- The corridor is home to PSU, OHSU, PCC CLIMB Center, PCC-Southeast Campus, Mount Hood Community College, and Warner-Pacific College, as well as multiple high school campuses, including David Douglas, Franklin, and Cleveland High Schools in Portland. This line will increase access for students of all ages in the corridor.
- Portland is growing, and demand for transit is increasing in this already busy corridor.
- The forthcoming Recommended Draft Comprehensive Plan promotes concentrating growth and development in Centers and Corridors. In the plan, Inner Powell to 82nd Ave, 82nd Ave, and Division St from 82nd Ave to the City of Portland boundary are all identified as Civic Corridors. Civic Corridors are intended to be Portland's premier multi-modal streets, iconic places, and the location for mixed-use development. Centers are identified as a places for concentrated community and economic activity and mixed-use development. Multiple Centers are located along this route, including the following: Division Midway Town Center, Jade District Neighborhood Center, and Powell Creston Neighborhood Center. The Heart of Foster Neighborhood Center is adjacent to the current route. This new line will support the implementation of the Comprehensive Plan by providing excellent transit service to growth areas.
- Better transit is essential to building healthy complete communities.



3. Who is leading this project? What is the project timeline? What are the major deliverables, decisions and/or actions?

This is both a transit and a development project, with many partners. Metro is the lead on the transit element of this project during the planning and project development phases. TriMet will become the project lead for design and construction, and will ultimately operate the new transit service. The transit project is being developed in coordination with City of Portland, City of Gresham, Oregon Department of Transportation (ODOT), and Multnomah County, given each has jurisdiction over various parts of the corridor.

The City of Portland and City of Gresham are developing land use visions for key station areas along the transit line and local plans to help guide future development and help stabilize communities in the corridor. Metro is also identifying regional actions to support envisioned corridor development. This is the “development” element of the project.

The Project has been underway since early 2014. The timeline below summarizes the phases and timeline for the transit element of the project.

	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					■	■	■



Given there are many pieces to manage, with different jurisdictional owners and requirements, agency partners have and will continue to work together to align timelines and processes.

Planning Phase (2014-2015) - Metro lead

The planning phase of the Powell-Division Transit and Development Project will result in actionable plans for improved mobility to address long-standing infrastructure and investment issues in the Powell-Division corridor and local plans to support community development.

- The Transit Action Plan (Attachment 1) identifies a preferred near-term high capacity transit solution for the corridor that safely and efficiently serves high ridership demand, improves access to transit, is coordinated with related transportation investments, and recognizes limited capital and operational funding. The solution will include mode and general alignment.
- Local action plans will include visions and actions to promote community-driven and supported economic development and community stabilization. The City of Portland and the City of Gresham are responsible for developing the local action plans. These local plans will guide city work to coordinate with and complement the transit project¹. Local action plans will be adopted through local legislative processes.

FTA Project Development Phase (2015-2017) - Metro lead

In the summer of 2015, TriMet submitted a formal request to the Federal Transit Administration (FTA) to enter Project Development.² Approximately a 2-year process, Project Development will ready the Project for a federal grant application, final design and construction. Coordination will continue with Portland's and Gresham's station area opportunity area work. Project Development will begin preliminary engineering, environmental approvals under the National Environmental Policy Act, and the development of a finance plan to identify funding for the full construction of the line.

The following is to be completed during Project Development:

¹ The local action plans will largely focus on actions that cannot be completed with future federal funds granted for the transit project, and are actions that are not likely to be eligible to count as local match to a future federal grant, such as community development and housing-related actions. The action plans may also include direction for how to approach transit, road and station area design to meet City objectives. BPS staff intends to provide the Planning and Sustainability Commission with a Proposed Draft Portland Action Plan in fall 2015.

² Project Development is the first official phase of a Federally-funded transit project. To enter Project Development, a project must have a general description of the route and proposed mode, and commitments from local agencies to support design and engineering work. Once a project is in Project Development, eligible activities and investments can be counted as local match to a future federal grant. This is an early step in the process to apply for a Small Starts transit grant.



- Identify a Locally Preferred Alternative (LPA) for the transit project. An LPA will include a final route, station locations, mode (vehicle type) and terminus. The LPA will be adopted by ordinance all required agencies, including the City of Portland
- Environmental Approvals. Complete analyses required under the National Environmental Policy Act (NEPA).
- Preliminary Engineering and Design. Develop up to 60% Design plans, including the cross section, stations and related transportation infrastructure (road, bicycle and pedestrian).
- Finance Plan. The Finance plan will support the construction of the project.
- Development of a FTA Small Starts Application.

Local Plan Implementation (2016-2023) - City of Portland lead

Begin implementing actions in Portland’s action plan, and seek support to implement the entire plan through early operation of the Powell-Division project. These efforts will be coordinated between BPS, Portland Development Commission (PDC), Portland Housing Bureau (PHB) and PBOT. The City of Gresham will lead implementation of Gresham’s local plan.

Final Design and Construction (2018-2020) - TriMet Lead

Operations (2020 onward) - TriMet Lead

4. How have communities been engaged in the project?

Metro, in coordination with the City of Portland and the City of Gresham and other project partners, led an in-depth and inclusive planning process for the past year and a half. A core goal of the outreach process has been to reach transit-dependent riders and communities of color. With this goal in mind, most of the outreach for this project has been conducted in the Jade District, East Portland and Gresham. The project has also focused on meeting communities where they are, and not asking them to travel to learn about and share their ideas for the project.

Detailed accounts of the public engagement conducted in support of this project are found in the five public engagement reports that are provided as attachments to this memo (Attachments 2 through 6). A few highlights from the outreach process are provided below.

- *Community-hosted Workshops in Jade District and Division-Midway* - The City of Portland, with funds from a Community Planning and Development Grant from Metro, provided funds to the Jade District and the Division Midway Alliance to sponsor and host community workshops. Each organization publicized the event in their communities, generated interest, and hosted the event at local venues. The Division Midway Alliance event was held at East Garden Restaurant on Division St and 124th Ave. The Jade District event was held at Fubonn on 82nd Ave, and



included live translation in Cantonese and Vietnamese. Results are provided in the March 2015 Public Engagement Report.

- *Focus Group Outreach to Communities of Color* - Funded through a Metro Community Planning and Development Grant, the City of Portland and the City of Gresham contracted with Anita Yap and Cogan Owens Greene, which are part of the Multicultural Collaborative, to host focus groups with communities of color and limited English speaking communities. Through relationships with community leaders, contractors organized focus groups with Tongan, Latino, Bhutanese, African-American, African Immigrant, Chinese, Russian, and Vietnamese communities. Results are provided in the June 2015 Public Engagement Report.
- *Youth Surveys of Businesses* - Through the contract described above, contractors engaged youth organizers to canvas local businesses along the route. Youth canvassers in Portland collected 72 surveys. Results are provided in the June 2015 Public Engagement Report.

Staff also conducted surveys of transit riders at bus stops, attended public fairs and events, gathered information at Midland Library, held to “Talk to Staff” sessions at the Division Midway Alliance office, and presented information at many neighborhood and community meetings over the past year and a half.

In addition to the public engagement referenced above and described in the attached reports, staff worked with the Steering Committee. In addition to elected officials and agency leaders, the Steering Committee includes many community representatives.

5. What are major community concerns?

Staff generally found strong support for the project during outreach activities, particularly for using 82nd Ave as the connection between Powell Blvd and Division St. The 82nd Ave connection was seen as a way to help enliven and support the Jade District.

Although communities recognized the need for improved transit, and would like to see increased investment in their communities, they also noted concerns about potential negative impacts and challenges along the route. Issues and challenges raised by communities include the following:

- preservation of existing affordable housing all along the line;
- development of new affordable housing, particularly in areas with good access to services, and in areas with growing real estate markets, such as the Jade District
- stabilization of current residents and businesses;
- helping local, existing businesses grow and prosper;
- increasing opportunities for living wage employment;
- providing safe pedestrian crossings on Powell Blvd, Division St, 82nd Ave, and 122nd Ave;
- generating activity and interest in East Portland centers to spur investment without displacement;



- developing better connections from neighborhoods to the transit stations;
- improving exiting bike lanes on Outer Division and adding bike facilities where there are none;
- maintaining frequent of bus stops;
- station designs that reflect local community character; and
- developing comfortable stations with ample seating, lighting, landscaping and waste and recycling receptacles.

6. What decisions has the Steering Committee made to date?

The Project's Steering Committee was convened by Metro in early 2014. The Steering Committee includes elected officials, agency representatives and community representatives. The City of Portland is represented by Commissioner Steve Novick and his alternate, PBOT Director Leah Treat. The role of the Steering Committee to guide the planning phase of the project. To date the Steering Committee has done the following:

- Adopted Project Outcomes and Goals** - The outcomes and goals document includes goals for transportation, well-being, equity and efficiency. Outcomes include identifying a near-term high capacity transit solution for the corridor; and to create a vision and development strategy for key places. Outcomes and goals were adopted by the Steering Committee in June 2014.
- Selected a Transit Type** - In September 2014, the Steering Committee directed staff to pursue a high-capacity bus transit mode.
- Identified a General Route** - In March 2015, the Steering Committee recommended a route that travels from Portland Central City via the Tilikum Crossing, up Inner Powell Blvd, with a crossover to Division St on 50th Ave, 52nd Ave or 82nd Ave, up Division to Downtown Gresham; and from downtown Gresham to Mount Hood Community College via a crossing to Stark St on Main St/223rd Ave, Hogan Dr or Cleveland Ave. Strong support was provided for crossing from Powell Blvd to Division St on 82nd Ave.
- Directed Staff to Enter Project Development** - At their last meeting in June 2015, the Steering Committee directed staff to apply to enter Project Development with the FTA.

7. What is the Transit Action Plan?

The Transit Action Plan (Attachment 1) shares the recommendations of the Steering Committee based on the technical work and public engagement to date. It includes actions to advance the transit project, and regional actions that will support the project, such as completing a mixed use redevelopment project through Metro's Transit Oriented Development (TOD) Program and coordinating with the Metro Equitable Housing Initiative.

The PSC will receive a briefing on the Transit Action Plan on July 28, 2015. In August, the City Council will review the Transit Action Plan and will be asked to endorse the plan via resolution. Metro Council will vote on the Transit Action Plan in September.



8. What is Portland's local action plan?

Portland's action plan will be a short-term plan to complement the transit project. It will address issues that relate to the transit project, but are not likely to be included in the transit project or eligible for transit project funding. The plan for Portland will lay out the work that needs to be completed to help make the transit project an overall success for communities who live and work along the line.

What is the purpose of Portland's action plan? What will the plan address?

The purpose of the plan is three-fold:

a. Support residential and community stability, so that current residents and businesses are able to benefit from the transit project.

The Powell-Division corridor is home to many households that are likely to be vulnerable to displacement, irrespective of the transit project, according to BPS' citywide assessment of household vulnerability to displacement. It also includes census tracts where gentrification has occurred or is likely to occur, given real estate and economic trends.

Transit projects bring great benefits to communities, but they can also exacerbate the conditions described above, potentially adding velocity to upward pressures on rents. The local action plan will identify a set of community development actions that will help mitigate these conditions, and help ensure that communities that live and work in the corridor today can benefit from improved transit service.

Actions will be based on community input received throughout the public engagement process, staff research, collaboration with other City of Portland bureaus and agencies, including PDC, PBOT and PHB. Actions will also be based on the research on equitable transit oriented development completed by MZ Strategies and research on real estate completed by Fregonese Associates. Research and analysis documents produced by Fregonese Associates and MZ Strategies are provided as attachments to this memo.

b. Illustrate design and development concepts for key opportunity areas.

Through the planning process for the overall Project, in coordination with the regional team, and with the assistance of Fregonese Associates, five key station opportunity areas were identified:

- i. SE Powell Blvd/SE Cesar Chavez Blvd
- ii. SE Powell Blvd/SE Foster Rd
- iii. Jade District (82nd Ave between SE Powell Blvd and SE Division St)
- iv. SE Division St/SE 122nd Ave
- v. SE Division St/SE 162nd Ave

Key station opportunity areas are defined as places in the corridor, typically intersections, which have the potential for housing, job and/or commercial growth;



are likely to become major station areas in the future; and/or would benefit from improved access to destinations that help people meet their daily needs. This selection was reviewed and discussed with the community during outreach in 2014 and early 2015. Please see the Opportunity Area Selection and Key Issues Summary and the Opportunity Area Screening Process report, which are provided as attachments, for more information.

The local plan will include long-term visions, concept planning diagrams and real estate development scenarios for the key station opportunity areas, organized according to three broader geographies: Inner Powell, Jade District and Division Midway. The action portion of the plan will also include actions that relate to station area design and placemaking. Content will be based on community engagement results, and staff and consultant research.

c. Provide a roadmap for City of Portland work.

Why does Portland need a separate action plan?

Transit project funding is limited to a narrow set of activities. There are many community concerns that stem from the transit project that will not be eligible for transit project funding, such as affordable housing and economic development. This plan provides an organized mechanism for the City to use to systematically and intentionally address community development in the Powell-Division corridor.

What is the planning horizon?

This plan will be designed to match the schedule of the transit project. Actions will be organized to be implemented concurrently with the Project Development, Construction and Early Operations phases of the transit project. Given this approach, actions will be scaled to tasks that can be completed within one to five years.

What is the schedule for the completion of Portland's local plan?

Staff is working to release a Proposed Draft in the fall and to schedule a hearing with the PSC in October 2016. Staff would like to present a Recommended Draft to the City Council in advance of the completion of the Locally Preferred Alternative for the transit project.

9. What's next?

- August 26, 2015: Portland City Council hearing to endorse the Transit Action Plan.
- August/September: Decision about the joint City of Gresham/City of Portland application for a Metro Community Planning and Development Grant to support further BPS participation in the Powell-Division Transit and Development Project, and to begin implementation of Portland's local plan.
- September, 2015: Metro Council hearing to endorse the Transit Action Plan.
- September: Commence work with faculty at the Toulon School of Urban Studies and Planning related to the Powell-Division Transit and Development Project.
- Fall 2015: PSC hearing on the forthcoming Portland action plan (title TBD) for the Powell-Division Transit and Development Project.



- Late Fall 2015/early 2016: Portland City Council hearing to adopt Portland’s local action plan.
- Spring 2016: PSC hearing and Portland City Council hearing to adopt Locally Preferred Alternative.

Attachments:

1. Transit Action Plan, June 2015
2. Public Engagement Report, March 2014
3. Public Engagement Report, June 2014
4. Public Engagement Report, September 2014
5. Public Engagement Report, March 2015
6. Public Engagement Report, June 2015
7. Opportunity Areas Selection Summary
8. Opportunity Areas Screening Process, Fregonese Associates
9. Redevelopment Scenario Memo, Fregonese Associates
10. Final Assessment Memo, MZ Strategies





POWELL-DIVISION
TRANSIT AND DEVELOPMENT PROJECT

Transit Action Plan

June 2015



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EXECUTIVE SUMMARY

BACKGROUND

The Powell-Division Transit and Development Project is a partnership of the cities of Gresham and Portland, Multnomah County, the Oregon Department of Transportation, TriMet and Metro. The project began in January 2014 with the establishment of a decision-making body made up of community members, business interests, educational institutions and elected leaders. The Steering Committee was created to advise Metro Council to establish a policy decision for high capacity transit.

The Steering Committee considered findings from extensive public engagement and technical analysis and advanced transit alternatives using a consensus-based decision-making process.

The decisions they have reached to-date form the action plan that will go to local jurisdictions and Metro Council for endorsement.

The Powell-Division corridor was identified as a regional priority in 2010 through a comprehensive engagement process and looking at the needs for better transit during the High Capacity Transit System Plan. In 2012, decision makers from around the region agreed that planning for improved transit in the Powell-Division corridor should be next to move forward.

ACTION PLAN PURPOSE

This Action Plan shares the recommendations of the Steering Committee based on the technical work and public engagement to date. This includes a recommendation for future transit and regional actions that can be undertaken to support the future public investment. This Action Plan is supported by plans developed by the cities of Gresham and Portland.

The planning phase of the Powell-Division Transit and Development Project will result in actionable plans for key places (future station areas) and improved mobility to address long-standing infrastructure and investment issues along Powell-Division.

The **transit action plan** identifies a preferred near-term high capacity transit solution for the corridor that safely and efficiently serves high ridership demand, improves access to transit, is coordinated with related transportation investments, and recognizes limited capital and operational funding. The solution will include mode and general alignment.

The **local action plans** create a vision and development strategy for key places that promotes community-driven and supported economic development and identifies tools and strategies that mitigate the impacts of market pressures that cause involuntary displacement.

Spring 2014

Range of alternatives

A wide range of potential transit alignments were suggested by project partners and the public.



Summer 2014

Screening

A narrower range of transit alternatives was developed and screened through public engagement and technical analysis.



September 2014

Steering Committee

On September 29, the steering committee reached consensus on advancing the general route of inner Powell Boulevard transitioning to Division Street.



Winter 2014/2015

Evaluation of options

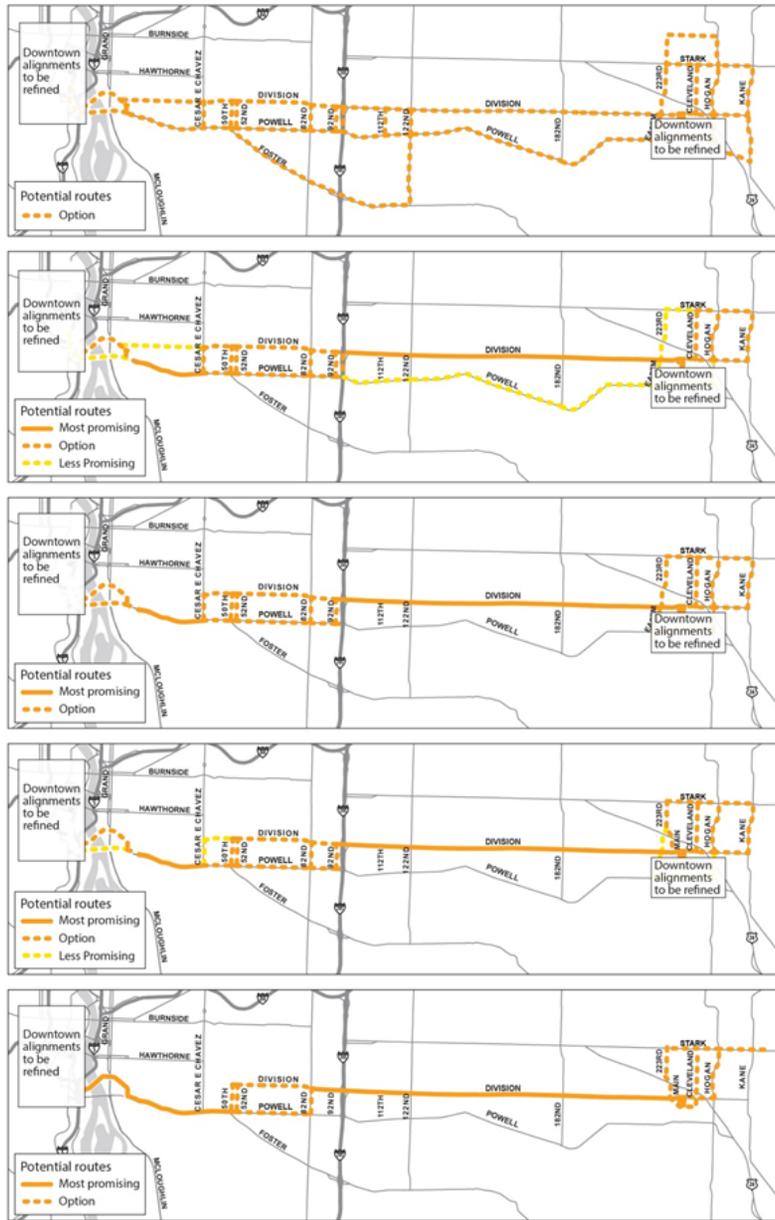
A set of route options in Gresham and Portland were screened through public engagement and technical analysis.



March 2015

Steering Committee

On March 16, the steering committee chose to remove the Ross Island Bridge, the Cesar Chavez and 92nd Ave options in Portland, and the Kane option in Gresham from consideration.



TRANSIT ALTERNATIVES CONSIDERED

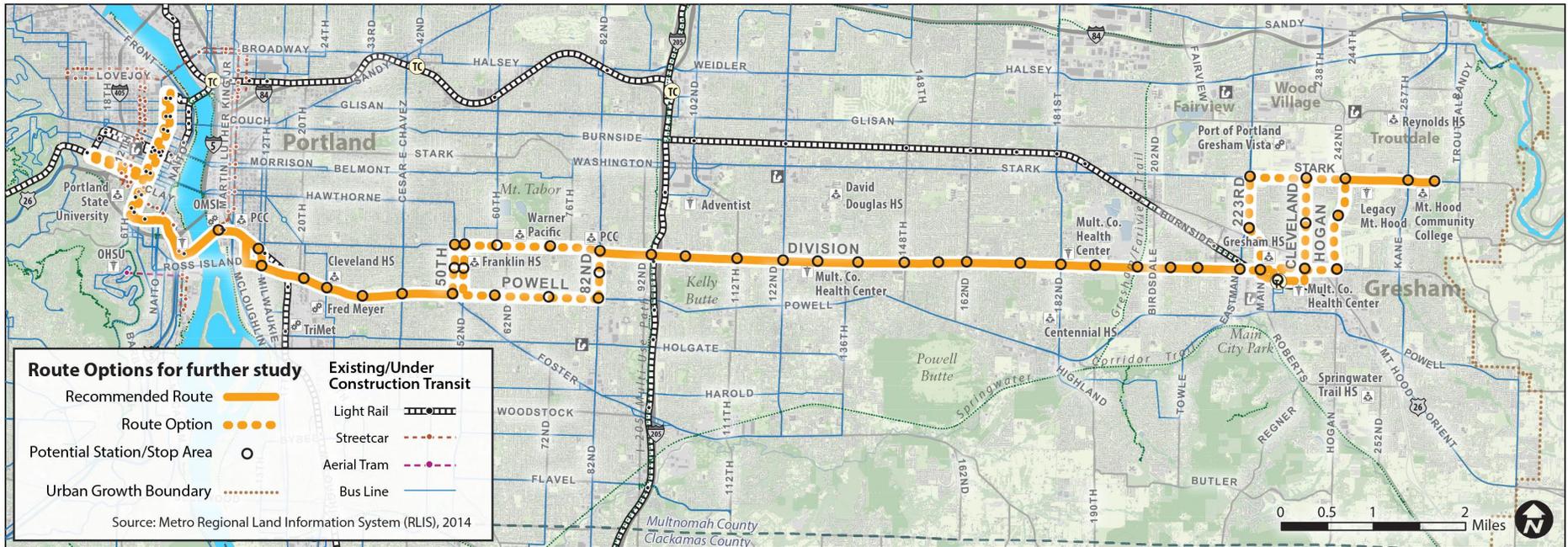
Through technical analysis and evaluation and extensive public engagement, alternatives that included a range of routes were identified and advanced by the Steering Committee.

PUBLIC ENGAGEMENT

Public input informed Steering Committee decision-making at each project milestone. Between January 2014 and June 2015, broad-reaching public engagement included the following.

- **In-person engagement:** More than 250 community briefings took place throughout the 15-mile corridor.
- **Online engagement:** Six surveys reached nearly 2,000 people and an interactive map comment tool generated more than 1,500 comments.
- **Equity engagement:** Culturally specific community events reached members of the Latino, Russian-speaking, Chinese, Vietnamese, African American, African immigrant, Chuuk, Tongan, Bhutanese and Native American communities and information and input opportunities were available in Spanish, Russian, Chinese and Vietnamese.

STEERING COMMITTEE RECOMMENDATION



The transit action plan advances a bus rapid transit project with the general route of inner Powell Boulevard transitioning to Division Street to Downtown Gresham, connecting to Mt Hood Community College.

The Steering Committee has unanimously advanced the Tilikum Crossing to cross the Willamette River; unanimously advanced 82nd Avenue and chose to continue studying 50th and 52nd avenues; and advanced three route options (Main/223rd, Cleveland, and Hogan Road) to connect to Stark Street and Mt Hood Community College.



STEERING COMMITTEE RECOMMENDATION

Steering Committee recommendation on June 1: Advance Powell-Division into Project Development.

The project is ready to advance into Project Development.

Approximately a 2-year process, Project Development will ready the project for a federal grant application, final design and construction. Coordination will continue with Portland's and Gresham's station area opportunity area work. Project Development will begin preliminary engineering, environmental approvals under the National Environmental Policy Act, and the development of a finance plan to identify funding for the full construction of the project.

The Steering Committee will finalize the definition of the future transit project, including reaching decisions on:

- Routing in Downtown Portland, the Portland north/south crossover option between SE 50th and 82nd, and the Gresham north/south option to connect to Mount Hood Community College.
- Station spacing and locations in relation to the transit network and underlying service characteristics.
- Design treatments, including the cross section, design and related transportation infrastructure (road, bicycle and pedestrian)



ACTION PLAN STRATEGIES

BACKGROUND

The following pages provide the strategies to advance for the project, consistent with the project goals.

Actions to Advance the Transit Project list the required steps needed to move the bus rapid transit project into construction and operation.

Regional Supportive Actions identify steps to be conducted regionally to support the project goals for transportation, well-being, equity, and efficiency and the vision for future transit supporting community and economic development.



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

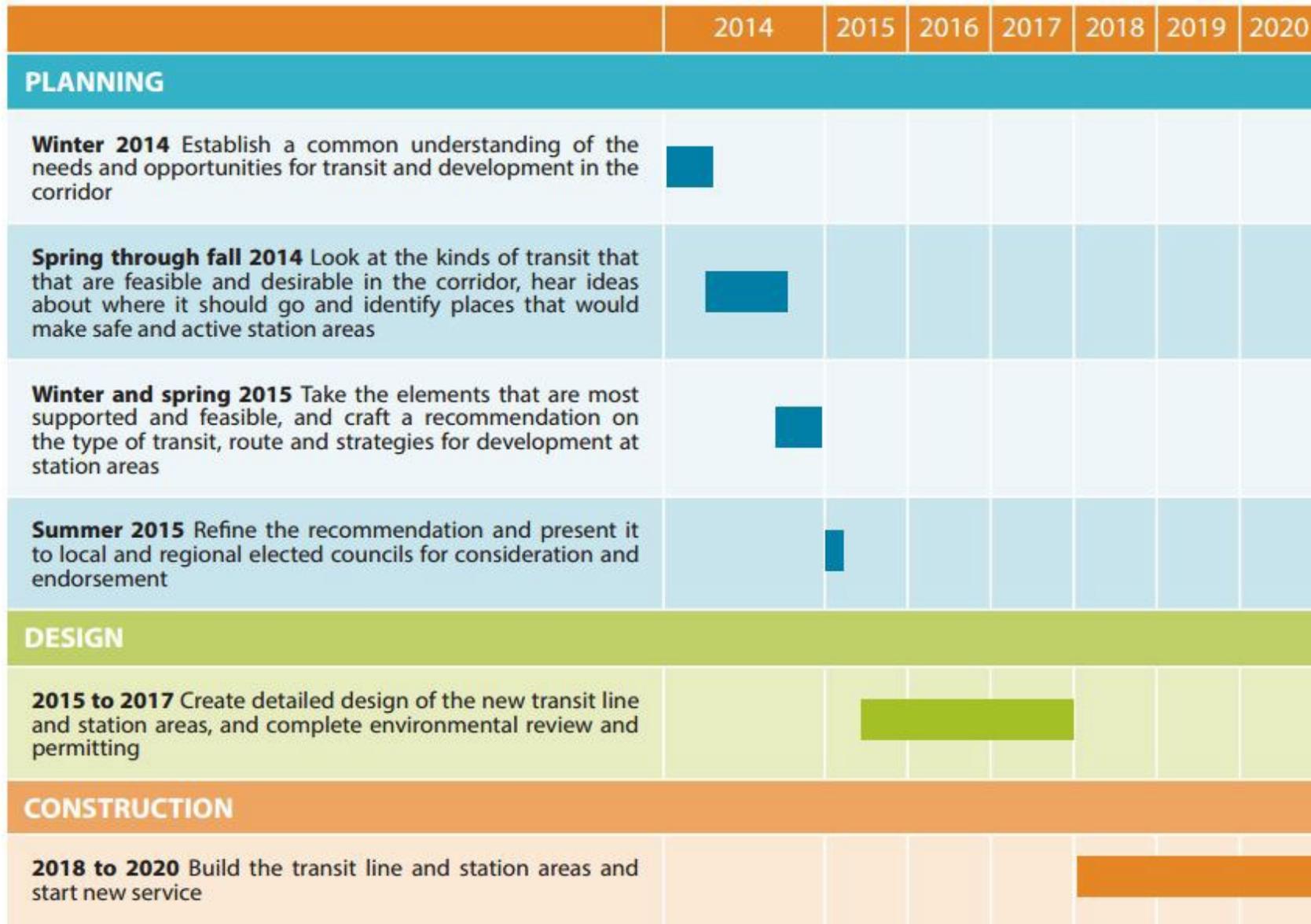
	Action	Timing	Responsibility
R1	Gresham and Portland begin implementing local action plans.	2015-2020	Portland and Gresham will advance actions based on city council adoption. Metro will facilitate coordination across staff.
R2	Continue coordination with Metro Equitable Housing Initiative.	2015-2016	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.

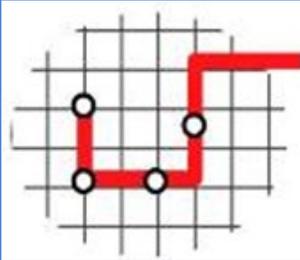
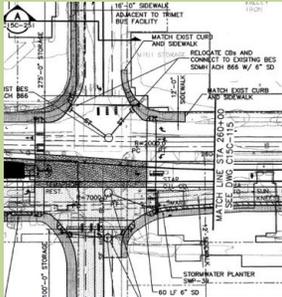


	Action	Timing	Responsibility
R9	Pursue supportive grant opportunities.	2015-2017	Metro will provide technical assistance to pursue Nature in Neighborhoods grants, Regional Travel Options grants, and other funding.
R10	Advance corridor investment strategy for active transportation based on bicycle and 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.



TIMELINE



	PLANNING	DESIGN	CONSTRUCTION
Activities	<ul style="list-style-type: none"> • Is the route along Powell or Division preferred? A combination? Where should it turn? • Where should the route end? • Vehicle - bus/light rail/street car? <p>-What are the key places to connect? - What amenities needed at stations? - Does the project support equitable development? - Does the project support and benefit the entire transit system? Are the decisions based on equity? - Does the project support goals for vehicle mobility, freight, walking, biking, and safety?</p>	<ul style="list-style-type: none"> •Address key design decisions - areas in need of refinement including specific intersections and turn movements • Detailed traffic assessment • Detailed environmental assessment, that includes social, environmental, economic benefits and effects • Develop concept plan for individual station areas •Final financial plan <p>- Can the project 'optimize' intersections and provide ways for the transit to move more efficiently through signalization plans or other technology? - Are there changes to any intersections? - How will a specific station location look? Site specific plan. - Are there effects to historic, cultural, environmental resources? If so, how do we eliminate, reduce, or mitigate those effects?</p>	<ul style="list-style-type: none"> • Detailed roadway design • Detailed design of transit alternative • Finalize art program and individual station area design plan • Final Operations Plan •Construction of transit project and related transportation projects
Level of design	Concept level: Vision	Preliminary Engineering	Final Engineering and construction
			

DECISIONS FORMING THE TRANSIT ACTION PLAN

FORMING THE POWELL-DIVISION STEERING COMMITTEE

In January 2014, Metro Council passed Resolution 14-4496 establishing the Powell-Division Transit and Development Project Steering Committee. Council directed the committee to meet at project milestones and to submit recommendations to Metro Council.

Committee charge

The charge of the committee is as follows.

- Represent the community
- Provide information to and from constituents/community members, and represent their perspectives, concerns and priorities.
- Participate in the group they represent
- Participate in engagement opportunities; invite others to participate
- Alert project staff to issues and opportunities
- Advance the project through key decision points
- Follow decision-making protocols as established by the committee to make key decisions that include:
 - Establish goals for the project
 - Advance a range of transit alternatives and

development strategies for analysis and community consideration

- Narrow for further consideration the transit alternatives and development strategies that best meet the project's goals and community needs
- Concur on a transit alternative to advance to project development and recommend actions that support desired development outcomes
- Recommend an action plan

Decision-making

The committee established a consensus-based decision-making approach. Committee discussion followed the presentation of technical information and community input. After questions were answered and concerns discussed, there was a call for consensus and members indicated their level of support for a proposed decision through color cards. Committee members were engaged and thoughtful in their deliberation. Following modifications to a decision at hand or recording considerations for future work, most decisions throughout the process were met with unanimous support.

Councilor Shirley Craddick, Metro

Councilor Bob Stacey, Metro

Councilor Lori Stegmann, City of Gresham

Commissioner Steve Novick, City of Portland

Representative Shemia Fagan, Oregon State Legislature

Commissioner Diane McKeel, Multnomah County

Neil McFarlane, TriMet

Rian Windsheimer (formerly Jason Tell), Oregon Department of Transportation

Jason Howard (formerly Matt Clark), Johnson Creek Watershed Council

Heidi Guenin, Upstream Public Health

Melinda Merrill, Fred Meyer

John Bildsoe, Gresham Coalition of Neighborhood Associations

Bill Crawford, Southeast Uplift Neighborhood Coalition

Kem Marks, East Portland Neighborhood Office and East Portland Action Plan

Diane Noriega, Mount Hood Community College

Jessica Howard, Portland Community College Southeast

Lori Boisen, Division-Midway Alliance

Trell Anderson, Catholic Charities

Matt Wand, East Metro Economic Alliance

Raahi Reddy, Asian Pacific American Network of Oregon

Vivian Satterfield (formerly Nicole Johnson), OPAL Environmental Justice Oregon

Devin Carr, Student and transit rider



DECISIONS FORMING THE TRANSIT ACTION PLAN

PROJECT GOALS AND OUTCOMES

Between March and June 2014, the Steering Committee drafted, modified then unanimously endorsed the following goals and outcomes for the 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.

Outcomes

The Powell-Division Transit and Development Project will result in an actionable plan for key places (future station areas) and improved mobility to address long-standing infrastructure and investment issues along Powell-Division. The action plan will strive to:

- 1) Create a vision and development strategy for key places that promotes community-driven and supported economic development and identifies tools and strategies that mitigate the impacts of market pressures that cause involuntary displacement.
- 2) Identify a preferred near-term high capacity transit solution for the corridor that safely and efficiently serves high ridership demand, improves access to transit, is coordinated with related transportation investments, and recognizes limited capital and operational funding. The solution will include mode, alignment and station locations with supporting transportation improvements.



DECISIONS FORMING THE TRANSIT ACTION PLAN

WORKING PURPOSE AND NEED STATEMENT

Based on the project outcomes and goals, and policy identified in the regional high capacity transit system plan, the project developed a working draft purpose and need statement and proposed objectives to identify and measure differences between transit alternatives.

The working draft purpose and need statement guides information used during the evaluation process to help narrow the options being considered. The purpose and need was open for public comment during the summer 2014. It will be refined during the work to be conducted in the next phase under the National Environmental Policy Act (NEPA).

Project purpose

The purpose of the Powell-Division Transit and Development Project is to identify a preferred near-term high capacity transit solution for the corridor that efficiently serves current high ridership demand, is coordinated with related transportation investments and community development, recognizes limited capital and operational funding, and provides:

- **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.

Project need

High capacity transit service in the corridor is needed to address the following issues:

- **Heavily congested traffic:** Buses operate in heavily congested traffic conditions in both peak and off-peak times, which negatively affect transit travel times and reliability.
- **Transit demand exceeds capacity:** Strong demand for transit service in the corridor in both peak and off-peak times commonly results in standing-room only conditions on buses, and when at capacity buses pass by waiting riders.
- **Projected growth:** Projected growth in population, employment, and transit demand would require very high transit frequencies that would exacerbate the bus bunching and reliability issues already occurring.
- **Access to transit:** Access to transit is problematic in significant portions of the corridor with bicycle and pedestrian gaps along bus routes, major arterials, and many local streets.

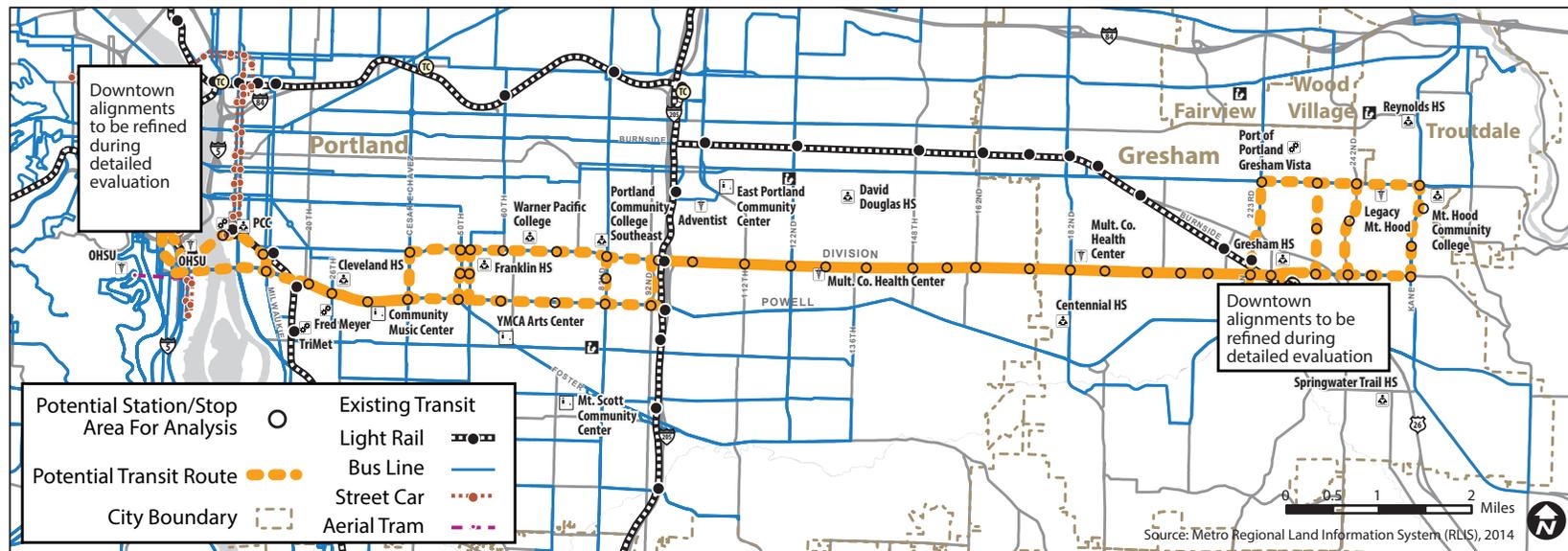
DECISIONS FORMING THE TRANSIT ACTION PLAN

GENERAL ROUTES AND MODES ADVANCED

In September 2014, Steering Committee members reached consensus on high capacity transit alternatives to study further.

- **Transit types** - The Steering Committee advanced bus options.
- **Routes** - The Steering Committee advanced the general route of inner Powell Boulevard in Southeast Portland transitioning to Division Street.

As a result, the project continued studying a range of potential bus options in the corridor and no longer studied rail options. Bus options were studied along a general alignment from inner Powell Boulevard to outer Division Street, with route options identified by dashed lines.



DECISIONS FORMING THE TRANSIT ACTION PLAN

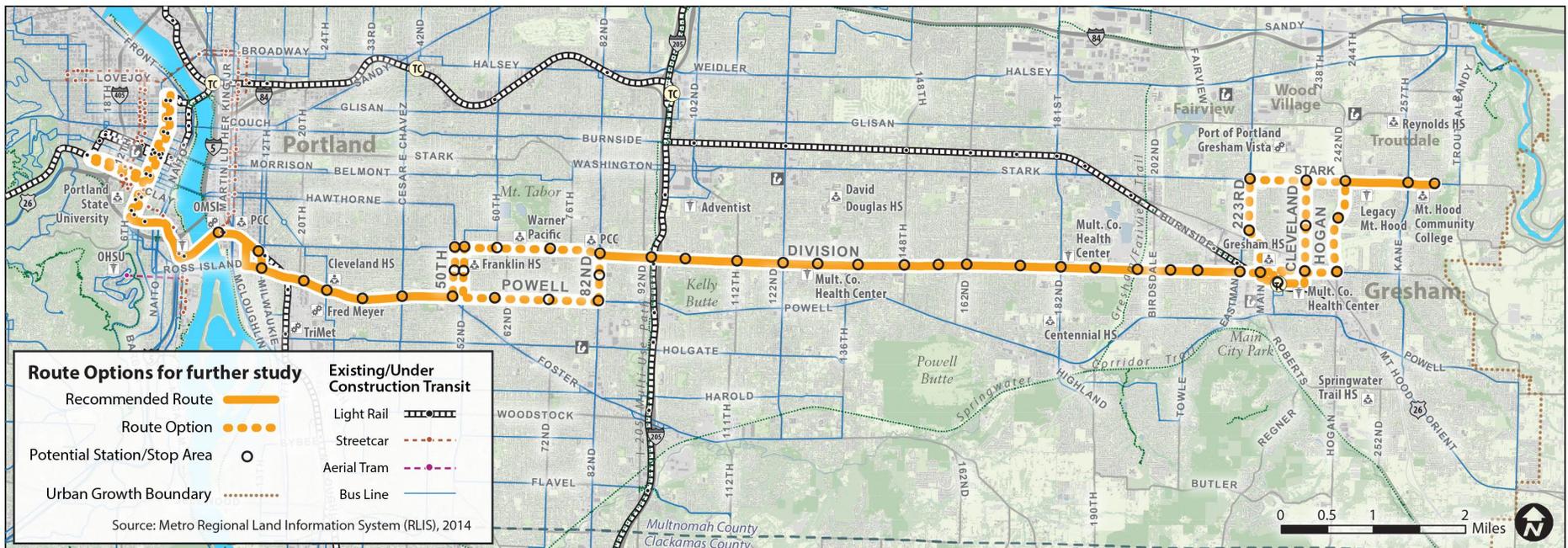
ROUTES FOR FURTHER CONSIDERATION

In March 2015, Steering Committee members reached consensus on bus rapid transit routes to advance for further consideration.

- **River crossing options** - The committee unanimously advanced the Tilikum Crossing.
- **Portland north/south crossover options** - The committee unanimously advanced 82nd Ave and also chose to continue studying 50th and 52nd avenues.
- **Gresham north/south options** - The committee advanced Main/223rd Ave., Cleveland Ave. and Hogan Rd.

As a result, the project continued studying these route options by developing design concepts and analyzing traffic, modeling transit travel times and ridership, developing conceptual cost estimates and seeking input from the public.

The project will be refining and finalizing the final route during Project Development.



POWELL-DIVISION TRANSIT AND DEVELOPMENT PLAN - TRANSIT ACTION PLAN





POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT
PUBLIC ENGAGEMENT REPORT

MARCH 17, 2014

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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Sam Chase, District 5

Bob Stacey, District 6

Auditor

Suzanne Flynn

¿Le gustaría recibir información acerca de este proyecto?

En caso de necesitar servicios de interpretación o de traducción, comuníquese con el personal del Consejo al menos 24 horas antes de la reunión al 503-797-1793 o TDD 503-797-1804.

Хотите получать информацию об этом проекте?

Если вам требуются услуги письменного или устного перевода, свяжитесь с сотрудниками Совета не менее чем за 24 часа до начала собрания по телефону 503-797-1793 или 503-797-1804 (линия TDD).

您是否希望收到關於本工程項目的資訊？

如果您需要口譯員或翻譯服務，請至少在開會前24個小時和委員會工作人員聯絡，電話：503-797-1793，TDD專線：503-797-1804。

Quyù vò còu muoán nhaän thoâng tin veà döi àun naøy hay khoâng?

Nếu quý vị cần dịch vụ thông dịch hoặc phiên dịch, xin liên lạc với nhân viên Hội Đồng ít nhất là 24 tiếng trước buổi họp tại số 503-797-1793 hoặc TDD 503-797-1804.

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ENGAGEMENT SUMMARY FOR PROJECT INITIATION - 2013 THROUGH MARCH 2014

Purpose

Early public engagement efforts for the Powell-Division Transit and Development Project focused on understanding the communities in the project area, building awareness about the project and opportunities to shape it, and soliciting input on engagement approaches, places and transit.

Input opportunities - A full listing begins on page 11. Outreach methods are described on page 10.

- community meetings
- project meetings, including community forums in Gresham and a Steering Committee and community gathering
- in-person and online surveys

Findings - More detailed findings begin on page 5 and the record of comments received begins on page 21.

- There is broad support for the Powell-Division Transit and Development Project.
- People support the implementation of a high capacity transit line in the near-term and believe that, at a minimum, the project should improve access to and the transit experience of riders of the 4-line (Division) and 9-line (Powell) buses.
- A new high capacity transit line must complement the overall transit network and create access to other transit connections, including potential new north/south service.
- The process should consider different transit types equally.
- The project should complement the desired outcomes identified in existing community plans, such as East Portland in Motion and the Outer Powell Conceptual Design Plan.
- Safety improvements are needed that would make it easier to access transit and generally walk, bike and cross streets.
- Positive changes associated with the project are welcome, but these changes should improve conditions for current residents by preserving the things people value, such as quiet residential areas and not threaten the displacement of people.

Contact information

Powell-Division Transit and Development Project
www.oregonmetro.gov/powelldivision
powelldivision@oregonmetro.gov
503-813-7535

Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97233

Dana Lucero, senior public involvement specialist
dana.lucero@oregonmetro.gov
503-797-1755

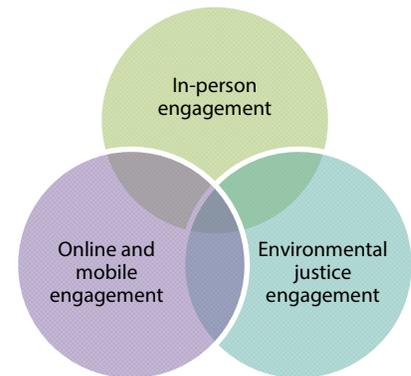
ENGAGEMENT APPROACH

A successful outcome is dependent upon engaging people who live or use services in the area in the development of the community-supported vision for new transit. The Powell-Division Transit and Development Project is a partnership of Metro, TriMet, the cities of Portland and Gresham, Multnomah County and the Oregon Department of Transportation.

Engagement principles and methods

Engagement will consist of in-person opportunities, online and mobile opportunities and targeted outreach to low-income and minority populations. The following principles will guide engagement strategies, activities and materials.

- *Use a person-first lens:* Relate to people the way they relate to the world, not through a project lens.
- *Make it easy for people to participate:* Meet people where they are and capitalize on opportunities for coordinated engagement.
- *Be clear:* Be clear about decisions, how input is a part of decision-making, who is making the decisions and when/what to expect as a result.



Engagement goals

The project team will strive to meet the following engagement goals. People were invited to comment on these goals via survey through the Powell-Division website beginning March 2013. Their comments shaped strategies, activities and evaluation metrics, which appear on page 16.

- Goal 1: Communicate complete, accurate, understandable and timely information
- Goal 2: Gather input by providing meaningful opportunities to participate
- Goal 3: Provide timely public notice of opportunities to participate
- Goal 4: Facilitate the involvement of low income populations, communities of color and people with limited English proficiency

FINDINGS FROM INPUT OPPORTUNITIES

Engagement feedback

In an effort to shape an engagement approach that is responsive to people's needs and preferences, a standing survey has been active on the Powell-Division website since March 2013. At present, 58 people shared their thoughts through the survey. The full results of the survey begin on page 31. This survey will remain open through the life of the project.

- **What is the most effective way for us to communicate with you?** Email updates are the preferred method for sharing project information. People also support working through community liaisons, such as neighborhood associations, and participating in existing public meetings. People also feel they would attend meetings specifically about the Powell-Division project.

- **How do you want to communicate with us?** Email and online surveys are the most preferred methods of communicating with the project team. People are also willing to share feedback at Powell-Division meetings.
- **Preferred engagement methods** When asked how likely people are to interact with the project, people are most willing to receive email updates and take online surveys. Fewer people are inclined to attend in-person events.
- **Who else should we be talking with?** Many people offered suggestions for groups and organizations that should be involved as the project moves forward.
- **Engagement goals** There was overall support for the proposed engagement goals. Most people offered thoughtful ways of actualizing the goals, as shown in the figure below. The full set of comments begins on page 31.

***Do you have any comments on these goals,
or are there other public engagement goals the project should include?***

Full set of comments begins on page 31

I feel like you should be reaching out specifically to the RIDERS along the corridor in question. Signs on buses, handouts, etc. These are the people who will truly be affected, so seek THEIR input.

Partner with existing events or community organizations to reach diverse populations that wouldn't necessarily engage with a project like this, or who may be wary of government and citizen involvement.

Perhaps bring participation TO the people, utilizing public and door-to-door canvassing.

Goal 4 is currently worded in a way that ignores or excludes the 'majority' population. Have you considered "Facilitate the involvement of all segments of the community including low income populations..." Granted, "all segments" isn't ideal either, but the goal should express completeness and inclusion.

The two public meetings that have been scheduled are in the early evening--at this time of year, it is quite dark and I am uncomfortable walking or taking one of the buses after dark: falling and having to wait for a bus home in an unfamiliar area. The agendas seemed to be identical--couldn't one of these meetings be scheduled earlier in the day, so those of us with issues might attend?

The goals are very good. This question, as always with government projects, is how much actual influence will the public's work and decisions affect the end product? Don't just ignore the public's wild ideas, explain why they can't be used. People are not as upset if you say NO if they know why!

More "Public" discussion. Would like to see public comments *(and responses) published on website with links on FB. *Responses will provide clarification and more information, which allows for further discussion and hopefully better outcome and decisions.

Also facilitate the involvement of seniors and people with disabilities, as well as people who live far from an existing bus or MAX line (e.g., the 1.5 mile walk I have to make to get to public transportation in Gresham).

Work with community groups to identify times and locations that are accessible for residents.

Encourage/recruit citizen advisors - formally or informally Use community gate keepers - let the general community flow information though a few gatekeepers from community groups or orgs - many citizens are unsure or their ability to comment, what to say, how to say it, etc...

Facilitate involvement of families with young children (have meetings at reasonable times, provide lots of online options, have meetings at kid-friendly places, etc.)

Thank you for considering other options than only the traditional 'public hearing'

Sounds good. Have you considered some way to communicate with those who use the bus frequently but do not speak English or very little at least.

All good, but in addition to gathering input and providing notice to participate, be sure to include feedback on what happened at various stages of the process and tell people the final result once the plan is adopted.

The following actions have been or will be taken as a result of the input received on engagement.

- Share project updates by email. (Established and will continue through the project)
- Offer input opportunities by email, through online surveys, at existing public meetings and at project-specific meetings. (Established and will continue through the project)
- Share information with the suggested organizations and groups. Offer in-person briefings and invite them to participate in input opportunities. (In progress)
- Let people know how their input was a part of the decision-making process. (Established and will continue through the project)
- Develop metrics that reflect and/or measure elements included in the input received on engagement goals. (Established and will continue through the project)

EMERGING THEMES OF IMPORTANCE

There were a number of in-person and online opportunities for people to communicate issues that are important to them. The following summarizes common themes generalized from 398 respondents.

The full set of comments gathered through surveys and meetings begins on page 21.

- **Safe sidewalks, street crossings and bike facilities** - People cite the need for more sidewalks and safe street crossings especially near transit stops. People also mention the need for safe and comfortable bike routes.
- **Development opportunities and land use** - People are generally satisfied with the mix of businesses and institutions near where they live, although people consistently see the need for more jobs near where they live. People also want grocery options and more local services. Others hope for more pedestrian-oriented retail options, but as others point out, the nature of the wide arterial streets is limiting. People say new development should respect existing residential areas, especially single-family homes and transitions to increased development should be thoughtfully planned and compatible.
- **Quality of life** - Easy and nearby access to transit features prominently in comments about high quality of life. Proximity to restaurants and shops is also cited as reasons people like their neighborhoods. People say they feel positive about their neighborhoods because of friendly neighbors, a feeling of safety and peace and quiet. Conversely, others describe a lack of safety in their neighborhoods as a detriment to be fixed. Many people raise the concern that the eastern part of the region has not received equitable investments and that transportation infrastructure is lacking.
- **Safety and security** - People raise important safety and security issues with regard to neighborhoods and how people get around. As described above, people feel strongly about correcting the lack of sidewalks and safe street crossings in their neighborhoods. People say the wide and busy arterial streets feel dangerous to walk along.

- **Support for the project and engagement opportunities** - Some people express excitement for the potential to bring high capacity transit and more transportation options to the communities in the corridor. People suggest different engagement methods and numerous stakeholders that should be involved as the project moves forward.

TRANSIT THEMES

There were a number of in-person and online opportunities for people to share feedback about transit. The following summarizes common themes generalized from 398 respondents. The full set of comments gathered through surveys and meetings begins on page 21.

Transit in general

- **Transit service and characteristics** - While some people are very satisfied with current transit service, other offer specific suggestions for improvements. These suggestions include faster trips, higher frequencies with less waiting at stops, reliably on-time arrivals, longer service hours, new routes. A few comments include the desire for real-time arrival information, easier ways to buy tickets and the need for additional seating or capacity on the bus or MAX. Many people express the need for more north/south bus service.
- **Transit stops** - Some people suggest new locations for transit stops. Others cite the need for shelters and lighting at bus stops. As described in the previous section, many people are asking for more and better sidewalks and safe street crossings so it is easier and safer to get to transit stops.
- **Transit fare** - Some people, predominantly the students surveyed at Mount Hood Community College, would like to see student transit fare discounted.
- **Safety and security** - Some people describe improvements to safety and security as a means of improving their overall transit experience. People feel that more security personnel on transit and at transit stops would increase their personal security. Some feel unsafe at transit stops, especially at night, and many suggest adding lighting.

Transit alternatives considered as a part of the Powell-Division Transit and Development

Project. Note: There will be many public input opportunities focused on the following options during spring, summer and fall 2014.

- **High capacity transit type (mode)** - Early conversations for the Powell-Division project reveal differing opinions on the merits of potential transit types, predominantly between light rail and bus rapid transit. Some people feel the benefits of light rail are known and would better serve the corridor. A few people say they would consider giving up their car for a light rail option, but not for bus. Some expressed strong dislike for buses in general. Others express concern that light rail may not be fully considered in the process. Other people strongly favor a bus-based option, such as bus rapid transit. Some think buses would be more suited to Powell Boulevard and/or Division Street. This sentiment was echoed during the Gresham forums. People feel the flexibility a bus option offers would allow it to be designed in ways that complement the communities it will serve. Just as a few people dislike buses, others

express a negative opinion of light rail, favoring buses instead. Regardless of the transit type that moves forward, there is general agreement that local bus service should not suffer as a result and local trips, such as a short bus ride to run errands, will remain a necessary function of transit.

- **High capacity transit route** - The comments received contain many thoughts on potential routes for high capacity transit, demonstrating a strong desire to rely on transit to get to the places they want to go. People also feel strongly that the route that moves forward must complement and not contradict established community plans for Powell Boulevard and Division Street. At the Gresham forums people generally favored Division over Powell for the Gresham portion of the route. At the Steering Committee and community gathering, people shared their preferred routes with yarn on a map, with ideas spanning many roads in the project area.
- **High capacity transit and roads** - People want faster transit and better transit connections to the places they want to go, but some express concern about the footprint of high capacity transit on roads. Some fear new transit would increase congestion for drivers. Others want to be sure bike routes, sidewalks and street crossings are not compromised. Conversely, a number of people favor new transit taking a lane of traffic on Powell Boulevard and/or Division Street. They feel that a reduction in car traffic would have a positive impact on their neighborhoods.

CLOSING THE LOOP: LINKING PUBLIC INPUT TO DECISION-MAKING

Input that informs decisions

The decision-making body for the Powell-Division Transit and Development Project is a Steering Committee made up of residents, transit riders, community organization leaders, business representatives, elected officials and agency directors. The committee is charged with weighing public input and technical information to develop a community supported action plan. That action plan will contain recommendations on transit type, route, station locations and development strategies that will then go to elected councils for consideration and endorsement.

The input gathered to date is intended to inform the Steering Committee's decision to establish project outcomes and goals. **The input summarized in the previous section supports the spirit and intent of the draft outcomes and goals the committee will consider**, as seen below. Much of the input received contains insights and details that will be useful in the development of alternatives and development strategies and will be accounted for in the next phases of the project.

For consideration by the Steering Committee during their March 17, 2014 meeting

Draft outcomes

Gresham and Portland will work together to identify key places that promote economic development and serve the community, leveraging future transit investments. Metro, TriMet, ODOT and Multnomah County will develop a near-term transit solution for the corridor that efficiently serves high ridership demand, is coordinated with related transportation investments, and recognizes limited capital and

operational funding.

Create an actionable plan for key places (future station areas) and improved mobility to address long standing infrastructure and investment issues along Powell-Division.

(1) Create a vision and development strategy for key investment focus areas.

(2) Identify a preferred high capacity transit alternative, including mode, alignment, and station locations with supporting transportation improvements.

Draft goals

- Well-being: Future development and transit improvements support healthy neighborhoods and improve access to social, educational and economic opportunities
- Transportation: People have safe and convenient access to efficient and frequent high capacity transit and the transportation system gets them where they want to go
- Equity: Future development and transit improvements reduce existing disparities and equitably distribute the benefits and burdens of change
- Efficiency: A high capacity transit project is efficiently implemented and operated

Delivery to decision-makers

This report is the primary mechanism for delivery public input to the Steering Committee in advance of their decision on project outcomes and goals. This report has been made available to the committee and the general public one week prior to their March 17, 2014 meeting. In advance of this meeting, each committee member will be offered an opportunity to discuss the public input and/or technical findings with project staff. The findings contained in this report will be presented and discussed during the meeting before the committee establishes the project outcomes and goals.

Feedback to participants

Every person who provided an email address will receive notice of the availability of this report. This report contains all comments received during this phase of the Powell-Division Transit and Development Project. It links the input received with the decisions the Steering Committee will consider and enumerates actions on the part of project staff prompted by input received. Project staff strives to make this link clear and welcomes feedback that could improve the process. See page 4 for contact information.

OUTREACH METHODS

Project website - Metro maintains the primary website for the project. It contains all input opportunities, Steering Committee materials and information, project documents and fact sheets. The site is updated regularly and is currently available in English and with some information in Spanish. www.oregonmetro.gov/powelldivision

Partner websites - The cities of Portland (www.portlandoregon.gov/bps/64377) and TriMet (www.trimet.org/future) also maintain online information about the project.

Email updates - People may sign up for email updates through the project website or at community meetings where project information is presented. Currently, 345 people have signed up to receive updates. Email updates announce community meetings and project events and provide information on project milestones, such as the formation of the Steering Committee. Six email updates have been sent since November 2013.

Project factsheet - An overview of the project is provided in the first factsheet published January 2014. It is available on the project website in English and Spanish.

Metro newsfeeds - Brief, informative articles about the project will be published on Metro News. People can receive this information by subscribing to an email digest or RSS feed or may visit www.oregonmetro.gov/news. Two newsfeeds have featured the project since January 2014.

Notification channels - Other methods of communicating project updates and input opportunities include the following. Please contact project staff if you have recommendations on additional channels. See page 4 for contact information.

- Powell-Division email updates
- East Portland Action Plan email updates
- Gresham Neighborhood Connections email updates
- City of Portland email updates
- TriMet Riders Club and service alert email updates

Twitter - Metro tweets public meetings and input opportunities.

ENGAGEMENT ACTIVITIES

Project events summary

The following events were convened to share information and gather public input. These events were open to the public and broadly advertised through notification channels.

- **Gresham community forums** - Community forums held on December 16, 2013 and January 9, 2014 offered an opportunity for public conversation about the existing conditions in the Gresham portion of the project area. The forums shared the same format, beginning with a brief open house period followed by a presentation, table discussions and full group report out. Public input was focused on neighborhoods and how people get around. Approximately 50 people attended. Input from the forums is included in the summary beginning on page 5 and the full set of comments can be found on page 42.
- **Steering Committee and community gathering** - The gathering held on February 27, 2014 at Portland Community College Southeast Center was an opportunity for committee members to get to know each other and interested members of the public. Approximately 70 people

attended the lively event. People interacted with posters featuring public comments received to date, a yarn exercise that let people play with the potential route for new transit and a create-a-tour map that invited people to mark places in their neighborhoods that people ought to see.

Project events and community briefings

The following list represents exchanges where information about the Powell-Division Transit and Development Project was shared or, conversely, information about community efforts or issues were shared with Powell-Division project staff.

3/13/2014	Division-Midway Neighborhood Street Plan open house - Powell-Division briefing
3/11/2014	City of Portland, Planning and Sustainability Commission - Powell-Division briefing
3/10/2014	Gresham Planning Commission - Powell-Division briefing
3/6/2014	Gresham Powell Valley Neighborhood Association - Powell-Division briefing
3/5/2014	East Portland Neighborhood Association chairs meeting - Powell-Division briefing
2/27/2014	Powell-Division Steering Committee and community gathering
2/26/2014	East Portland Action Plan general meeting - Powell-Division briefing
2/25/2014	TriMet's Transit on Tap: What is BRT?
2/6/2014	City of Gresham Transportation Subcommittee - Powell-Division briefing
1/31/2014	Immigrant and Refugee Community Organization staff meeting - Powell-Division briefing
1/30/2014	Rev. Herman Hawkins, The Promise Ministries
1/22/2014	East Portland Action Plan general meeting
1/22/2014	Metro Policy Advisory Committee - Powell-Division briefing
1/16/2014	Metro Council - Powell-Division briefing and appointment of the Steering Committee
1/15/2014	Metro Technical Advisory Committee - Powell-Division briefing
1/14/2014	Metro Council work session - Powell-Division briefing
1/9/2014	Powell-Division Gresham community forum
1/9/2014	Joint Policy Advisory on Transportation - Powell-Division briefing
1/8/2014	East Portland Action Plan Technical Advisory Committee
1/7/2014	Portland Community College - Powell-Division briefing
1/6/2014	East Multnomah County Transportation Committee - Powell-Division briefing
1/3/2014	Transportation Policy Alternatives Committee - Powell-Division briefing
12/19/2013	Raahi Reddy, Asian Pacific American Network of Oregon - Powell-Division briefing
12/18/2013	East Multnomah County Technical Advisory Committee - Powell-Division briefing
12/16/2013	Powell-Division Gresham community forum
12/16/2013	Diane Noriega, Mount Hood Community College Board - Powell-Division briefing
12/12/2013	Division Midway open house
12/12/2013	Portland Community College Southeast Center tour
12/10/2013	Jade District steering committee - Powell-Division briefing
12/6/2013	Devin Carr, student and transit rider
11/19/2013	Multnomah Citizen Involvement Committee - Powell-Division briefing
11/12/2013	Gresham Coalition of Neighborhood Associations - Powell-Division briefing

10/22/2013	Tour with Oregonian staff - Powell-Division briefing
10/21/2013	Southeast Uplift Neighborhood Coalition land use and transportation committee - Powell-Division briefing
10/9/2013	East Portland Action Plan Technical Advisory Committee
10/9/2013	East Portland Land Use and Transportation Committee - Powell-Division briefing
10/6/2013	Centennial Neighborhood Association - Powell-Division briefing
9/10/2013	Bicycle Transportation Alliance and Oregon Walks - Powell-Division briefing
8/30/2013	Andrea Valderrama, Outreach and Policy Advisor for Commissioner Steve Novick - Powell-Division briefing
8/28/2013	East Portland Action Plan annual picnic
8/26/2013	Jade District - Powell-Division briefing
7/30/2013	Trell Anderson, Catholic Charities - Powell-Division briefing
7/11/2013	Stanley Moy, Jade District - Powell-Division briefing
7/10/2013	East Portland Action Plan Technical Advisory Committee
6/8/2013	East Portland Legislative Town Hall on economic development
6/7/2013	Betty Dominguez, Home Forward - Powell-Division briefing
6/5/2013	Powellhurst-Gilbert Neighborhood Sidewalk Projects open house
6/5/2013	Lori Boisen, Division Midway Alliance - Powell-Division briefing
6/3/2013	Bob Kellett, Southeast Uplift Neighborhood Coalition - Powell-Division briefing
5/4/2013	Immigrant and Refugee Community Organization's Diversity Community Leadership Roundtable
4/27/2013	East Portland Legislative Town Hall on transportation
4/11/2013	Oregon Advocacy Council Office - Powell-Division briefing
4/10/2013	East Portland Action Plan Technical Advisory Committee
3/19/2013	Gresham Coalition of Neighborhood Associations - Powell-Division briefing
3/14/2013	Meyer Memorial Trust 2-way street tour
2/26/2013	Outer Powell safety improvements meeting
1/9/2013	East Portland Action Plan Technical Advisory Committee

Project and related surveys

- **Sign up for email updates** - A brief survey accompanies the function of signing up for email updates. The survey asks people to state where they live/work/go to school, describe their transit use and prompts them for input for the project team. The survey has been open since March 2013 and, to date, has 175 complete surveys and can be found on page 22.
- **Engagement approach** - This survey asks people to share their preferences for participating in the project and solicits feedback on the project's engagement goals. This survey has been open since March 2013 and, to date, has 58 complete surveys and can be found on page 31.
- **Gresham community forums** - In-person surveys captured input at the community forums held on December 16, 2013 and January 9, 2014. People were asked questions about the mix of businesses and institutions in neighborhoods and changes they would welcome, as well as how they typically get around. Approximately 50 people participated and the results begin on page 42.

- **Mount Hood Community College** - This survey asked people about the mix of businesses and institutions in their community and for recommendations for improving transit. The survey was conducted in-person on January 6, 2014 with students buying books and transit passes. Staff spoke with approximately 300 people and received 87 complete surveys, which can be found on page 53.
- **Immigrant and Refugee Community Organization** - The survey was conducted with IRCO staff in-person on January 31, 2014 and was available online for one week. This survey asked people what they like about their neighborhood and what they would like to see change. It also asked for recommendations for improving transit, for their own use and on behalf of the immigrants and refugees they serve. Oregon Zoo tickets were offered as incentives. We received 36 complete surveys, which can be found on page 61. Three people randomly selected and were awarded four tickets each.
- **Portland Comprehensive Plan Update** - In 2013, the City of Portland developed a Working Draft Comprehensive Plan in two parts. Part 1 focused on citywide goals and policies. Part 2 included an online Map App, which is an interactive series of maps showing the geography and location of various policy proposals; and the Citywide Systems Plan, a 20-year coordinated infrastructure plan for the City of Portland. Unlike Part 1, Part 2 included specific recommendations for where to create Town and Neighborhood Centers, which streets to designate Civic and Neighborhood Corridors, and where to invest in infrastructure, such as high capacity transit. In support of the Powell-Division Transit and Development project, City of Portland staff reviewed public comments submitted in response to the Working Draft Part 2 of the Comprehensive Plan. Staff completed a database query based on five key words (Powell, Division, High Capacity, 82nd, 122nd, and Division) and two topic filters (centers and transportation). In addition, staff compared a map of the Powell-Division project area with neighborhood boundaries and reviewed letters from those neighborhood associations. A memo describing key findings can be found on page 75.

EQUITY, TITLE VI AND ENVIRONMENTAL JUSTICE

It is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Environmental justice principles considered in transportation planning and project development include:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income persons.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income persons.

Limited English Proficient (LEP) persons are those whom English is not their primary language and who have a limited ability to speak, understand, read or write English. It includes both people who reported to the U.S. Census that they do not speak English well and those who do not speak English at all. Metro will conduct a four factor analysis as laid out federal guidance to implement language assistance measures and target resources appropriately.

- 1) Number of LEP persons likely to be encountered by the transit project
- 2) Frequency that LEP persons come into contact with the transit project
- 3) Nature and importance of the transit project to LEP persons
- 4) Resources available and costs to the transit project

Title VI requires written translations of vital documents for each LEP group that meets a threshold of 5 percent of the project area's population or 1,000 individuals, whichever is less. Vital documents that may be generated as a part of the transit project include notice of free language assistance, Title VI complaint forms and notification of rights.

Broad and inclusive engagement is essential to developing a community-supported transit solution. Metro will work with residents and community organizations that serve low income and minority populations to provide early, regular and meaningful opportunities to influence decision-making. Efforts have begun in this phase during project initiation and near-term planned environmental justice engagement is listed on page 18.

Metro's nondiscrimination notice

Metro respects civil rights. Metro fully complies with Title VI of the Civil Rights Act of 1964, that bans discrimination on the basis of race, color or national origin. For more information on Metro's civil rights program, or to obtain a Title VI complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings.

All Metro meetings are wheelchair accessible. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1536 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 7 business days in advance of the meeting to accommodate your request. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

EVALUATION OF ENGAGEMENT TO DATE

The following reflects an earnest evaluation by project staff of engagement efforts during the first phase of the Powell-Division Transit and Development Project. For planned engagement opportunities in the next phase of the project, see page 18. Note: Following publication of this report, **community members will be invited to provide an external assessment of these efforts**. People will be asked what they think worked well and for specific ideas that could improve community involvement in the project. If you are interested in participating this assessment, please contact Dana Lucero at dana.lucero@oregonmetro.gov or at 503-797-1755.

● - Achieved | • - Some efforts made, room for improvement | ○ - Must improve in next phase

	WINTER 2014 Establish goals	SUMMER 2014 Identify alternatives	FALL 2014 Refine alternatives	WINTER 2015 Project agreement	Total efforts
Goal 1: Communicate complete, accurate, understandable and timely information					
A. Was the information tested for clarity by others not involved in the project?	●				
B. Was the information reviewed for accuracy?	●				
C. Was information deemed a vital document ¹ and therefore translated into other languages?	•				
D. Were people informed of the availability of this information (i.e., notification through email updates and other channels, such as the Neighborhood Connections e-newsletter)?	●				
E. Was the information available at least one week in advance of any decisions based on that information?	●				
Goal 2: Gather input by providing meaningful opportunities to participate					
A. Were efforts made to engage riders of the 4- and 9-line buses?	•				
B. Were efforts made to engage residents and businesses in the corridor?	•				
C. Were efforts made to engage students and employees of the schools in the corridor?	•				
D. Were community groups and organizations in the corridor invited to share Powell-Division information with their stakeholders or members?	●				
E. Were people invited to provide input before each decision-making milestone?	●				
F. Was public input provided to decision-makers in advance of each decision-making milestone?	●				

¹ Executive Order 13166 describes vital documents as those critical for obtaining the federal services and/or benefits, or is required by law. Federal partners stress the importance of assessing the needs of limited English proficiency populations to determine whether certain critical outreach materials should be translated into other languages, but recognizes it would be impossible, from a practical and cost-based perspective, to translate every piece of outreach material into every language. (Source: Commonly Asked Questions and Answers Regarding Executive Order 13166, www.lep.gov/13166/lepqa.htm)

● - Achieved | • - Some efforts made, room for improvement | ○ - Must improve in next phase

	WINTER 2014 Establish goals	SUMMER 2014 Identify alternatives	FALL 2014 Refine alternatives	WINTER 2015 Project agreement	Total efforts
G. Were people given the opportunity to provide comments directly to decision-makers at meetings?	●				
H. Were in-person opportunities to participate held at accessible locations?	●				
I. Were in-person opportunities to participate held at variable times?	•				
J. Were in-person opportunities to participate supplemented by online opportunities to participate?	●				
K. Were online opportunities to participate also available in other formats?	•				
L. Did public involvement activities help build the capacity of people to participate in future public processes?	•				
Goal 3: Provide timely public notice of opportunities to participate					
A. Were meetings, workshops, surveys and other opportunities to participate clearly advertised on the project website and emailed to the interested persons list?	●				
B. Were project-sponsored meetings advertised on the project website at least two weeks in advance?	●				
C. Were people made aware of project briefings in advance of community meetings, such as neighborhood associations?	•				
D. Were formal public comment periods advertised per federal requirements?	-				
Goal 4: Facilitate the involvement of low income populations, communities of color and people with limited English proficiency					
A. Were efforts made to engage Spanish language speakers?	•				
B. Were efforts made to engage Vietnamese language speakers?	○				
C. Were efforts made to engage Chinese language speakers?	○				
D. Were efforts made to engage Russian language speakers?	○				
E. Were efforts made to engage Korean language speakers?	○				
F. Were efforts made to engage Tagalog language speakers?	○				
G. Were efforts made to engage Arabic language speakers?	○				
H. Did meeting materials include Metro's ADA, non discrimination and language assistance notice?	●				
I. Were translation services made available upon request?	•				
J. Was project information made available at accessible locations such as health care clinics, local and ethnic markets, community centers and schools?	•				

For planned engagement opportunities in the next phase of the project, see page 18.

WHAT'S NEXT?

- **Bus rider engagement** - Project staff will go to where bus riders are, setting up quick input opportunities at bus stops along Powell Boulevard and Division Street and in other places in the project area. We will also explore on-board and text-based input opportunities.
- **Environmental justice engagement** - Project staff will set up informational meetings with organizations and groups that serve or represent communities of color, people with limited English proficiency and low-income communities. These will be learning opportunities insofar as the project will be informed about the needs and challenges of the diversity of people in the corridor as well as ways to engage people in convenient, comfortable and culturally competent ways.
- **Translation of materials and input opportunities** - The project factsheet will be translated into Chinese, Vietnamese and Russian. Partnerships with other efforts, listed below, will result in the addition of Powell-Division questions to community surveys that will be translated into languages other than English.
- **Powell-Division survey** - This survey will be available online and broadly publicized. It will ask people about the places they value, where change would be welcome and, similarly, what they value and would change about transit. This input will inform the alternatives that will be proposed in the next phase and the qualities the alternatives should be measured against. The survey will likely open in late March.
- **Participation in East Portland Neighborhood survey** - This survey is an effort of East Portland Communications Outreach Project and will be mailed to 60,000 homes and translated into Spanish, Russian and Vietnamese.
- **Participation in the Jade District's visioning workshops** - The Jade District, the area surrounding 82nd and Division and designated by the Portland Development Commission as a Neighborhood Prosperity Initiative district, is undergoing a visioning process and will engage people who speak Chinese, Vietnamese, Spanish and Russian.
- **Participation in related public events** - Project information and input opportunities will be available at open houses and community meetings for related projects, such as the Division-Midway Neighborhood Streets Plan and the Gresham Neighborhoods Information Fair.
- **Powell-Division open house** - Project partner, City of Portland, will host an open house to gather input about places that people value and want to see protected and areas where changes or new opportunities would be welcome. They will also begin to gather input about preferences for the high capacity route determination.
- **Powell-Division workshops** - In June or July, the project will host in-person workshops at variable times to gather input about the high capacity transit project in order to develop alternatives to study and ways to measure the alternatives so that what moves forward meets community needs.
- **Powell-Division community briefings** - Regular project briefings at existing meetings and events will continue through the life of the project.

- **Powell-Division website** - Metro will maintain and update the project website with all input opportunities, Steering Committee materials and information, project documents and fact sheets. Visit the project website at www.oregonmetro.gov/powelldivision.
- **Powell-Division email updates** - Email updates will continue to announce community meetings, surveys and project events and provide information on project milestones. Sign up for email updates on the project website.
- **Metro newsfeeds** - Additional articles about the project will be published on Metro News. People can receive this information by subscribing to an email digest or RSS feed or may visit www.oregonmetro.gov/news.

Do you have ideas for other activities?

Let us know! Contact information is found on page 4.

Appendix: Survey results and public comments

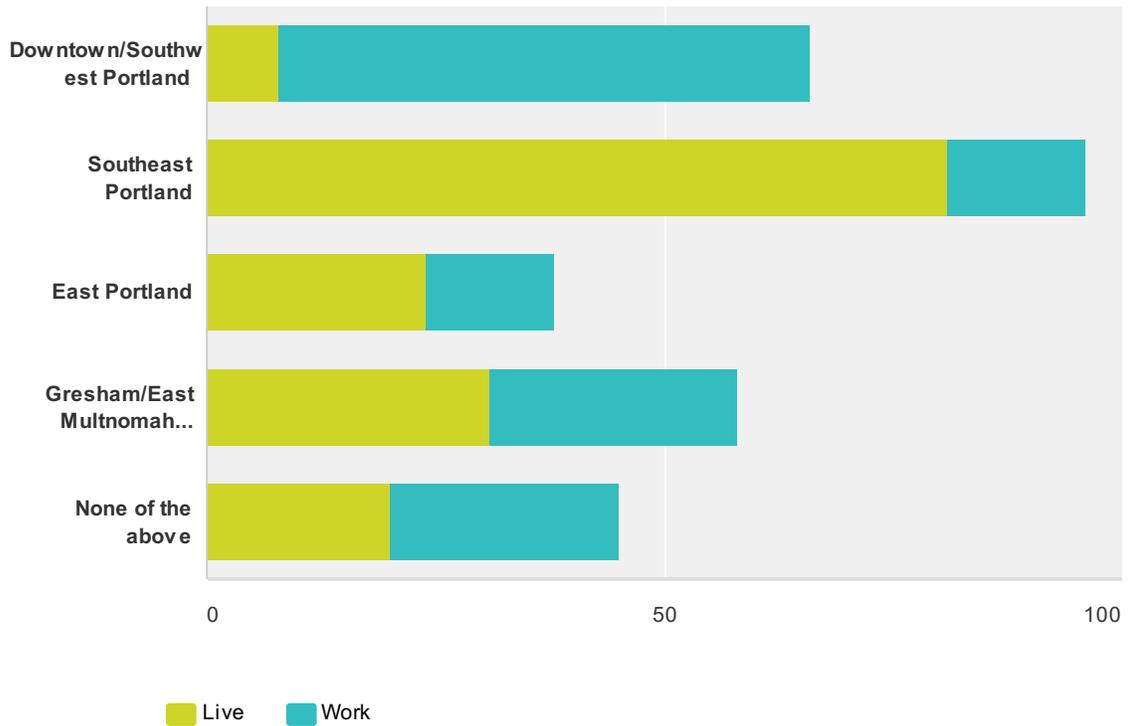
- Sign up for email updates survey
- Engagement approach survey
- Gresham community forums report
- Mount Hood Community College survey
- Immigrant and Refugee Community Organization survey
- Portland Comprehensive Plan Update summary
- Other comments received
- Project factsheet (English)
- Project factsheet (Spanish)

Sign up for email updates - A brief survey accompanies the function of signing up for email updates. The survey asks people to state where they live/work/go to school, describe their transit use, prompts them for input for the project team, and to describe their demographics (added later). The survey has been open since March 2013 and, to date, has 175 complete surveys.

Responses to questions 1 and 2 have been deleted as they contain names and personal email addresses.

Q3 Please indicate where you live and/or work

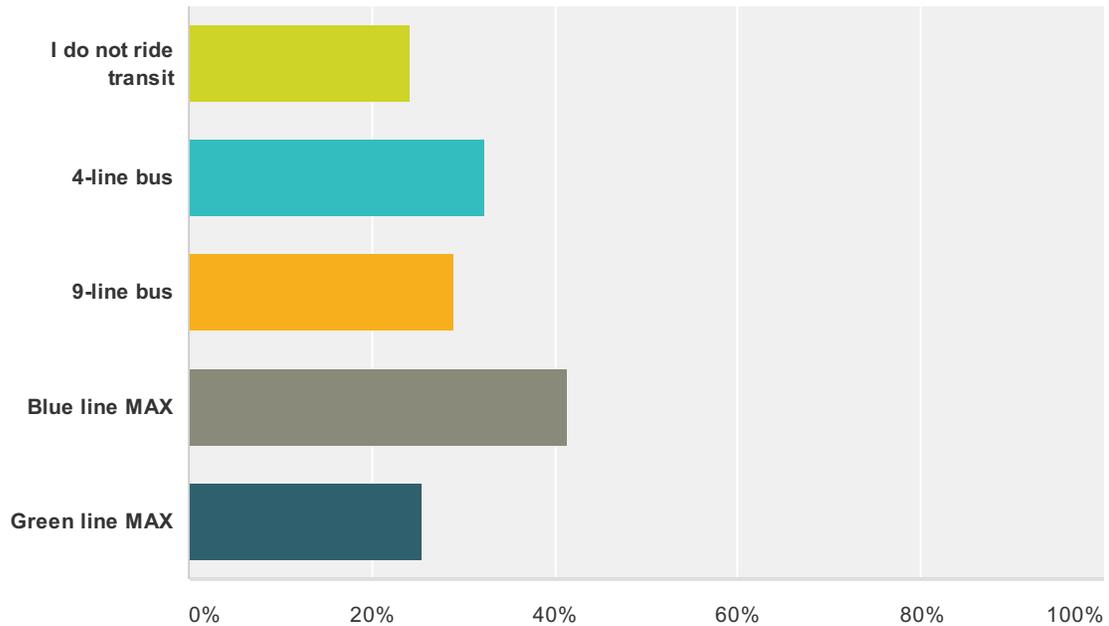
Answered: 171 Skipped: 4



	Live	Work	Total Respondents
Downtown/Southwest Portland	12.50% 8	90.63% 58	64
Southeast Portland	96.43% 81	17.86% 15	84
East Portland	75% 24	43.75% 14	32
Gresham/East Multnomah County	68.89% 31	60% 27	45
None of the above	57.14% 20	71.43% 25	35

Q4 Do you ride transit in or through the project area?

Answered: 145 Skipped: 30



Answer Choices	Responses
I do not ride transit	24.14% 35
4-line bus	32.41% 47
9-line bus	28.97% 42
Blue line MAX	41.38% 60
Green line MAX	25.52% 37
Total Respondents: 145	

#	Other (please specify)	Date
1	Not currently working	2/27/2014 9:30 AM
2	19	2/22/2014 9:38 PM
3	Also line 17 & 75.	2/21/2014 11:26 PM
4	15, 75	2/21/2014 6:02 PM
5	10 bus	2/21/2014 2:27 PM
6	72, 17, 14, 10	2/14/2014 10:03 AM
7	I'm retired so I don't commute. I occasionally use one of the Park and Ride stations to take either the Green or Blue Line downtown. I ride my bike through the area (on the I-205 MUP).	2/13/2014 10:47 PM
8	Bus	2/11/2014 11:15 AM
9	I don't regularly ride transit, but my step-daughter does.	2/8/2014 10:00 AM

10	When I commute with public transportation, I take a morning route using #87, Blue Line MAX, and #77. In the evening rush hour, I use #71, and #9 (I have to walk a lot more) Weekends, I am limited to #9 and #71 both mornings and evenings to commute to work.	1/29/2014 8:49 PM
11	19-Woodstock and 33-Clackamas	1/29/2014 10:31 AM
12	Red line, yellow line, #21, #77	1/28/2014 2:39 PM
13	Not these lines - future rider of Orange line MAX	1/28/2014 2:16 PM
14	Buses #10,17, 20, 71	1/28/2014 10:44 AM
15	75 line bus	1/24/2014 8:36 AM
16	#71 bus, #20 bus	1/17/2014 9:48 AM
17	#20 bus, #80 bus, #81 bus	1/10/2014 11:56 AM
18	#20 bus, #21 bus, #71 bus	1/10/2014 11:55 AM
19	#20 bus	1/10/2014 11:54 AM
20	#20 bus	1/10/2014 11:53 AM
21	#20 bus	1/10/2014 11:49 AM
22	#20 bus	1/10/2014 11:49 AM
23	#17 bus	1/10/2014 11:48 AM
24	#20, 21, 77, 80, 81 buses	1/10/2014 11:46 AM
25	#20 bus	1/10/2014 11:46 AM
26	#20 bus	1/10/2014 11:45 AM
27	#20 bus, #77 bus	1/10/2014 11:44 AM
28	#6 bus, #20 bus	1/10/2014 11:43 AM
29	#72 bus	1/10/2014 11:42 AM
30	#20 bus	1/10/2014 11:40 AM
31	#20 bus	1/10/2014 11:39 AM
32	#70 bus	1/10/2014 11:38 AM
33	#20, #6, #75	1/10/2014 11:37 AM
34	#19 bus	1/10/2014 11:36 AM
35	#20 bus	1/10/2014 11:34 AM
36	#20 bus	1/10/2014 11:30 AM
37	#20 bus	1/10/2014 11:29 AM
38	Red Line	1/10/2014 11:26 AM
39	#87 bus	1/10/2014 11:24 AM
40	#20 bus, #71 bus	1/10/2014 11:22 AM
41	#12 bus, #21 bus, #71 bus, Red line, WES	1/10/2014 11:01 AM
42	#19, 20, 72, 75, 81 buses, Yellow line	1/10/2014 10:53 AM
43	#75 bus, #77 bus	1/10/2014 10:51 AM
44	#20 bus	1/10/2014 10:49 AM
45	#20 bus, #155 bus	1/10/2014 10:48 AM
46	Mostly walk, due to lack of service	1/10/2014 10:45 AM
47	#20 bus	1/10/2014 10:44 AM
48	#71, 72, 10, 17, 20 buses	1/10/2014 10:43 AM

49	TriMet LIFT- to transport my mother	1/10/2014 10:41 AM
50	#20 bus, #87 bus	1/10/2014 10:39 AM
51	#20 bus	1/10/2014 10:37 AM
52	Red lin, #71 bus, #21 bus, #66 bus	1/10/2014 10:36 AM
53	#20 bus, #15 bus, Yellow line, Red line	1/10/2014 10:35 AM
54	72, 19, 14, 71	1/6/2014 4:54 PM
55	I often bike through this area	1/2/2014 1:11 PM
56	Occasionally, not on daily commute.	12/16/2013 12:10 PM
57	20-line bus	12/15/2013 9:40 AM
58	sometime drive but cost too much to park	12/8/2013 1:01 AM
59	Bike is primary mode of transit. Also take #14 through project area.	12/6/2013 12:19 PM
60	Red MAX; 14line bue	11/29/2013 3:19 AM
61	14 bus	11/27/2013 11:51 AM
62	19	11/4/2013 11:55 AM
63	10 bus; CL line streetcar	10/30/2013 8:40 PM
64	Many other buses, including north-south buses, as necessary in my travels.	10/25/2013 5:07 PM
65	14-Line bus	9/30/2013 2:36 PM
66	I either use the park and ride to catch the Green Line Max at the Main St. stop or I use the #4 bus.	9/22/2013 3:07 PM
67	buses 14, 15 and 70	8/5/2013 7:44 PM
68	Also ride 10/14/19/70/71/72/75 that travel through the greater corridor area	7/9/2013 8:47 AM
69	Line 10	7/1/2013 9:23 AM
70	Bike and Pedestrian travel	6/21/2013 8:24 PM
71	#14 Bus Line	6/5/2013 8:05 AM
72	14 (from 50th and Division) Bike commute	5/23/2013 1:26 PM
73	14 - Off of Hawthome, but I used to live off of Powell and frequently rode the 9.	5/10/2013 11:07 AM
74	I used to before relocating to the westside	5/8/2013 4:50 PM
75	I ride transit in other cities right now.	5/7/2013 7:11 AM
76	Whatever bus takes me to where I need to go. Do not drive so rely on transit	3/26/2013 8:55 PM

Q5 Is there anything you want to share with the project team?

Answered: 43 Skipped: 132

#	Responses	Date
1	Support I am very excited about this project!	2/27/2014 9:29 AM
2	Mode Route I'm particularly concerned that the murmurs I've heard about BRT along Powell would involve a lot of mixed traffic BRT, which wouldn't appear to help very much in the commute times along Powell. A lot of the narrowest sections of inner SE Powell won't have room for dedicated lanes or queue jumps, and so I smell a fancy, more expensive new line that doesn't do very much to alleviate the speed/congestion concerns. I'd really love to see Powell reduced by a lane, perhaps with an 'express' lane that could be swapped in regard to direction depending on time of day, along with a dedicated bus lane (i.e. 2 lanes W-bound in the AM, 1 lane E-bound, and 1 dedicated BRT lane; swap the express lane in the PM to give 2 lanes E-bound, and just 1 W-bound). Make sense?	2/25/2014 11:40 AM
3	Route Transit service The bus system takes so long to get downtown from here (77th & Division). Would be great to have a PCC to 39th to downtown only route!	2/24/2014 11:24 PM
4	Mode A brand new light rail bridge is being aimed directly at this corridor. I know that there is a lot of interest in trying BRT someplace in the region, and some folks think this may be the right place, but I think that it makes sense to stick with what has worked well for the rest of the region, and strongly consider another LRT line for this corridor. Benefits include zero carbon emissions, maximum impact on inducing TOD, and highest capacity for urban transit passenger capacity.	2/21/2014 6:02 PM
5	Mode Route I would prefer a non-rail solution on Powell and/or Division for safer biking. I only take the 9 when not rush hour. A better airport connection would be great bonus.	2/21/2014 2:27 PM
6	Transit characteristics I would be happy with a 10-15 minute reduction in commute time each way.	2/21/2014 9:37 AM
7	Mode I do not ride transit because I absolutely detest the buses. It would be fantastic if there were light rail running along Powell Boulevard and I would give up driving in to work downtown and ride light rail. I would not do this if it remains a bus system, including a bus rapid transit system. I have seen the bus rapid transit system in Eugene. It is hideous. It retains all of the worst features of bus transit, does not give a meaningful or lasting investment in the neighborhoods it passes through. I would love to see light rail through this major transit corridor.	2/20/2014 11:30 AM
8	Roads Route I hope a rapid transit line can go forward without burdening commuters on Powell and Division with more congestion.	2/20/2014 1:24 AM
9	Mode Route We need bus rapid transit in a dedicated lane on Powell to downtown	2/17/2014 9:07 PM
10	Develop. ops/land use Economic vitality Please give particular attention to land use and improvements to existing industrial and jobs centers in the area near Johnson Creek and Foster. The folks that live in the corridor study area in East Portland need more local jobs and services. Corridor studies usually end up being mostly about mobility and getting folks to the Central City. It's my hope that this corridor study will do more to build Centers in East Portland that are needed to correct a jobs/housing imbalance that is disproportionately effecting low-income people and ethnic minorities. These residents deserve to have access to jobs and housing near their homes and to have the travel cost and time cost burdens on their households relieved.	2/14/2014 10:03 AM
11	Economic vitality Quality of life Safety and security I have lived in East Portland since before we were annexed into Portland. Please do your best to make right (with improved safety, transit, and livability) all the things that have been ignored for way too long.	2/14/2014 5:36 AM
12	Not at this time.	2/13/2014 10:47 PM
13	Quality of life Safety and security We need to better serve east county...our roads and lack of sidewalks is dangerous to all and is a eye sore!	2/13/2014 6:47 PM
14	Quality of life I am concerned that any new development helps improve the livability of our area, rather than create new problems.	2/8/2014 10:00 AM

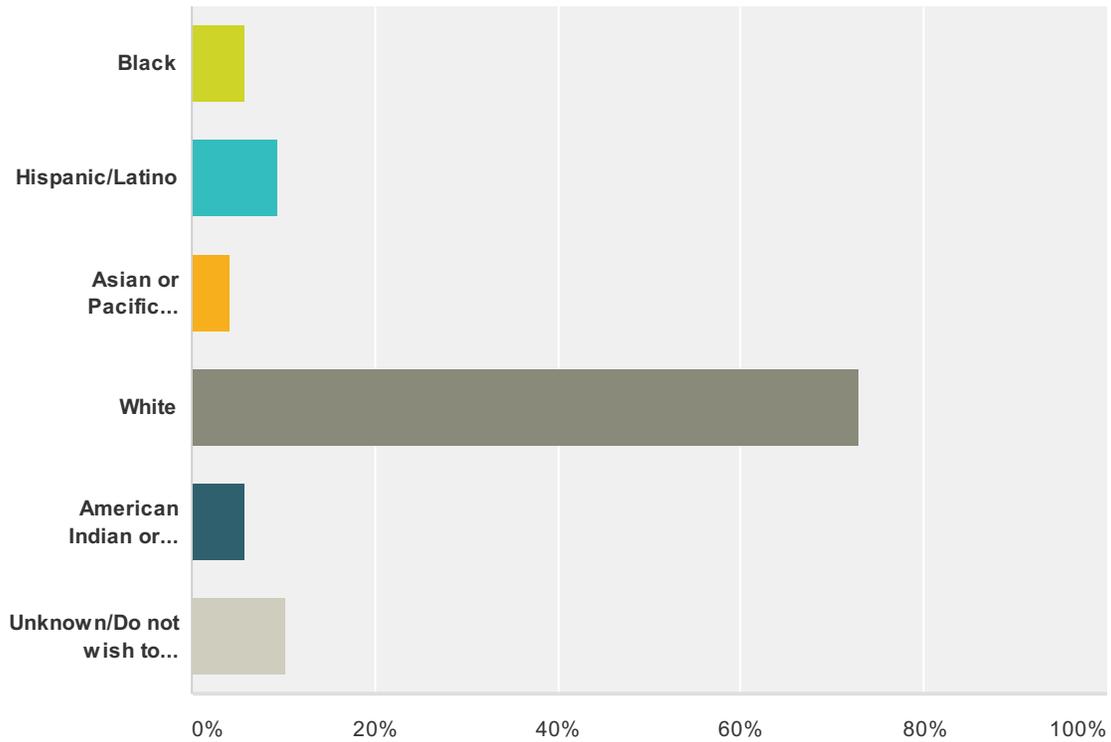
15	Support I'm a Masters in Public Administration student focused on transit planning at the University of Oregon, and I'm very interested in keeping up to date with this project.	1/31/2014 11:54 AM
16	Economic vitality Quality of life Roads I think this corridor would benefit from more frequent busses but the neighborhoods would see a decline from reducing car traffic lanes on Division and Powell. Foster Rd will also have reduced lanes. I fear this could have a negative effect on businesses that use easy access for cars to bring customers to their doors. When those businesses move out... well, we saw what that did to Rockwood.	1/29/2014 8:49 PM
17	We (Apex Companies, LLC) provide environmental services such as HazMat corridor assessments, Phase I corridor assessments, tank removal, and more. Within the past 5 years, we have assisted on similar transportation corridor projects in a street re-alignment project in Kelso and the BRT expansion project (e.g., WEEE) in Eugene. Regards, Chris 503.475.6835 csheridan@apexcos.com	1/28/2014 2:16 PM
18	Engagement I am the (newly elected) Land Use Chair for the South Tabor Neighborhood Association which has Division as it's northern boundary, 82nd as it's eastern boundary, and Powell as it's southern boundary. Right in the sweet spot for this project!	1/21/2014 12:33 PM
19	Support As a member of the Mount Hood Community College Board of Education (District 2), I am very interested in transportation projects that could affect future access to the college.	1/18/2014 10:56 AM
20	Roads My main interest is maintaining existing road capacity on Powell and Division Streets for automobile transportation. Any new public transit project through the Powell and Division corridors should bring its own lane capacity, even if it means taking out neighboring property property/easements. I don't really have much interest in traveling to Gresham from inner Southeast Gresham via public transit. Automobiles are much more convenient and time saving than even the fastest of public transit methods.	1/18/2014 9:46 AM
21	Roads Transit characteristics I'd be interested in a dedicated lane as much as possible even if it always on Powell (use space near the train yard close in?). Also, I would like those strange turn ins\ parking on Powell from 50th to 82nd eliminated or otherwise used better. THINK BIG!!!!	1/18/2014 7:25 AM
22	Support Keep up the good work and bring more high capacity transit to the area!	1/15/2014 4:15 PM
23	Transit service I will be taking the #4 line every work day to get to work. My plan is to drive from my home at SE Powell & SE 80th to Hosford Middle School where I will drop off my daughter and park the car, from there I will take the bus downtown for work beginning September 2014. My alternate plan is to bike from our home to SE Division where we will board the bus and get dropped off at Hosford Middle School or downtown.	1/6/2014 12:57 PM
24	Mode I would gladly give up my car for light rail...rapid transit bus, probably not.	1/3/2014 12:12 PM
25	Develop. ops/land use I work as an architect but my passion lies in community development and am most interested in the interactions between buildings and the street. The nature of Powell being such a large arterial through the SE makes it a difficult street for anything other than cars to interact with. I am very interested to see what new improvements will be proposed.	1/2/2014 1:11 PM
26	Mode Why are we even looking at a Max track down the middle of Powell when the Max is 3 blocks north of Powell!!!!	12/19/2013 8:22 AM
27	Mode I recommend a north-south bus route up and down Hogan (238th-242nd), from at least Palmquist/Roberts to Stark St. This would link to bus routes on Powell, the Cleveland MAX stop via Burnside, bus routes on Division, and bus routes on Stark. I currently have a 1.5 mile walk, on arthritic knees and hips, to get to a bus or MAX stop.	12/15/2013 9:40 AM
28	Miscellaneous Looking forward to hearing about trees and plantings you are planning for the project.	12/11/2013 8:58 PM
29	Support I'm really excited that you are considering other transportation options in Gresham area. Please expand and keep me updated.	12/8/2013 1:01 AM
30	Support Transit service I am retired and no longer own a car. I live in Gresham and use the Trimet several times each week—it's a great system	12/7/2013 9:15 PM
31	Engagement I co-chair the Foster Green EcoDistrict, and we are interested in being involved in the process.	12/6/2013 12:19 PM
32	Mode I am worried that the objective: "Develop a transit solution that effectively serves the high demand in the near term" will preclude any discussion of light rail.	12/4/2013 8:56 PM

Sign up for Powell-Division Transit and Development Plan updates

33	Engagement I'm Master of Urban and Regional Planning student at PSU, so I'd love to get involved beyond participating in public meetings if there are opportunities to volunteer technical skills or help prepare or facilitate at public meetings. Thank you!	9/17/2013 1:24 PM
34	Develop. ops/land use Safety and security If there were more pedestrian oriented retail development around safe transit stations along outer Division (or Powell) I would visit these areas more often and patronize those businesses. However, as things are now, I usually stay below SE 52nd when on Division & Powell, and even then these two streets both feel dangerous as a pedestrian. Inner Division needs a 20 mph speed limit, parking meters, and restricted/permit-only parking in adjacent neighborhoods, as well as automotive traffic calming/diversion.	7/9/2013 8:47 AM
35	Mode Keep it simple - and no light rails.	6/24/2013 12:46 PM
36	Transit characteristics Please consider reliability on this project. Nice stations with nice new buses stuck in traffic would be a disappointment.	6/21/2013 8:24 PM
37	Active transportation Route I prefer that all transit options preserve pedestrian and bike compatibility and minimize nuisance impacts from noise on residential areas. I would also like to see Metro acquire the freight corridor ROW rights on Powell in an effort to reduce truck traffic. Reducing commuter traffic in that area is also important.	5/23/2013 1:26 PM
38	Engagement I do comment on portlandtransit.com. I am lead for property at St. Timothy Lutheran Church.	5/15/2013 8:58 AM
39	Engagement I work at Southeast Uplift and would be happy to help out in anyway.	5/13/2013 4:19 PM
40	Transit characteristics Please make this a noteworthy project! If we do it, we need to do it well, and not just create a slightly better bus system. If we're not going to significantly increase travel time down Powell/Division, I'd rather see the money go towards increasing frequency to 10 min on the current buses.	5/10/2013 11:07 AM
41	Transit service Good luck! The loss of limited service in these corridors was a real shame. Glad to see the recognition of the need.	5/8/2013 4:50 PM
42	Miscellaneous Not at this point.	5/7/2013 7:11 AM
43	Transit service Would like to see #87 bus on 182, 181 and Highland, run more frequently and make better connections with the north-south buses.	3/26/2013 8:55 PM

Q6 Metro strives to create inclusive opportunities to participate. Your response helps us understand if we are reaching members representative of the community. Please select all that apply to you.

Answered: 118 Skipped: 57

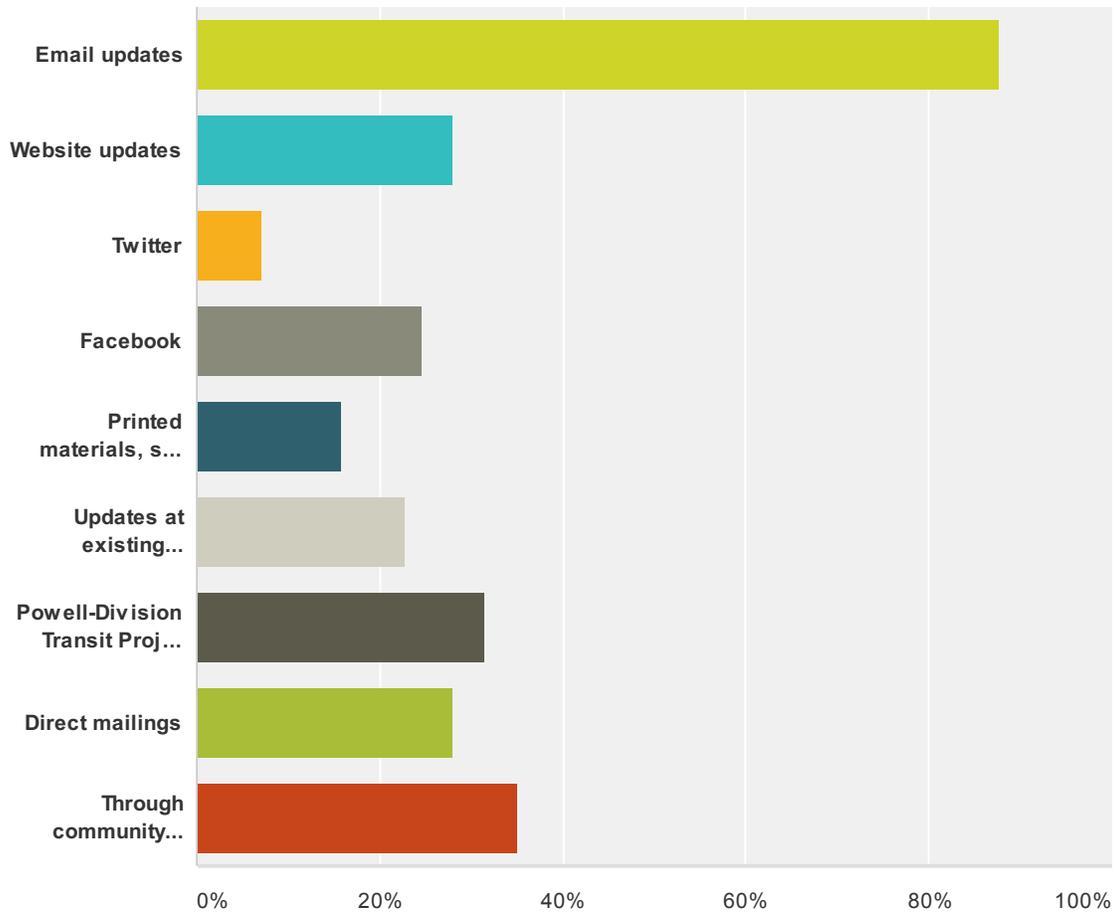


Answer Choices	Responses
Black	5.93% 7
Hispanic/Latino	9.32% 11
Asian or Pacific Islander	4.24% 5
White	72.88% 86
American Indian or Alaska Native	5.93% 7
Unknown/Do not wish to disclose	10.17% 12
Total Respondents: 118	

Engagement approach - This survey asks people to share their preferences for participating in the project and solicits feedback on the project's engagement goals. It also asks people to describe their demographics. This survey has been open since March 2013 and, to date, has 58 complete surveys.

Q1 What is the most effective way for us to communicate with you? (select all that apply)

Answered: 57 Skipped: 1



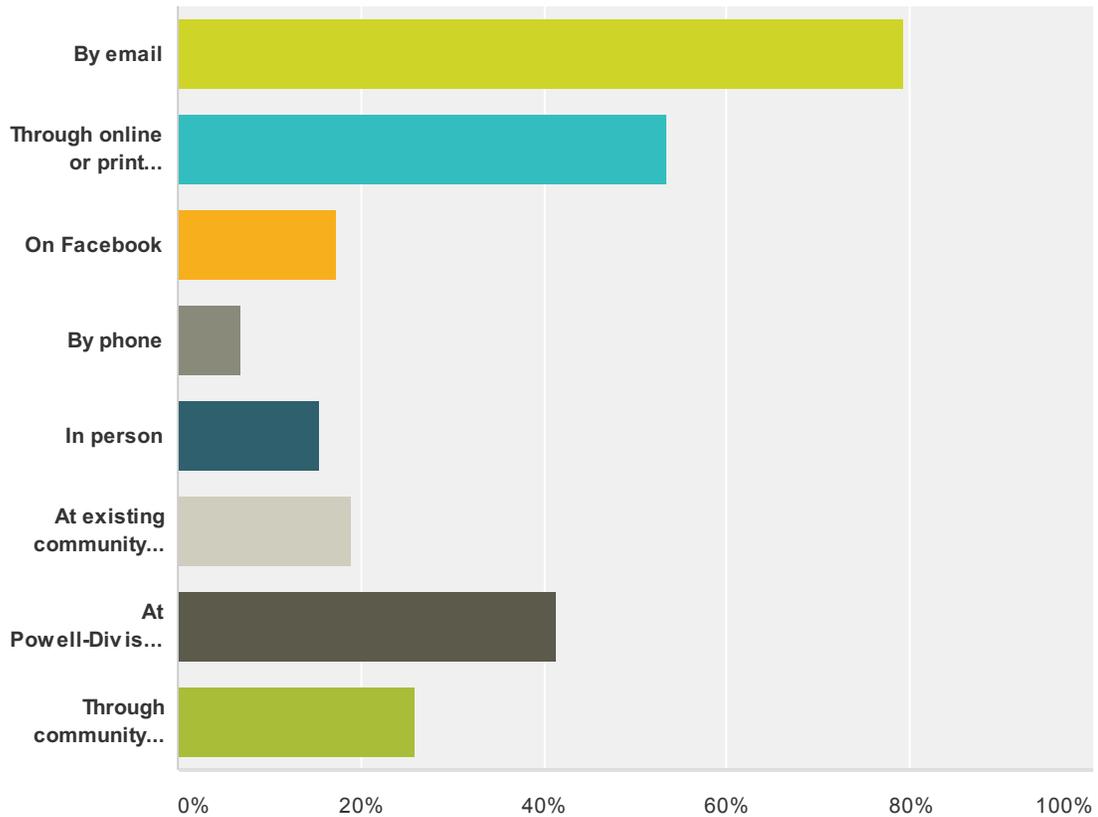
Answer Choices	Responses
Email updates	87.72% 50
Website updates	28.07% 16
Twitter	7.02% 4
Facebook	24.56% 14
Printed materials, such as fact sheets	15.79% 9
Updates at existing community meetings	22.81% 13
Powell-Division Transit Project meetings	31.58% 18
Direct mailings	28.07% 16
Through community liaisons, such as neighborhood associations	35.09% 20
Total Respondents: 57	

#	Other (please specify)	Date
	POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT PUBLIC ENGAGEMENT REPORT MARCH 2014	

1	Not everyone who uses transit has access to email, so reaching out to community groups is a great way to access folks who rely on transit. Also perhaps notice boards at grocery stores and community centers.	12/13/2013 1:42 PM
2	I want to help keep the costs low, but need to see the info in b/w	12/13/2013 1:40 PM
3	http://www.reddit.com/r/portland	10/7/2013 11:46 AM
4	Printed materials should be provided at community meetings and perhaps at community gathering places, like libraries. Direct mailings wouldn't be appropriate for me (because I don't live close to the project), but they should be considered for people living or working close to the project. Powell-Division Project meetings might also be appropriate, especially if there aren't existing community meetings/liaisons in an area.	3/23/2013 5:20 PM

Q2 How do you want to communicate with us? (select all that apply)

Answered: 58 Skipped: 0

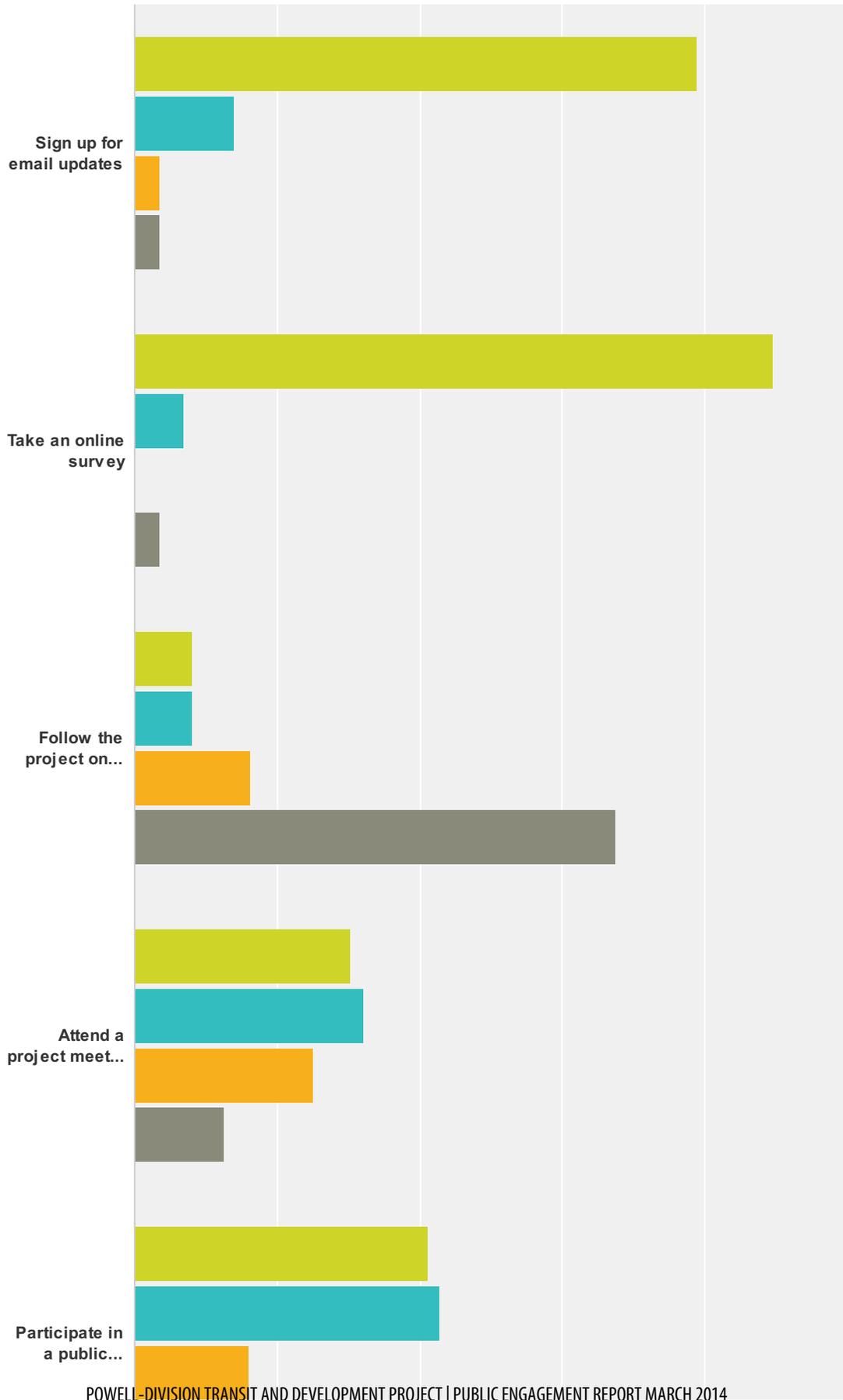


Answer Choices	Responses
By email	79.31% 46
Through online or print surveys	53.45% 31
On Facebook	17.24% 10
By phone	6.90% 4
In person	15.52% 9
At existing community meetings	18.97% 11
At Powell-Division Transit Project meetings	41.38% 24
Through community liaisons, such as neighborhood associations	25.86% 15
Total Respondents: 58	

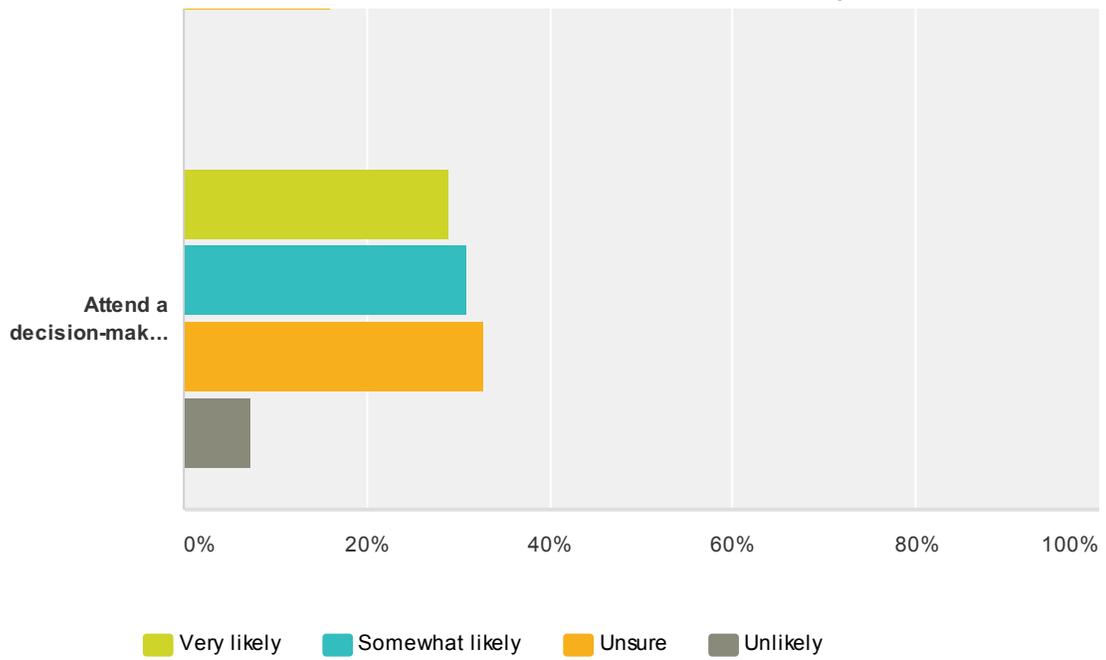
#	Other (please specify)	Date
1	Twitter	2/5/2014 3:41 PM
2	Like the transparent two-way conversation FB facilitates	1/6/2014 9:50 AM
3	same ass #1	3/26/2013 9:02 PM

Q3 How likely are you to do the following?

Answered: 58 Skipped: 0



Get involved in the Powell-Division Transit Project



	Very likely	Somewhat likely	Unsure	Unlikely	Total
Sign up for email updates	78.95% 45	14.04% 8	3.51% 2	3.51% 2	57
Take an online survey	89.66% 52	6.90% 4	0% 0	3.45% 2	58
Follow the project on Twitter	8.16% 4	8.16% 4	16.33% 8	67.35% 33	49
Attend a project meeting or workshop	30.36% 17	32.14% 18	25% 14	12.50% 7	56
Participate in a public comment period	41.07% 23	42.86% 24	16.07% 9	0% 0	56
Attend a decision-making meeting or hearing	29.09% 16	30.91% 17	32.73% 18	7.27% 4	55

Q4 The public engagement goals for the Powell-Division Transit Project are as follows. Goal 1: Communicate complete, accurate, understandable and timely information Goal 2: Gather input by providing meaningful opportunities to participate Goal 3: Provide timely public notice of opportunities to participate Goal 4: Facilitate the involvement of low income populations, communities of color and people with limited English proficiency Do you have any comments on these goals, or are there other public engagement goals the project should include?

Answered: 24 Skipped: 34

#	Responses	Date
1	I feel like you should be reaching out specifically to the RIDERS along the corridor in question. Signs on buses, handouts, etc. These are the people who will truly be affected, so seek THEIR input.	2/25/2014 11:35 AM
2	partner with existing events or community organizations to reach diverse populations that wouldn't necessarily engage with a project like this, or who may be wary of government and citizen involvement.	2/21/2014 4:01 PM
3	You also need to say clearly - WE ARE GOING TO DO SOMETHING THAT MAY IMPACT YOU POSTIVELY OR NEGATIVELY, BUT WE ARE DOING SOMETHING - ignoring us won't stop us.	2/21/2014 2:04 PM
4	Perhaps bring participation TO the people, utilizing public and door-to-door canvassing.	2/11/2014 12:51 AM
5	If you are already planning on a rapid bus system, you aren't providing an opportunity for meaningful input.	1/30/2014 10:04 AM
6	I hope it is more than just a chance to communicate. I would hope that plans might be altered due to public participation.	1/29/2014 8:42 PM
7	It is already not a meaningful process when options are off the table and it has been decided to use a rapid bus system vs another form of transit like light rail. It looks like a lesser form of investment is being made in more marginalized communities. While any investment might seem like it is better than nothing, it does not make it the right choice for this transit corridor. You had best hope you have studies showing the economically stimulating effect of a bus system vs light rail because I don't think there is an economic benefit to the rapid bus system compared to light rail and it is frustrating that this crappy alternative is being rammed down the community's throat under the guise of meaningful community engagement.	1/28/2014 7:19 AM
8	Goal 4 is currently worded in a way that ignores or excludes the 'majority' population. Have you considered "Facilitate the involvement of all segments of the community including low income populations..." Granted, "all segments" isn't ideal either, but the goal should express completeness and inclusion.	1/6/2014 11:38 PM
9	The two public meetings that have been scheduled are in the early evening--at this time of year, it is quite dark and I am uncomfortable walking or taking one of the buses after dark: falling and having to wait for a bus home in an unfamiliar area. The agendas seemed to be identical--couldn't one of these meetings be scheduled earlier in the day, so those of us with issues might attend?	1/6/2014 12:44 PM

Get involved in the Powell-Division Transit Project

10	The goals are very good. This question, as always with government projects, is how much actual influence will the public's work and decisions affect the end product? Don't just ignore the public's wild ideas, explain why they can't be used. People are not as upset if you say NO if they know why!	1/6/2014 9:56 AM
11	More "Public" discussion. Would like to see public comments *(and responses) published on website with links on FB. *Responses will provide clarification and more information, which allows for further discussion and hopefully better outcome and decisions. Powell Boulevard improvements left the Fire Department in Gresham out of the loop, resulting in some errors in planning and design.	1/6/2014 9:50 AM
12	I think timeliness is the biggest thing here. We need a plan and action fast but we need it to be quality work. Our region is growing fast but our mass transit and freeways are not.	12/28/2013 12:05 AM
13	The rumor is that you want to put Max tracks down the middle of Powell through Gresham, is that true. if it is, why!!!! We have the max 3 blocks north ,so, why. Please enlighten me	12/19/2013 8:30 AM
14	Also facilitate the involvement of seniors and people with disabilities, as well as people who live far from an existing bus or MAX line (e.g., the 1.5 mile walk I have to make to get to public transportation in Gresham).	12/15/2013 9:34 AM
15	Work with community groups to identify times and locations that are accessible for residents. Encourage/recruit citizen advisors - formally or informally Use community gate keepers - let the general community flow information through a few gatekeepers from community groups or orgs - many citizens are unsure of their ability to comment, what to say, how to say it, etc...	12/13/2013 1:42 PM
16	those of us who live to the north would LOVE to have n/s buses for 162nd, 148th, and others This is also the opportunity to have safety for pedestrians!!	12/13/2013 1:40 PM
17	None	12/11/2013 5:22 PM
18	Clean up the sidewalk along 190th so people can walk on it.	12/6/2013 2:22 PM
19	Clean up the sidewalk along 190th so people can walk on it.	12/6/2013 2:21 PM
20	Facilitate involvement of families with young children (have meetings at reasonable times, provide lots of online options, have meetings at kid-friendly places, etc.)	5/13/2013 5:12 PM
21	Thank you for considering other options than only the traditional 'public hearing'	5/8/2013 4:52 PM
22	These sound about right	5/8/2013 11:11 AM
23	sound good. have you considered some way to communicate with those who use the bus frequently but do not speak English or very little at least.	3/26/2013 9:02 PM
24	All good, but in addition to gathering input & providing notice to participate, be sure to include feedback on what happened at various stages of the process and tell people the final result once the plan is adopted.	3/23/2013 5:20 PM

Q5 We want to involve organizations and groups that have a stake in the outcome of this project. Who should we be talking with?

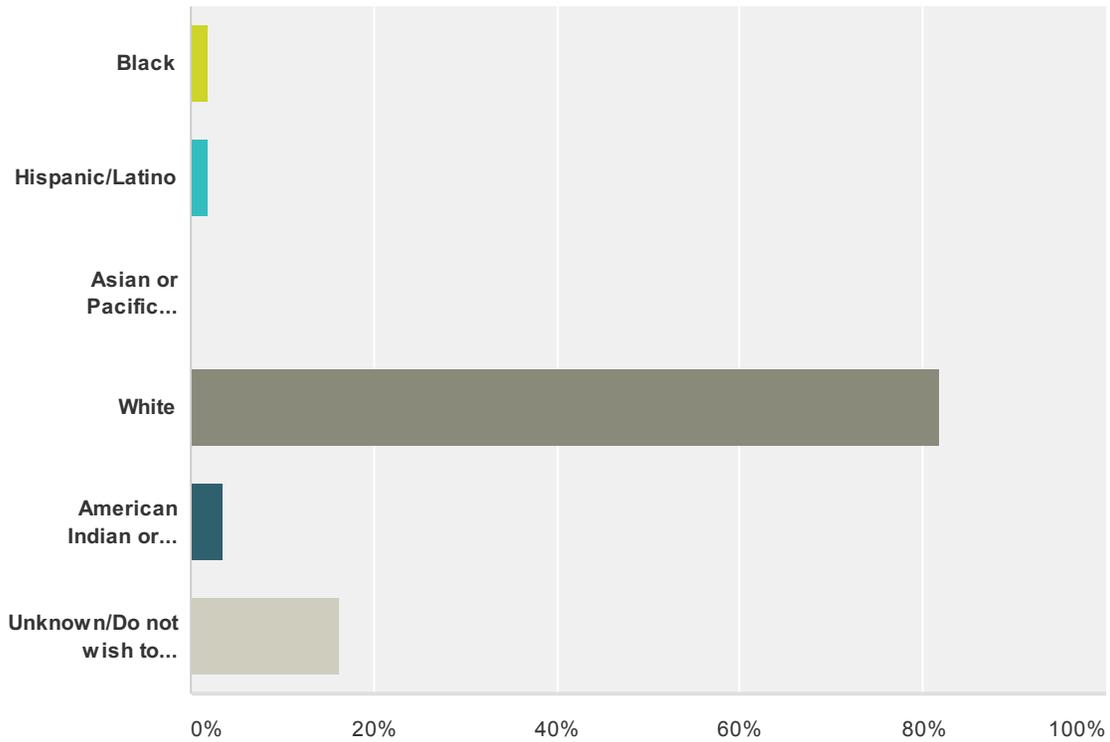
Answered: 31 Skipped: 27

#	Responses	Date
1	Neighborhood+business associations, but I'm sure you know all that.	2/25/2014 11:35 AM
2	Businesses on Division and Powell.	2/24/2014 4:23 PM
3	I would reach out to the churches, especially those who cater to the Hispanic or Russian/Ukrainian populations - that is a great way to reach underserved populations.	2/21/2014 4:01 PM
4	Healthcare - talk with healthcare and their healthy communities initiatives that will lower health care expense. Healthcare can help you because you can help their bottom line.	2/21/2014 2:04 PM
5	Sisters of the Road; youth at Outside-In; every surrounding college and university	2/11/2014 12:51 AM
6	OTREC at Portland State University has studied the Powell Corridor extensively and holistically.	2/5/2014 3:41 PM
7	Current community members and potential investors	1/30/2014 10:04 AM
8	Business groups.	1/29/2014 8:42 PM
9	Businesses, neighbors, potential businesses, students, transit users, environmental groups.	1/28/2014 7:19 AM
10	Foster Powell NA, FABAA	1/18/2014 7:28 AM
11	everyone! at least those willing to listen and engage.	1/6/2014 11:38 PM
12	Business Associations along Powell from the Ross Island Bridge to Gresham	1/6/2014 9:56 AM
13	Current users of mass transit - you may have to go out and stand at a bus stop and engage riders in conversation to get the information you need. As you know, most people do not engage in government or planning discussions at meetings as a matter of routine.	1/6/2014 9:50 AM
14	ASERT Neighborhood Association in southeast Gresham. Multnomah County Aging and Disability Services, located in Gresham.	12/15/2013 9:34 AM
15	After participating in the Outer Powell stakeholders meetings, I am somewhat confused and frustrated about the outcomes to date. Certain yet-to-be-achieved objectives (e.g. crosswalks, placement of bus stops, sidewalks, etc.) have a direct impact on us transit users. It would be helpful to have someone involved in the Outer Powell plan present in these meetings.	12/13/2013 4:27 PM
16	Multnomah County Disability Services Advisory Committee Elders In Action Ride Connection JOIN Cascadia Behavioral Health Care	12/13/2013 2:26 PM
17	Non-profit assistance agencies/Government agencies Agencies that deliver culturally specific services to clients who rely on transit - Central City Concern, Lutheran, Impact NW, NAYA etc...	12/13/2013 1:42 PM
18	OPAL/BRU	12/13/2013 1:40 PM
19	Talk to and with Marlene Byrne Land Use Chair, Centennial Neighborhood Association. This project is within our Association boundaries and we would want to be kept abreast of project.	12/11/2013 5:22 PM
20	People who live along or near the corridors, they are the "resident experts" and the City of Gresham is notorious for NOT listening to those people who truly know what is going on at ground level	12/6/2013 4:51 PM
21	Possibly talk at neighborhood association meetings. Associations for Gresham list contact information for each association	12/6/2013 2:55 PM
22	Please be sure to directly engage neighborhood associations such as Mt. Scott Arleta, FoPo, etc., not just communicate through neighborhood coalitions. Request that you include Foster Green EcoDistrict and possibly Gateway Green EcoDistrict in the process, as transportation issues are critical to their visions and existing efforts.	12/6/2013 12:22 PM

23	All the neighborhood associations that the project area runs through.	11/25/2013 3:43 PM
24	Lents Neighborhood Association, Powellhurst-Gilbert Neighborhood Association, Eastport Plaza tenants, Ride Connection, PCC, Kirkland Union Manor residents, Chinese Consolidated Benevolent Association of Portland, AAPANO, IRCO, Ukrainian Credit Union members	11/25/2013 12:23 PM
25	Centennial Neighborhood Association, St. Timothy Lutheran Church, Midway Business	5/15/2013 9:23 AM
26	Foster Green EcoDistrict.	5/13/2013 5:17 PM
27	Riders! Residents, especially transit advocates and professionals. There are many who feel that this project is not going to be done well, and therefore will give BRT A bad rap. If we're going to spend the money, it needs to be effective in making traveling down Powell/Division better. We are Portland, after all, we should keep setting the bar high.	5/10/2013 11:03 AM
28	Jade District Reps/NPI; Community Associations; System users; Locations served by the lines: health clinics, grocery stores, etc.	5/8/2013 11:11 AM
29	Gresham Coalition of Neighborhood Associations	3/29/2013 12:13 PM
30	Neighborhood Associations Try to get into churches and also schools.	3/26/2013 9:02 PM
31	neighborhood groups, area businesses & organizations (especially people-gathering locations along the corridor), transportation groups (transit, walk, bike, auto? -- gov't + community)	3/23/2013 5:20 PM

Q6 Metro strives to create inclusive opportunities to participate. Your response helps us understand if we are reaching members representative of the community. Please select all that apply to you.

Answered: 55 Skipped: 3



Answer Choices	Responses
Black	1.82% 1
Hispanic/Latino	1.82% 1
Asian or Pacific Islander	0% 0
White	81.82% 45
American Indian or Alaska Native	3.64% 2
Unknown/Do not wish to disclose	16.36% 9
Total Respondents: 55	

POWELL-DIVISION TRANSIT & DEVELOPMENT PROJECT

DECEMBER 16, 2013
6:30-8:00 P.M.
CENTENNIAL MIDDLE SCHOOL

JANUARY 9, 2014
6:30-8:00 P.M.
MT. HOOD COMMUNITY COLLEGE



Brian Martin
Senior Comprehensive Planner
Brian.Martin@greshamoregon.gov
503-618-2266

Katherine Kelly,
Transportation Planning Manager
Katherine.Kelly@greshamoregon.gov
503-618-2110

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Safety	9
Miscellaneous	9
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Outreach Materials	Error! Bookmark not defined.

Executive summary

This report provides a compilation of public comments that were received during two community forums for the Powell-Division Transit and Development Project (PDTDP). The purpose of the forums was to receive input from residents and interested stakeholders about the PDTDP.

The community forums were held from 6:30 to 8:00 PM on:

- Monday, December 16, 2013 at the Centennial Middle School, 17650 SE Brooklyn St. Approximately 30 people attended, including staff from Gresham, Metro and TriMet.
- Thursday, January 9, 2014 at Mt. Hood Community College, 2600 SE Stark St.
- Approximately 20 people attended, including staff from Gresham, Metro and TriMet.

A variety of outreach efforts were used to raise awareness of these events. This included:

- Approximately 11,000 postcards mailed to all property owners and renters within ¼ mile of Division St, Powell Blvd and the Kane Dr/Glisan St/Hogan Dr loop
- Email to the Gresham Neighborhood Association presidents and land-use chairs
- Announcement to the TriMet riders club
- Announcement via Metro project webpage
- Gresham online updates at GreshamOregon.gov
- Gresham Facebook and Twitter posts
- Articles in Gresham’s Neighborhood Connections

Community forum organization and description

The purpose of the community forum was to facilitate a conversation with the community on existing conditions within the Powell Blvd. and Division St. corridors.

This community forum included a brief open house period followed by a presentation, table discussions, and finally a reporting out period. The open house period provided participants the opportunity to gain familiarity with the meeting materials. Staff then presented an overview of the project and explained the purpose of the forum was to hear about the existing conditions along the Division St. and Powell Blvd. corridors.

Table discussions focused on the issues from the presentation, with a recorder selected from each table. Table discussion facilitators asked the following questions:

1. Neighborhood

- a. Is there a good mix of businesses (shops, offices, restaurants) and institutions (schools, churches, medical facilities) near where you live so you can get needed good and services? What is missing?
- b. How do you get around? Is it easy to drive, bike, walk?

2. Change vs. stability

- a. If a corridor gets enhanced transit, what changes would you most like to see along the route in Gresham (Division, Powell, Kane, Stark, Hogan), either in the road or on adjacent land? What would you like to see stay the same?
- b. If the corridor gets enhanced transit, what changes would you be most concerned about along the route in Gresham, either in the road or on the adjacent land?

3. Areas of change

1. If enhanced transit made it possible for more intense housing, shops and jobs, what locations would be most appropriate for that increased intensity?

During the reporting out period, each table presented to the room the top three comments they discussed. All comments were recorded for this document.

Copies of materials from the community forums are included at the end of this appendix:

- PowerPoint slides
- Table discussion questions
- Maps

Public input themes

The following themes were noted during public comments, and many of these were described as one of the top three comments from individual tables:

Neighborhoods & destinations

- Most participants felt Gresham neighborhoods along the route provided a good mix of uses, including shops and services. Many were interested in additional grocery options and more jobs.
- Major intersections provide opportunities for new development or redevelopment.
- New development should respect existing residential areas, especially single-family homes, such as through transitions and other compatibility measures.
- Connecting people to educational institutions and jobs is desirable.

Transit

- In Gresham, participants generally favored Division over Powell for the route and bus rapid transit over light rail for the vehicle.
- More and more frequent north-south transit connections are needed.

- Participants were interested in the cost of enhanced transit and ensuring funding can be sustained.

Transportation - car, transit, bike ped

- Faster transit and better connections among destinations is desired, but many participants are concerned about how that will affect other travel modes, such as automobile traffic.
- Pedestrian and bike improvements are needed, such as:
 - Safe, comfortable bike routes.
 - A complete sidewalk network, especially sidewalks to transit.
 - Safe pedestrian crossings, including ones with flashing lights that can be activated by pedestrians.

Comments

Neighborhood destinations

- Near the Regional Center, the mix of businesses and services is good. It is easy to reach many destinations on foot, and the MAX is close.
- Many segments along the corridor have a good mix of businesses. Some areas have too few places to walk to and commercial vacancies.
- Start with what makes the neighborhood good and build on the strengths of the neighborhood. Consider small businesses. Improvements should maintain the neighborhood character or build it where there is none.
- A positive addition would be a state park or activities park.
- The corridors are missing places to stay overnight, such as hotels.
- Rockwood Plaza Shopping Center at the northeast corner of 182nd and Division has received some recent upgrades and new tenants, including Planet Fitness. Other participants said the area still has vacancies and business types that are repeated in more than one building (pizza, Chinese food).
- Parking is crowded at MHCC, and transit could help people get to campus.
- Cultivating opportunities for tourism and specialty shops would be a benefit.
- Destinations that are important to serve with transit:
 - Human Solutions
 - Future Friends of the Children facility at Pat Pfeiffer Park.
 - Future Boys and Girls Club at 165th and Stark.
 - Gradin Sports Park on Palmquist between Hogan and U.S. 26.
- There are a few places to walk to at 162nd and Powell. North-south transit is not adequate at 122nd and 182nd.
- Participants said the following are desired along the corridors in Gresham:
 - A “green” dry cleaners.
 - Costco.
 - A more robust farmer market, like Beaverton’s, would be great. Gresham benefits from a lot of surrounding agriculture that could be better utilized at a farmer market.

Grocery stores

- The Grocery Outlet on Division is a good amenity. More grocery stores are needed. Closure of the Safeway and Albertsons hurt area communities and left dead shopping centers (particularly the Albertsons closure in Rockwood).

- Additional grocery options would be welcome in southwest Gresham. A new grocery store is planned at the Eastman Parkway and Burnside Road intersection, which will help serve the Regional Center.
- A food store sized between a full grocery store and a convenience store would be good. Examples are Trader Joes and Fresh and Easy (found in California).
- Short drives to places, such as grocery stores, are desirable.
- Participants expressed a desire for a full-service grocery store in Downtown Gresham.

Neighborhood/transit infrastructure (Traffic, pedestrian, bike, transit stops)

- Walkability is great downtown Gresham. It is easy to walk and there are a lot of sidewalks.
- Planning should focus on creating places where people have the option of living and working so they can have no commute or a very short commute.
- Would like to see walkability in Gresham downtown cloned along the corridors. Communities and neighborhoods in which people are able to walk to daily errands are healthier and safer. Knowing neighbors and having sidewalks creates a safer environment. Landscape strips between sidewalks and the street are good.
- Concern regarding HCT: make sure there are good connections to the development and have sidewalks to the transit to people can easily access it. Pedestrian preferred signals would be good.
- It is harder to get around in areas with missing sidewalks. More sidewalks are needed.
- Pedestrian and bicycle improvements are desired.
- Biking on arterials can be intimidating.
- Some crosswalks are in the wrong place.
- Mid-block crossings are hard to see.
- At MHCC southbound bus, no signals at crossings and jaywalkers are hard to see. Buses use to pull in but there it not a traffic light and it is hard for car access with buses.
- There are not good amenities at many stops near MHCC, except at entrance.
- Sidewalks and access for people with disabilities are important along the corridor.

Bus stops

- Bus stops need protection from wind and rain.
- Some bus stops along Powell and Division lack concrete pads, shelters, lighting and other amenities, which make it less comfortable and safe to wait at those stops. This discourages transit use.
- There are more shelters westbound than eastbound.
- Litter at bus stops, particularly those with shelters, is a problem.
- New shelters should have consistent, quality construction. Maintenance and garbage pickup also are important.

Powell

- Traffic and pedestrian safety are issues on Powell, specifically near the Powell and Towle intersection because of traffic volumes and speeds as well as difficult site lines with hills.
- Pedestrian safety improvements are needed, especially along Powell – primarily in the City of Portland portion.
- Many places along Powell do not have sidewalks and have only 5' bike lanes. These comments were in reference to the portion of Powell within the City of Portland.
- Walking on Powell is not safe – people making turns and has wide intersections.
- Area around Safeway at Powell/182nd is nice for walking.

Division

- Kids don't look at High School on Division when crossing.
- Some said the Division and Eastman intersection is nice for walking; others said it is difficult in part because of the MAX crossing.

Hogan

- Hogan needs sidewalks in some areas.
- Walking is not great once past Hogan towards Orient.

Neighborhood change and transit change

- A more walkable, intense, transit-supportive environment would be welcome around the station areas.
- Areas where more people live without a car or only one car would benefit from high-capacity transit and also from more and more frequent north-south bus routes.
- Ensuring new development has quality design and construction will be important anywhere on the corridor.
- Job growth is desirable.
- Concerns arose regarding high density as it transitions to quite residential neighborhoods and what that transition may bring. Where will the high density nodes be? Will they be single family residential nodes?
- Some are concerned that increased density would bring increased noise.
- The redevelopment of the Fred Meyer site is a positive.
- There are quasi-industrial areas (the gravel pits, etc.) that are underdeveloped. What happens to these vacuums of space? Keep those areas heavy industrial or change to some other use?
- Single-family residential areas in the area are built out and there is not a lot of room for changes or new development.
- Livability is important. Residents along Powell are concerned about the current noise levels from traffic and are concerned about the possibility for additional livability concerns if a train were routed along that street.
- There are concerns that if increased transit reduces automobile capacity on a street, that traffic will be diverted to other streets and worsen congestion there. (Staff note: This project includes traffic analysis that will evaluate traffic on other streets for various transit options.)
- The area along Division from 82nd Avenue to 122nd Avenue could accommodate new development, particularly housing and more specifically senior housing. It is close to transportation, shopping and a hospital.
- How would high-capacity transit affect existing transit lines?
- High-capacity transit could promote more economic development.
- Access to Gresham's downtown will help area events such as the art walk and foundation for arts and will enhance Gresham's livability and viability.
- Mixed use development is desirable at the nodes.
- Some types of density do not serve families (i.e. micro apartments).
- Development would be welcome at the triangle site in Rockwood (the former Fred Meyer location at 185th and Stark).
- One resident who lives near 122nd and Powell noted that the areas has development opportunities and would benefit from:
 - Additional shopping opportunities.
 - Better pedestrian crossings and sidewalk connectivity.

- Buildings in better condition.
- Safer biking infrastructure/conditions.

Potential transit stops/nodes mentioned

- 82nd and Division (Portland Community College southeast campus)
- 182nd and Division
- Eastman and Division
- Powell and 122nd
- Mt. Hood Community College at Stark and Kane
- Division/Powell and 122nd, 148th, 174th
- Downtown Gresham
- Division and Kane

Transit needs/comments

- North/south transit routes and frequency needs to be better, particularly south of Powell.
- There is only one bus line serving the industrial area in north Gresham off of 181st. People going there need to drive or walk many blocks to the bus stop.
- A desire for enhanced transit on Foster Road was expressed.
- Frequency and reliability of transit is important.
- For people in north Gresham, it takes a significant amount of time go anywhere by transit due to bad connections and infrequent service. (One participant said it takes at least an hour to go anywhere.)
- Infrequent service and difficult connections, in general, hinder transit use.
- Enhanced connections between educational campuses would be great and very positive for Gresham.
- Detailed travel information at each bus stop is needed.
- Route 9 (Powell) has infrequent service in East County.
- Route 87 (Downtown Gresham to Gateway via south Gresham neighborhoods, 182nd/181st, Airport Way and 102nd) is inconsistent and not frequent.
- 182nd has one hour service only, could be better north/south.
- Travel time on transit between Gresham and Portland is too long.
- Fare evasion is a problem.
- Transit from Gresham to Portland State University could be faster.
- Better transit access from southeast Gresham to Gresham's center is desired.
- MAX is hard for people in the south part of Gresham to use.
- Line 4 (Division) is great.
- Need better connections to Mt. Hood Community College, Legacy Mt. Hood Medical Center, the hospital and Fred Meyer on Burnside.

Transit route

- Many expressed that Division may be the better route for high-capacity transit because:
 - It has more commercial and multi-family development and less single-family residential development than Powell, so the line would serve a lot of people and commercial destinations.
 - It has many opportunities for additional jobs, housing, shops and services.
 - It has a fairly uniform five-lane character, which provides room for transit enhancements.

- One participant asked if a bus could be run on I-84 and then a south. (Staff note: Reviewing an I-84 bus is outside the scope of this project.)
- Enhanced transit service on Powell would be difficult without widening Powell east of I-205.
- The transit route should have lanes of adequate width to handle transit. Hawthorne in inner southeast Portland, for example, has narrow lanes.
- The study should include whether adding north-south routes to the MAX on Burnside would be more effective than adding high-capacity transit on Division or Powell. Participants also discussed whether both were possible considering funding. (Staff note: Adding north-south routes will be considered as part of the Eastside Transit Service Enhancement Plan.)
- Past plans have called for high-capacity transit on Roberts Avenue south of Powell. Participants said that is not an appropriate location because of the narrow conditions and historic homes.
- Building transit of Powell will be more of a challenge.
- Part of Powell Boulevard between 174th and 182nd is only three lanes (two travel lanes and a center turn lane) and is sometimes missing curbs and sidewalks. They also said:
 1. Currently, there appears to be inadequate right of way in some places for high-capacity transit, especially transit that would require a dedicated lane.
 2. The areas that lack sidewalks and curbs do not provide safe pedestrian travel options.
- Much of Powell Boulevard has low-density residential uses along it, particularly the area between 182nd and Eastman Parkway. This makes it less favorable for high-capacity transit because:
 1. There are fewer development and redevelopment opportunities.
 2. Light-rail-style transit (similar to the MAX line on Burnside which allows fewer street crossings) could provide a barrier between neighborhoods on the north side of Powell and those on the south.
 3. Significant right-of-way acquisition might be necessary to have adequate right-of-way width.
 4. Concern or opposition has already been expressed from residents and some real-estate professionals.
- Division is the better fit as a major transit corridor because it has a consistent 5-lane profile, more redevelopment/development opportunities around potential station areas and more major destinations to serve.

Transit type

- Some commented that light rail is not the desired vehicle for this study area.
 - Light rail/fixed rail does not make sense along Powell because the street is not wide enough.
 - Buses on Powell (within Gresham) will slow down traffic.
 - Within Gresham, Division to Hogan is better route than Powell.
- Some thought light rail would not be appropriate on Division.
- A participant suggested that taking the bus or MAX is not convenient when getting groceries or for other trips to get many items.
- A participant asked if using smaller (shorter) buses would save costs. (Staff note: TriMet representatives answered that fuel savings for smaller buses are relatively small and large buses accommodate more riders. But short buses sometimes are used in certain situations.)
- Buses provide flexibility because they are not limited to rail locations.
- Having dedicated lanes for transit on Division is a concern because rush-hour automobile traffic still needs adequate capacity along that street.
- A participant suggested bus rapid transit might be more viable than a light rail but wondered if it will be competitive regarding speed of the trip.
- Children and the elderly need improved ability to get around in Gresham.

Safety

- Crosswalks that are marked with flashing lights that are activated by a push button (rapid rectangular flashing beacons) are effective in creating safe crossings. Participants said the flashing devices should be installed at more locations. One could be used on 181st Ave. where there are long distances between lights. (Staff note: The beacons can only be implemented mid-block and not at intersections.)
- Powell and Division have seen numerous pedestrian injuries and deaths in recent years.
- Drivers, including distracted drivers, would benefit from education about how to operate vehicles around pedestrians and people who use bicycles.
- Pedestrians sometimes fail to use crosswalks and make unsafe crossings in the middle of the block.
- Vegetation should not be planted in ways that block visibility at crosswalks. Drivers need to be able to see the pedestrians. Example: Trees block visibility at Powell and Roberts in Downtown Gresham.
- Lighting of bus stops and crosswalks could help safety.
- Some participants expressed concerns about crime and perceived that there is more crime around train stops than bus stops.

Miscellaneous

- Participants asked about project funding. (Staff note: Gresham's portion of the project is funded through a Metro Community Planning and Development Grant to prepare land in the urban growth boundary for development.)
- Some participants were interested in the cost of enhanced transit and ensuring funding can be sustained.
- Participants asked about LIFT paratransit service. (Staff note: LIFT service provides a safety net for people with disabilities and are unable to use the bus and MAX. Federal law requires transit operators to provide such service.)
- One participant said Portland's Hollywood District is nice.
- One participant said bus rapid transit might encourage people to go to major destinations like the convention center.

Community Forum Written Responses

Using the map and questions shown below, attendees were surveyed to understand where they live, work and frequent in order to gain a sense of the origins and destinations along the corridors. Of the 17 submitted surveys, responses focused on where attendees live and frequent but not where they work. The following is a summary of responses received.

Locations where forum attendees live:

1. Powell Blvd. and 181st/182nd Ave.
2. Downtown Gresham
3. Southeast Gresham
 - a. south of Roberts Dr. and west of Hogan Rd.
 - b. Orient and 282nd Ave.
4. Division and 181st/182nd Ave.
5. Powell Blvd. and 160th Ave. (in Portland)

Attendee's most frequented destinations:

1. Grocery store (particularly area Safeway and Fred Meyer)
2. Church
3. School (high schools and colleges)
4. Downtown Gresham/City Hall
5. Downtown Portland
6. Springwater Corridor Trail
7. Main City Park

Is transit a good option for these trips?

- The majority of responses stated that transit was not a good options for the following reasons:
 - Unable to carry groceries on a bus or MAX.
 - Hilly terrain to and from transit stops.
 - Takes too much time to get a bus and transfer to destination.
 - Infrequent service.
 - Able to walk instead of take transit.
 - Live too far from a transit stop.
 - East/west trips could be an option but north/south trips are not due to infrequent transit service.
- The minority of responses stated that transit is a good option for the following reasons:
 - Transit provides access for more people.
 - Transit is the only option for long trips for those who do not have a car.
 - MAX is a good option to get to downtown Gresham.

Examples given for the option to use transit for trips are:

- Attendees who live around 181st/182nd Ave. and Powell Blvd. and shop for groceries at the Safeway in the same area yet do not feel transit is a good option for this trip because they are not able to carry groceries on a bus.
- Attendees who live in downtown Gresham find it is easier to walk to their destination or to take transit as needed because they do not have a car.

Additional comments received on the surveys and on comment cards are:

- A transit option to MHCC would be great.
- Freight mobility should be addressed as part of the study.
- Transit corridors have been bad for business. Lots of businesses have closed along the blue line to Gresham and now it is happening along the yellow line in north Portland. Gresham cannot afford another high capacity transit corridor through it.

Powell-Division Transit & Development Project
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1. If you live or work in the corridor, mark where.
2. Mark the three places you most frequently visit.
3. Is transit a good option for these trips? Why or why not?

Bonus Questions:

1. What is the mileage distance between Division at 181st and Burnside at 181st?
2. What is the mileage distance from Division at 181st to Burnside at 181st?
3. What is the bus travel time between the Gresham Transit Center and Portland State University?
4. What is the bus travel time between the Gresham Transit Center and Mt. Hood Community College?

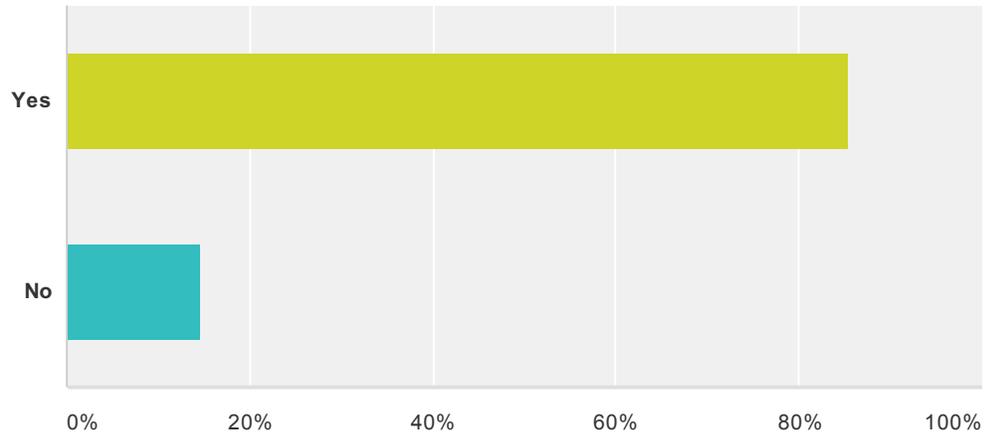


Mount Hood Community College - This survey asked people about the mix of businesses and institutions in their community and for recommendations for improving transit. The survey was conducted in-person on January 6, 2014 with students buying books and transit passes. Staff spoke with approximately 300 people and received 87 complete surveys.

Responses to questions 1 and 2 have been deleted as they contain names and personal email addresses.

Q2 Is there a good mix of businesses (shops, offices, restaurants) and institutions (schools, churches, medical facilities) near where you live?

Answered: 75 Skipped: 4



Answer Choices	Responses
Yes	85.33% 64
No	14.67% 11
Total	75

#	What's missing?	Date
1	Clothing stores/would be good if bus dropped us off at East Hill Church	1/28/2014 2:35 PM
2	on 20 near stark 202nd - is hand line there would be nice 17 more frequent	1/28/2014 2:29 PM
3	more parking spaces	1/28/2014 2:26 PM
4	bus lines, restaurants	1/28/2014 2:09 PM
5	I guess movie theaters	1/28/2014 2:08 PM
6	Need more shops	1/28/2014 2:00 PM
7	food places	1/28/2014 1:55 PM
8	I live right off division w/ frequent service	1/28/2014 1:54 PM
9	-nature paths (medical) -natural grocery stores "whole foods, new seasons, trader joes, etc" - foodcarts	1/15/2014 2:35 PM
10	it kind of out of HWY 26, heading into the country	1/15/2014 2:33 PM
11	Churches, restaurants, dental clinics.	1/15/2014 2:28 PM
12	Entertainment	1/15/2014 2:27 PM
13	Bus line needed to Boring, OR - Good Shepherd Community Church, A&W, etc.	1/15/2014 2:26 PM
14	Nothing	1/15/2014 2:20 PM
15	There is nothing within 3 miles. The closest bus stop is 2 miles from my house. I live on Mt. Scott.	1/15/2014 10:58 AM
16	Closer max stops, covered bus stops	1/15/2014 10:53 AM

17	shops, offices, restaurants	1/15/2014 10:51 AM
18	It has pretty much everything I need.	1/15/2014 10:50 AM
19	Thai food/food carts	1/15/2014 10:47 AM
20	more restaurants	1/15/2014 10:39 AM
21	New Season's Market	1/15/2014 10:38 AM
22	More restaurants - Fazoli's (spaghetti) and Culvers (hamburgers)	1/15/2014 10:36 AM
23	Basically everything listed above	1/15/2014 10:33 AM

Q3 Where are the places that would be better with more businesses, shops and housing?

Answered: 51 Skipped: 28

#	Responses	Date
1	I think things are building up nicely, so far	1/28/2014 2:36 PM
2	Next to the school	1/28/2014 2:35 PM
3	I wouldn't know	1/28/2014 2:34 PM
4	Everything	1/28/2014 2:32 PM
5	jobs need, medical services are good, need more store, Boys & Girls club or other places for kids (Salvation Army fills up fast)	1/28/2014 2:29 PM
6	the poorer areas of Portland/Gresham etc	1/28/2014 2:26 PM
7	Better restaurants in Gresham	1/28/2014 2:24 PM
8	I don't know	1/28/2014 2:24 PM
9	Winco	1/28/2014 2:23 PM
10	n/a	1/28/2014 2:18 PM
11	I think Gresham has enough of everything, I don't go outside of Gresham much.	1/28/2014 2:16 PM
12	162nd ave	1/28/2014 2:09 PM
13	IDK	1/28/2014 2:08 PM
14	I'm surrounded by shopping.	1/28/2014 2:08 PM
15	Downtown Portland	1/28/2014 2:04 PM
16	around campus	1/28/2014 2:00 PM
17	I don't know	1/28/2014 1:58 PM
18	SE, Woodstock	1/28/2014 1:57 PM
19	In back of campus where there is land to build	1/28/2014 1:55 PM
20	gresham shopping centers	1/28/2014 1:54 PM
21	-around MHCC campus -downtown Gresham/Trousdale -everywhere!	1/15/2014 2:35 PM
22	?	1/15/2014 2:33 PM
23	Sandy, Oregon	1/15/2014 2:31 PM
24	Everywhere	1/15/2014 2:30 PM
25	On Stark	1/15/2014 2:29 PM
26	252nd and Division	1/15/2014 2:28 PM
27	SE PDX, 162nd to 182nd	1/15/2014 2:27 PM
28	Fairview	1/15/2014 2:24 PM
29	It's good.	1/15/2014 2:23 PM
30	Small communities	1/15/2014 2:20 PM
31	Outer Gresham, Boring area	1/15/2014 2:19 PM
32	I don't know.	1/15/2014 2:18 PM

33	N/A	1/15/2014 2:18 PM
34	Rockwood and Gresham areas seem to be currently thriving.	1/15/2014 11:01 AM
35	Anywhere there is businesses that are going to be closing down.	1/15/2014 11:00 AM
36	Near Mt. Scott, the closest things are on 82nd, 38 blocks away.	1/15/2014 10:58 AM
37	Burnside in Gresham; there are a lot of places to go, but there is no bus or MAX on Burnside.	1/15/2014 10:54 AM
38	Anything	1/15/2014 10:54 AM
39	Down by Flavel out in Clackamas (no buses or only 1 bus in Clackamas)	1/15/2014 10:53 AM
40	Southeast Portland 122nd to Strale St	1/15/2014 10:51 AM
41	Anything East of 242nd needs businesses.	1/15/2014 10:47 AM
42	Inner NE/SE (housing) NE/N (businesses and shops)	1/15/2014 10:45 AM
43	You should have them build up the Powell Blvd neighborhood between SE 122nd and 148th, and do away with the pawn shops, strip clubs, and slum lord housing.	1/15/2014 10:44 AM
44	Happy Valley	1/15/2014 10:42 AM
45	Around MHCC. More bus lines down Sunnyside, 1 bus comes every 40 minutes.	1/15/2014 10:40 AM
46	Troutdale, Gresham, NE Portland	1/15/2014 10:39 AM
47	nor sure (or interested)	1/15/2014 10:38 AM
48	257th	1/15/2014 10:36 AM
49	Around MHCC	1/15/2014 10:36 AM
50	As far as I travel, everything seems to be fine as is.	1/15/2014 10:33 AM
51	Maybe Gresham	1/15/2014 10:31 AM

Q4 How can your bus and MAX experience be better?

Answered: 77 Skipped: 2

#	Responses	Date
1	Safety and security Transit characteristics More friendly security, trash cans on MAX, clock on MAX	1/28/2014 2:36 PM
2	Safety and security Keep people from following my wife when she gets off the bus or MAX.	1/28/2014 2:36 PM
3	Transit characteristics Easier ways to pay for a ticket.	1/28/2014 2:35 PM
4	Support It couldn't be, my experience is satisfactory every time.	1/28/2014 2:34 PM
5	Transit service Bus passing more frequently	1/28/2014 2:32 PM
6	Transit characteristics Transit service More buses on the #9 line, buses are always overfilled.	1/28/2014 2:32 PM
7	Transit service late or early or doesn't show; likes - frequent, run late, weekends, get you where you need to go	1/28/2014 2:29 PM
8	Safety and security I am afraid to ride both MAX & bus. Not very safe. I drive therefore.	1/28/2014 2:26 PM
9	Support none	1/28/2014 2:24 PM
10	Transit service Go to Sandy, OR	1/28/2014 2:24 PM
11	Transit characteristics Easier way to know the arrival times	1/28/2014 2:23 PM
12	Support nothing	1/28/2014 2:23 PM
13	Transit service 80 & 81 lines only run once an hour, need more service times.	1/28/2014 2:22 PM
14	Transit characteristics get to school faster	1/28/2014 2:18 PM
15	Safety and security If there were more security particularly at night. If I felt safe, I would use TriMet more.	1/28/2014 2:16 PM
16	Transit fare better student discounts	1/28/2014 2:15 PM
17	n/a	1/28/2014 2:09 PM
18	Support none	1/28/2014 2:08 PM
19	Transit service not convenient, takes too long, Kane & Division to MHCC, no stop, otherwise would take TriMet	1/28/2014 2:05 PM
20	Transit fare College student discounted bus passes would be better. School is expensive so college student bus passes with cheaper fare would help.	1/28/2014 2:04 PM
21	Transit service more frequent service	1/28/2014 2:02 PM
22	Transit fare Better student discounts	1/28/2014 2:01 PM
23	Transit service more often/more bus/MAX	1/28/2014 2:00 PM
24	Transit stops More bus stops along burnside near Oregon Trail shopping center.	1/28/2014 2:00 PM
25	Transit characteristics Transit service If the 9 ran more often, and more wifi on MAX/bus.	1/28/2014 1:58 PM
26	Transit fare Cheaper fares! Too expensive now, orange line is making everyone suffer.	1/28/2014 1:57 PM
27	Transit characteristics More precise time or tracker	1/28/2014 1:57 PM
28	Transit fare purchase 2 hour ticket on the TriMet app	1/28/2014 1:55 PM
29	Safety and security safety regulations	1/28/2014 1:54 PM
30	Transit fare cheaper	1/28/2014 1:53 PM
31	Transit service quicker stops	1/28/2014 10:45 AM

32	Transit service More frequent service	1/17/2014 9:48 AM
33	Safety and security I would use it more if it had security and more safety.	1/15/2014 2:35 PM
34	Transit service the bus out to Orient Div could run more often than 1 per hour.	1/15/2014 2:33 PM
35	Transit service More frequency late night past Ruby Junction.	1/15/2014 2:31 PM
36	Transit service Don't know, maybe earlier times.	1/15/2014 2:30 PM
37	Transit service If the bus didn't arrive at the bus stop too early.	1/15/2014 2:30 PM
38	Support It's pretty good. Just one bus I have to take.	1/15/2014 2:29 PM
39	Transit service More MAX lines to different areas.	1/15/2014 2:28 PM
40	Safety and security More security	1/15/2014 2:27 PM
41	Transit service More buses per hour.	1/15/2014 2:26 PM
42	Safety and security Bus drivers paying more attention.	1/15/2014 2:25 PM
43	Transit service It would be more convenient if the MAX went closer to MHCC.	1/15/2014 2:25 PM
44	Transit characteristics Transit service The buses come on time.	1/15/2014 2:24 PM
45	Transit characteristics Transit service More consistent timing	1/15/2014 2:23 PM
46	Transit characteristics Transit service Schedule timing.	1/15/2014 2:23 PM
47	Transit characteristics Transit service On time, run smoothly. If they had chargers on the bus!	1/15/2014 2:22 PM
48	Transit characteristics Transit service Run more faster	1/15/2014 2:20 PM
49	Safety and security Less crazy people	1/15/2014 2:19 PM
50	Transit characteristics Transit service Come on time, don't be late.	1/15/2014 2:18 PM
51	Transit service Run more often.	1/15/2014 2:18 PM
52	Support Its nearby, reasonably priced, I think it's very good already.	1/15/2014 11:01 AM
53	Safety and security More security	1/15/2014 11:00 AM
54	Transit service More stores in residential areas like Mt. Scott	1/15/2014 10:58 AM
55	Transit characteristics At the station at City Hall, have a screen that tells when the next train will arrive.	1/15/2014 10:56 AM
56	Transit service Just with what I said on #3	1/15/2014 10:54 AM
57	Transit characteristics Transit service Be on time!	1/15/2014 10:54 AM
58	Safety and security Better security!	1/15/2014 10:53 AM
59	Transit characteristics Transit service More straps to hold, more seats, green line shorter wait at Gateway would be nice.	1/15/2014 10:51 AM
60	Support Seems pretty up to par to me.	1/15/2014 10:50 AM
61	Transit service By making a bus run from Parkrose/Sumner transit center to MHCC and to Gresham center.	1/15/2014 10:49 AM
62	Support good now	1/15/2014 10:49 AM
63	Transit characteristics Transit service Better place for strollers/kids. Buses that leave early!	1/15/2014 10:47 AM
64	Transit characteristics There should be more restroom stops. People with long commutes need to make an extra stop for restrooms. In fact my 6 year old has been in dangerous neighborhoods just to find a rest stop.	1/15/2014 10:45 AM
65	Transit characteristics Transit fare Wifi clouds on each bus. Something I could pay \$.50 more for on my ticket or something to be able to use.	1/15/2014 10:44 AM
66	N/A	1/15/2014 10:42 AM
67	Transit characteristics Transit service More frequent bus service, debit card payment on bus.	1/15/2014 10:41 AM

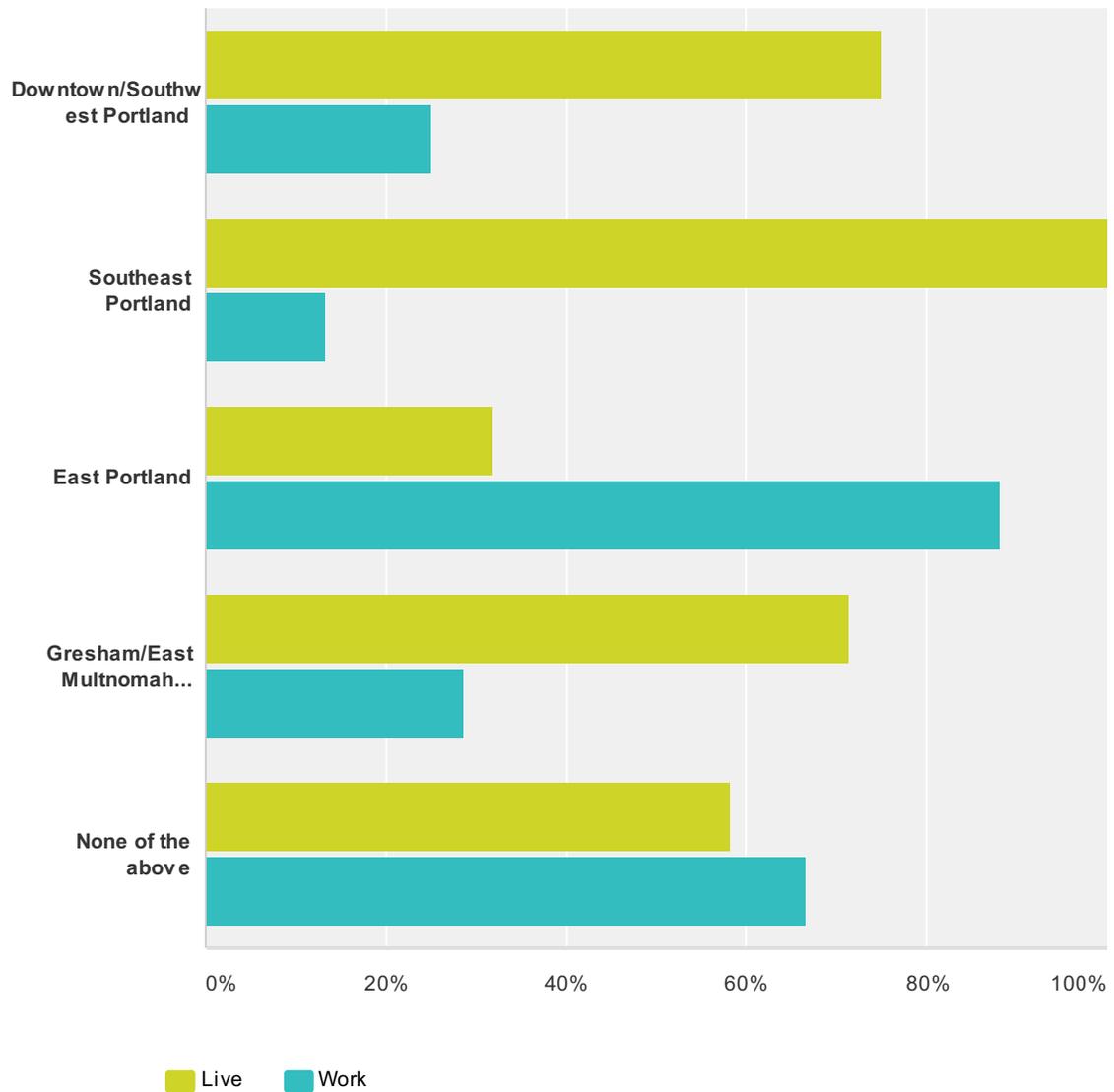
68	Transit characteristics More room	1/15/2014 10:40 AM
69	Transit characteristics Transit service More frequent times.	1/15/2014 10:39 AM
70	Transit service More bus lines on side streets. Major side streets like Kane drive (just an example). Glisan needs a bus line.	1/15/2014 10:38 AM
71	Safety and security Cut down on young kids vandalizing and being too loud on the buses and maxes	1/15/2014 10:37 AM
72	Transit service More LIFT buses to avoid long wait times. 30 minutes now, 20 minutes would be better. Hard for elderly to wait long making the day more difficult.	1/15/2014 10:36 AM
73	Transit characteristics Transit service Buses run more frequent.	1/15/2014 10:36 AM
74	Transit characteristics Transit service Arriving on time even if it is 5 minutes late.	1/15/2014 10:34 AM
75	Transit service More frequent bus 87	1/15/2014 10:34 AM
76	Support Transit service With the new MAX's coming, things are getting much better. More occurrences during the late night would help.	1/15/2014 10:33 AM
77	Transit characteristics Maybe they could have more people person experience. Coach them to be nicer. Some drivers are overly uptight.	1/15/2014 10:31 AM

Immigrant and Refugee Community Organization - The survey was conducted with IRCO staff in-person on January 31, 2014 and was available online for one week. This survey asked people what they like about their neighborhood and what they would like to see change. It also asked for recommendations for improving transit, for their own use and on behalf of the immigrants and refugees they serve. Oregon Zoo tickets were offered as incentives. We received 36 complete surveys. Three people randomly selected and were awarded four tickets each.

Responses to questions 1 and 2 have been deleted as they contain names and personal email addresses.

Q3 Please indicate where you live and/or work

Answered: 36 Skipped: 0



	Live	Work	Total Respondents
Downtown/Southwest Portland	75% 3	25% 1	4
Southeast Portland	100% 15	13.33% 2	15
East Portland	32% 8	88% 22	25
Gresham/East Multnomah County	71.43% 5	28.57% 2	7
None of the above	58.33% 7	66.67% 8	12

Q4 What do you like about your neighborhood?

Answered: 36 Skipped: 0

#	Responses	Date
1	Good quality of life Nearby parks Safety and security I like how there are children in the complex and more families, making for a safer, more stable environment. I enjoy the parks in the neighborhood as well.	2/5/2014 12:25 PM
2	Close to work/errands It is close to the shopping center and a clinic.	2/5/2014 10:01 AM
3	Access to transit Good quality of life Peaceful; More than 3 bus stations are along the Prescott Street and from 57th - 82nd Avenues; clean; bright; friendly; and etc.	2/4/2014 3:02 PM
4	Nearby parks Parks both sides of my residential area.	2/4/2014 1:36 PM
5	Access to transit Close to work/errands easy access to tri-met line, near school and stores	2/4/2014 9:50 AM
6	Access to transit Good quality of life Walkability Walkable. Lots of transit options close by. Good neighborhood feel.	2/4/2014 9:17 AM
7	Close to work/errands Diversity in community Good quality of life Portsmouth where I live -- much green space close by, Village Market, quiet neighbors, large lots, proximity to St. Johns, Green Zebra East Portland where I work -- culturally diverse, good ethnic restaurants and stores, cool portions with midcentury ranch homes	2/4/2014 9:05 AM
8	Close to work/errands Nearby parks The stores, library, schools, and parks are close by. Everything is so convenient in my neighborhood.	2/4/2014 8:37 AM
9	Good quality of life Walkability It is beautiful and walkable.	2/3/2014 5:15 PM
10	Diversity in community Good quality of life Walkability My home is in a cute street with small homes and small yards. Most of the neighborhoods have sidewalks. Lots of community and backyard gardens. Affordable and diverse.	2/3/2014 4:16 PM
11	Good quality of life Green and not very busy.	2/3/2014 3:40 PM
12	Close to work/errands Safety and security ITS SAFE, SMALL, AND CONVENIENTLY LOCATED TO MOST OF THE THINGS I NEED.	2/3/2014 3:32 PM
13	Access to transit Good quality of life Nearby parks Close access to public transportation at Gateway, quiet streets, established neighborhoods, green space and trees within neighborhoods.	2/3/2014 3:32 PM
14	Access to transit Close to work/errands Walkability I can get to restaurants, bars and grocery stores by walking. When I go on a run, I can run up Mt Tabor or across the bridges downtown, or in Laurelhurst Park. Everywhere in the city is bikeable from where I live. I live within a short walk from 4 bus lines, one of which takes me straight to my office.	2/3/2014 3:23 PM
15	Access to transit Bus and MAX close by, easily accessible	2/3/2014 2:08 PM
16	Good quality of life We are new in our neighborhood and learning about it. We live here only a month. So far transportation and neighborhood movement is also okay.	2/3/2014 2:06 PM
17	Good quality of life Walkability Walkability, quiet, neighbors	2/3/2014 2:03 PM
18	Diversity in community Walkability Diversity of populations Sidewalk improvements	2/3/2014 2:00 PM
19	Good quality of life Clean.	2/3/2014 1:55 PM
20	Access to transit Close to work/errands Everything is close by -bank, grocery store, restaurants, MAX, bus	2/3/2014 1:53 PM
21	Good quality of life Quiet	2/3/2014 1:50 PM
22	Diversity in community Good quality of life Nearby parks Live (SW) more rural feel, good parks and schools. Work (E. PDX): diversity	2/3/2014 1:48 PM
23	Safety and security Quiet and safe -at least I feel safe, but busy.	2/3/2014 1:42 PM

24	Access to transit It's close to the 75 and 19.	2/3/2014 1:40 PM
25	Safety and security Private entrance to where I live.	2/3/2014 1:37 PM
26	Access to transit The area I live in is very quiet and has all the transportations mean(s). However the roads need some improvement/ fixing job.	2/3/2014 1:34 PM
27	Close to work/errands Good quality of life Nearby parks Safety and security Close in to downtown and major social events. Safe, child friendly and next to a park.	2/3/2014 1:29 PM
28	Access to transit Safety and security Walkability Have good public transportation, good side walks pedestrian crossing.	2/3/2014 1:25 PM
29	Good quality of life Safety and security Nice to live with, calm and good safety neighbor.	2/3/2014 1:20 PM
30	Access to transit Close to work/errands Close to MAX stop (60th). Close to shops and grocery. Close to work.	2/3/2014 1:17 PM
31	Good quality of life Safety and security It is quiet and safe.	2/3/2014 1:12 PM
32	Access to transit I really enjoy that I live a few blocks away from a street car line and near a MAX station.	2/3/2014 1:11 PM
33	Access to transit Bus 20 is near my building but sometimes runs late.	2/3/2014 1:06 PM
34	Good quality of life Peace	2/3/2014 12:59 PM
35	Diversity in community Diversity and Asian food on 82nd Ave.	2/3/2014 12:56 PM
36	Access to transit Good public transportation.	2/3/2014 12:52 PM

Q5 What do you wish would change in your neighborhood?

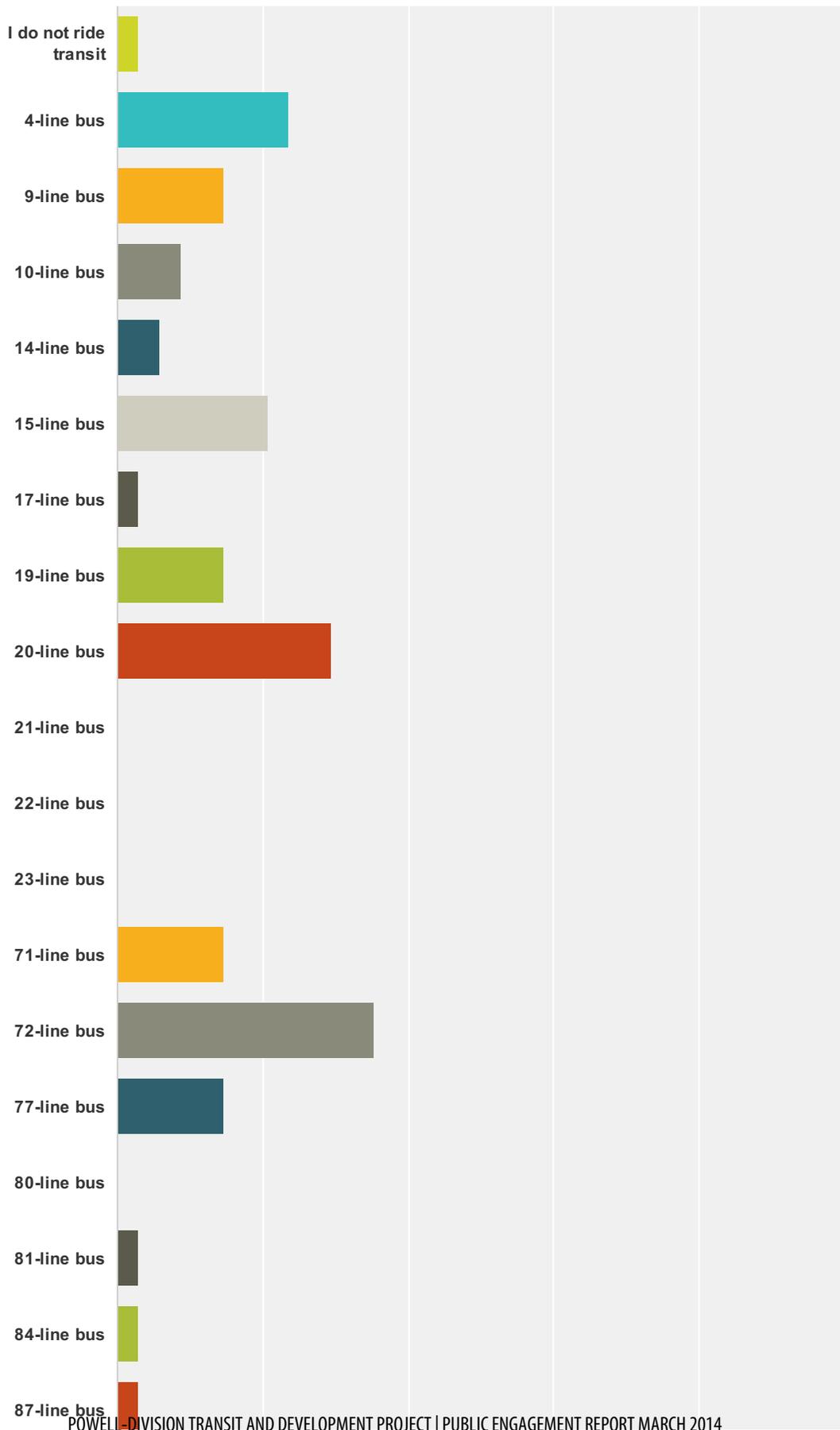
Answered: 35 Skipped: 1

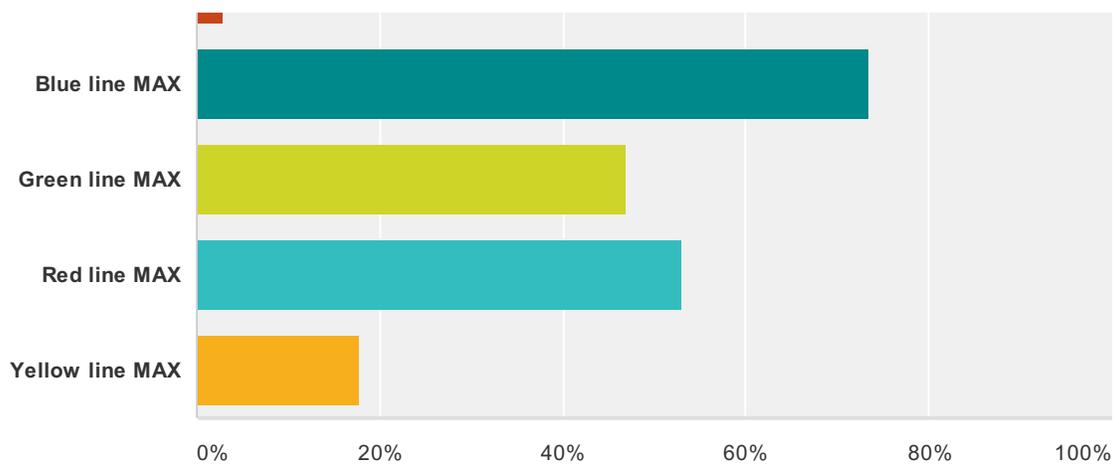
#	Responses	Date
1	Quality of life Safety and security I wish I could change the drug and violence issues. There are often police at 16nd Street. The neighborhood does not feel safe for women to walk in alone at night after 9pm.	2/5/2014 12:25 PM
2	Safety and security Sidewalks and crossings Transit service Transit stops I would like to see more frequent bus service and a bus that goes into the transit center from my neighborhood. Regulated crosswalks would make it safer to get across the street (Weidler and Halsey) to the bus stops.	2/5/2014 10:01 AM
3	Develop ops/land use Roads Some of the local streets are not paved (ravel) and rough. The local park should have more playground equipment for other children (7 years +). I'd want to see more farmer markets around that area in the summer time.	2/4/2014 3:02 PM
4	Safety and security It would be great if those homeless people get some help and settle down instead of loitering around.	2/4/2014 1:36 PM
5	Safety and security more police community workshop, building relation with population under the radar.	2/4/2014 9:50 AM
6	Quality of life Roads The amount of litter on the roads/street.	2/4/2014 9:17 AM
7	Quality of life Safety and security Transit service Portsmouth where I live – access to reliable transit that doesn't take forever (or just a reliable 35 would be nice), traffic along Interstate/Lombard W of Interstate during rush hour, lack of sidewalks in some areas, criminal activity in Northgate Park East Portland where I work – access to transportation that is reliable and gets everywhere my clients/I need to go especially within the neighborhood, better placement of non-profit agencies within the neighborhood they serve, less criminal activity, more services/less poverty, more jobs for neighborhood residents	2/4/2014 9:05 AM
8	Access to transit I wish there could be a bus that drives to where I live so I don't have to walk about 30 minutes to get to the bus station from where I live.	2/4/2014 8:37 AM
9	Access to transit Bike facilities I wish there were better bike paths across 84, 205 and Powell and faster access to the max	2/3/2014 5:15 PM
10	Access to transit Bike facilities Sidewalks and crossings Transit service Few bus shelters, and few amenities within walking distance of my house. This means most of my socializing and shopping is outside of my neighborhood, and I get there by car. Since there are few bike lanes, bikes use sidewalks at high speeds. I don't use my bike unless I stay on "side streets." I do not feel safe on SE 82nd, and it is not a pedestrian or bike friendly space for exercise (walking, biking, running), getting around by foot, or for catching transit. Since I moved to SE, I now would need to use 82nd to catch bus to my workplace, so I no longer take the bus. Since moving to my new SE neighborhood (Arleta-Scott area), for the first time in 15 years in Portland, I now take my car to work every single day.	2/3/2014 4:16 PM
11	Transit service More 20-line bus.	2/3/2014 3:40 PM
12	Develop ops/land use Safety and security THE NUMBER OF SETTINGS FOR KID FRIENDLY ACTIVITIES	2/3/2014 3:32 PM
13	Bike facilities Develop ops/land use Safety and security Sidewalks and crossings More small businesses and shops, easier ways to walk and bike (Glisan, Halsey, 102nd, and 122nd all feel like unsafe places to ride or walk, even with sidewalks and bike lanes), fewer property crimes along the 122nd and 102nd strips, filling in some of the empty fields near Gateway with something: housing, cool shops (a coffee shop and a bottle shop please!), parks, whatever.	2/3/2014 3:32 PM
14	Roads Safety and security Parking is crazy, and drunk people on the weekends are crazy.	2/3/2014 3:23 PM
15	Safety and security Safety -not a very safe neighborhood Gang violence, trafficking	2/3/2014 2:08 PM

16	Develop ops/land use schools	2/3/2014 2:03 PM
17	Roads Sidewalks and crossings Fix potholes on 174th between Division/ Stark Bus line between Division/ Stark on 174th Sidewalks all way from Division 174th to Stark -Many people in electric wheel-chairs	2/3/2014 2:00 PM
18	Safety and security I would like the neighborhood to be more safe.	2/3/2014 1:55 PM
19	Quality of life I'm satisfied w/ my neighborhood but for my clients in East Portland and Clackamas, better transportation, access to quality food, and more green areas.	2/3/2014 1:53 PM
20	Transit fare Lower the cost.	2/3/2014 1:50 PM
21	Transit service Work (E PDX): faster public transit options between with less transfers necessary especially from Division or Stark to Mt. Hood Community College.	2/3/2014 1:48 PM
22	Transit characteristics Transit service Where I live, the May is coming so it seems really good but the bus lines are slow.	2/3/2014 1:42 PM
23	Develop ops/land use More neighborhood attractions.	2/3/2014 1:40 PM
24	Transit stops More bus stop stations in the area.	2/3/2014 1:37 PM
25	Transit stops Booth installation at bus stop designation (areas) I drive by the same street every day and often saw people standing in the rain/ cold weather waiting for the bus.	2/3/2014 1:34 PM
26	Roads Better city involvement with street: clean -up (i.e. come fall, when leaves pick up and then it rains makes the roads precarious and sometimes dangerous for pedestrians and cyclists)	2/3/2014 1:29 PM
27	Safety and security Transit service To have side walk, public transportation regularly and have good crossing.	2/3/2014 1:25 PM
28	Safety and security Better safety and calm but its nice area to live. God Bless you for your informations and helps.	2/3/2014 1:20 PM
29	Roads Closer park. Parking is awful.	2/3/2014 1:17 PM
30	I can't think of a thing.	2/3/2014 1:12 PM
31	Transit service Easier access to University of Portland! Express MAX trains out to PDX from downtown or Lloyd Center.	2/3/2014 1:11 PM
32	Transit service A bus that crosses 122 Ave from Glisan to Powell	2/3/2014 1:06 PM
33	Transit service Design new transit line from Washington Square to Beaverton Transit Center.	2/3/2014 12:59 PM
34	Develop ops/land use 82nd Ave to function more as neighborhood avenue, less as transit corridor that moves traffic and freight.	2/3/2014 12:56 PM
35	Transit service Getting more short public transits to connect major transits.	2/3/2014 12:52 PM

Q6 What bus and MAX lines do you use?

Answered: 34 Skipped: 2



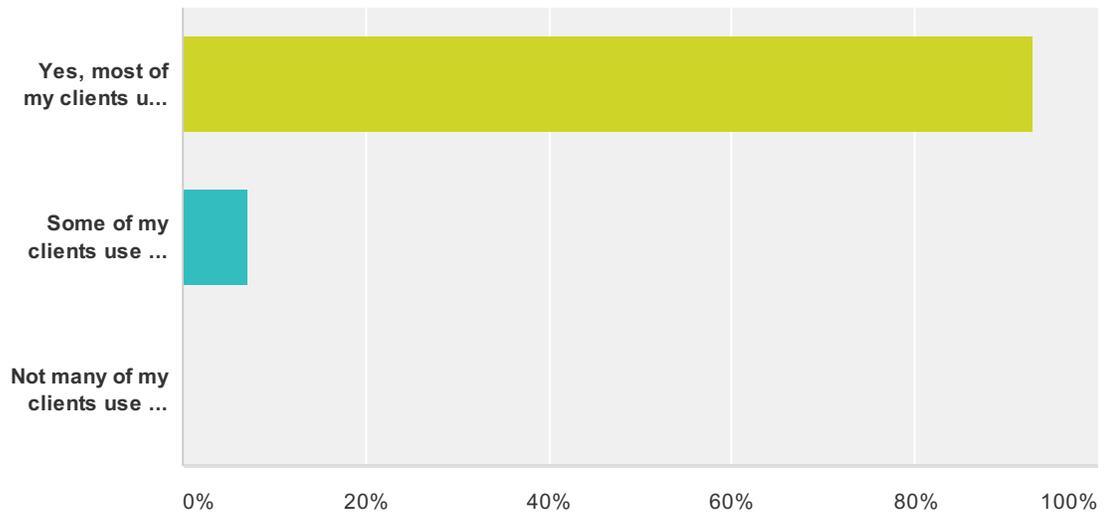


Answer Choices	Responses	
I do not ride transit	2.94%	1
4-line bus	23.53%	8
9-line bus	14.71%	5
10-line bus	8.82%	3
14-line bus	5.88%	2
15-line bus	20.59%	7
17-line bus	2.94%	1
19-line bus	14.71%	5
20-line bus	29.41%	10
21-line bus	0%	0
22-line bus	0%	0
23-line bus	0%	0
71-line bus	14.71%	5
72-line bus	35.29%	12
77-line bus	14.71%	5
80-line bus	0%	0
81-line bus	2.94%	1
84-line bus	2.94%	1
87-line bus	2.94%	1
Blue line MAX	73.53%	25
Green line MAX	47.06%	16
Red line MAX	52.94%	18
Yellow line MAX	17.65%	6
Total Respondents: 34		

#	Other (please specify)	Date
1	56 - line bus	2/5/2014 12:25 PM
2	There is a bus that goes down 102nd, but it takes too long to get to the 15, so I miss that bus.	2/5/2014 10:01 AM
3	Once in a while a 75-line bus. I drive most of the most. I take buses and/or max when I want to go to downtown Portland; when my car is broke down; and when I go to an international airport for personal and/or work traveling.	2/4/2014 3:02 PM
4	54/56 and 12	2/4/2014 9:50 AM
5	Bus 6	2/4/2014 9:17 AM
6	35	2/4/2014 9:05 AM
7	12	2/3/2014 2:08 PM
8	Other feeder busses to get from homes to 4 and 20/ MAX	2/3/2014 1:48 PM
9	75	2/3/2014 1:40 PM
10	Varies depend on which place I want to go (destination point).	2/3/2014 1:34 PM
11	75	2/3/2014 1:29 PM

Q7 Do your clients use the bus or MAX?

Answered: 14 Skipped: 22



Answer Choices	Responses	Count
Yes, most of my clients use the bus or MAX	92.86%	13
Some of my clients use the bus or MAX	7.14%	1
Not many of my clients use the bus or MAX	0%	0
Total		14

Q8 How can you and/or your clients' bus and MAX experience be better?

Answered: 34 Skipped: 2

#	Responses	Date
1	Transit service I think having more busses with "frequent service" be appreciated since many of the clients are families and have children with them so it is difficult to have the children waiting in the cold for long periods of time.	2/5/2014 12:25 PM
2	Transit characteristics My clients are older or disabled so they need the convenient seating in the front and the bus to be lowered or a ramp to get on the bus. This service is not always available or offered if the driver is on too tight a schedule.	2/5/2014 10:01 AM
3	Support Transit service I'm okay with what the bus and/or MAX services are. I do experience that there're less bus and/or MAX services on the weekends. However, I overheard from my clients that the waiting time is too long for some of the areas for my clients to take buses to attend the trainings on the weekends.	2/4/2014 3:02 PM
4	Support We don't have any problem so far	2/4/2014 1:36 PM
5	Safety and security More uniform police on max station, on bus ride.	2/4/2014 9:50 AM
6	Quality of life Transit characteristics More multi-lingual explanations, information, trainings.	2/4/2014 9:17 AM
7	Multilingual Transit fare Transit service Continued, reliable stop announcements on the ticker inside buses, Friendly operators willing to answer questions and be patient with low English speakers (we always appreciate drivers who will make sure a person gets off at the right stop if they show the driver a trimet print out!), better ways to access visual information about bus/max stops when giving directions for low English speakers, lower fares for people who live below the poverty line.	2/4/2014 9:05 AM
8	Transit stops If there could be a bus stop at East Portland Community Center: 740 SE 106th Ave, Portland, OR 97216. So that the clients don't have to walk from across the street at Cherry Blossom and SE 106th. Our clients are seniors and they come here to have lunch and it would be nice if they could get dropped off right outside of the East Portland Community Center. Thank you...	2/4/2014 8:37 AM
9	Safety and security Transit characteristics Transit stops More bus shelters. Lights near bus stops for safety. For max, working ticket dispensers.	2/3/2014 4:16 PM
10	Quality of life Transit characteristics If you can have direction signs/ arrows to show client where to go after get off the max. For instance, <---WIC, etc.	2/3/2014 3:40 PM
11	Transit characteristics Transit service MORE FREQUENT MAX RUNS ESPECIALLY DURING RUSH HOUR. ITS HORRIBLE RIDING THE MAX WITH KIDS AND HAVING TO STAND WHEN THEY'RE LITTLE LEGS CAN BARELY HOLD THEM UP.	2/3/2014 3:32 PM
12	Transit service More frequent service, but we understand that you don't have infinite money.	2/3/2014 3:32 PM
13	Transit fare Fare is obviously the primary challenge for our clients. Also, validation machines are often broken. Many of my clients live out in the East Division area and have to take several buses and a MAX to get some places.	2/3/2014 3:23 PM
14	Safety and security Transit characteristics Safer -more transparency Easier to buy tickets -have them available on the MAX for purchase (like it is on the Portland Streetcar)	2/3/2014 2:08 PM
15	Support Good.	2/3/2014 2:06 PM
16	Transit service Yremort w/more frequent	2/3/2014 2:03 PM
17	Transit stops More stops, more covered areas on Division 162nd to 181st -many people in wheel chairs need cover and many young children.	2/3/2014 2:00 PM
18	Safety and security Transit stops Need bigger covered area and more lighting at the bus stops (station)	2/3/2014 1:55 PM

19	Transit service Well for my clients in job services it would be better if busses run earlier/ later to get to work. Also regular weekend service.	2/3/2014 1:53 PM
20	Transit fare Give some discount for college student, med and appointment for low income.	2/3/2014 1:50 PM
21	Transit service Faster service from students homes to 1) Mt. Hood Community College, 2) David Douglas High School, and 3) East Portland Community Center in that priority. Clients are high school/ college age youth in David Douglas School District.	2/3/2014 1:48 PM
22	Safety and security Safety and in other language too.	2/3/2014 1:42 PM
23	Safety and security Disinfectant wipes.	2/3/2014 1:40 PM
24	Transit service My clients often arrived late to their appointments because they had waited for more than 30 minutes before their bus arrived. So, more bus lines on the road would be better.	2/3/2014 1:37 PM
25	Safety and security More security patrolling around bus and MAX stations. Sometimes the presence of the security personnel makes a difference regarding safety and reduce minor crime activities.	2/3/2014 1:34 PM
26	Support Always bring a book (and headphones) I love riding the bus and consider most of the trips I take a social experiment.	2/3/2014 1:29 PM
27	Transit fare If the bus fare is reduced.	2/3/2014 1:25 PM
28	Quality of life Better to live	2/3/2014 1:20 PM
29	Transit characteristics I appreciate the clarity on both bus and MAX that announce next stops. I recently used San Francisco system and they don't make that clear, neither do they streamline the light rail and bus connection, so thank you! Connection to Vancouver is a need as well.	2/3/2014 1:17 PM
30	Safety and security Some stops seem very lonely and scary at night.	2/3/2014 1:12 PM
31	Transit characteristics Its nice to be able to purchase street car tickets on the car. It would be nice to be able to purchase MAX tickets on train as well -if you're running late, it stinks to wait in the rain for the next train.	2/3/2014 1:11 PM
32	Transit service MAX running 24 hours for people who work after 24.	2/3/2014 1:06 PM
33	Transit fare For my clients cheaper tickets.	2/3/2014 12:59 PM
34	Transit service Having more transits.	2/3/2014 12:52 PM

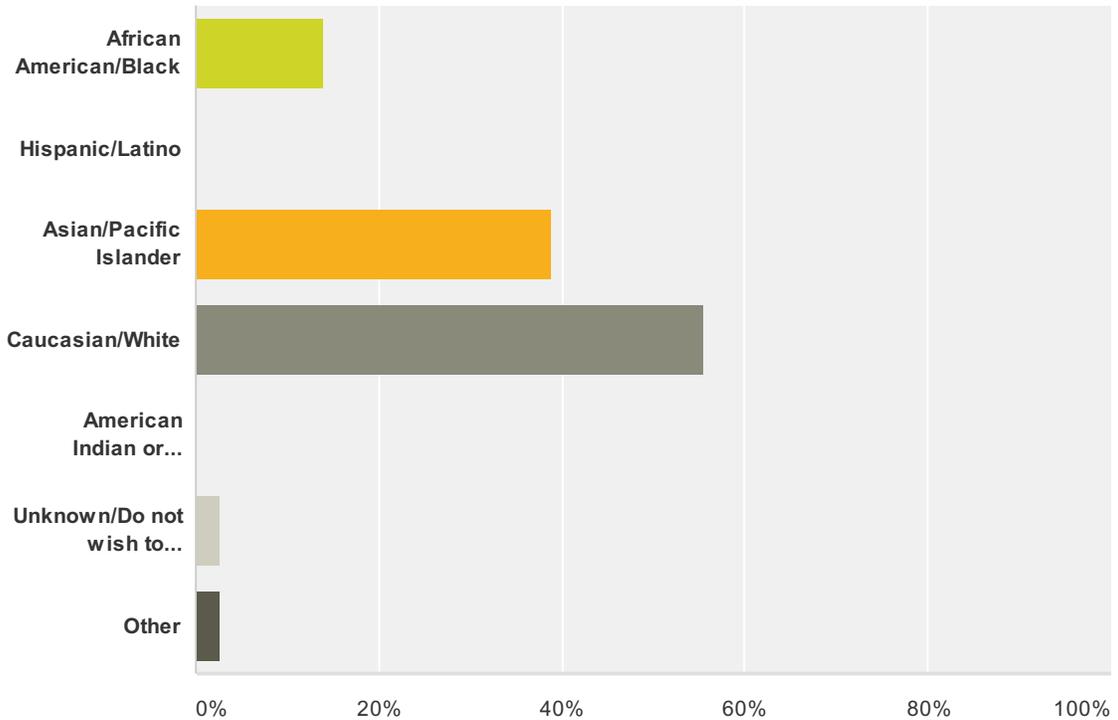
Q9 Are there groups or people you think would be interested in learning more? (please list)

Answered: 19 Skipped: 17

#	Responses	Date
1	YES! The refugee and immigrant population are interested in learning more! There is a need for community education on transportation options, opportunities, rules, and safety.	2/5/2014 12:25 PM
2	We have in-house programs that help our clients to learn more about buses' and Max' services. I think that would be enough.	2/4/2014 3:02 PM
3	Youths that I work for may be interested	2/4/2014 1:36 PM
4	Tongan community	2/4/2014 9:50 AM
5	Refugees.	2/4/2014 9:17 AM
6	Absolutely! I think it would be great for our seniors who are having lunch here at East Portland Community Center to learn more about this. I think they would really enjoy this. If you are interested in doing a presentation for our seniors please call IRCO Senior Services at 503-988-6073.	2/4/2014 8:37 AM
7	New comers	2/3/2014 3:40 PM
8	I HONESTLY DO NOT KNOW THE ANSWER TO THAT.	2/3/2014 3:32 PM
9	Not that I can think of! Thanks!	2/3/2014 3:23 PM
10	IRCO clients People in my program (job seekers).	2/3/2014 1:53 PM
11	Students Mt. Hood Community College David Douglas School District	2/3/2014 1:48 PM
12	Unrelated NA	2/3/2014 1:40 PM
13	Other Students Low income groups (they take bus to work)... youth groups (they take bus to school)...	2/3/2014 1:37 PM
14	Other Churches organization and community. They have members who takes bus/ MAX on daily basis for work, school, church gathering, and other social events.	2/3/2014 1:34 PM
15	IRCO clients Students Youth in schools and clients served through IRCO.	2/3/2014 1:29 PM
16	Cultural/ ethnic groups Yes, Bhutemese.	2/3/2014 1:25 PM
17	Students Students at the local universities.	2/3/2014 1:11 PM
18	Cultural/ ethnic groups Nepalis	2/3/2014 12:59 PM
19	Other 82nd Ave. Improvement Coalition -contact fritz.hirsch@gmail.com or fritz@montarillapdx.org	2/3/2014 12:56 PM

Q10 Your response helps us understand if we are reaching members representative of the community. Please select all that apply to you.

Answered: 36 Skipped: 0



Answer Choices	Responses
African American/Black	13.89% 5
Hispanic/Latino	0% 0
Asian/Pacific Islander	38.89% 14
Caucasian/White	55.56% 20
American Indian or Alaska Native	0% 0
Unknown/Do not wish to disclose	2.78% 1
Other	2.78% 1
Total Respondents: 36	

#	Other (please specify)	Date
1	Tongan/Chuukess	2/4/2014 9:50 AM



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

MEMO

DATE: March 10, 2014

TO: Dana Lucero, Senior Public Involvement Specialist, Metro

FROM: Alexandra Howard, Project Coordinator, City of Portland, Bureau of Planning and Sustainability

CC: Brian Monberg, Principal Regional Planner, Metro

SUBJECT: Powell-Division Transportation and Development Project-related Working Draft Comprehensive Plan Comments

The City of Portland is updating its Comprehensive Plan, a long-range 20-year plan that sets the framework for the physical development of the city. Portland originally developed its Comprehensive Plan in 1980; periodic updates of the plan are mandated by the State of Oregon. The City of Portland is in the process of completing a mandatory update of its Comprehensive Plan. Staff expects to provide a Proposed Draft Plan for public review and later consideration by the Planning and Sustainability Commission in summer 2014.

In 2013, the City of Portland developed a Working Draft Comprehensive Plan in two parts. Part 1 focused on citywide goals and policies. Part 2 included an online Map App, which is an interactive series of maps showing the geography and location of various policy proposals; and the Citywide Systems Plan, a 20-year coordinated infrastructure plan for the City of Portland. Unlike Part 1, Part 2 included specific recommendations for where to create Town and Neighborhood Centers, which streets to designate Civic and Neighborhood Corridors, and where to invest in infrastructure, such as high capacity transit. Community comments were gathered on Parts 1 and 2. The Proposed Draft will reflect those comments.

In support of the Powell-Division Transit and Development project, City of Portland staff reviewed public comments submitted in response to the Working Draft (Part 2) of the Comprehensive Plan. A variety of different tools and events were used to solicit comments on Part 2. In total, staff received over 1,100 comments through various commenting formats, including: emails, letters, an online form and a new online tool called the Map App; in addition to community meetings and workshops. During the Part 2 comment period, staff



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attended 98 workshops, meetings, and other community events during the three-month commenting period, with over 1,948 people in attendance. Comments received from all sources were included in searchable databases.

In January 2014, staff completed a database query based on five key words (Powell, Division, High Capacity, 82nd, 122nd, and Division) and two topic filters (centers and transportation). In addition, staff compared a map of the Powell-Division project area with neighborhood boundaries and reviewed letters from those neighborhood associations.

Comments of the Working Draft Part 2 of the Comprehensive Plan that were related to high capacity transit within the Powell-Division corridor fell into four main categories: (1) Pedestrian and Bicyclist Safety; (2) Nodes and Redevelopment; (3) Transit and Transportation; and (4) Public Realm and Building and Street Design.

Key findings are listed below:

1. increase pedestrian and bicyclist safety through separated bikeways and greenways;
2. improve crossings on major roads and increase the safety of pedestrian over-crossings;
3. provide greater north-south transit and bicycle connections throughout the corridor, but particularly in East Portland;
4. redevelopment should complement existing development and neighborhood character;
5. increase landscaping, street trees and greenspaces on major streets and transit stops;
6. promote smaller and neighborhood focused businesses and promote more active uses and fill-in surface parking lots, particularly on 82nd Avenue;
7. focus redevelopment on vacant or underutilized parcels;
8. explore Foster-Powell as a node and consider expanding commercial and mixed uses on Cesar Chavez Boulevard, north of Powell;
9. maintain affordable housing and expand services to underserved communities; and
10. Clarify how arterials that are outside of employment areas, but connect to them, will function as both freight streets and Civic Corridors. Civic Corridors are premier streets that are intended to become enjoyable places to live, work and gather and should serve as safe corridors for all types of transportation and incorporate ecological design. The Working Draft Part 2 Comprehensive Plan identifies Inner Powell Boulevard, Outer Division Street and 82nd Avenue as Civic Corridors.

For more information on public comments provided in response to the Working Draft Comprehensive Plan, Part 2, please review the following report: What We Heard from the Public, CPU Part II, which is available online at:

<http://www.portlandoregon.gov/bps/article/483115/>.



From: Julia Fraser
Sent: Friday, December 13, 2013 1:49 PM
To: PowellDivision
Subject: Transit Comment

Good afternoon,

I am unable to attend the meetings, but have a comment.

Transit is so focused to funnel everything downtown that eastside north to south access is (if it even exists in some areas) frustrating and inefficient.

Many of those who are transit reliant are in fact not commuting but accessing services, attending appointments, escorting children to school, or even trying to get jobs or housing. The central city funnel is useful for commuters to downtown, and it would make sense for some express services to operate to get folks to downtown, or to their transfers, but north south options are important and should not be forgotten.

Thanks

Julia Fraser

From: Heidi Beierle
Sent: Thursday, January 23, 2014 11:33 AM
To: PowellDivision
Subject: Additional input following 1/9/14 mtg in Gresham

I had an additional thought about land use following the community forum in Gresham on the Powell-Division corridor.

The conversation seemed to be focused on land use, urban form, and development patterns. I ride MAX to the east side, and I also ride a bike. The conversation at my table was mostly focused on transit improvements. Later, I considered that walking and biking are just as important a part of the discussion as bus or train use.

My preference as a bicyclist is to ride the Springwater Trail because it provides the most pleasant environment through which to ride a bike in this area. However, it's faster for me to get to/from work and home on Burnside. There are places on Burnside I do not like to ride, but there are other places (long stretches) on Burnside that I find pleasant -- not as great as the Springwater, but definitely my second choice.

The road cross section that appeals is: street frontage residential, sidewalk, bike lane, one lane of motor vehicle traffic, MAX, one lane of motor vehicle traffic, bike lane, sidewalk, street frontage residential. I like that there is no on-street parking. I like that there is not a lot of activity at driveways (even though there are many driveways). I like that the residential development and street trees create a sense of enclosure. I like that the MAX line running down the middle of the road also creates a sense of enclosure. I like that commercial areas are clustered at major intersections. Enclosure makes the space feel intimate even though the road cross section must be about 40' or more. Motor vehicles tend to drive slower on these sections too, also a plus.

Even with the Springwater Trail close to Powell-Division improvements along Powell-Division would provide more opportunities for bicyclists to use direct, on-street routes with easy access to businesses. On the Springwater, it's impossible to tell where to stop for food or a beverage except at Cartlandia. Nature is the experience on the trail. People seek urban experiences too, but those urban experiences do not necessarily need to be like the experience on Burnside at, say, Hogan where the intensity of commercial uses and auto-oriented development patterns winds up creating the least pleasant place to ride a bike.

I spent a couple of years in Eugene riding the BRT there. It's a really nice option for high frequency transit. I could imagine Division or Powell going on a road diet with the addition of dedicated BRT lane(s), turning into something like those sections of Burnside that are pleasant to ride.

Thanks.
Heidi Beierle, Project Coordinator
[Bicycle Tourism Initiative](#)
Gresham Area Chamber of Commerce



Metro
Powell-Division Transit and Development Project
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Powell-Division Steering Committee Members,

Please consider using *both* modes of transit. I hope that MAX and buses are not mutually exclusive on this corridor. One of the biggest problems with the 9 and 4 is their reliability, and this is primarily a function of their route length, traffic and ridership. Adding a sole "BRT" line will change reliability and ridership very little.

A MAX from 17th to I-205, combined with an express bus loop from I-205 down Powell and Division to Gresham, would have far more connectivity and dramatically benefit the greater area than simple buses along an insular route. I have outlined some of the pros and cons in the enclosed document.

Best of luck on this project. Thank you for listening to the general public.

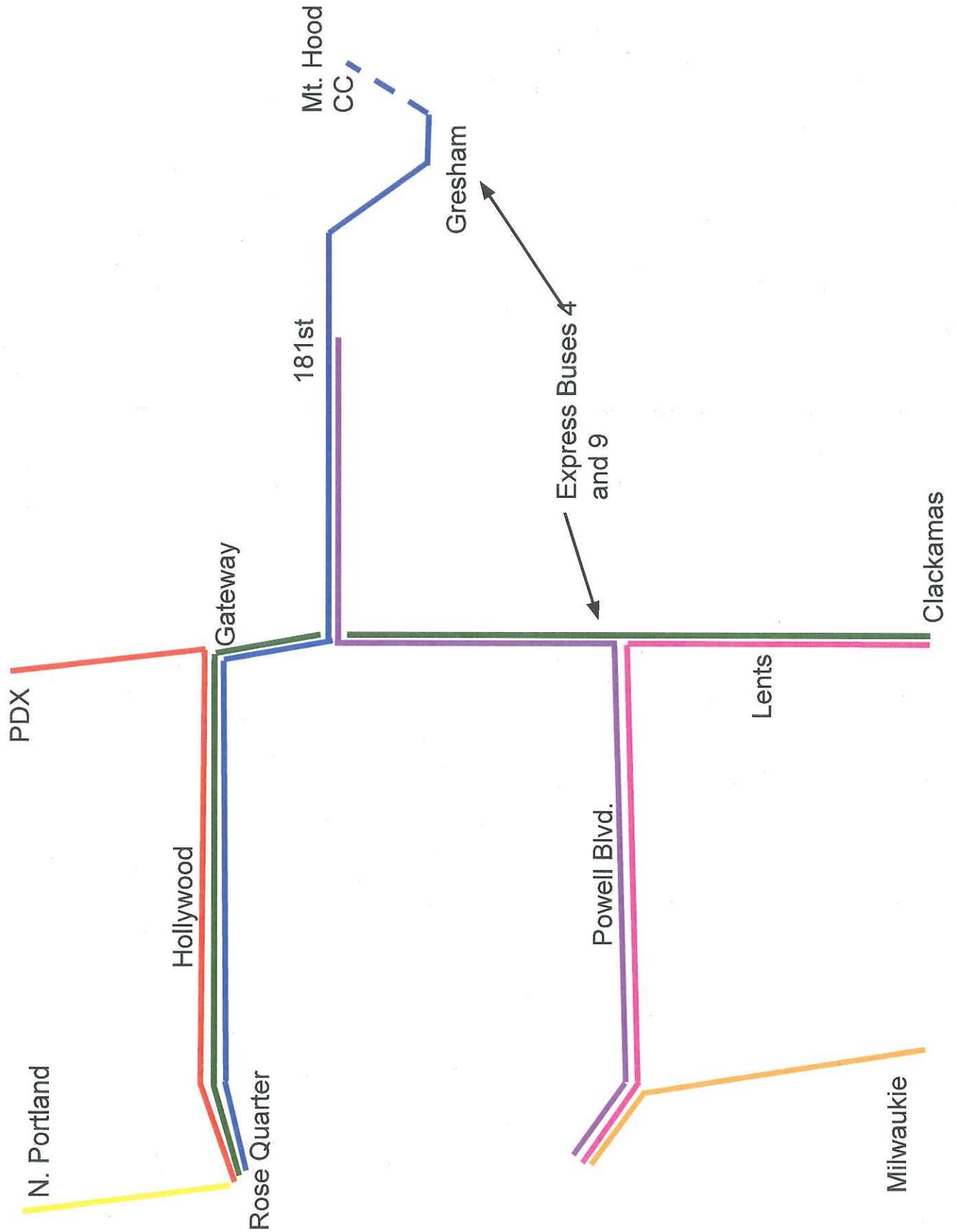
Yours,

Sean Pliska

Benefits of Powell LRT vs BRT

LRT (from 17th to I-205)		BRT (for the entire corridor)
	Improved Transit	
Serves much higher demand than current 9 and 4 buses		Will have much less impact on demand
Unaffected by traffic from I-205 West		Dependent on traffic, particularly where ROW is not exclusive
Probable time from I-205 and Powell to PMLR bridge: 13 minutes		Probable time from I-205 and Powell to PMLR bridge: 20+ minutes
Shorter bus routes 9 and 4 likely means tighter schedules and routes have proximity to Powell Bus Depot on I-205		Buses will continue to be delayed by bike loading, passengers requiring ramps and long routes (very low schedule reliability)
	Connections	
More frequent service affects transfer to/from 14, 10 and 17		Current 14, 10 and 17 would not transfer at MAX
Faster travel to Clackamas TC (rerouting Green Line).		Green Line would be unaffected by BRT
Faster connection to Lents TC		Lents would be unaffected by BRT
Connects to OMSI and So. Waterfront using new PMLR bridge (avoiding the Steel bridge bottleneck)		BRT could also connect to OMSI and PMLR
Access to "Jade District," PCC SE, and Eastport Plaza		BRT would also connect to "Jade District"

Potential future connection to new Amtrak station on Powell		BRT would also connect
	Development	
High opportunity for development near Powell City Park and along Powell		Less effect on development on inner Powell
Access to Franklin and Cleveland High Schools		BRT would also connect
System robustness (if the Banfield track is closed, the other can be used), and avoids Steel Bridge bottleneck		Does not improve system connectivity. Continues current 4 and 9 buses as currently scheduled
Limited ROW acquisition near Fred Meyer		Little or no ROW acquisition
	Social / Economic Equity	
Designated Food Desert area (development likely to include groceries)		Possible effect on grocery stores
Powell is a designated high crash corridor (MAX comes with safe crossings). Interstate and E. Burnside have dramatically few pedestrian injuries compared to Powell between 17th and 50th.		Little to no effect on safety in the corridor.
Serves mixed income and the densest parts of portland		Also serves mixed income and densest parts of Portland
A MAX has better access for people with disabilities.		Little to no effect on access for people with disabilities.





Help make transit better in your community.



Powell-Division Transit and Development Project

The Powell-Division Transit and Development Project seeks to bring important investments to Gresham, East Portland and Southeast Portland, supporting and improving our communities and making it easier for people to get around.

What can you expect?

- A more robust transit connection between Portland and Gresham including improved service and new station areas along a new route to be determined on portions of Powell Boulevard and Division Street.
- An economic development strategy for key places where additional jobs, housing and shops are desired and could be accommodated, based on community input and existing plans.



Partners include the cities of Portland and Gresham, Multnomah County, the Oregon Department of Transportation, TriMet and Metro.

Learn how you can shape the project, sign up for updates and take a survey now!

www.oregonmetro.gov/powelldivision



Southeast Portland, East Portland and Gresham are home to growing communities, diverse cultures and commercial areas, and many educational institutions. Higher capacity transit with new stations will create faster, more reliable trips for people at a lower cost to operate over time.

Making choices

Planning for enhanced transit and neighborhood development in Portland and Gresham will involve generating lots of good ideas and refining those choices based on community input, the physical environment, cost and other considerations. Where do we want to see change in our community and what do we want to remain the same?

Station areas and development opportunities A station area is more than just a transit stop. Community input can shape a station area into a neighborhood asset by protecting the things people value and planning for changes people want to see. We will identify station locations along with development strategies that meet community and businesses needs.

Route Powell Boulevard and Division Street look very different depending on where you are in the corridor. We will determine a route that meets the needs of transit riders, complements existing neighborhoods and serves commercial areas and major destinations, such as Portland State University, Portland Community College and Mount Hood Community College.

Transit type We will consider the type of transit, or mode, that best complements the neighborhoods along Powell Boulevard and Division Street. We will evaluate some familiar modes, such as light rail and streetcar, and others that would be new to our region. Bus rapid transit is a mode that can take many forms. It differs from standard bus service with larger buses and stations spaced further apart with amenities, such as larger shelters and real-time arrival information.

Timeline

	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 and summer 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	■						
Fall 2014 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		■					
Winter 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						■	■

Public input and decision-making

Your input is critical. There will be public input opportunities before each decision-making milestone shown above. The project's Steering Committee – made up of elected leaders and community members – will weigh public input and technical information to craft a transit project and related package of investments that has community support and can be implemented.

The Steering Committee will meet five to six times between 2014 and early 2015. People are welcome to attend and share thoughts directly with committee members. Find information about the Steering Committee members, meeting dates and other opportunities to participate on the project website.

Other improvements to transit service

What other changes would make transit better? TriMet wants your input to help plan improvements to transit service, access, stops and crossings in your community. Between 2013 and 2015, TriMet will ask riders, residents, neighborhood groups, governments, schools and businesses for feedback to create a long-term vision for transit service that identifies and prioritize transit improvements and changes that make it easier and safer to walk and bike to transit.

TriMet and Metro will partner on participation opportunities to make the most of your time. With joint surveys and workshops, your input will shape both projects. Learn more about TriMet's service enhancement plans at www.trimet.org/future.

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1
 Carlotta Collette, District 2
 Craig Dirksen, District 3
 Kathryn Harrington, District 4
 Sam Chase, District 5
 Bob Stacey, District 6

Auditor

Suzanne Flynn

www.oregonmetro.gov/powelldivision

powelldivision@oregonmetro.gov

POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT PUBLIC ENGAGEMENT REPORT MARCH 2014

503-813-7535



Metro



Help make transit better in your community.



Proyecto de Transporte Público y Desarrollo de Powell-Division

El Proyecto de Transporte Público y Desarrollo de Powell-Division quiere traer importantes inversiones a Gresham, al este de Portland y al sudeste de Portland, apoyando y mejorando nuestras comunidades y facilitando el movimiento de las personas.

¿Qué es lo que puede esperar?

- Una conexión más robusta de transporte público entre Portland y Gresham, incluyendo mejor servicio y nuevas áreas de estación a lo largo de la una nueva ruta por determinarse, en partes de bulevar Powell y la calle Division.
- Una estrategia de desarrollo económico para los lugares claves donde se quiere y es posible acomodar nuevos trabajos, viviendas y tiendas, a partir de las ideas de la comunidad y de los planes existentes.

Los socios en el proyecto son las ciudades de Portland y Gresham, el condado de Multnomah, el Oregon Department of Transportation, TriMet y Metro. ¡Conozca cómo puede ayudar a dar forma al proyecto, apuntarse para recibir noticias actualizadas y tomar una encuesta ahora mismo!

www.oregonmetro.gov/powelldivision



El sudeste de Portland, el este de Portland y Gresham son el hogar de comunidades en crecimiento, diversas culturas y áreas comerciales, y muchas instituciones educativas. El transporte público de mayor capacidad con nuevas estaciones creará viajes más rápidos y confiables, de menor costo operativo al pasar el tiempo.

La elección de alternativas

La planificación de transporte público mejorado y de desarrollo en los barrios en Portland y Gresham necesitará de la creación de muchas buenas ideas, y de la refinación de alternativas a partir de las ideas de la comunidad, el entorno físico, costo y otras consideraciones. ¿Dónde queremos ver cambios en nuestra comunidad y qué queremos que se mantenga igual?

Áreas de estación y oportunidades de desarrollo Un área de estación es más que una parada de un transporte público. La participación de la comunidad puede hacer que un área de estación se convierta en una valiosa parte del barrio, protegiendo las cosas que la gente valora y planificando los cambios que la gente desea ver. Identificaremos la ubicación de las estaciones junto con las estrategias de desarrollo para satisfacer las necesidades de la comunidad y de los negocios.

Ruta El bulevar Powell y la calle Division tienen muy diferente aspecto según en qué parte del corredor usted se encuentre. Vamos a determinar una ruta que llene las necesidades de las personas que usan transporte público, complemente los barrios existentes y ofrezca servicio a las áreas comerciales y destinos principales, como Portland State University, Portland Community College y Mt. Hood Community College.

Tipo de transporte público Consideraremos el tipo, o modo, de transporte público que mejor complemente a los barrios a lo largo del bulevar Powell y la calle Division. Estudiaremos algunos modos conocidos, como el tren ligero y el tranvía, y otros que serían nuevos en nuestra región. El autobús de tránsito rápido (bus rapid transit) es un modo que puede tomar muchas formas. Se diferencia del servicio de autobús normal porque tiene autobuses más grandes y estaciones más separadas entre sí, con equipamientos como refugios más grandes e información en

Calendario

	2014	2015	2016	2017	2018	2019	2020
PLANIFICACIÓN							
Invierno del 2014 Llegar a un entendimiento común sobre las necesidades de y oportunidades para el transporte público y el desarrollo en el corredor	■						
Primavera y verano del 2014 Estudiar los tipos de transporte público que sean posibles y deseables en el corredor, escuchar ideas sobre a dónde debería ir e identificar lugares que serían áreas de estación seguras y activas	■						
Otoño del 2014 Tomar los elementos que sean los más apoyados y viables y crear una recomendación sobre el tipo de transporte público, la ruta y las estrategias de desarrollo en las áreas de estación		■					
Invierno del 2015 Refinar la recomendación y presentarla a las autoridades elegidas locales y regionales para su consideración y aprobación		■					
DISEÑO							
2015 to 2017 Crear el diseño detallado de la nueva línea de transporte público y de las áreas de estación, y completar la revisión ambiental y la obtención de permisos			■	■	■		
CONSTRUCCIÓN							
2018 to 2020 Construir la línea de transporte público y áreas de estación e iniciar el nuevo servicio					■	■	■

Participación pública y toma de decisiones

Su participación es crítica. Habrá oportunidades para la participación y aporte de ideas por parte del público antes de cada hito en el calendario detallado arriba. El Comité Directivo del proyecto – compuesto de autoridades elegidas y miembros de la comunidad – considerará las ideas aportadas por el público y la información técnica para crear un proyecto de transporte público y su consiguiente paquete de inversiones que tengan apoyo de la comunidad y que puedan ser implementados.

El Comité Directivo se reunirá entre cinco y seis veces durante el 2014 y principios del 2015. El público es bienvenido a asistir a las reuniones y compartir sus ideas directamente con los miembros del comité. Puede encontrar información sobre los miembros del Comité Directivo, fechas de las reuniones y otras oportunidades para participar en el sitio web del proyecto.

Otras mejoras al servicio de transporte público

¿Qué otros cambios mejorarían el transporte público? TriMet quiere sus ideas para ayudar a planificar mejoras al servicio de transporte, acceso, paradas y cruces peatonales en su comunidad. Entre el 2013 y 2015, TriMet solicitará la participación e ideas de los usuarios, residentes, grupos barriales, entidades de gobierno, escuelas y negocios para crear una visión a largo plazo para el servicio de transporte público, que identifique y priorice mejoras al transporte y cambios que hagan más fácil y seguro el caminar y montar bicicleta hasta el transporte público.

TriMet y Metro trabajarán en sociedad en oportunidades de participación para aprovechar de mejor manera su tiempo. A través de encuestas y talleres conjuntos, su participación e ideas darán forma a los dos proyectos. Conozca más sobre los planes de mejoras de servicio de TriMet en www.trimet.org/future.

Acerca de Metro

La limpieza del aire y el agua no termina en los límites de las ciudades ni condados. Tampoco las necesidades de empleos, una economía próspera y las opciones sostenibles de transporte y vida para las personas y empresas de la región. Los electores solicitaron la ayuda de Metro para los desafíos y oportunidades que afectan a las 25 ciudades y 3 condados del área metropolitana de Portland.

Cuando se trata de prestar servicios, administrar lugares y tomar decisiones sobre cómo puede crecer la región, resulta lógico adoptar un enfoque regional. Metro trabaja junto con las comunidades para respaldar una economía sólida, mantener a la naturaleza cerca y responder ante el clima cambiante. Juntos estamos construyendo un lugar grandioso, ahora y para las próximas generaciones.

Presidente del Consejo de Metro

Tom Hughes

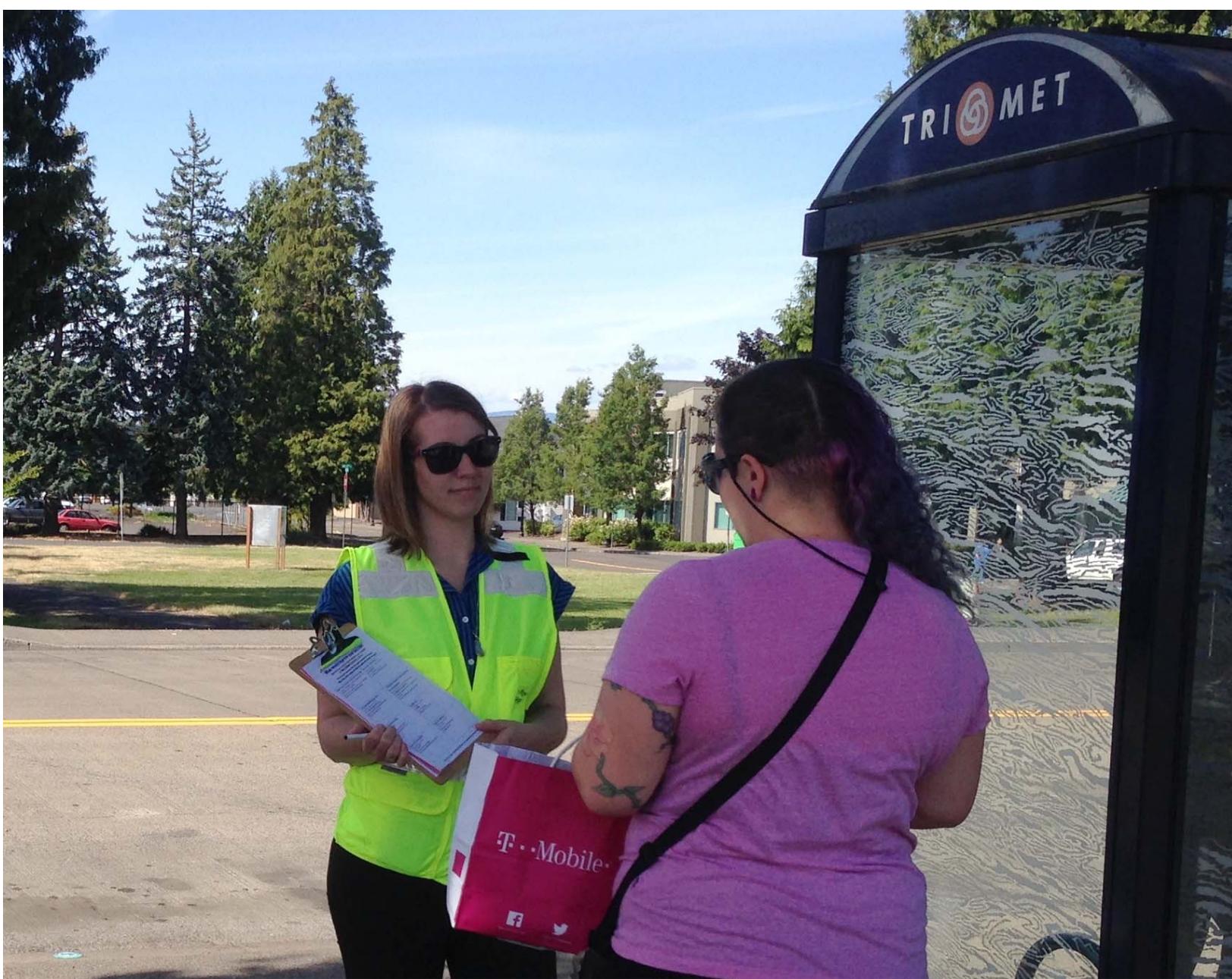
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Auditora

Suzanne Flynn





POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

PUBLIC ENGAGEMENT REPORT

JUNE 23, 2014

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

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Stay in touch with news, stories and things to do.

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Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Suzanne Flynn

¿Le gustaría recibir información acerca de este proyecto?

Хотите получать информацию об этом проекте?

您是否希望收到關於本工程項目的資訊？

Quý vò còu muoán nhaän thoâng tin veà dõĩ àn naøy hay khoáng?

503-813-7535

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ENGAGEMENT SUMMARY FOR MARCH THROUGH JUNE 2014

Purpose

Public engagement efforts for the Powell-Division Transit and Development Project between March and June focused on increasing awareness of, and opportunities to shape, the transit project and soliciting input on improvements to transit that would make it easier to use.

Input opportunities - Engagement activities and outreach methods are described on page 6. A full listing of findings from input opportunities begins on page 11.

- community briefings
- project meetings, including talk with staff sessions
- bus rider engagement and surveys
- in-person and online surveys

Findings - Engagement during this report period revealed the following themes. More detailed findings begin on page 11 and the record of comments received begins on page 23.

- Transit would be easier for people to use and/or the likelihood that they would use transit would increase if it were more frequent, if trips were quicker, and if it regularly arrived on-schedule. Other factors that were important, but to a lesser degree, include more room on buses, better access to transit and a more comfortable place to wait at transit stops.
- Riders of bus lines 4 (Division) and 9 (Powell) state that current service meets their needs but point to improvements that include greater frequency and reliability, more buses resulting in less crowded conditions and longer operating hours.
- The local bus service network could be improved by adding greater frequency to existing lines, more service on weekends, new north/south service and with better connections to jobs, schools and services.
- A bus alternative is more favorably viewed than light rail.
- Issues of gentrification and displacement will be an important consideration through the life of the project and beyond.
- Safety and security is important issue that will need to be addressed both on-board and around the station areas.

Contact information

Powell-Division Transit and Development Project
www.oregonmetro.gov/powelldivision
powelldivision@oregonmetro.gov
503-813-7535

Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97233

Dana Lucero, senior public involvement specialist
dana.lucero@oregonmetro.gov
503-797-1755

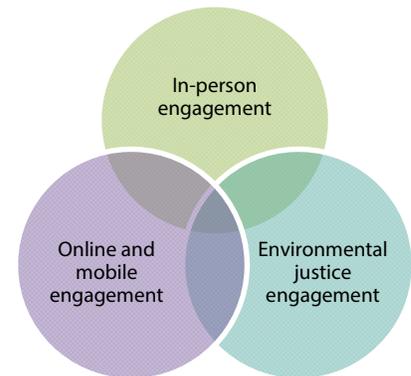
ENGAGEMENT APPROACH

A successful outcome is dependent upon engaging people who live or use services in the area in the development of the community-supported vision for new transit. The Powell-Division Transit and Development Project is a partnership of Metro, TriMet, the cities of Portland and Gresham, Multnomah County and the Oregon Department of Transportation.

Engagement principles and methods

Engagement will consist of in-person opportunities, online and mobile opportunities and targeted outreach to low-income and minority populations. The following principles will guide engagement strategies, activities and materials.

- *Use a person-first lens:* Relate to people the way they relate to the world, not through a project lens.
- *Make it easy for people to participate:* Meet people where they are and capitalize on opportunities for coordinated engagement.
- *Be clear:* Be clear about decisions, how input is a part of decision-making, who is making the decisions and when/what to expect as a result.



Engagement goals

The project team will strive to meet the following engagement goals. People were invited to comment on these goals via survey through the Powell-Division website beginning March 2013. Their comments shaped strategies, activities and evaluation metrics, which appear on page 17.

- Goal 1: Communicate complete, accurate, understandable and timely information
- Goal 2: Gather input by providing meaningful opportunities to participate
- Goal 3: Provide timely public notice of opportunities to participate
- Goal 4: Facilitate the involvement of low income populations, communities of color and people with limited English proficiency

ENGAGEMENT ACTIVITIES AND OUTREACH METHODS

Community briefings

The following list represents exchanges between March 17 and June 23, 2014 where information about the Powell-Division Transit and Development Project was shared or, conversely, information about community efforts or issues were shared with Powell-Division project staff. A briefing was offered to every neighborhood association within the project's boundaries. Project staff participated in the neighborhood association meetings as well as other meetings or events held for projects, such as the Division Neighborhood Street Plan in East Portland and the 20s Bikeway event in inner Southeast Portland, to gather informal input on the project. In many cases, staff brought a large map of the project area and discussed transit concerns and recommendations, using the map as the main engagement tool and conversation starter. Findings from these engagement opportunities begin on page 11.

March 17 - 20s Bikeway open house
 March 19 - Oregon Health and Sciences University transit open house
 April 9 - East Portland Action Plan Technical Advisory Committee
 April 21 - 82nd Avenue Improvement Coalition
 April 24 - Slavic Community Fair
 April 25 - City Club Friday Forum - Gentrification: Whose city is it?
 May 1 - APANO Voices of Change Celebration
 May 6 - Historic Downtown Gresham Business Association
 May 6 - TriMet's Eastside Service Enhancement Plan community meeting
 May 7 - Gresham Citizen Involvement Committee
 May 7 - TriMet's Eastside Service Enhancement Plan community meeting
 May 8 - Rockwood Business Coalition
 May 8 - TriMet's Eastside Service Enhancement Plan community meeting
 May 10 - Division-Midway mixed use zoning walk
 May 13 - Powell-Division talk to staff session
 May 13 - TriMet's Eastside Service Enhancement Plan community meeting
 May 13 - Gresham Coalition of Neighborhood Associations
 May 14 - 82nd Ave mixed use zoning walk
 May 17 - Youth Summit on Transit Justice
 May 19 - Gresham Youth Advisory Committee
 May 19 - Southeast Uplift Land Use and Transportation Committee
 May 19 - Creston-Kenilworth Neighborhood Association
 May 20 - TriMet's Eastside Service Enhancement Plan community meeting
 May 21 - Gresham Natural Resource and Sustainability Committee Meeting
 May 21 - Portland Community College geographic information systems class
 May 27 - Powell-Division talk to staff session
 May 27 - Mount Hood Community College lunch and learn session
 May 27 - Gresham Public Safety Committee
 May 28 - East Gresham Community Information Fair
 June 2 - Powell-Division Committee discussion on equity and displacement
 June 5 - Division-Midway open house
 June 6 - Immigrant Entrepreneurs as Economic Creators in East Portland Tour
 June 7 - Jade District community planning meeting
 June 10 - Powell-Division talk with staff session
 June 10 - Portland Bicycle Advisory Committee
 June 11 - Engagement at bus stops (multiple locations)
 June 11 - Historic Southeast Neighborhood Association
 June 11 - Multnomah County Bicycle and Pedestrian Citizen Advisory Committee
 June 12 - East Metro Economic Alliance
 June 16 - Gresham Rockwood Neighborhood Association
 June 17 - Hosford-Abernethy Neighborhood Association
 June 17 - East Portland Action Plan Civic Engagement Subcommittee
 June 17 - Portland Pedestrian Advisory Committee
 June 18 - South Tabor Neighborhood Association
 June 19 - Port of Portland/ON Semiconductor
 June 19 - South Tabor Neighborhood Association
 June 21 - Immigrant and Refugee Community Organization Community Needs

Assessment Conference

June 23 - Powell-Division Steering Committee meeting and open house

June 23 - Creston-Kenilworth Neighborhood Association

Talk with staff sessions - These unstructured, drop in sessions take place the second and fourth Tuesday of every month at the Division Midway Alliance office, mid-corridor on 122nd Avenue and Division Street. The sessions provide an opportunity for interested community members or businesses to talk with staff about the project and provide input. The sessions were publicized through email updates to the interested parties list, on flyers distributed at bus stops and available at the Division Midway Alliance office and through East Portland Action Plan's email updates. Broader notification of these sessions is planned.

Bus rider engagement - Project staff piloted bus rider engagement on June 11. Staff interacted with riders of lines 4 (Division) and 9 (Powell) at the following stops: Gresham Transit Center, Division/82nd east and westbound, Division/MAX station eastbound, Powell/Chavez eastbound and Powell/82nd east and westbound. People were asked a 1-question survey, which prompted conversation about transit in general. People were also given project information and invited to sign up for email updates.

Sign up for email updates survey - A brief survey accompanies the function of signing up for email updates. The survey asks people to state where they live/work/go to school, describe their transit use and prompts them for input for the project team. The survey has been open since March 2013 and, to date, has 198 complete surveys.

Transit improvements survey - This 5-minute online asks how transit trips can be easier and more convenient. The survey also asks what information would help to weigh the pros and cons of different alternatives (routes and transit types)



that will be developed with community input this summer. The survey was broadly advertised through project and partner distribution channels. As of June 13, 226 people provided input via survey. The survey will be open through July 31, 2014.

1-question in-person survey - One question from the transit improvements survey was printed on a large poster and deployed at bus stops to understand the transit improvements most important for current bus riders. The 1-question survey was available in English, Spanish, Russian, Vietnamese and Chinese.

East Portland neighborhood survey - The East Portland Communications Outreach Project collaborated with agencies and community members to develop a survey to understand community priorities. The survey was mailed to 60,000 homes and translated into Spanish, Russian and Vietnamese. The survey is currently open.

Email updates - People may sign up for email updates through the project website or at community meetings where project information is presented. Currently, 517 people have signed up to receive updates. Email updates announce community meetings and project events and provide information on project milestones, such as the formation of the Steering Committee. Four email updates have been sent during this report period.

Project website - Metro maintains the primary website for the project. It contains all input opportunities, Steering Committee materials and information, project documents and fact sheets. The site is updated regularly and is currently available in English and with some information in Spanish, Russian, Chinese and Vietnamese. www.oregonmetro.gov/powelldivision

Partner websites - The cities of Portland (www.portlandoregon.gov/bps/64377) and Gresham (greshamoregon.gov/powelldivision) host information about the project. TriMet (www.trimet.org/future) also maintains online information about the project.

Project factsheet - An overview of the project is provided in the first factsheet published January 2014. It is available on the project website in English and Spanish. A multilingual factsheet provides an overview of the project in Russian, Spanish, Vietnamese and Chinese with a phone number to access translation services.

Metro newsfeeds - Brief, informative articles about the project will be published on Metro News. People can receive this information by subscribing to an email digest or RSS feed or may visit www.oregonmetro.gov/news. Two newsfeeds have featured the project during this report period.

Notification channels - Other methods of communicating project updates and input opportunities include the following. Please contact project staff if you have recommendations on additional channels. See page 5 for contact information.

- Powell-Division email updates

- East Portland Action Plan email updates
- Gresham Neighborhood Connections email updates
- City of Portland email updates
- TriMet Riders Club and service alert email updates
- Metro Twitter

EQUITY, TITLE VI AND ENVIRONMENTAL JUSTICE

It is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Environmental justice principles considered in transportation planning and project development include:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income persons.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income persons.

Equity engagement

Broad and inclusive engagement is essential to developing a community-supported transit solution. Metro and project partners work with residents and community organizations that communities of color, low income populations and people who do not speak English well to provide early, regular and meaningful opportunities to influence decision-making and engagement efforts during this report period included the following. Note: These activities are included within the previous section on engagement activities and are repeated here to highlight efforts to involve communities of color, low income populations and people who do not speak English well.

- 1-question in-person survey (Spanish, Russian, Chinese and Vietnamese)
- Bus rider engagement
- Steering committee discussion on equity and displacement
- Youth engagement at the Youth Summit for Transit Justice and the Gresham Youth Advisory Committee
- Spanish factsheet
- Multilingual factsheet (Spanish, Russian, Chinese and Vietnamese)
- All-Spanish service enhancement plan meeting
- Jade District community meetings
- Immigrant Entrepreneurs as Economic Creators in East Portland Tour
- East Portland neighborhood survey (Spanish, Russian and Vietnamese)

Metro's nondiscrimination notice

Metro respects civil rights. Metro fully complies with Title VI of the Civil Rights Act of 1964, which bans discrimination on the basis of race, color or national origin. For more information on Metro's civil rights program, or to obtain a Title VI complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. All Metro meetings are wheelchair accessible. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1536 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days in advance of the meeting to accommodate your request. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

FINDINGS FROM INPUT OPPORTUNITIES

Community briefings

Project staff attended neighborhood meetings and meetings held for other projects, such as the Division Neighborhood Street Plan in East Portland and the 20s Bikeway event in inner Southeast Portland, to gather informal input on the project. In many cases, staff brought a large map of the project area and discussed transit concerns and recommendations, using the map as the main engagement tool and conversation starter.

In Portland, people expressed the following sentiments.

- The project should consider a combination of express and local service, particularly during typical commute hours.
- Not all people work in offices; provide service for people who work in retail and food service and who have other types of shift work.
- Many people noted that Inner Division is very congested. Recommendations ranged from not putting more service on Division, to making Division a transit, pedestrian and bike street.
- Although there was some variation in the public comment, there was not significant support for new rail service.
- If a bus rapid transit option moves forward, people want it to live up to the name and provide more than just an express or limited service option.
- Some mentioned that Interstate MAX and the line 9 bus (Inner Powell) stop too often, which slows down service, while others, mainly in East Portland, expressed a need for improved local service.
- Stops must be easy to access; make sure they are not more than a ½ mile apart and make sure Powell and Division are attractive places.
- The project should ensure that there are safe crossings along Powell and Division to make sure people can safely get to the bus.
- Improvements should be coordinated with other projects and should not take out new improvements, such as the new street crossings PBOT is working on Division east of I-205.

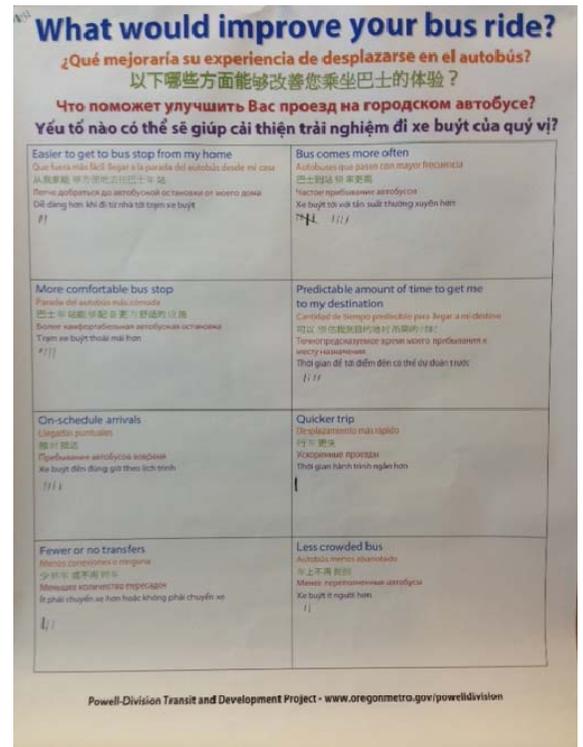
- In East Portland, many residents cited the importance of park and ride facilities, like the facility at 122nd and Division.

In Gresham, people expressed the following sentiments.

- Safety is a primary concern for Gresham residents. People cite safety for the areas around the station as well as on the transit vehicle. Safety while on MAX was mentioned most, buses to a lesser extent. People want to know what strategies, such as design elements, would be effective in ensuring crime is not a problem around the station and that people feel safe using the stations.
- There is skepticism that the "honor system" ticketing on MAX provides people with a feeling of safety. Models where the bus driver must check your fare or people are only allowed access to the stations if they have paid a fare were cited as working better.
- Light rail, as an option for the project, is not favored.
- Some expressed that transit on Powell in Gresham would be challenging because it narrows to two lanes in spots.
- Providing better north/south transit connections in East Portland and Gresham is important to ensuring people can get to their destinations by transit. These also will provide important connections to the MAX Blue line and any east-west transit on Powell-Division.
- Several people mentioned that fast, efficient transit to Mt. Hood Community College is important.
- Economic development opportunities are exciting; disruption to neighborhoods is a concern.
- It is important that people who often do not participate in planning projects don't "fall through the cracks." They suggested contacting faith-based organizations, working with organizations that are already connected to those of low income, limited English proficiency, transit dependent or other groups that often are underrepresented in planning processes. Also, go where the people are rather than asking them to come to City Hall for a meeting. For example, the Rock the Block event on June 26 and 27 is a good opportunity. Using the schools to distribute information is a good idea, such as the SUN schools program.

Improvements to transit survey - in-person and online

People were asked -- via online survey, at community events and meetings, and at bus stops -- about changes that would make it easier for them to use (or increase their use of) transit. The survey also asked people to consider information they would find useful to help weigh the pros and cons of transit alternatives. The online survey was publicized broadly. They survey opened on May 5 and will close on July 31. As of June 13, 226 people provided input via survey.



What would improve your bus ride?

	TOTAL	Line 4 (Division)		Line 9 (Powell)		General
		survey	bus stops	survey	bus stops	survey
Easier to get to bus stop from my home	94	8	29	16	6	35
More comfortable bus stop	114	10	39	19	13	33
On-schedule arrivals	221	38	60	41	20	62
Fewer or no transfers	154	33	19	30	9	63
Bus comes more often	257	40	67	35	34	81
Predictable amount of time to get me to my destination	169	38	28	43	7	53
Quicker trip	223	45	33	48	17	80
Less crowded bus	177	27	60	20	30	40

Findings show that speed, frequency and reliability are the most important improvements to transit. Other factors that were important, but to a lesser degree, include more room on buses, better access to transit and a more comfortable place to wait at transit stops.

People ride lines 4 and 9 for both short trips (less than 2 miles) and longer trips (more than 2 miles) and primarily use the bus to get to work, go shopping or to get to recreational opportunities and personal business.

People were also asked what information would help them weigh the pros and cons of different alternatives. Transit system costs and neighborhood effects are of highest interest to respondents for weighing the pros and cons of the different transit alternatives in the Powell-Division corridor. Following these two in importance are service qualities. Respondents emphasized speed and convenience, which combine many different service qualities. Next, safety and security follow in frequency of response along with other neighborhood and development qualities, such as economic development.

Transportation

- Ridership – number of current riders served, number of projected riders served
- Transit/vehicle type – comparison of different transit and vehicle types, i.e. right-of-way width, signal prioritization, light rail, streetcar, bus rapid transit
- Vehicle capacity – maximum and comfort capacity (crush design) for each vehicle type
- Traffic – multi-modal capacity, congestion, current average daily traffic, projected average daily traffic using different transit type options, safety for all users

Service qualities	<ul style="list-style-type: none"> ▪ Frequency ▪ Reliability ▪ Trip duration – length of time between destinations, including transfers ▪ Service hours ▪ Cleanliness ▪ Connect to other transit – options to connect to high capacity transit from nearby areas, effective transfers ▪ Express service – fewer stops (faster service)
Equity	<ul style="list-style-type: none"> ▪ Route – existing service maintained, route permanence, route serves vulnerable/transit-dependent populations and jobs ▪ Access to transit – improves safe access for low-income, minority, elderly, and other populations of concern ▪ Station locations – service is convenient to use, station locations serve low-income, minority, elderly, transit-dependent people, and other populations of concern ▪ Transit dependence – serves seniors, people with disabilities, and other populations for whom transit is their primary means of transportation ▪ Equity – impact to low-income neighborhoods and mobility for underserved neighborhoods
Efficiency	<ul style="list-style-type: none"> ▪ Cost – operations, maintenance, system construction, fares ▪ Construction timing ▪ Vehicle life
Neighborhood and development qualities	<ul style="list-style-type: none"> ▪ Neighborhood effects – noise, cut-through traffic, relation to other neighborhood projects, connecting neighborhoods, on-street parking, 20-minute neighborhoods, livability ▪ Walkability – neighborhood walkability, pedestrian safety in transit areas ▪ Safety and security – safety on transit and at transit stops; safety for multi-modal users, especially bicyclists and pedestrians; neighborhood safety ▪ Bicycling – convenience and ability to have bikes on transit; transit system works safely with bicycling ▪ Economic development ▪ Environmental effects ▪ Design – attractiveness, place-making

Bus rider engagement

Project staff piloted bus rider engagement on June 11, 2014. Staff interacted with riders of lines 4 (Division) and 9 (Powell) at the following stops: Gresham Transit Center, Division/82nd east and westbound, Division/MAX station eastbound, Powell/Chavez eastbound and Powell/82nd east and westbound. People were asked a 1-question survey, which prompted conversation about transit in general. People were also given project information and invited to sign up for email updates. A full summary appears on page 45.

Line 4 (Division) - Riders find that line 4 meets their needs, but it could be more frequent and reliable. Buses are frequently crowded, and the stops could be improved with shelters, wind protection, lighting and seating. Riders would like longer operating hours, with the bus running later, earlier and with more weekend hours. Connecting to other transit could work better with improved transfer

timing, especially for MAX-bus, and more frequent north-south connections. Improved driver courtesy would enhance the experience. Less frequently mentioned were safer street crossings, faster vehicles with air conditioning and ventilation, shorter trip durations or longer fare time, improved access and seating for people with disabilities and cheaper fares. Riders were pleased with the engagement opportunity.

Line 9 (Powell) - Riders at Powell and 82nd are satisfied with bus service, but the prevailing sentiment along the line is to have more frequent, reliable and possibly express service. Extending service hours at night, during early mornings and weekends would improve the transit experience on this often crowded line. There is concern that service does not always extend to Gresham beyond 98th. More than for line 4, riders of line 9 would appreciate improved seating and ventilation in the bus along with improved rider atmosphere that might be helped by more courteous drivers who also encourage courteous rider behavior. Stops could be improved with shelters, seating, trash receptacles and restrooms. Less frequently mentioned were more time to transfer, improved connections to destinations, safer street crossings, more lighting at the Gresham post office, more space for wheelchairs and strollers.

TriMet Service Enhancement Plan community meetings

TriMet held six community meetings to elicit input on desired improvements to transit service, as a part of the Eastside Service Enhancement Plan. The meetings were located throughout the Eastside service area at schools and community centers. They were promoted in English, Spanish, Russian, Vietnamese, and Chinese. Five meetings were held in English with Spanish interpretation available on site. One meet was held entirely in Spanish with English interpretation on site. Interpreters for other languages were available upon request. People identified the following improvements.

- More frequent service on major lines currently serving the area (lines 21, 71, 77, 80, 81, 87)
- More service on weekends
- Add new lines and extend current lines to fill in the transit grid with more north/south service on 148th, 162nd, and Hogan/242nd and east/west service on Glisan
- Improve access and connections to employment, education, and services
- Improve local area services and connections
- Improve operator and transit security interactions with customers
- Improve access to transit stops
- Address safety concerns on transit and at stops

CLOSING THE LOOP: LINKING PUBLIC INPUT TO DECISION-MAKING

Input that informs decisions

The decision-making body for the Powell-Division Transit and Development Project is a Steering Committee made up of residents, transit riders, community organization leaders, business representatives, elected officials and agency directors. The committee is charged with weighing public input and technical information to develop a community supported action plan. That action plan will

contain recommendations on transit type, route, station locations and development strategies that will then go to elected councils for consideration and endorsement.

The input gathered to date is intended to identify the changes to lines 4 (Division) and 9 (Powell) that would make it easier for people to use (or increase their use of) transit. These most desired improvements (public input beginning on page 12) will inform the Steering Committee's future consideration of transit alternatives, which will include decisions on route, transit type and station locations. On June 23, the committee will consider information to help them distinguish promising alternatives in September. Related public input begins on page 13. Much of the input received contains insights and details that will be useful in the development of alternatives this summer.

Delivery to decision-makers

This report is the primary mechanism for delivering public input to the Steering Committee in advance of their decision on project outcomes and goals. This report has been made available to the committee and the general public one week prior to their June 23, 2014 meeting. In advance of this meeting, each committee member will be offered an opportunity to discuss the public input and/or technical findings with project staff. The findings contained in this report will be presented and discussed during the meeting before the committee provides input on the information that will be used to screen alternatives.

Feedback to participants

Every person who provided an email address will receive notice of the availability of this report. This report contains all comments received during this phase of the Powell-Division Transit and Development Project. It links the input received with the decisions the Steering Committee will consider and enumerates actions on the part of project staff prompted by input received. Project staff strives to make this link clear and welcomes feedback that could improve the process. See page 5 for contact information.

EVALUATION OF ENGAGEMENT TO DATE

The following reflects an earnest evaluation by project staff of engagement efforts during the first phase of the Powell-Division Transit and Development Project. For planned engagement opportunities in the next phase of the project, see page 19. Note: Following publication of this report, community members will be invited to provide an external assessment of these efforts. People will be asked what they think worked well and for specific ideas that could improve community involvement in the project. If you are interested in participating this assessment, please contact Dana Lucero at dana.lucero@oregonmetro.gov or at 503-797-1755.

● - Achieved | • - Some efforts made, room for improvement | ○ - Must improve in next phase

	WINTER 2014 Establish goals	SUMMER 2014 Identify alternatives	FALL 2014 Refine alternatives	WINTER 2015 Project agreement	Total efforts
Goal 1: Communicate complete, accurate, understandable and timely information					
A. Was the information tested for clarity by others not involved in the project?	●	●			
B. Was the information reviewed for accuracy?	●	●			
C. Was information deemed a vital document ¹ and therefore translated into other languages?	•	●			
D. Were people informed of the availability of this information (i.e., notification through email updates and other channels, such as the Neighborhood Connections e-newsletter)?	●	●			
E. Was the information available at least one week in advance of any decisions based on that information?	●	●			
Goal 2: Gather input by providing meaningful opportunities to participate					
A. Were efforts made to engage riders of the 4- and 9-line buses?	•	●			
B. Were efforts made to engage residents and businesses in the corridor?	•	●			
C. Were efforts made to engage students and employees of the schools in the corridor?	•	•			
D. Were community groups and organizations in the corridor invited to share Powell-Division information with their stakeholders or members?	●	●			
E. Were people invited to provide input before each decision-making milestone?	●	●			
F. Was public input provided to decision-makers in advance of each decision-making milestone?	●	●			

¹ Executive Order 13166 describes vital documents as those critical for obtaining the federal services and/or benefits, or is required by law. Federal partners stress the importance of assessing the needs of limited English proficiency populations to determine whether certain critical outreach materials should be translated into other languages, but recognizes it would be impossible, from a practical and cost-based perspective, to translate every piece of outreach material into every language. (Source: Commonly Asked Questions and Answers Regarding Executive Order 13166, www.lep.gov/13166/lepqa.htm)

● - Achieved | • - Some efforts made, room for improvement | ○ - Must improve in next phase

	WINTER 2014 Establish goals	SUMMER 2014 Identify alternatives	FALL 2014 Refine alternatives	WINTER 2015 Project agreement	Total efforts
G. Were people given the opportunity to provide comments directly to decision-makers at meetings?	●	●			
H. Were in-person opportunities to participate held at accessible locations?	●	●			
I. Were in-person opportunities to participate held at variable times?	•	●			
J. Were in-person opportunities to participate supplemented by online opportunities to participate?	●	●			
K. Were online opportunities to participate also available in other formats?	•	●			
L. Did public involvement activities help build the capacity of people to participate in future public processes?	•	•			
Goal 3: Provide timely public notice of opportunities to participate					
A. Were meetings, workshops, surveys and other opportunities to participate clearly advertised on the project website and emailed to the interested persons list?	●	●			
B. Were project-sponsored meetings advertised on the project website at least two weeks in advance?	●	●			
C. Were people made aware of project briefings in advance of community meetings, such as neighborhood associations?	•	●			
D. Were formal public comment periods advertised per federal requirements?	n/a	n/a			
Goal 4: Facilitate the involvement of low income populations, communities of color and people with limited English proficiency					
A. Were efforts made to engage Spanish language speakers?	•	●			
B. Were efforts made to engage Vietnamese language speakers?	○	•			
C. Were efforts made to engage Chinese language speakers?	○	•			
D. Were efforts made to engage Russian language speakers?	○	•			
E. Were efforts made to engage Korean language speakers?	○	○			
F. Were efforts made to engage Tagalog language speakers?	○	○			
G. Were efforts made to engage Arabic language speakers?	○	○			
H. Did meeting materials include Metro's ADA, non discrimination and language assistance notice?	●	●			
I. Were translation services made available upon request?	•	●			
J. Was project information made available at accessible locations such as health care clinics, local and ethnic markets, community centers and schools?	•	•			

For planned engagement opportunities in the next phase of the project, see page 19.

WHAT'S NEXT?

- **Transit alternatives survey** - This survey will be available online and broadly publicized. It will ask people to provide input about potential transit types, routes and station areas. This input will inform the Steering Committee's decision to move more promising alternatives forward for more detailed evaluation. The survey will likely open in late July.
- **Public workshops** - Workshops will give people an in-person opportunity to provide input about potential transit types, routes and station areas. This input will inform the Steering Committee's decision to move more promising alternatives forward for more detailed evaluation. The workshops will take place in July and/or August.
- **Talk with staff sessions** - These unstructured drop in sessions will continue to take place the second and fourth Tuesday of every month at the Division Midway Alliance office, mid-corridor on 122nd Avenue and Division Street. The sessions provide an opportunity for interested community members or businesses to talk with staff about the project and provide input.
- **Bus rider engagement** - Project staff will go to where bus riders are, setting up quick input opportunities at bus stops along Powell Boulevard and Division Street and in other places in the project area.
- **Youth-led bus rider engagement** - Multilingual high school students will engage riders of the 4 (Division) and 9 (Powell) line buses to raise awareness about the transit project and solicit input on improvements that would make transit easier to use.
- **Equity work group** - Interested members of the Steering Committee and public will be invited to participate in an effort to understand issues of equity and displacement as they relate to the transit project. A summary of the work group efforts will be made publicly available and shared with the committee in advance of their September meeting.
- **Other themed work groups** - Metro anticipates convening other work groups to explore relevant issues, including but not limited to modal issues (freight, bicycle, pedestrian) and safety and security. These work groups will be convened on an as needed basis, and the opportunity to participate will be broadly publicized.
- **Environmental justice engagement** - Project staff will set up informational meetings with organizations and groups that serve or represent communities of color, people with limited English proficiency and low-income communities. These will be learning opportunities insofar as the project will be informed about the needs and challenges of the diversity of people in the corridor as well as ways to engage people in convenient, comfortable and culturally competent ways.
- **Grants to community based organizations** - Metro seeks to award grants to community based organizations to expand outreach and engagement to communities of color, low income populations and/or people who do not speak English well. The grant opportunity will be broadly publicized, with direct notifications to community organizations in the corridor. A request for proposals/qualifications will be posted this summer.
- **Youth-led Cleveland High School pedestrian safety project** - Project partners will participate in a student project to improve pedestrian safety on Powell Boulevard around the Cleveland High School campus.

- **Participation in the Jade District's community events** - The Jade District, the area surrounding 82nd and Division and designated by the Portland Development Commission as a Neighborhood Prosperity Initiative district, is undergoing a visioning process and will engage people who speak Chinese, Vietnamese, Spanish and Russian.
- **Participation in related public events** - Project information and input opportunities will be available at open houses and community meetings for related projects, such as the Division-Midway Neighborhood Streets Plan and the Gresham Neighborhoods Information Fair.
- **Powell-Division community briefings** - Regular project briefings at existing meetings and events will continue through the life of the project.
- **Powell-Division website** - Metro will maintain and update the project website with all input opportunities, Steering Committee materials and information, project documents and fact sheets. Visit the project website at www.oregonmetro.gov/powelldivision.
- **Powell-Division email updates** - Email updates will continue to announce community meetings, surveys and project events and provide information on project milestones. Sign up for email updates on the project website.
- **Metro newsfeeds** - Additional articles about the project will be published on Metro News. People can receive this information by subscribing to an email digest or RSS feed or may visit www.oregonmetro.gov/news.

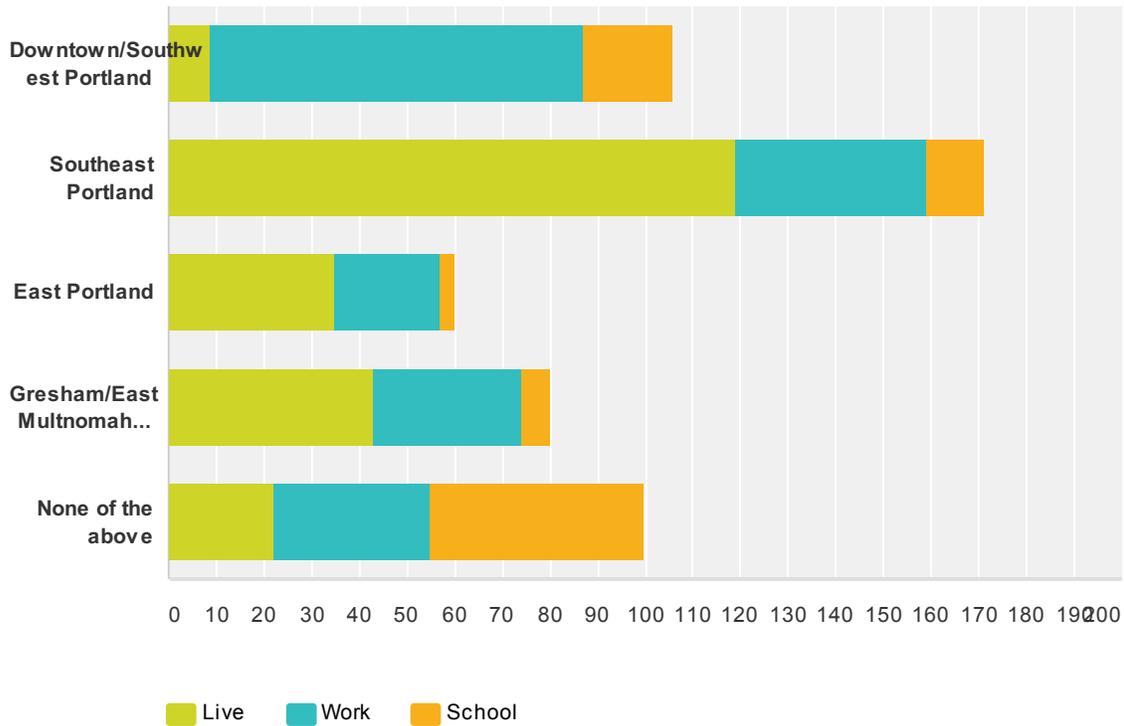
Do you have ideas for other activities?

Let us know! Contact information is found on page 5.

APPENDIX

Q1 Where do you live, work and/or go to school?

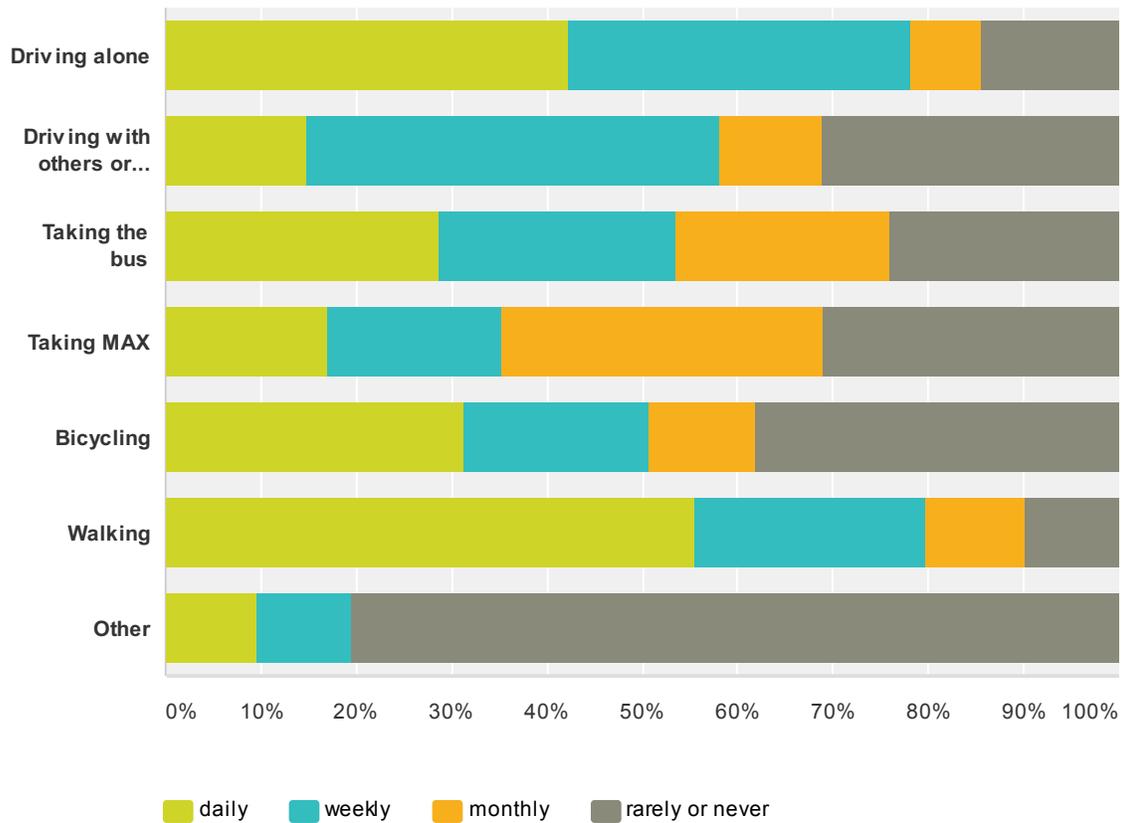
Answered: 225 Skipped: 1



	Live	Work	School	Total Respondents
Downtown/Southwest Portland	9.78% 9	84.78% 78	20.65% 19	92
Southeast Portland	90.84% 119	30.53% 40	9.16% 12	131
East Portland	71.43% 35	44.90% 22	6.12% 3	49
Gresham/East Multnomah County	67.19% 43	48.44% 31	9.38% 6	64
None of the above	33.85% 22	50.77% 33	69.23% 45	65

Q2 How do you generally get around?

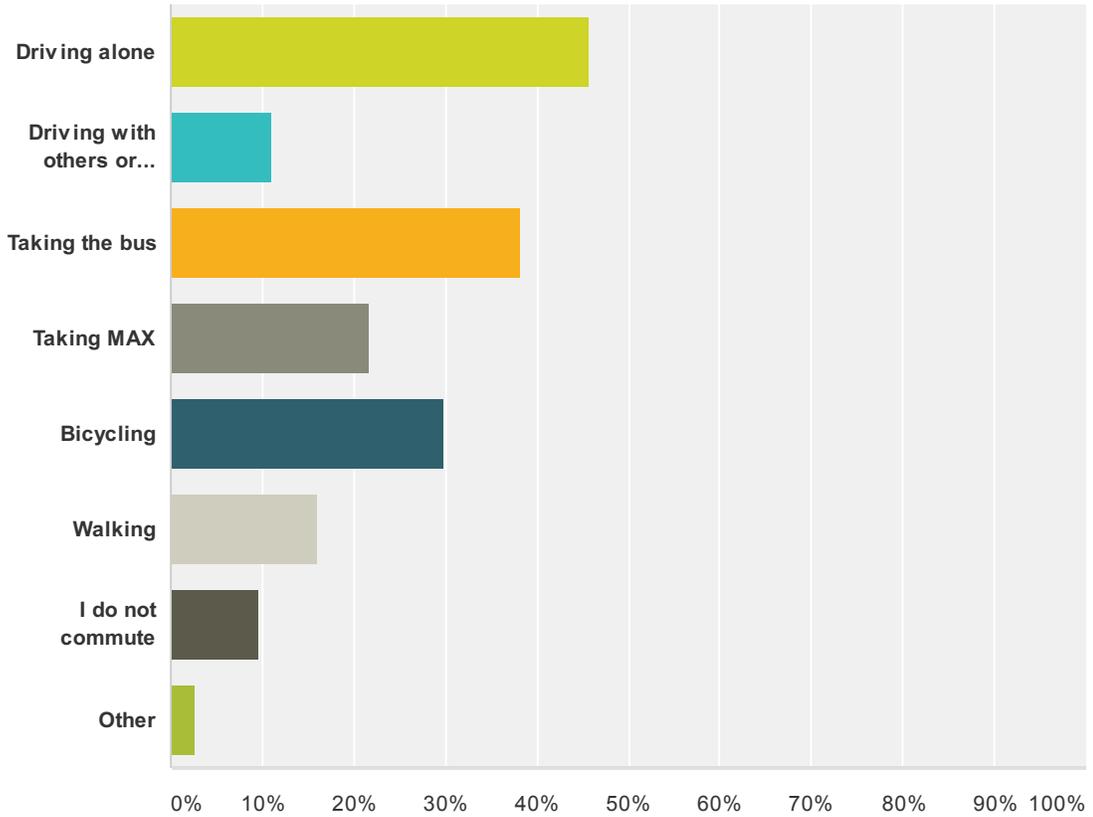
Answered: 215 Skipped: 11



	daily	weekly	monthly	rarely or never	Total
Driving alone	42.25% 79	35.83% 67	7.49% 14	14.44% 27	187
Driving with others or carpooling	14.86% 22	43.24% 64	10.81% 16	31.08% 46	148
Taking the bus	28.74% 50	24.71% 43	22.41% 39	24.14% 42	174
Taking MAX	17.07% 28	18.29% 30	33.54% 55	31.10% 51	164
Bicycling	31.25% 50	19.38% 31	11.25% 18	38.13% 61	160
Walking	55.49% 96	24.28% 42	10.40% 18	9.83% 17	173
Other	9.68% 3	9.68% 3	0.00% 0	80.65% 25	31

Q3 How do you commute to work or school? (select all that apply)

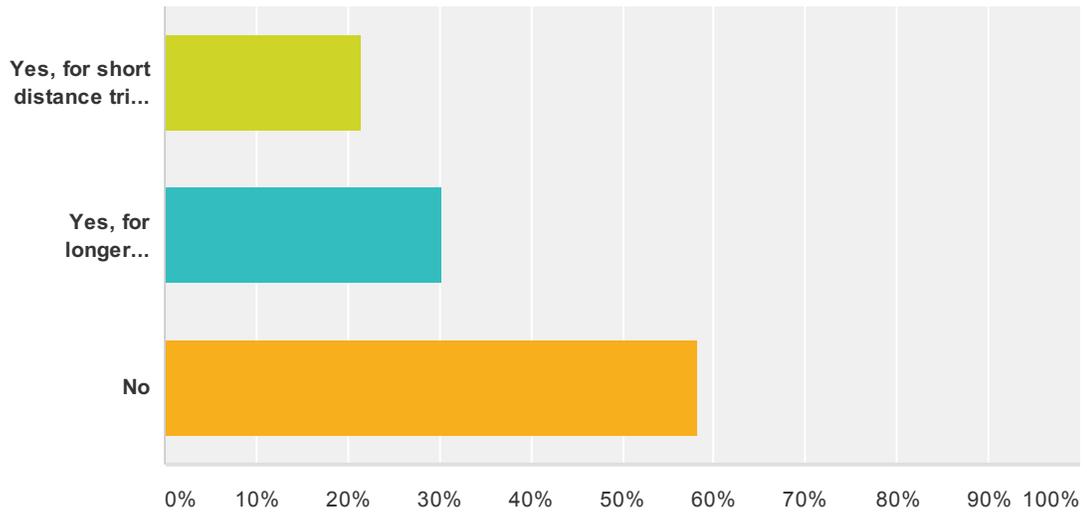
Answered: 217 Skipped: 9



Answer Choices	Responses	
Driving alone	45.62%	99
Driving with others or carpooling	11.06%	24
Taking the bus	38.25%	83
Taking MAX	21.66%	47
Bicycling	29.95%	65
Walking	16.13%	35
I do not commute	9.68%	21
Other	2.76%	6
Total Respondents: 217		

Q4 Do you ride the line 4 bus that runs along Division? (select all that apply)

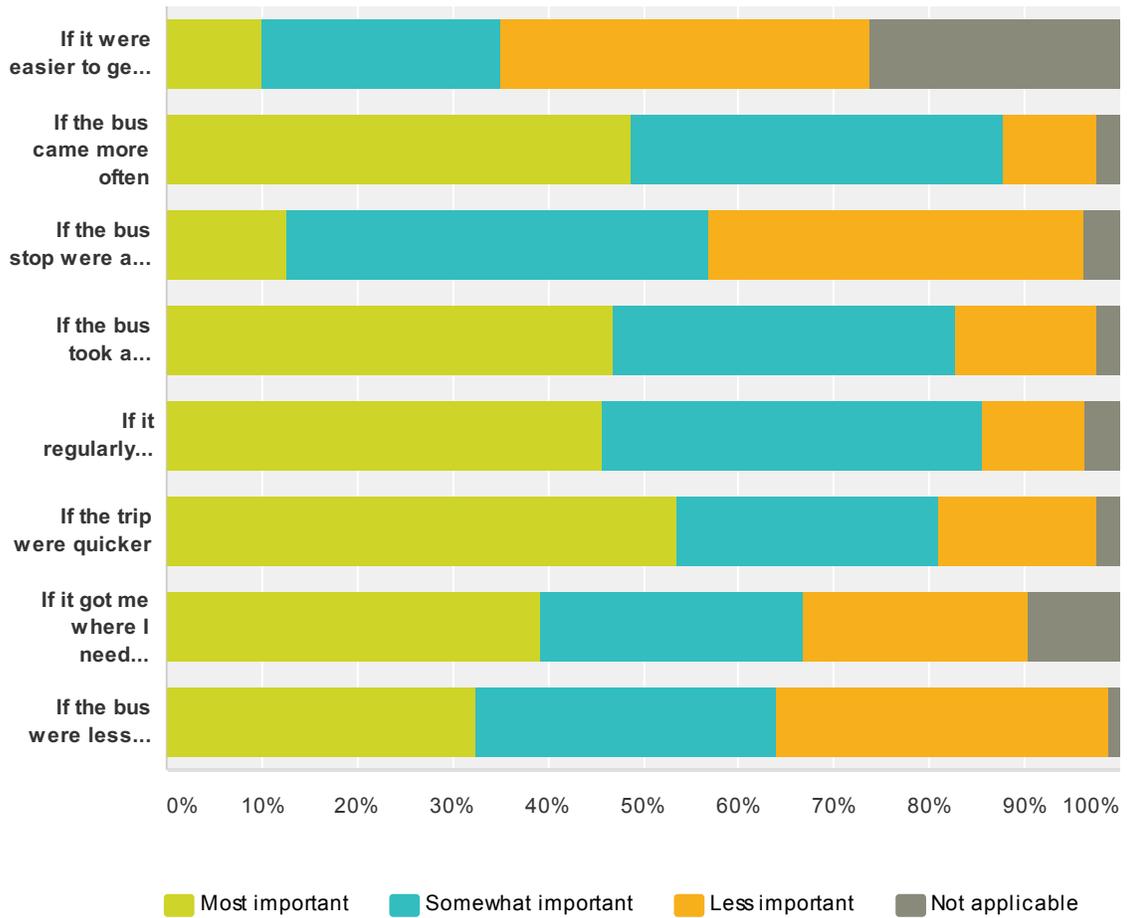
Answered: 218 Skipped: 8



Answer Choices	Responses
Yes, for short distance trips (less than 2 miles)	21.56% 47
Yes, for longer distances (more than 2 miles)	30.28% 66
No	58.26% 127
Total Respondents: 218	

Q5 What would improve your experience of riding the line 4 bus (Division)?

Answered: 88 Skipped: 138



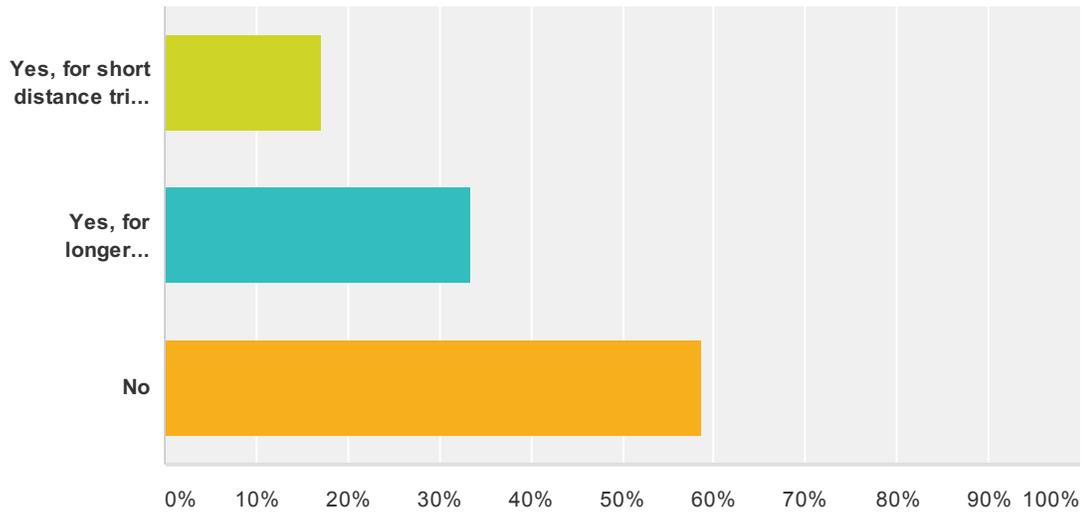
	Most important	Somewhat important	Less important	Not applicable	Total
If it were easier to get to the bus stop from where I live	10.00% 8	25.00% 20	38.75% 31	26.25% 21	80
If the bus came more often	48.78% 40	39.02% 32	9.76% 8	2.44% 2	82
If the bus stop were a more comfortable place to wait	12.66% 10	44.30% 35	39.24% 31	3.80% 3	79
If the bus took a predictable amount of time to get me to my destination	46.91% 38	35.80% 29	14.81% 12	2.47% 2	81
If it regularly arrived close to its scheduled time	45.78% 38	39.76% 33	10.84% 9	3.61% 3	83
If the trip were quicker	53.57% 45	27.38% 23	16.67% 14	2.38% 2	84
If it got me where I needed to go with fewer or no transfers	39.29% 33	27.38% 23	23.81% 20	9.52% 8	84
If the bus were less crowded	32.53% 27	31.33% 26	34.94% 29	1.20% 1	83

Powell-Division survey 1

#	Other (please specify)	Date
1	transfers connections to any and all buses is very important	6/11/2014 10:38 PM
2	capacity frequency There's too extreme of a change from peak frequency (every 5 minutes) to off peak (every 15-20); peak times are too early (7-8 am, 4:30-5:30 pm). Buses are VERY crowded right after peak times.	6/9/2014 3:36 PM
3	express service fewer stops or some express bus options would be nice - like from C. Chavez to downtown	5/28/2014 9:39 AM
4	frequency weekend service Especially more frequent weekend schedules!	5/22/2014 2:29 PM
5	route I take it most often to get to North Portland - and the route is insane, but the only option.	5/22/2014 2:07 PM
6	cleanliness cleanliness is a big factor	5/16/2014 9:54 PM
7	cost The cost has become prohibitive for short trips	5/15/2014 6:06 PM
8	neighborhood affects I live very close to 52nd division bus stop and bus is loud when stopping and loading (speakers, breaks, engine noise starting up). Please try to keep buses as quiet as possible for neighbors.	5/14/2014 5:20 PM
9	reliability This line is always on time in my experience!	5/9/2014 11:10 AM
10	capacity bus less crowded during high capacity hours	5/8/2014 7:33 AM
11	frequency Frequency of service is by far my highest priority for the #4.	5/7/2014 9:16 AM
12	transfers I work and study at PSU; transferring downtown adds a LOT of time to my commute.	5/6/2014 5:06 PM
13	amenities express service Bring back 4L-Limited rush hour buses! Other nice ideas: free onboard wifi, contactless fare cards, prohibit begging and petitions	5/6/2014 12:05 PM

Q6 Do you ride the line 9 bus that runs along Powell? (select all that apply)

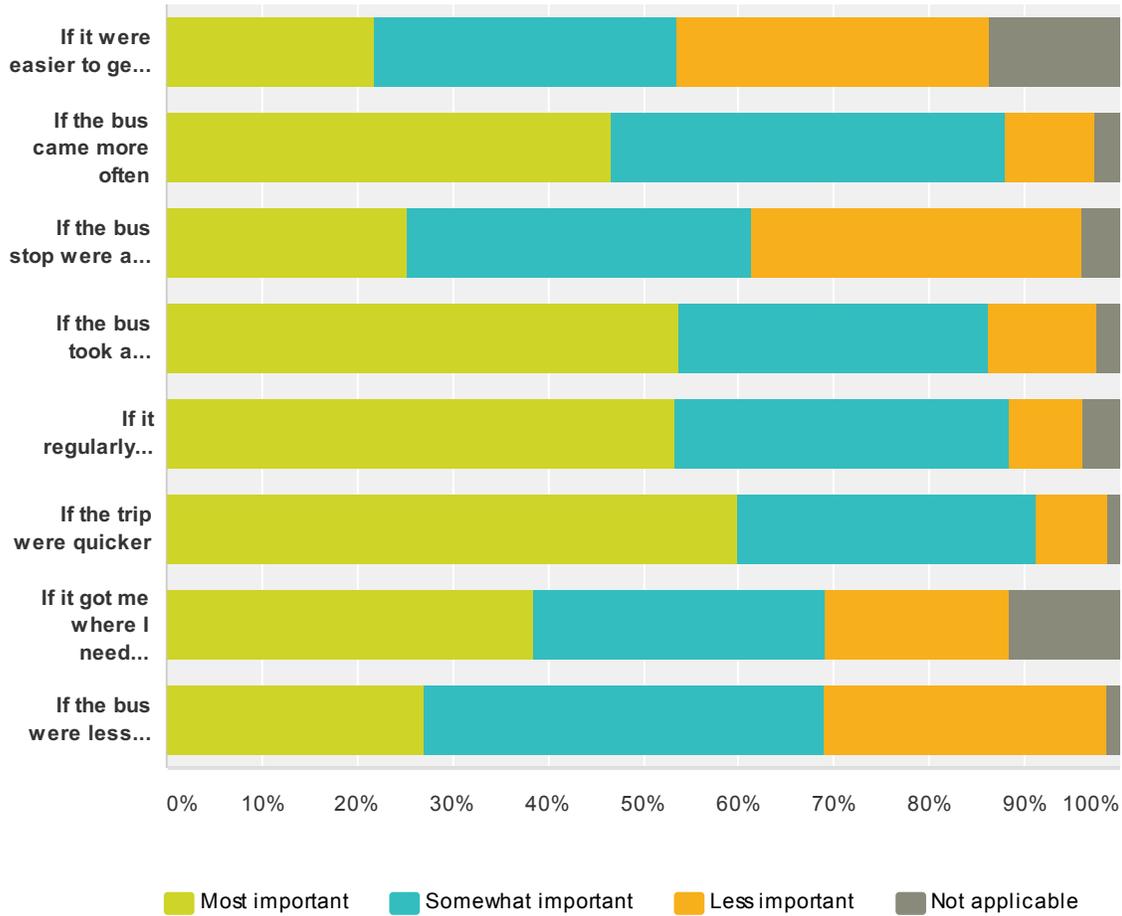
Answered: 215 Skipped: 11



Answer Choices	Responses
Yes, for short distance trips (less than 2 miles)	17.21% 37
Yes, for longer distances (more than 2 miles)	33.49% 72
No	58.60% 126
Total Respondents: 215	

Q7 What would improve your experience of riding the line 9 bus (Powell)?

Answered: 84 Skipped: 142

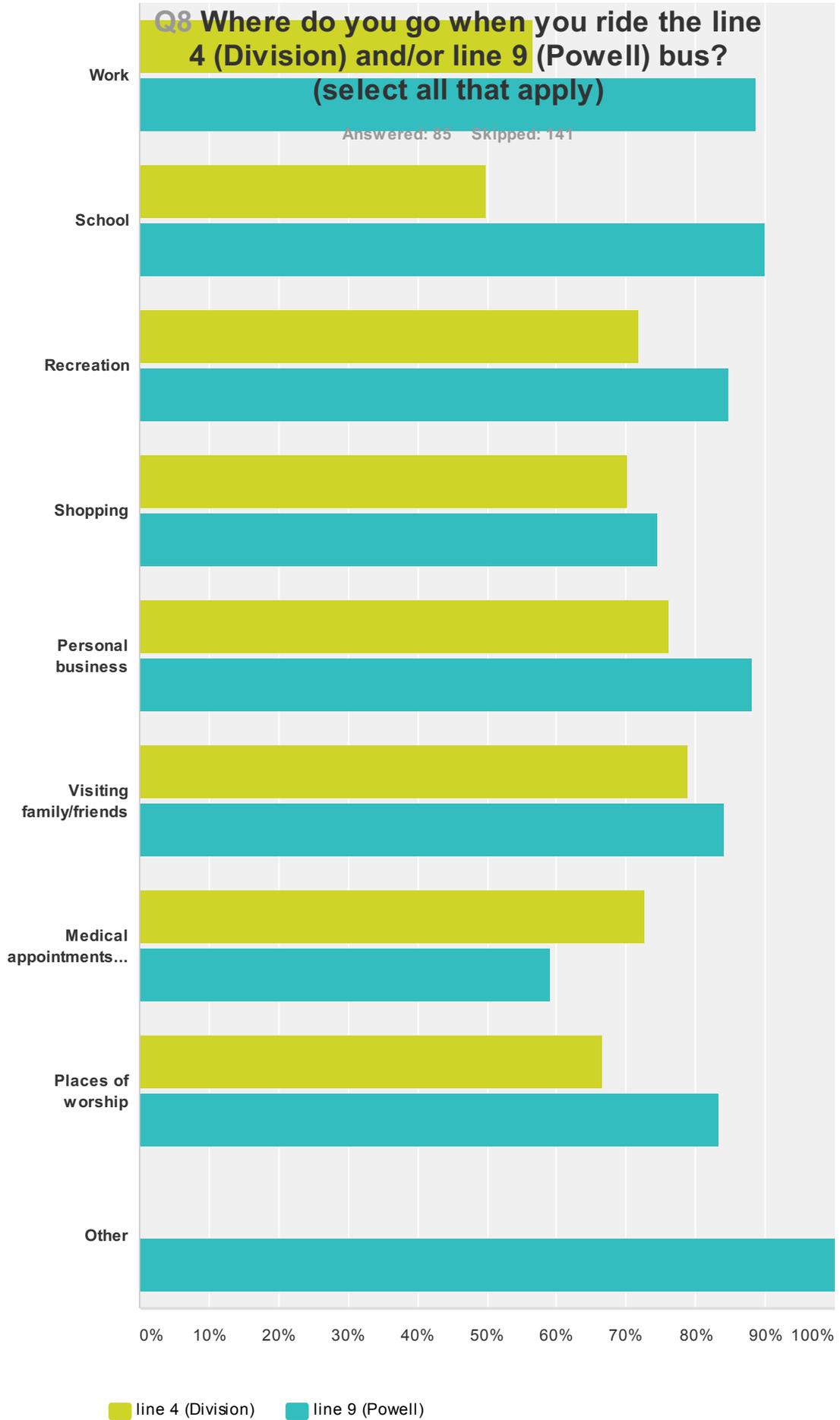


	Most important	Somewhat important	Less important	Not applicable	Total
If it were easier to get to the bus stop from where I live	21.92% 16	31.51% 23	32.88% 24	13.70% 10	73
If the bus came more often	46.67% 35	41.33% 31	9.33% 7	2.67% 2	75
If the bus stop were a more comfortable place to wait	25.33% 19	36.00% 27	34.67% 26	4.00% 3	75
If the bus took a predictable amount of time to get me to my destination	53.75% 43	32.50% 26	11.25% 9	2.50% 2	80
If it regularly arrived close to its scheduled time	53.25% 41	35.06% 27	7.79% 6	3.90% 3	77
If the trip were quicker	60.00% 48	31.25% 25	7.50% 6	1.25% 1	80
If it got me where I needed to go with fewer or no transfers	38.46% 30	30.77% 24	19.23% 15	11.54% 9	78
If the bus were less crowded	27.03% 20	41.89% 31	29.73% 22	1.35% 1	74

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#	Other (please specify)	Date
1	quicker trip reliability I wish it were a max line instead because vehicle traffic is awful on Powell and I often choose not to take it because the length of the trip is unpredictable and makes me miss connections and/or appointments	5/29/2014 10:48 AM
2	frequency weekend service More frequent weekend schedule	5/22/2014 2:36 PM
3	quicker trip Traffic congestion in SW Portland and Ross Island Bridge is a frequent frustration when I take the 9 Bus.	5/22/2014 11:29 AM
4	cost Same, the cost is too much for short trips. I used to ride it to work 3 miles in bad weather but I drive now	5/15/2014 6:10 PM
5	safety and security if the bus stop was safer. traffic speeds by now.	5/7/2014 8:26 PM
6	express service Bring back 9L-Limited rush-hour buses!	5/6/2014 12:12 PM

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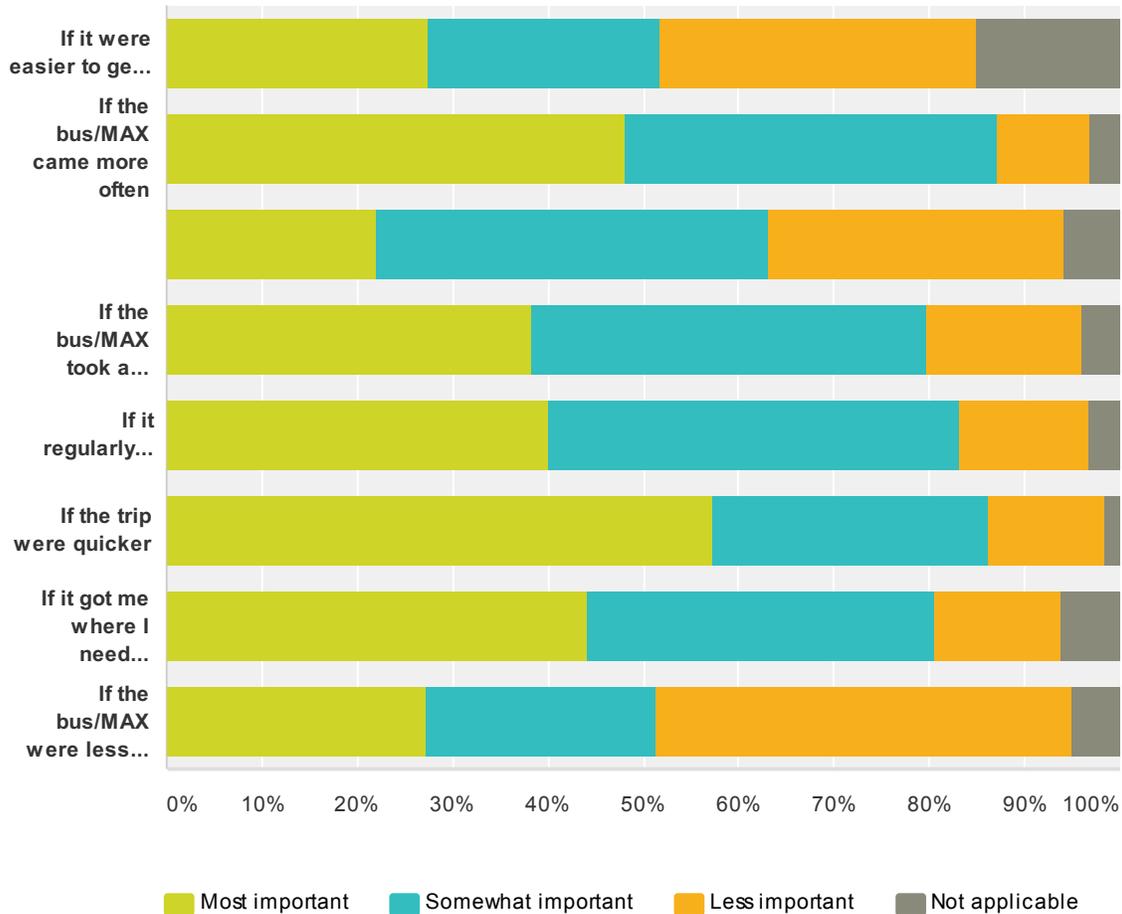
Powell-Division survey 1

	line 4 (Division)	line 9 (Powell)	Total Respondents
Work	56.60% 30	88.68% 47	53
School	50.00% 10	90.00% 18	20
Recreation	71.74% 33	84.78% 39	46
Shopping	70.21% 33	74.47% 35	47
Personal business	76.19% 32	88.10% 37	42
Visiting family/friends	78.95% 15	84.21% 16	19
Medical appointments/hospital	72.73% 16	59.09% 13	22
Places of worship	66.67% 4	83.33% 5	6
Other	0.00% 0	100.00% 6	6

#	Other (please specify)	Date
1	government agencies	6/10/2014 3:53 PM
2	Volunteer	5/27/2014 7:44 PM
3	Home from work	5/22/2014 6:18 PM
4	Volunteer activity	5/9/2014 11:13 AM
5	Post Office	5/7/2014 12:45 PM
6	Volunteer	5/6/2014 6:52 PM

Q10 What would improve your experience of using the bus/MAX and/or increase the likelihood you would use transit to get around?

Answered: 139 Skipped: 87



	Most important	Somewhat important	Less important	Not applicable	Total
If it were easier to get to the transit stop from where I live	27.50% 33	24.17% 29	33.33% 40	15.00% 18	120
If the bus/MAX came more often	48.00% 60	39.20% 49	9.60% 12	3.20% 4	125
If the bus/MAX stop were a more comfortable place to wait	22.13% 27	40.98% 50	31.15% 38	5.74% 7	122
If the bus/MAX took a predictable amount of time to get me to my destination	38.21% 47	41.46% 51	16.26% 20	4.07% 5	123
If it regularly arrived close to its scheduled time	40.00% 50	43.20% 54	13.60% 17	3.20% 4	125
If the trip were quicker	57.25% 75	29.01% 38	12.21% 16	1.53% 2	131
If it got me where I needed to go with fewer or no transfers	44.19% 57	36.43% 47	13.18% 17	6.20% 8	129

Powell-Division survey 1

If the bus/MAX were less crowded	27.27% 33	23.97% 29	43.80% 53	4.96% 6	121
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#	Other (please specify)	Date
1	better connections, less time getting from one place to another, better north-south service and stops	6/11/2014 10:43 PM
2	buses slow traffic and I see far too many running almost empty	6/10/2014 4:07 PM
3	If it cost less - \$5 per round trip doesn't get me out of my car - this is number one until I reach 65 yrs old	6/10/2014 3:53 PM
4	If the Max went more places I would use it more. I prefer Max over bus, but will take either.	6/10/2014 1:40 PM
5	If it cost less to ride than it does to drive	6/9/2014 4:54 PM
6	Downtown streetcar schedules clump the CL and NS lines within 1-4 minutes of each other, followed by a 15-25 minute wait; spreading them out would make errands at lunch much easier.	6/9/2014 3:38 PM
7	If MAX felt safer.	6/9/2014 12:47 PM
8	safety and security SECURITY! I've been told by drivers that MAX operators are told not to pay attention to what happens on the trains!!!	6/4/2014 3:27 PM
9	safety and security If it were SAFER outside of commuting hours. IT IS NOT SAFE ANY MORE.	5/31/2014 6:49 AM
10	late night service If bus/MAX had better off-peak hours (e.g. kept running later at night)	5/29/2014 5:17 PM
11	satisfied with transit The MAX is incredibly convenient to where I live and work and many other destinations. The times I drive alone are to get to places transit doesn't go and/or to carry haul event materials. Otherwise I bike or walk to where I need to get if transit doesn't conveniently go there.	5/29/2014 9:53 AM
12	express service other transit routes What about an express bus down Stark St. to Downtown Portland? Why are we only looking at Powell/Division?	5/28/2014 9:50 AM
13	cost If it were less expensive than driving!	5/27/2014 8:18 PM
14	safety and security If it seemed safer.	5/27/2014 6:42 PM
15	cost late night service weekend service Cheaper fares for short trips. It is ridiculous to pay \$2.50 to go 15 blocks to the store. Cannot get home from evening shift job (that often gets out late) reliably with Tri Met, especially on weekends.	5/27/2014 7:19 AM
16	access to transit If it were easier to get to my destination when I get off the MAX.	5/22/2014 2:36 PM
17	access to transit can't wait to have a closer MAX	5/22/2014 2:08 PM
18	I must have a vehicle to get to and from work. Mass transit is not an option.	5/22/2014 1:21 PM
19	If there were fewer buses	5/22/2014 8:56 AM
20	quicker trip Fewer stops along the route with travel in a dedicated lane;	5/22/2014 8:49 AM
21	cost Less cost	5/19/2014 3:50 AM
22	frequency vehicle capacity I'd like to see larger buses or buses that run more often- there is never a place to sit.	5/17/2014 7:27 PM
23	access to transit My mother rode the bus frequently until the distance between stops was increased and she couldn't walk that far	5/15/2014 6:10 PM
24	cost Ticket prices are too high to use the bus for quick errands	5/14/2014 6:35 PM
25	cost safety and security if it was safer and more economical.	5/13/2014 11:30 AM
26	frequency other transit routes More frequent service to airport way.	5/13/2014 10:32 AM

Q11 What other information would help you weigh the pros and cons of potential transit alternatives?

Answered: 93 Skipped: 133

#	Responses	Date
1	access to transit connect to other transit route what will the north-south idea/plan looklike will the service noth/south be looked at will there be a shuttle bus going north/south from east/west lines can routes be developed taking into the 2 mile concept.	6/11/2014 10:48 PM
2	connect to other transit frequency reliability route service hours station locations trip duration North-South transit service within Gresham that is comparable to what Portland has – ie no more than 20 minute waits, 24 hour service, 7 days a week Service designed to get Gresham/East County folks to key locations WITHIN the local region - hospitals, medical facilities, colleges/education facilities, banks, grocery stores & shopping centers – many of us do not go to Portland/Clackamas Town Center – we stay within our own region	6/11/2014 10:01 AM
3	general opposition tell people to buy cars and stay out of tax money	6/10/2014 4:09 PM
4	traffic Does it reduce capacity for personal automobiles?	6/10/2014 3:55 PM
5	ridership transit type The amount of people served by transit and the land area accessible to HCT.	6/10/2014 1:41 PM
6	cost Cost to the general public in subsidies to the transit system. Increasing taxes to support someone else's transport is very unappealing.	6/9/2014 4:56 PM
7	frequency neighborhood affects reliability route walkability Does it support walkable communities and local businesses? What are the impacts on greenhouse gas emissions (direct and also indirect, as in what kinds of development are encouraged/discouraged)? Does it provide certainty and permanence to the community? (Buses can be re-routed or service curtailed; rail represents a bigger, longer lasting investment less likely to be abandoned.)	6/9/2014 3:42 PM
8	cost ridership trip duration Cost, time of trip, amount of ridership	6/9/2014 2:22 PM
9	safety and security trip duration Safety is not even addressed in your survey and that, to me, is the biggest factor in riding Max or the bus. The second issue and most difficult aspect of riding Max is the time it takes to get from Gresham to Downtown/Lloyd Center stops. I can drive in rush hour traffic, in most cases, and get to my destinations fast and with less difficulty.	6/9/2014 11:45 AM
10	cost neighborhood affects ridership route Have you studied how viable alternating routes are? The No. 19 alternates its route in a couple of ways. Is that genuinely helpful, or does it dilute service? We are getting diminished service for a higher cost. Has that strategy been reconsidered? If the goal is to get more people to use the bus regularly, could there be neighborhood hubs from which short-trip free (or low-cost) fares would be available? TriMet seems to be a missing link in the oft-discussed 20-minute Neighborhood planning strategy.	6/6/2014 4:33 PM
11	cost frequency service hours What would need to happen so that the cost of adult fare per ride could be lower? My fare as a senior citizen is very affordable, but I feel sorry for low-income adults who are not seniors and have to pay so much. How do you decide whether a new line can be added (for example, a N/S line on SE 20th Ave would be very useful)? How do you decide the frequency or infrequency of buses on a particular line, or how late to run the bus, or which ones don't run on weekend? Some people do need service at low-travel times and the wait times are too long. Other times a bus will be ridiculously full.	6/5/2014 9:52 PM
12	public process Mainly the only other thing would be where meetings or open houses would be. Sometimes I am unable to attend them because of location or time conflict	6/5/2014 7:33 PM
13	access to transit cleanliness safety and security vehicle capacity Please don't spend any more money to expand until you can take care of existing!! Security, cleanliness...!! Don't take away so many stops on #4. By the time #4 reaches the end of 5th street in p.m. it is nose to nose standing room only. In the a.m. by 122nd it is nose to nose!! I AM AFRAID TO MAKE EYE CONTACT ON THE MAX...ESPECIALLY WITH TEENS!!!	6/4/2014 3:32 PM

Powell-Division survey 1

14	general support You got it covered.	6/2/2014 9:34 PM
15	connect to other transit route station locations traffic Where the stations would be located as well as the route. What projected effects it would have on alleviating vehicle traffic on SE Clinton Street, SE Division Street, and SE Powell Boulevard. How it would tie into the Portland Streetcar proposed Columbia-Jefferson/Morrison-Belmont/Hawthorne/50th Ave/Foster Road plan (Portland Streetcar System Concept Plan July 1, 2009)	6/2/2014 1:15 PM
16	public process This page is quite confusing. The desired information is not obvious and the term "high capacity transit" should be supported with examples. I work as a City Planner and this page is even confusing to me.	6/2/2014 8:50 AM
17	transit dependence How will it impact communities that are transit dependent as opposed to occasional riders? Do proposed plans actually build capacity of service for the community to rely on that service for daily well being, as opposed to occasional or optional users? Have proposed plans been screened in a serious and concerted way by communities who are actually transit dependent?	6/1/2014 8:46 AM
18	access to transit traffic Does this plan cut off vehicle transportation?? It is already extremely difficult to get through Gresham from its eastern boundaries. Division & Powell are the only streets that somewhat work for vehicle traffic as Burnside in Gresham is a total mess & the City & Metro should straighten that mess out before embarking on some likley pie in the sky system which there is no funding for. Most of us in the eastern & southern part of Gresham have no or totally inadequate bus service to get to MAX. The roads are old country roads with no sidewalks and no place to even put a bench at a bus stop.	5/31/2014 9:51 PM
19	safety and security Safety. Crime prevention. I decided several years ago that I would NEVER AGAIN go to any downtown Ptld event, restuarant, etc. after hours, whether it is weekdays or weekends. The prospect of taking MAX home to Gresham is way to risky. I have also almost COMPLETELY given up on MAX for airport commutes, and spend the money on a cab instead. I will only commute to/from PDX via MAX if it is midday hours. Even then, Gateway/99th is a COMPLETELY unpleasant, unsettling place to be when transferring from Red to Blue line. It is fundamentally astounding that you have not considered public safety in scope for your study of public transit alternatives. I suggest adding someone to your staff that actually has to use the system off hours to gain from their perspective. Replace someone who commutes by private car ... they have little to offer your project.	5/31/2014 6:54 AM
20	bicycling route Impact on bike lanes Will it make getting to the airport easier (I know that's a major destination, but I think it needs special consideration)	5/29/2014 10:50 AM
21	neighborhood affects walkability How well does it support 20-minute neighborhoods, pedestrianism, and links to active transportation and recreation destinations?	5/29/2014 9:58 AM
22	cost Cost to ride the transit alternatives	5/28/2014 5:22 PM
23	cost neighborhood affects Damage to existing streets and homes. Potential ruining the neighborhood and tying up traffic. Damage from construction. Cost. I generally think this is a very bad idea. These neighborhoods do not deserve to be destroyed for commuting.	5/28/2014 2:25 PM
24	express service route I would like Stark St to be considered as well as Powell/Division, an Express bus from MHCC at 257&Stark - to Downtown Portland would be awesome! For all!	5/28/2014 9:53 AM
25	express service neighborhood affects that it not impact residential areas, can it utilize existing lines with fewer stops—a speed version and a regular version of existing busline on same route	5/28/2014 8:42 AM
26	access to transit frequency reliability ridership route service hours station locations trip duration 1) What would it take to get more people to ride the bus longer distances (e.g., Gresham to downtown)? Let's change the talk from high-capacity transit to rapid transit. IMHO, there is a small, vocal minority that pushes mass transit. They are the ones that care about most of the goals below. Most people like me, however, only care about speed and convenience.2) I also wonder about the validity of this survey. I suspect the only people who take it are those who want to push public transportation. 3) How can we overcome bad decisions made in the past that are limiting future development (e.g., downtown Max setup as a trolley system in stead of rapid transit)?	5/28/2014 7:19 AM
27	cost economic development transit type cost/benefit analysis between bus, rapid bus transit and max lines including upfront capital costs, operations and maintenance and long term economic benefits to businesses/neighborhoods along cooridors what logical next transportation projects in the area would be possible/not possible with each different transit type (i.e. would building a max line make future street car development more cost-effective in the area)	5/28/2014 1:24 AM

Powell-Division survey 1

28	transit type trip duration I endorsed BUS RAPID Transit - 60-65-Foot Articulated Bus, so I opposed with 40 foot bus BRT. I do not like 40-foot bus that I do not like 40-45-foot bus. I support Brown Line for BRT upgrades to MAX in the future, and I endorsed for Downtown Portland Underground MAX stations. I need ride faster like MAX. Allow to all Riders need BRT brings to Portland what we want seeing BRT coming, definitely people desire for home/job, home/shopping, and other social events, so I know other transit providers purchased 60-65-foot articulated buses for their transit providers in other major cities like Los Angeles, so I really disappointed for Portland does not buy articulated buses so I prepare leaving Portland because of their poorest decision management transit choices! Thanks.	5/27/2014 11:02 PM
29	access to transit connect to other transit transit dependence Improvements are needed in the feeder bus lines that take people from their homes to the high capacity transit. Seniors and people with disabilities are disadvantaged in Gresham by walks of up to 1.5 miles to get to public transit. This concern has been ignored by all agencies for a number of years. After 7 years of waiting for a connector bus in southeast Gresham, I am forced to move back to Portland to be able to get to my volunteer work. I will miss the neighborhood, the trees, and the small-town atmosphere - but I will not miss the one-hour walk to transit.	5/27/2014 7:49 PM
30	economic development neighborhood affects safety and security Comfort around stations - work with the city and local developers to create mixed use within steps of the transit stations. In Hong Kong and Vancouver BC you can step off a train into a comfortable shopping center. Gateway is like a desert.	5/23/2014 10:55 AM
31	cost How much will it cost me?	5/22/2014 6:22 PM
32	na	5/22/2014 4:08 PM
33	trip duration Does it speed up the time it takes to get between downtown and the outer east side suburbs?	5/22/2014 2:38 PM
34	economic development neighborhood affects ridership safety and security station locations transit type Long term considerations? How will the new transit look in 50, 100 years? Will the system, structures, vehicles be adaptable to changing fuel sources, environments, needs, growth of city and population? Safety?	5/22/2014 2:14 PM
35	construction timing environmental effects neighborhood affects ridership Construction: How long will it take to build and what is impact? The PMLR MAX construction and the SE Division construction are having big impacts in SE Portland and to start another big project just as PMLR finishes would be frustrating to many people. Environment: Will this project increase capacity on Tri-Met, and encourage more people to us Tri-Met and therefore help the region reduce its overall carbon footprint?	5/22/2014 11:34 AM
36	bicycling safety and security Safety! When considering streetcar or max, safety for bikes and motorcycles/scooters is really important to me. The tracks are very dangerous for bikes, especially in the rain.	5/22/2014 11:32 AM
37	safety and security Safety	5/22/2014 11:19 AM
38	access to transit ridership route transit type trip duration I'd say, how does the bus route compare to driving? If it takes an hour to get somewhere that I could drive to in 15 minutes, that's not going to work well. Portland needs something that gets kids to school without parents driving. Even though a decent number of people walk/bicycle little kids to school, too many of us have to get to work and don't have the extra time. The impact of driving kids to school can be seen on non-school day traffic. Also, I used to live and work in North Portland. I noticed that the bus route to New Columbia is very poor service for people without cars to be able to get to different work and services locations.	5/22/2014 9:33 AM
39	traffic To have an accurate and current count of the number of vehicles that use Powell and Division on a daily basis, both daily and weekend, commuting and non peak travel times.	5/22/2014 9:02 AM
40	bicycling safety and security walkability Does the transit alternative support multiple modes of transportation, particularly walking and bicycling? I ride my bike a lot and would like to be able to put it on the transit and have a safe way of riding near the transit.	5/22/2014 8:40 AM
41	neighborhood affects traffic walkability General traffic impacts—is it likely to slow car traffic thus encouraging cut-through traffic on smaller streets? Noise considerations Does it reduce the size of current sidewalks?	5/22/2014 7:47 AM

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42	access to transit design equity neighborhood affects transit type Appearance, market studies, impact on neighborhoods, what it means to invest in light rail versus a rapid transit bus system, why do so e neighborhoods get better investment in transit infrastructure....	5/22/2014 7:24 AM
43	route transit type ONE bus should go from Foster to Division on SE 136th	5/22/2014 7:23 AM
44	design economic development safety and security walkability More information on how the various alternatives are envisioned to impact the economy, aesthetics, safety, and walkable of the neighborhoods.	5/20/2014 9:33 AM
45	access to transit connect to other transit express service frequency reliability route service hours station locations trip duration vehicle capacity Speed, convenience	5/19/2014 3:50 AM
46	cost neighborhood affects traffic How much it blocks other traffic. Division is impossible now because drivers have to stop behind the bus at every stop, where it used to be possible to use the L lane to pass. Many people who make L turns don't use the turn lane until the last minute but slow down in anticipation; or block it by straddling both lanes while they wait for an opportunity. It means the traffic in the side streets increases as drivers try to get around it. I live on the first straight-through route west of 82nd and you can see cars using it to bypass the traffic on Division. Safety for the dozens of small children in the neighborhood has become a big concern. I worked at PSU until 2010 and rode the #9 regularly-but the cost of the subsidized pass sky-rocketed because so many people were using it. I guess someone decided the incentive wasn't needed.	5/15/2014 6:20 PM
47	frequency Need to schedule more frequent stops for Airport Way.	5/15/2014 4:00 PM
48	definition of what high capacity transit is.	5/15/2014 3:03 PM
49	access to transit neighborhood affects Consider distances to residences along both sides of both routes. Division seems more narrow with homes physically closer to road which creates noise concerns with busses starting and stopping frequently near homes.	5/14/2014 5:22 PM
50	access to transit bicycling connect to other transit equity neighborhood affects -How it may impact low-income neighborhoods, increasing access and mobility for underserved neighborhoods -Maybe noise levels? -Will there be room for bicycles, both on board and sharing the road	5/13/2014 3:36 PM
51	connect to other transit cost trip duration Cost and length of transfers. Under the current RIGID 2-hour transfer it's impossible to do basic things like go out for dinner, movie, shopping or pretty much anything without paying for a full day pass.	5/13/2014 2:11 PM
52	access to transit connect to other transit express service frequency reliability route service hours station locations trip duration vehicle capacity There is a need for more frequent and convenient bus service for employers along Airport Way.	5/13/2014 1:07 PM
53	trip duration Travel time is important to me. I work in Beaverton, and it would average about 1:15 minutes to get to work.	5/13/2014 12:30 PM
54	cost transit type The cost compared to driving for riders and compared to mass transit in other cities, as I understand Portland is high. Maybe we need to attract more riders by cutting fares? What are the cost/benefits compared to street car or MAX?	5/13/2014 11:24 AM
55	environmental effects The impact on the environment.	5/13/2014 10:33 AM
56	route None would effect me i live in between a loop of one route and would have to walk over a mile to the bus. Then the times that the bus does run is non existent. I would spend over twelve hours to go to and from my work if i used the existing bus system	5/13/2014 9:46 AM
57	frequency ridership More frequent bus routes on airport way makes sence with the amount of people commuting to work daily.	5/13/2014 9:35 AM
58	cost traffic What types of transportation would be given up to provide high capacity transit? Does it increase fares?	5/13/2014 8:52 AM
59	bicycling safety and security transit type walkability The safety/usability impacts on pedestrian and bicycle usage along proposed routes. I could care less if it impacts negatively on car commute times or lanes available.	5/12/2014 6:53 PM
60	design environmental effects equity What are the long-term placemaking effects of the potential transit? Does the type of potential transit reinforce negative stereotypes? How does the potential transit address climate change? Does the potential transit use renewable energy or fossil fuels?	5/12/2014 6:05 PM
61	station locations high capacity transit should have fewer stops (bus stop) to make it more effective.	5/12/2014 9:43 AM

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62	<p>bicycling economic development environmental effects equity neighborhood affects walkability Does it support sustainability? Does it synergize with other sustainable modes of transportation, like bicycling and walking? Would light rail or streetcar be better to stimulate economic development and more livable and attractive neighborhoods along Powell/Division? Is the alternative consistent with the ultimate vision for Powell/Division, or is more aggressive investment required later to acheive this goal?</p>	5/12/2014 1:36 AM
63	<p>cost ridership vehicle life How is the transit alternative type perceived by people (what does the literature say?) and will its public perception help more people decide to switch from driving to transit? Is the cost per additional new rider worth it if pursuing a more expensive but better-perceived project type? What is the longevity of the transit alternative, and what are the associated maintenance costs?</p>	5/9/2014 12:17 PM
64	<p>safety and security transit type Presumably, this means the use of larger, air-conditioned articulated buses such as those in San Francisco or Albuquerque, New Mexico. I think this is a really good idea! I believe emphasis on bus-security would be good as well. The buses on the east side at night don't seem to have any security. Thanks for this survey!</p>	5/9/2014 11:15 AM
65	<p>cost route traffic Keep any bus rapid transit or rail connection between Powell and Division off 82nd Avenue. Maintain 4 lanes on Powell where they currently exist. Provide and maintain bus pull-outs for existing service. The efficiency of the streets in Portland need to be maintained and not compromised by transit vehicles obstructing other traffic and adding to over all emissions. Additionally, transit service needs to become more financially self-sustainable and not be paid for with gas taxes and/or other fees on motorists.</p>	5/8/2014 4:10 PM
66	<p>bicycling environmental effects neighborhood affects vehicle life Environmental impact (i.e. carbon output, type/source of fuel, required maintenance), longevity of equipment (do buses last longer than Max cars, etc), noise level and other impacts on local residents; easy of use for multimodal transportation (i.e. can I bring my bike)</p>	5/8/2014 10:48 AM
67	<p>Improve transit options traveling to work not centered in downtown Portland Increase the reasons solo drivers would choose transit</p>	5/8/2014 10:32 AM
68	<p>route transit type Your committee is only looking at Bus Rapid Transit! (lite and cheap upgrades only for SE PDX) Don't lie! You are not going to faithfully and honestly look at MAX from 17th to I-205! The books are cooked. What a sham! Act like you really listened but it is all false! MAX should go to I-205 and then Bus Rapid Transit Lite should be on Powell and/or Division out to Gresham (MHCC?). Then thirty years from now MAX could be extended to Gresham on Division or Powell. Please set SE Portland up for the future. There is alot of transit demand for a MAX line in this corridor right now (inner city) and then the total line out to MHCC will need MAX.</p>	5/8/2014 9:38 AM
69	<p>no more light rail.....</p>	5/8/2014 7:34 AM
70	<p>access to transit connect to other transit economic development express service frequency trip duration Does it serve developing outer east Multnomah County (Wood Village, Troutdale, Boring, etc.)? Could outer east Portland bus lines have more frequent service? Many lines out here have 30-60 minutes frequency, which is unreasonable. Does it reduce the amount of travel time from outer east Multnomah County into downtown Portland? Many people I know from this area take transit 90 minutes or more to commute into the city. Personally, I walk 15 minutes to the MAX, take MAX blue line for 50 minutes to Pioneer Square, and then walk 15 minutes again to get to PSU. That is almost 2.5 hours per day commute. We could use more north/south bus lines, or more frequent service, in this part of Multnomah County, too. (Along 148th, 162nd, 181st, 223rd, 257th, etc.)</p>	5/7/2014 6:52 PM
71	<p>cost transit type Tax payer costs and investment in new modes, versus new and more busses. No expansion of streetcar was needed on Grand avenue, IMHO.....more busses would have been cheaper.</p>	5/7/2014 5:18 PM
72	<p>Trade offs with other solutions</p>	5/7/2014 4:23 PM
73	<p>amenities bicycling station locations transit type trip duration the spacing between stops? dedicated lanes? shelter amenities? transit signal prioritization? proximate bike/ped improvements? speed between end points</p>	5/7/2014 3:09 PM
74	<p>economic development trip duration TIME SAVED by different, more efficient modes of transit. How much new businesses/ better business transit will bring.</p>	5/7/2014 3:03 PM

Powell-Division survey 1

75	<p>neighborhood affects traffic I would not approve of MAX or street cars on either SE Division St. or SE Powell Blvd. (or SE 82nd Ave., either). There's already too many transit alternatives on both arterial streets. SE Division St. is a 2 lane street west of SE 60th Ave. & was never designed to be a trolley street in the 19th century, or a MAX or street car route in the 20th or 21st century. Bicyclists & bike corrals in the parking areas on SE Division St. are a hindrance to traveling. I've seen an ambulance parked in the eastbound travel lane in front of the SE Division St. & SE 50th Ave. bicycle corral with a Tri-Met 4-Division bus stuck behind it. I don't want the median islands on SE Powell Blvd. removed. We don't need outdoor restaurant seating in the parking lane of city streets, either. The bicycle street corrals & restaurant street seating are dangerous city policy ideas. I'm concerned that the Portland Water Bureau Conduits 1, 2, & 3 underground of SE Division St. & SE Powell Blvd. would be damaged by excessive weight of MAX trains or street cars traveling over them. These conduits transmit drinking water through our public drinking water system up to Mt. Tabor Park & to Washington Park & the west side of town. They cannot be relocated elsewhere. Some portions of the conduits need repairs due to age. I'd rather those conduits not be damaged than to have more transit alternatives on SE Division St. & SE Powell Blvd. I feel PBOT has crammed too many transportation alternatives on SE Division St. & SE Powell Blvd. already to the point the streets can't "breathe". PBOT wonders why such major arterial streets need paving more frequently. It's because they keep adding more transportation options on SE Division St. & SE Powell Blvd. which create bottlenecks & inefficiency. I don't think every form of transportation should be crammed onto SE Division St. or SE Powell Blvd. The transportation entities fixation on these 2 streets alone is cause for public concern. (People's hackles on the backs of their necks still rise when "Mt. Hood Freeway" is mentioned today.) Why can't the transportation entities see the error of their ways of cramming every transportation mode on these 2 streets & remove some of them (like bicycles) to the neighborhood streets where there are less traffic conflicts. Spread out the transportation modes. Don't put them all on the same streets.</p>	5/7/2014 1:13 PM
76	<p>safety and security The upward trending curve of crime statistics in areas that introduced a Max (3 year prior to 3 year post) line. Will the transit negatively impact the major thoroughfares for motor traffic (i.e. will real estate be taken away and side streets cutoff like was done on Stark street? Show me some numbers that I can verify.</p>	5/7/2014 12:58 PM
77	<p>amenities bicycling design economic development walkability How easy is it to get a bike onboard? How many bikes can be accommodated? Will the new service improve safe crossings so pedestrians can get to both sides of the transit stop safely, easily, and efficiently? Will the transit stop be a place that is welcoming and inviting (art!, adequate shelter from the rain, maybe have a coffee/deli cart nearby to encourage more affluent people to use the bus so it's not just lower income and people with mental health issues like many that hang around SE Powell at SE 82nd Ave.)?</p>	5/7/2014 9:48 AM
78	<p>connect to other transit route Does it make it easier to transfer to good north-south transit lines that allow people to move around the city without going downtown?</p>	5/7/2014 9:18 AM
79	<p>cost reliability transit type trip duration Goal: Transportation Are there opportunities to improve the speed and reliability of the transit alternative through minor, low-cost improvements to the existing transportation network, such as bus-only lanes, queue-jumping at signals, etc.?</p>	5/7/2014 8:48 AM
80	<p>cost Service that is cost-effective</p>	5/7/2014 8:10 AM
81	<p>Not sure, haven't come to a meeting yet but will attend one of them soon</p>	5/7/2014 6:29 AM
82	<p>ridership route station locations Ease of getting to grocery store, medical facilities, educational facilities, restaurants that may be less than 6 miles from residential areas but are too far away to walk. Designed so people can maintain their independent lifestyle but get out of automobiles.</p>	5/7/2014 4:27 AM
83	<p>neighborhood affects vehicle capacity Does it increase capacity to address the hundreds of new low-/no-parking housing units being constructed along inner Division? (Regional planning priorities have encouraged this development; yet the 4 is over-capacity at parts of rush hour and is thus not well-equipped to handle the increased transit demand that would be expected to accompany this new development.)</p>	5/6/2014 10:07 PM
84	<p>If there were "feeder" lines from the unserved areas in Southeast Gresham to the main bus lines.</p>	5/6/2014 6:54 PM
85	<p>connect to other transit economic development neighborhood affects reliability safety and security traffic transit type Does it have its own right of way (is it independent of traffic)? Does it serve a higher demand than the current 9 and 4? Will it lead to more transfers from other buses? Will it connect other neighborhoods to Powell and Division (Lents, Clackamas, etc.)? Will it lead to development? Does it provide better system robustness (allowing other MAX trains to avoid the Steel bridge bottleneck)? Will it increase pedestrian safety along the corridor?</p>	5/6/2014 5:40 PM

Powell-Division survey 1

86	<p>connect to other transit cost neighborhood affects route transit type How does this project align with / leverage other nearby re-development and transit projects, i.e. Foster Rd. plan, neighborhood greenways, etc. What is the project budget for this project and where are the funds coming from? Is light rail being given serious consideration or do budget constraints limit this project to bus service upgrades only? If bus service upgrades are what this is going to be, will the existing local routes remain or will they be sacrificed?</p>	5/6/2014 5:30 PM
87	pictures!	5/6/2014 5:17 PM
88	<p>cost environmental effects route transit type Costs of infrastructure versus costs of maintenance and personnel Location of fresh-water aquaducts under outer Division, Powell, & Caruthers, and ability to build streetcar/light rail on those routes BRT on 122nd, Airport Way, Foster, & 182nd</p>	5/6/2014 5:15 PM
89	Light rail trains plz	5/6/2014 5:15 PM
90	<p>connect to other transit reliability route station locations transit dependence trip duration vehicle capacity 1) Please bring a stop at 82nd and Division! This is very important for PCC students and Montavilla residents (who don't have a quick, direct route downtown because of Mt. Tabor) 2) Please work on making the transit mall more reliable. For people who have to transfer downtown to get to their destination, there are HUGE (10-minute gaps at rush hour) between busses and MAX if you want to head north or south in downtown. This is what kills my commute. 3) Make sure your vehicles have sufficient standing room (like an area on the side out of the way of the aisles) like some European buses do. This makes for a more pleasant experience and less shuffling.</p>	5/6/2014 5:14 PM
91	<p>connect to other transit safety and security Does the transit alternative support safe access to and from stops/stations? Can the transit alternative be designed to support easy transfer to other lines?</p>	5/6/2014 5:07 PM
92	<p>construction timing cost Cost and speed to implement</p>	5/6/2014 5:01 PM
93	<p>connect to other transit cost frequency reliability service hours vehicle capacity Would frequency be at least as good as existing service? Would span of service increase? Would the well-being of transit operators be upheld via a fair union contract that does not involve them paying more and more for healthcare? Does it decrease the already poor perception of TriMet and/or Metro (yes, light rail does that)? Can it be implemented without decreasing service in other parts of the system? Would more north/south service augmenting existing service be a better value? What is the vested interest of those conducting this study?</p>	5/6/2014 12:25 PM

What would improve your bus ride?

¿Qué mejoraría su experiencia de desplazarse en el autobús?

以下哪些方面能够改善您乘坐巴士的体验？

Что поможет улучшить Ваш проезд на городском автобусе?

Yếu tố nào có thể sẽ giúp cải thiện trải nghiệm đi xe buýt của quý vị?

<p>Easier to get to bus stop from my home Que fuera más fácil llegar a la parada del autobús desde mi casa 从我家能够方便地去往巴士车站 Легче добраться до автобусной остановки от моего дома Dễ dàng hơn khi đi từ nhà tới trạm xe buýt</p>	<p>Bus comes more often Autobuses que pasen con mayor frecuencia 巴士到站频率更高 Частое прибывание автобусов Xe buýt tới với tần suất thường xuyên hơn</p>
<p>More comfortable bus stop Parada del autobús más cómoda 巴士车站能够配备更为舒适的设施 Более комфортабельная автобусная остановка Trạm xe buýt thoải mái hơn</p>	<p>Predictable amount of time to get me to my destination Cantidad de tiempo predecible para llegar a mi destino 可以预估我到目的地时所需的时间 Точнопредсказуемое время моего прибытия к месту назначения Thời gian để tới điểm đến có thể dự đoán trước</p>
<p>On-schedule arrivals Llegadas puntuales 按时抵达 Пребывание автобусов вовремя Xe buýt đến đúng giờ theo lịch trình</p>	<p>Quicker trip Desplazamiento más rápido 行车更快 Ускоренные проезды Thời gian hành trình ngắn hơn</p>
<p>Fewer or no transfers Menos conexiones o ninguna 少转车或不用转车 Меньшее количество пересадок Ít phải chuyển xe hơn hoặc không phải chuyển xe</p>	<p>Less crowded bus Autobús menos abarrotado 车上不再拥挤 Менее переполненные автобусы Xe buýt ít người hơn</p>



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

BUS RIDER ENGAGEMENT SUMMARY

Project staff piloted bus rider engagement on June 11, 2014. Staff interacted with riders of lines 4 (Division) and 9 (Powell) at the following stops: Gresham Transit Center, Division/82nd east and westbound, Division/MAX station eastbound, Powell/Chavez eastbound and Powell/82nd east and westbound. People were asked a 1-question survey, which prompted conversation about transit in general. People were also given project information and invited to sign up for email updates.

Line 4 (Division)

Riders find that line 4 meets their needs, but it could be more frequent and reliable. Buses are frequently crowded, and the stops could be improved with shelters, wind protection, lighting and seating. Riders would like longer operating hours, with the bus running later, earlier and with more weekend hours. Connecting to other transit could work better with improved transfer timing, especially for MAX-bus, and more frequent north-south connections. Improved driver courtesy would enhance the experience. Less frequently mentioned were safer street crossings, faster vehicles with air conditioning and ventilation, shorter trip durations or longer fare time, improved access and seating for people with disabilities and cheaper fares. Riders were pleased with the engagement opportunity.

Line 9 (Powell)

Riders at Powell and 82nd are satisfied with bus service, but the prevailing sentiment along the line is to have more frequent, reliable and possibly express service. Extending service hours at night, during early mornings and weekends would improve the transit experience on this often crowded line. There is concern that service does not always extend to Gresham beyond 98th. More than for line 4, riders of line 9 would appreciate improved seating and ventilation in the bus along with improved rider atmosphere that might be helped by more courteous drivers who also encourage courteous rider behavior. Stops could be improved with shelters, seating, trash receptacles and restrooms. Less frequently mentioned were more time to transfer, improved connections to destinations, safer street crossings, more lighting at the Gresham post office, more space for wheelchairs and strollers.

The following are comments received, sorted by location.

Line 4 (Division)

82nd/Division – West

Satisfaction

- Like the bus
- I really like 4
- Current service (all of Trimet) is good

Connect to transit

- Better connect to the 6
- Bus that makes change
- More options for people to take – improve transit

Frequency and reliability

- 4 is good, but 9 is unpredictable
- #4 is dependable, #9 too slow
- #4, #15 too long wait - 20 minutes sometimes

Station areas

- Benches at more minor stations
- Simple shelter

Vehicle capacity

- 82nd avenue bus gets crowded
- #72 too crowded – need more buses
- #72 need more buses

Service hours

- More late night

Cost

- Transit fare should be less

Other

- Drivers need more break time
- More incentive for employers

82nd/Division – East

Frequency and reliability

- Usually 10 people waiting for each bus at Div/82nd – SE Corner
- 20+ after 4 pm with two bus stack
- Seems like frequency is most important
- # between 82nd and 148th is slow because of traffic

- Express type service

Station areas

- Less concern for the facility, but want a nicer surrounding environment

Safety and security

- Security would make it better
- I don't feel unsafe
- Crossing the street has to be safe

Cost

- Less expensive – 2.50 for a day pass

Vehicle type

- Air conditioning that works

Vehicle capacity

- They're packed

Accessibility

- Hard for handicapped and people with handicaps
- Allow front seats for disabled only
- Works for people in wheel chairs

Service hours

- Run all night even if only once an hour

Engagement

- Vietnamese & Russian translation used
- I'm happy to see they're finally doing something about this
- I think it's great you're going around talking to people like this
- That would be awesome

Other

- No grouchy drivers
- It's horrible

Division/MAX – East

Satisfaction

- My bus ride was already excellent

Frequency and reliability

- Bus went past me this morning at 122nd/Division – I was upset

- Division bus sucks: transit tracker says 7 minutes, then it goes by and bus drivers could be nicer
- Want bus to com more often certain hours/days
- Otherwise TriMet is really cool, it's awesome – besides crowded buses and wanting more frequent service
- More frequent stops

Connect to transit

- Bus to MAX transfers coordinated
- Have a more coordinated transfer between #4 and I-205 MAX – often bus comes before the train arrives in the morning around 9 a.m.

Safety and security

- Crossing Division to get to the bus stop at 156th is treacherous
- It's hard to cross generally, if no signal

Vehicle type

- Works in Oregon City at Providence Hospital – takes from at 122nd/Division
 - MAX cut commute by 20 minutes (this person photographed with Jean)

Vehicle capacity

- Prefer to have a place to hold onto – I have a bad knee, I won't get on a crowded bus
- The buses are crowded, get double decker buses

Trip duration

- 2 hr commute to go from 174th/Division to Estacada
- More time for transfers – more time on tickets

Accessibility

- Need more room for people with wheelchairs; I see a lot on this bus

Service hours

- Earlier morning bus service to connect to MAX
 - #4 to MAX to #155 to Clackamas T.C.
 - Boards at 121st/Division
 - I have to be at work @ New Seasons Happy Valley by 6 a.m., work in meat dept.
- MAX on weekends doesn't start until 8 a.m., so if I have to work early, I can't take the MAX (young adult with skateboard)
- #30 bus run later than 6:30 pm on Saturday so I could work overtime
- #71 more service on Sunday
- Earlier buses

Station areas

- The stops that have lights on the signs are really helpful – bus drivers don't pass you up
- Windscreens at Division/MAX

Engagement

- Spoke with a Spanish speaker – translation helpful

Other

- More courteous bus drivers – most are good, but always the one that says "Get on. Get on."
- Transit tracker working
- It would be better if drivers waited for people running for the bus
- If bus driver would stop for people running for the bus from MAX

Gresham Transit Center

Frequency and reliability

- Especially during commute times, increase bus service
- Buses are late
- 15 minute bus frequency

- Most of the time bus is on schedule, but sometimes it's delayed or misses me

Connect to transit

- North-South connectors above 122nd
181st only one an hour

- Max transfers and coordination w/ bus times
- Longer stop time for Max train
- Too many transfers – North/South connections (once per hour)

Station areas

- Better shelter, benches

Line 9 (Powell)

Powell/Cesar E Chavez – East

Frequency and reliability

- More frequent – especially Sat. and Sun. early morning
- Express from SE to Gresham

Connect to transit

- 75 and crosstown route timing (E to N)
 - 1st bus of day
 - Crowded, earlier

Route

- Frustrating when #9 does not continue to Gresham, so often during evening peak
 - Really limits opportunities to get all the way to Gresham TC despite frequent service

Vehicle type

- No more hard seats
- AC on all buses
- Larger bus

Trip duration

- 42nd signal timing

Service hours

- Service after 10 pm on Friday (until 2pm)

Other

- More info at stops – Stop ID #, and options that don't require knowing the distance from nearest major intersection
- More easy ways to pay fares – makes transfer easier if you lose ticket

82nd/Powell – West

Frequency and reliability

- More buses at peak hours
- Better information to drivers about the rule of stopping anywhere after dark to pick up/drop off – apparently many drivers are unaware

Connect to transit

- More time to transfer

Route

- Vancouver to here
- "I'm really upset at TriMet because they killed the stop at my doctor's"
 - Stop in front of Multco Helath at 127th and Division

Safety and security

- Better and safer crossings near bus stops, bioswales, sidewalks, etc. to make getting to the bus stop easier

Vehicle type

- Better ventilation

Accessibility

- Better, newer vehicles with seats that go up more easily to accommodate wheelchairs

Service hours

- Run later – after bars close
- Better late night service (several people mentioned)

Station areas

- Shelter closer to stop
- Shelters at bus stops

Engagement

- Language barrier has made it hard to talk to maybe half the people so far, it would be nice to have one more line of directions translated at the top of the sheet like “please choose, or mark three of these options” (My comments)

Other

- Respect from drivers and other passengers (from 2 people in wheel chairs)
- Better driver education regarding people w/ disabilities in general

82nd/Powell – East

Satisfaction

- No complaints, rides Powell (note: this is true for a lot of folks I spoke to, at least for #9.)
- Happy and satisfied with bus
- Times good, enjoy it, transit tracker works well
- Runs well

Frequency and reliability

- Better communication! – Not going to Gresham? Tell me when I get on board!
- #9 only to 98th – please stop this, we need more frequent buses to Gresham (this comment expressed by many)
- Make #9 every 15 minutes, #4 every 15 too, right now 17
- Stops 98th, not all go to Gresham
 - Use app, it helps
- More frequent, cleaner, they get dirty during day

Connect to transit

- At Max, don’t just have drop off, let people get on bus
- Not all drivers let out for transfer dropped where need to

Route

- Make #9 more like #72
 - Only stop at 98th
- Get to 138th – Costco hard

Safety and security

- Needs crosswalk @ bus stop 242nd (Gresham) on Powell and a bus shelter

Vehicle type

- Bus crowd & smell – window

Vehicle capacity

- Specific Complaint:
 - 3 buses in a row “bus too full” and bus was empty on 39th eastbound
 - Dog in backpack – not allowed while others allowed
- Less crowded when PCC classes get out

Trip duration

- Fewer stops

Accessibility

- Mobility device/paperwork lost, can’t use device until go through process and paperwork again

Service hours

- Need bus to stay active an hour later #9
- Weekend service to get to church to 15-19 minute
- More buses on weekends

Station areas

- More benches at 174th
- Shelter at 182nd/Powell
- Not seats at some stops

Other

- Drivers

Gresham Transit Center

Satisfaction

- “really like transit system here. Really a good system, people don’t appreciate it.” (From Alabama)

Frequency and reliability

- 9 is always late, never on time
- More frequent, run more often
- Sometimes buses pass, we're waiting at stops
- 9 always late, never on time (posted time) don't take in evenings
- Buses back to back – Garage buses (#4)
- Delays on 87
- Pass ups – they don't see me 8-9 pm at the post office
- Line 80 – want more than 60 min service
- Increase frequency on Line 81
- Need frequent service to cover entire length of Powell

Connect to transit

- 174th and Line 9

Safety and security

- More security on bus
- No drunks
- Vulgar language/atmosphere on the bus
- Bus stop in front of Gresham post office is too dark, bus driver can't tell you are there – also safety issue
- Feel unsafe at GTC at night
 - Security

Vehicle type

- BRT "Think highly of it"
- odor – no fabric seats
- Air conditioning too high on hot days
- Stop pulls don't always work and operators sometimes don't stop and/or open back door
- Air freshener

Vehicle capacity

- 9 really crowded
- Less crowded bus goes hand in hand with bus coming more often

Trip duration

- Really long to get to Gresham from downtown
- Don't stop often, a lot faster

Accessibility

- Women w/ kids in disabled zone, blocking
- More space for strollers/wheelchairs

Service hours

- Longer hours – 24/7
- Run busses later
- Destination MHCC (transfer to 20) 7 am

Station areas

- Classical music
- More comfortable bus stops (rain shelters, seats & garbage cans)
- N side 2700 Powell has a shelter, but need one on South side
- Eastman Pkwy & Powell, needs shelter
- Need a restroom
- 181st/Powell – need bench

Cost

- No fare increase

Other

- Bus drivers rude, esp. more crowded route
- More room for bikes on bus – two is limit
- Bus drivers controlling people
- Some rude drivers, mostly nice
- Automated bus tracker only tells you a single time and can't look up stop ID
- Rude operator 9:30 am, noon Line 9

From: Chris Bentley [christoph.w.bentley@gmail.com]
Sent: Monday, March 17, 2014 11:44 AM
To: PowellDivision
Subject: Re: Powell-Division: Parking at PCC today

Hello-

I will not be able to attend tonight's meeting, but I would still like to make some comments regarding the proposed Powell/Division transit study. I have heard many city planners and elected officials encouraging residents to be in support of a Bus Rapid Transit system as the locally preferred mode in this important corridor. While I view BRT as a viable option, I would suggest that planners keep from making it seem as though BRT is the only alternative, since that's the purpose in this transit study in the first place: to determine the best mode ("best" meaning most supported by the public as well as the most feasible).

That being said, I personally would prefer a street car system to BRT in this corridor. BRT doesn't engender the kind of long lasting infrastructure businesses are attracted to by having dedicated rail lines installed. Businesses can count on a long-range investment from municipalities if tracks are laid. Also, people in general, but especially in this area, are more comfortable riding a train rather than riding a bus. So if we are trying to encourage mass transit or economic growth, dedicated rail is a much superior option.

Thanks for considering my comments.

Best,

Chris Bentley
Natural Resource and Sustainability Committee, City of Gresham

Thoughts, dreams, ideas for Division-Powell Transit Corridor

To me the main thing that should come from the project is to improve the existing transit service that is served by the e Nos. 9 and 4 buses. Some of the side effects would/should be:

- Economic Development—where do we want changes, what do we want to remain the same and where do we want to see some changes?
- Stations—where to stations/stops go, what do we want the stations/stops to look like(should they be stops only, should development of some sort be around stop, how big should they be, what sort of amenities do you envision around the stop/station?)
- Safety—this is probably the hardest and one of the most important things to consider. What will the safety measures going to be as the construction of this project goes on? What will safety measures be when the project is finished? Will there be adequate sidewalks for schools, to catch buses, to get from one place to another (residential sidewalks).
- Making good use of transit and public/government buildings.—currently there is a Multnomah County Health Department building on 182 that is really underserved. I assume this is for low-income people. Also the SS office on Division (I think). Do people even know these buildings are there? Problem: They do not have a car yet the bus that gets them to the facility runs once an hour. How can this are rectified. Easy answer is to have bus run more often. Then there is the answer if it was so easy why hasn't it been done and taken care of already? How are we going to serve schools, including high schools, colleges and maybe even middle and grade schools .Take

advantage of the current beginnings of cooperation between the community colleges and high schools?

- Marketing—can you sell this as so successful that companies will want to sponsor their own shuttle to get people to their business to work for them like Intel does? Making use of transit and parking lot for business would be smaller and one way business to save—think of other ways business would save and ways to enhance and make transit a real feasible thing (like tax incentives, etc.) This is really vague so hope you get the idea.
- Neighborhoods—it is important that neighborhoods are not divided. This is where Neighborhood Associations might come in handy. Neighborhoods need to become involved (what are some ways etc.)
- Access—will the access to the stations stops be accessible and how (will there be a shuttle or what). People need a balance and choice when it comes to transit.
- Other things that must be considered—infrastructure, federal funds, diesel than gas or what type of fuel, remember, it is said that it is the last 2 miles of getting from one place to another is the hardest, how do we make it easy (park and ride, shuttles, etc.), we have to cut down on time it takes to get from one place to another. Sunday transit is so important; you can get the person who never rides transit get to love it after they have had a chance to become “used to it on Sunday by going to jazz festival, concerts, any leisure activity, soccer games etc.
- Gresham—How are you going to serve Gresham with its narrow streets, what is going to happen to the stations already in place, remember this is a real long range plan and we DO NOT WANT TO WASTE MONEY.

I am sure there are many more ideas and thoughts but these are just a few I feel need to be addressed somehow/someway. Good Luck!!! Marlene Byrne (lwvoremco@gmail.com)

To:

Marty Stockton, Portland Bureau of Planning and Sustainability

Art Pearce, Portland Bureau of Transportation

City of Portland

1120 SW 5th Ave #800

Portland, OR 97204

May 12, 2014

Comments for Comprehensive Plan and Transportation Systems Plan

Dear Ms. Stockton and Mr. Pearce,

This is to follow up on the letter of March 10, 2014 to John Cole in which we declared our support for general recommendations for the Comp Plan, as they were articulated by our adjacent neighborhood, the North Tabor Neighborhood Association in their letter of February 24, 2014. This letter expands on our March 10 letter and focuses on issues for the Montavilla Neighborhood that we believe should be considered during in the Comprehensive Plan and TSP Updates.

Foster Development that Provides Local Employment Opportunities

We support rezoning to encourage office commercial development or light industrial use in certain parts of Montavilla. Specifically, we support this kind of zoning along 82nd Avenue from about SE Mill to about SE Alder. With the recent expansion of the Portland Community College Southeast Center and its transformation to Campus status, an increase in the educated population seeking employment will emerge in Montavilla. We support local business development that can provide employment and encourage PCC graduates to stay in the local area. Our one concern is that building heights be limited to prevent excessive shading of adjacent properties. This is a particular concern in the Stark Street business district between SE 76th and SE 81st; and also along 82nd Avenue in the section mentioned above.

Pedestrian and Bicycle Friendly Businesses and Transit Oriented Development

As new development occurs, street and sidewalk design should place greater emphasis on pedestrian-friendliness. We recommend zoning changes and other regulatory changes where these changes can result in future businesses being more pedestrian and bicycle friendly. This should include but not be limited to the following:

Zoning changes: Rezone the area around the intersection of the Stark/Washington couplet with SE 82nd Avenue from General Commercial to Storefront Commercial.

Access control: When properties redevelop, limit front-side parking and front-side driveway access for businesses. In other words give greater priority to sidewalks over driveways in future access management decisions.

Street right of way use: Give greater priority to pedestrian, bicycle, and transit facilities over automobile uses in future decisions allocating available right of way widths. Also, wherever needed and feasible, purchase additional road right-of-way for sidewalks, bikeways, and transit pull-outs. These changes are particularly important along 82nd Avenue.

Aesthetic Improvements on Major Arterials

We support aesthetic improvements along public streets, particularly 82nd Avenue and Glisan Street wherever possible. This may include public art such as murals or sculptures, and also increased trees and other vegetation. We encourage any changes to both of those streets that could reduce the demand for left turn lanes and make space available for median planter strips. Before such permanent improvements become possible, we would like to see temporary planters with small trees placed in strategic locations to add greenery, calm traffic, and provide a buffer from traffic for pedestrians. Removing utility poles by placing utilities underground – particularly on 82ⁿ Avenue and on Glisan Street - would also be a major aesthetic improvement and contribute to pedestrian access.

Foster Density, Preserve Neighborhood Character, yet Limit Displacement

We support zoning that, in certain limited locations, encourages increased density and low-income housing. In most locations existing single family housing should be preserved to maintain the overall character of individual sub-neighborhoods within Montavilla. While we support economic growth, we also encourage ways of maintaining a stable population that will not be priced out of remaining in Montavilla. We support the existing higher density zoned areas. We also support any state legislation or city efforts that could incentivize affordable housing and limit displacement of existing residents.

Transportation Improvements Need to Accompany Increased Density

We support pedestrian and active transportation improvements in Montavilla, wherever needed to improve safety and accommodate increased future population density. These include sidewalks and pedestrian crossing improvements – particularly on 82nd Avenue and on Glisan, Burnside, and Division Streets. It also includes support for bicycle lanes and cycle tracks wherever possible and support for improvements that would make it easier and more attractive to bike and walk across freeways at all existing overcrossings; particularly at the NE Glisan crossing over I-205 and the NE 82nd Avenue crossing over I-84.

Long Range Transportation and Growth Planning for 82nd Avenue

Members of the MNA board and the Land Use and Transportation committee have been active in calling for planning and improvements on 82nd Avenue throughout its length within the city. We strongly support the need for a comprehensive planning process such as a Transportation Growth Management (TGM) plan. PBOT Planning Manager, Art Pearce, is now considering applying for an ODOT grant for such a plan. We strongly support this effort.

In addition we recommend improvements as follows but do not wish to limit our recommendations to these so as not to exclude others that are not yet recognized:

Pedestrian improvements on 82nd Avenue; Its entire length through Montavilla: Coordinate with ODOT in studying and improving pedestrian crossings – especially along 82nd Avenue adjacent the PCC Southeast Campus.

SE Alder at 82nd and 84th Avenues: In the two blocks frequented by left turn traffic going from 82nd southbound to Washington Street eastbound, find a solution to the problem cause by prohibiting left turns onto SE Washington Street. If no other solution is available, at least make full street improvements to Alder Street and SE 84th to accommodate the high volume of traffic.

SE Lincoln between 87th and 89th Avenues: This is a very bad unimproved street with many large pools of water when it rains. It is the most direct access to Harrison Park School for many students. Either construct sidewalks, or a pedestrian path on this section; or perform basic street improvements to improve access for students walking to Harrison Park School.

NE Everett between 76th and 78th Avenues: This is another very bad unimproved street that provides school access. It is a direct route to school for many students at Vestal Elementary. Study how to improve it at least enough to make it an attractive and mud-free walking route to Vestal School.

Improve bicycle access across I-84 somewhere between 80th and 84th:

Currently the official bike route across I-84 from the 80's bike greenway is at 74th Ave. This requires back-tracking more than 10 blocks. An unattractive alternative is for bikers to walk through the large concentration of pedestrians on the I-84 overcrossing at 82nd. There should be a more direct and inviting bike route across I-84 from the 80's greenway. This will be particularly important when the Sullivan's Gulch bike/ped path is constructed. A new pedestrian-bike overcrossing of I-84 at NE 84th could be particularly effective as a bike connection between Montavilla Park and Community Center and the future bicycle mega-center at Gateway Green.

Change signalization and signal timing to protect and honor pedestrians: This applies at all major intersections, but particularly along 82nd Avenue and at all on-ramps and off-ramps at I-205. Currently most of these intersections give a green light to vehicles turning right at the same time as the "walk" signal is actuated for pedestrians crossing their path. This can create an extremely dangerous situation. We recommend changing signal timing and in some cases redesigning signals to prevent this hazard.

Add traffic calming and "sharrows" along SE and NE 80th Avenue. Because 80th between NE Glisan and SE Stark is wider than most city streets, it tends to attract more than average traffic volumes

Montavilla

neighborhood association

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at more than average speeds. This can be a particular hazard where school children walking to/from Vestal Elementary need to cross. Also, 80th (both NE and SE) is already planned as a bike greenway but this has never been implemented. Add "sharrows" and other signage as needed to designate it as a bike route/greenway.

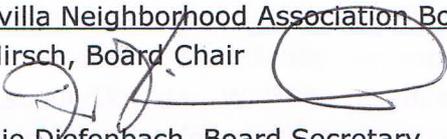
Add traffic calming and vegetation on SE Stark Street: The main Stark Street business district between SE 76th and SE 82nd is an active pedestrian zone with many people getting in and out of cars in a high traffic zone. Study how to calm traffic there to improve safety. Consider including planter areas in the right of way as part of the traffic calming.

Add formal pedestrian crossings for travel on SE 80th at SE Washington, NE Glisan, and at E Burnside. A crossing of SE Washington would provide improved pedestrian access to Stark Street businesses from the 80th Avenue bus stop. Crossings at Glisan and Burnside would improve safety for Vestal Elementary students who currently either cross at lights at SE 82nd or cross without a formal crossing at 80th. Both are undesirable. Crossings at arterials along 80th are important because it is destined to become a bike greenway.

Sincerely,

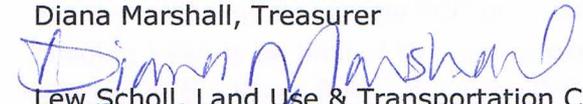
Montavilla Neighborhood Association Board

Fritz Hirsch, Board Chair

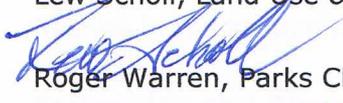


Stefanie Diefenbach, Board Secretary

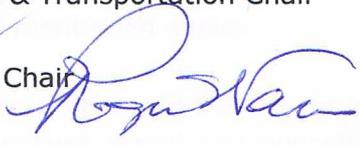
Diana Marshall, Treasurer



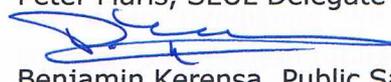
Lew Scholl, Land Use & Transportation Chair



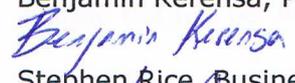
Roger Warren, Parks Chair



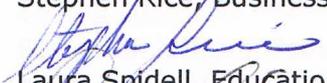
Peter Maris, SEUL Delegate



Benjamin Kerensa, Public Safety Chair



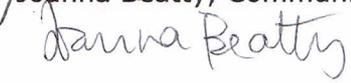
Stephen Rice, Business Development Chair



Laura Spidell, Education Chair



Joanna Beatty, Communications Chair





Powell-Division Transit and Development Project

The Powell-Division Transit and Development Project seeks to bring important investments to Gresham, East Portland and Southeast Portland, supporting and improving our communities and making it easier for people to get around.

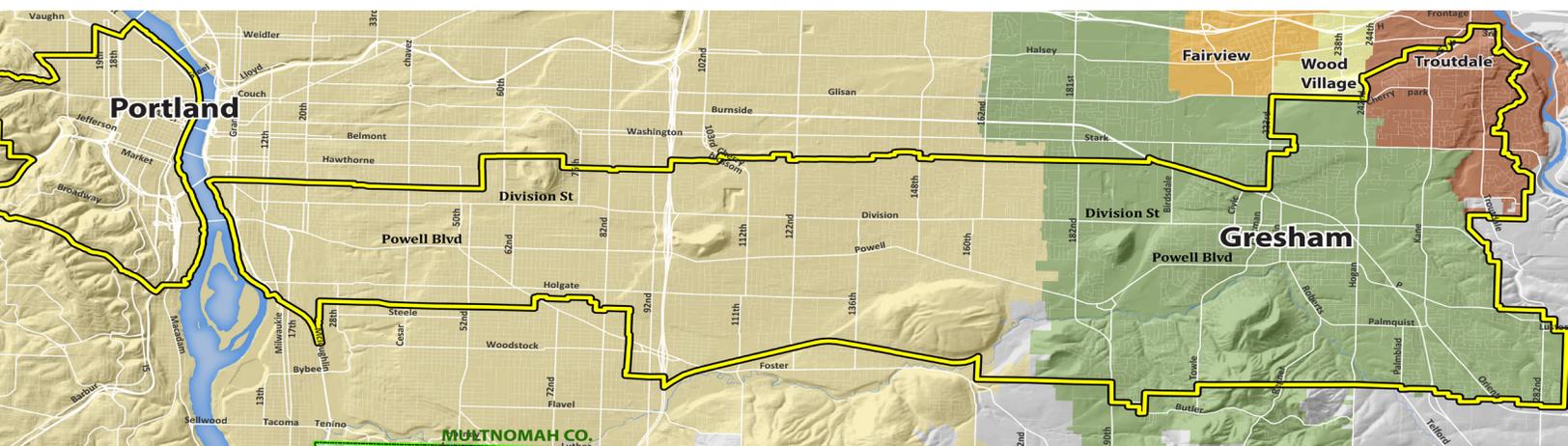
What can you expect?

- A more robust transit connection between Portland and Gresham including improved service and new station areas along a new route to be determined on portions of Powell Boulevard and Division Street.
- An economic development strategy for key places where additional jobs, housing and shops are desired and could be accommodated, based on community input and existing plans.

Partners include the cities of Portland and Gresham, Multnomah County, the Oregon Department of Transportation, TriMet and Metro.

Learn how you can shape the project, sign up for updates and take a survey now!

www.oregonmetro.gov/powelldivision



Southeast Portland, East Portland and Gresham are home to growing communities, diverse cultures and commercial areas, and many educational institutions. Higher capacity transit with new stations will create faster, more reliable trips for people at a lower cost to operate over time.

Making choices

Planning for enhanced transit and neighborhood development in Portland and Gresham will involve generating lots of good ideas and refining those choices based on community input, the physical environment, cost and other considerations. Where do we want to see change in our community and what do we want to remain the same?

Station areas and development opportunities A station area is more than just a transit stop. Community input can shape a station area into a neighborhood asset by protecting the things people value and planning for changes people want to see. We will identify station locations along with development strategies that meet community and businesses needs.

Route Powell Boulevard and Division Street look very different depending on where you are in the corridor. We will determine a route that meets the needs of transit riders, complements existing neighborhoods and serves commercial areas and major destinations, such as Portland State University, Portland Community College and Mount Hood Community College.

Transit type We will consider the type of transit, or mode, that best complements the neighborhoods along Powell Boulevard and Division Street. We will evaluate some familiar modes, such as light rail and streetcar, and others that would be new to our region. Bus rapid transit is a mode that can take many forms. It differs from standard bus service with larger buses and stations spaced further apart with amenities, such as larger shelters and real-time arrival information.

Timeline

	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 and summer 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	■						
Fall 2014 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		■					
Winter 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						■	■

Public input and decision-making

Your input is critical. There will be public input opportunities before each decision-making milestone shown above. The project's Steering Committee – made up of elected leaders and community members – will weigh public input and technical information to craft a transit project and related package of investments that has community support and can be implemented.

The Steering Committee will meet five to six times between 2014 and early 2015. People are welcome to attend and share thoughts directly with committee members. Find information about the Steering Committee members, meeting dates and other opportunities to participate on the project website.

Other improvements to transit service

What other changes would make transit better? TriMet wants your input to help plan improvements to transit service, access, stops and crossings in your community. Between 2013 and 2015, TriMet will ask riders, residents, neighborhood groups, governments, schools and businesses for feedback to create a long-term vision for transit service that identifies and prioritizes transit improvements and changes that make it easier and safer to walk and bike to transit.

TriMet and Metro will partner on participation opportunities to make the most of your time. With joint surveys and workshops, your input will shape both projects. Learn more about TriMet's service enhancement plans at www.trimet.org/future.

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

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Auditor

Suzanne Flynn

www.oregonmetro.gov/powelldivision

powelldivision@oregonmetro.gov

Powell-Division Transit and Development Project

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Proyecto de Transporte Público y Desarrollo de Powell-Division

El Proyecto de Transporte Público y Desarrollo de Powell-Division quiere traer importantes inversiones a Gresham, al este de Portland y al sudeste de Portland, apoyando y mejorando nuestras comunidades y facilitando el movimiento de las personas.

¿Qué es lo que puede esperar?

- Una conexión más robusta de transporte público entre Portland y Gresham, incluyendo mejor servicio y nuevas áreas de estación a lo largo de la una nueva ruta por determinarse, en partes de bulevar Powell y la calle Division.
- Una estrategia de desarrollo económico para los lugares claves donde se quiere y es posible acomodar nuevos trabajos, viviendas y tiendas, a partir de las ideas de la comunidad y de los planes existentes.

Los socios en el proyecto son las ciudades de Portland y Gresham, el condado de Multnomah, el Oregon Department of Transportation, TriMet y Metro.

¡Conozca cómo puede ayudar a dar forma al proyecto, apuntarse para recibir noticias actualizadas y tomar una encuesta ahora mismo!

www.oregonmetro.gov/powelldivision



El sudeste de Portland, el este de Portland y Gresham son el hogar de comunidades en crecimiento, diversas culturas y áreas comerciales, y muchas instituciones educativas. El transporte público de mayor capacidad con nuevas estaciones creará viajes más rápidos y confiables, de menor costo operativo al pasar el tiempo.

La elección de alternativas

La planificación de transporte público mejorado y de desarrollo en los barrios en Portland y Gresham necesitará de la creación de muchas buenas ideas, y de la refinación de alternativas a partir de las ideas de la comunidad, el entorno físico, costo y otras consideraciones. ¿Dónde queremos ver cambios en nuestra comunidad y qué queremos que se mantenga igual?

Áreas de estación y oportunidades de desarrollo Un área de estación es más que una parada de un transporte público. La participación de la comunidad puede hacer que un área de estación se convierta en una valiosa parte del barrio, protegiendo las cosas que la gente valora y planificando los cambios que la gente desea ver. Identificaremos la ubicación de las estaciones junto con las estrategias de desarrollo para satisfacer las necesidades de la comunidad y de los negocios.

Ruta El bulevar Powell y la calle Division tienen muy diferente aspecto según en qué parte del corredor usted se encuentre. Vamos a determinar una ruta que llene las necesidades de las personas que usan transporte público, complemente los barrios existentes y ofrezca servicio a las áreas comerciales y destinos principales, como Portland State University, Portland Community College y Mt. Hood Community College.

Tipo de transporte público Consideraremos el tipo, o modo, de transporte público que mejor complemente a los barrios a lo largo del bulevar Powell y la calle Division. Estudiaremos algunos modos conocidos, como el tren ligero y el tranvía, y otros que serían nuevos en nuestra región. El autobús de tránsito rápido (bus rapid transit) es un modo que puede tomar muchas formas. Se diferencia del servicio de autobús normal porque tiene autobuses más grandes y estaciones más separadas entre sí, con equipamientos como refugios más grandes e información en tiempo real sobre la llegada de los autobuses.

Calendario

	2014	2015	2016	2017	2018	2019	2020
PLANIFICACIÓN							
Invierno del 2014 Llegar a un entendimiento común sobre las necesidades de y oportunidades para el transporte público y el desarrollo en el corredor	■						
Primavera y verano del 2014 Estudiar los tipos de transporte público que sean posibles y deseables en el corredor, escuchar ideas sobre a dónde debería ir e identificar lugares que serían áreas de estación seguras y activas	■						
Otoño del 2014 Tomar los elementos que sean los más apoyados y viables y crear una recomendación sobre el tipo de transporte público, la ruta y las estrategias de desarrollo en las áreas de estación		■					
Invierno del 2015 Refinar la recomendación y presentarla a las autoridades elegidas locales y regionales para su consideración y aprobación		■					
DISEÑO							
2015 to 2017 Crear el diseño detallado de la nueva línea de transporte público y de las áreas de estación, y completar la revisión ambiental y la obtención de permisos			■	■	■		
CONSTRUCCIÓN							
2018 to 2020 Construir la línea de transporte público y áreas de estación e iniciar el nuevo servicio					■	■	■

Participación pública y toma de decisiones

Su participación es crítica. Habrá oportunidades para la participación y aporte de ideas por parte del público antes de cada hito en el calendario detallado arriba. El Comité Directivo del proyecto – compuesto de autoridades elegidas y miembros de la comunidad – considerará las ideas aportadas por el público y la información técnica para crear un proyecto de transporte público y su consiguiente paquete de inversiones que tengan apoyo de la comunidad y que puedan ser implementados.

El Comité Directivo se reunirá entre cinco y seis veces durante el 2014 y principios del 2015. El público es bienvenido a asistir a las reuniones y compartir sus ideas directamente con los miembros del comité. Puede encontrar información sobre los miembros del Comité Directivo, fechas de las reuniones y otras oportunidades para participar en el sitio web del proyecto.

Otras mejoras al servicio de transporte público

¿Qué otros cambios mejorarían el transporte público? TriMet quiere sus ideas para ayudar a planificar mejoras al servicio de transporte, acceso, paradas y cruces peatonales en su comunidad. Entre el 2013 y 2015, TriMet solicitará la participación e ideas de los usuarios, residentes, grupos barriales, entidades de gobierno, escuelas y negocios para crear una visión a largo plazo para el servicio de transporte público, que identifique y priorice mejoras al transporte y cambios que hagan más fácil y seguro el caminar y montar bicicleta hasta el transporte público.

TriMet y Metro trabajarán en sociedad en oportunidades de participación para aprovechar de mejor manera su tiempo. A través de encuestas y talleres conjuntos, su participación e ideas darán forma a los dos proyectos. Conozca más sobre los planes de mejoras de servicio de TriMet en www.trimet.org/future.

Acerca de Metro

La limpieza del aire y el agua no termina en los límites de las ciudades ni condados. Tampoco las necesidades de empleos, una economía próspera y las opciones sostenibles de transporte y vida para las personas y empresas de la región. Los electores solicitaron la ayuda de Metro para los desafíos y oportunidades que afectan a las 25 ciudades y 3 condados del área metropolitana de Portland.

Cuando se trata de prestar servicios, administrar lugares y tomar decisiones sobre cómo puede crecer la región, resulta lógico adoptar un enfoque regional. Metro trabaja junto con las comunidades para respaldar una economía sólida, mantener a la naturaleza cerca y responder ante el clima cambiante. Juntos estamos construyendo un lugar grandioso, ahora y para las próximas generaciones.

Presidente del Consejo de Metro

Tom Hughes

Miembros del Consejo de Metro

- Shirley Craddick, Distrito 1
- Carlotta Collette, Distrito 2
- Craig Dirksen, Distrito 3
- Kathryn Harrington, Distrito 4
- Sam Chase, Distrito 5
- Bob Stacey, Distrito 6

Auditora

Suzanne Flynn





Powell-Division Transit and Development Project

Proyecto de Transporte Público y Desarrollo de Powell-Division

El Proyecto de transporte público y desarrollo de Powell y Division de Metro es un esfuerzo comunitario para traer una nueva inversión de transporte público regional al sudeste de Portland, este de Portland y Gresham. Las líneas de autobuses que circulan por esas calles principales, las líneas 4 y 9 de TriMet, son dos de las líneas más usadas de la región. El proyecto evaluará opciones de transporte público de mayor capacidad que puedan transportar más pasajeros a costos reducidos y mejorar la experiencia del pasajero mediante un servicio más rápido y confiable. Metro y sus socios trabajarán junto con la comunidad desde ahora hasta la primavera de 2015. Para conocer más, visite oregonmetro.gov/powelldivision.

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Powell 和 Division 交通运输

波特兰大都会地区政府的 Powell-Division

交通运输和开发项目是以社区为基础的，各社区共同努力为波特兰东南区、波特兰东区，以及格雷沙姆 (Gresham)

带来新的地区交通投资。公交线路将在这些主要大街上运营，TriMet 9 和 4 是该地区最主要的两条公交线路。该项目将对承载量更高的交通运输方案进行评估，此类方案可以更低成本运载更多的乘客，并通过提供更快捷、更可靠的服务来提升乘客的出行体验。波特兰大都会地区政府及其合作伙伴将从现在开始直至 2015 年春季就这一交通服务改进事宜与社区开展协同合作。想要了解更多信息，请访问网站 oregonmetro.gov/powelldivision。

→ → →
Việt русский

Vận chuyển công cộng tại khu vực đường Powell và Division

Dự án Vận Chuyển Công Cộng và Phát Triển vùng Powell-Division của Metro là một nỗ lực dựa vào cộng đồng nhằm mang lại nguồn đầu tư mới về vận chuyển công cộng cho Khu vực Đông Nam Portland, Đông Portland và Gresham. Các tuyến xe buýt chạy trên những tuyến đường chính này, tuyến TriMet 9 và 4, là hai trong số các tuyến được sử dụng nhiều nhất trong vùng. Dự án sẽ đánh giá các lựa chọn phương tiện vận chuyển có tải trọng cao hơn và có thể chở nhiều người với chi phí thấp hơn và cải thiện cách phục vụ hành khách bằng cách cung cấp phương tiện phục vụ nhanh và đáng tin cậy hơn. Metro và các đối tác sẽ làm việc với cộng đồng từ nay đến hết mùa xuân năm 2015. Để biết thêm chi tiết, xin vào oregonmetro.gov/powelldivision.

Транспортное сообщение улиц Powell и Division

Проект Развития и Транспортного обслуживания улиц Powell и Division

является общественными усилиями с целью привлечения новых инвестиций в региональное транспортное обслуживание в Southeast Portland, East Portland и Gresham. Автобусные маршруты, которые проходят по этим основным улицам, маршруты TriMet 9 и 4, являются двумя наиболее востребованными маршрутами региона. Проект оценит возможности транспортного обслуживания с большей пропускной способностью, которое позволят перевозить большее количество пассажиров по более низкой стоимости и улучшить качество проезда, предоставляя более быстрые и надежные услуги. Город и партнеры будут работать с местной общественностью с настоящего времени до весны 2015. Для более подробного ознакомления посетите oregonmetro.gov/powelldivision.

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Stay in touch with news, stories and things to do.

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Auditor

Suzanne Flynn

MAKING A GREAT PLACE





POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT
PUBLIC ENGAGEMENT REPORT

SEPTEMBER 29, 2014

About Metro

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¿Le gustaría recibir información acerca de este proyecto?

Хотите получать информацию об этом проекте?

您是否希望收到關於本工程項目的資訊？

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ENGAGEMENT SUMMARY FOR JUNE THROUGH SEPTEMBER 2014

Purpose - Public engagement efforts for the Powell-Division Transit and Development Project between June and September focused on soliciting input on the range of transit alternatives (routes and transit types) being considered, as well as changes to transit that would improve the transit experience.

Input opportunities - Engagement activities and outreach methods are described on page 7. A full listing of findings from input opportunities begins on page 13.

- community briefings
- project meetings, including talk with staff sessions
- community events, such as fairs, night markets, farmers market and a powwow
- in-person and online surveys

Findings - Engagement during this report period revealed the following themes. More detailed findings begin on page 13 and the record of comments begins on page 33.

- People have a strong preference that enhanced transit connect destinations between Downtown Portland and Gresham on a combination of Powell Blvd and Division St. Important destinations include Portland State University, Portland Community College Southeast Center and Mount Hood Community College. The preferred route uses the Tilikum Crossing and runs east along Powell Blvd to 82nd Ave, north on 82nd, and east on Division St to Gresham.





- People recognize the four transit type options considered for the corridor have positive features and tradeoffs, but the public is more inclined to eliminate rail options for the corridor rather than bus options.
- People want enhanced transit to provide a discernibly quicker, reliable trip.
- Equally important is ensuring that all uses -- motor vehicles, freight, pedestrians, bicycles -- are balanced, as Powell and Division must continue to serve as important east/west travel routes.
- Cost is important (both capital and right-of-way) and people favor lower cost alternatives that can provide discernible benefits to transit riders.
- Enhancements in the corridor for both the transit route and type should improve access for current and future riders and connect them to important destinations in the corridor, including other transit.
- There is also strong interest in maintaining bus service on lines 4 (Division) and 9 (Powell) and reallocate service savings from enhanced transit to improve bus service in the corridor.

Contact information

Powell-Division Transit and Development Project
www.oregonmetro.gov/powelldivision
powelldivision@oregonmetro.gov
503-813-7535

Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97233

Dana Lucero, senior public involvement specialist
dana.lucero@oregonmetro.gov
503-797-1755

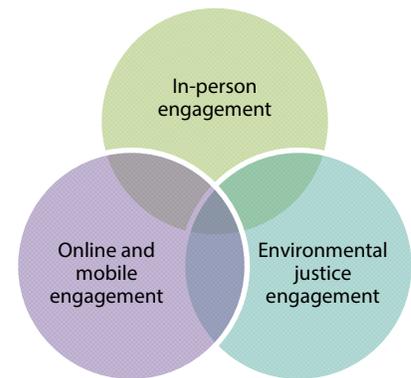
ENGAGEMENT APPROACH

A successful outcome is dependent upon engaging people who live or use services in the area in the development of the community-supported vision for new transit. The Powell-Division Transit and Development Project is a partnership of Metro, TriMet, the cities of Portland and Gresham, Multnomah County and the Oregon Department of Transportation.

Engagement principles and methods

Engagement will consist of in-person opportunities, online and mobile opportunities and targeted outreach to low-income and minority populations. The following principles will guide engagement strategies, activities and materials.

- *Use a person-first lens:* Relate to people the way they relate to the world, not through a project lens.
- *Make it easy for people to participate:* Meet people where they are and capitalize on opportunities for coordinated engagement.
- *Be clear:* Be clear about decisions, how input is a part of decision-making, who is making the decisions and when/what to expect as a result.



Engagement goals

The project team will strive to meet the following engagement goals. People were invited to comment on these goals via survey through the Powell-Division website beginning March 2013. Their comments shaped strategies, activities and evaluation metrics, which appear on page 28.

- Goal 1: Communicate complete, accurate, understandable and timely information
- Goal 2: Gather input by providing meaningful opportunities to participate
- Goal 3: Provide timely public notice of opportunities to participate
- Goal 4: Facilitate the involvement of low income populations, communities of color and people with limited English proficiency

ENGAGEMENT ACTIVITIES AND OUTREACH METHODS

Community briefings

The following list represents exchanges between June 24 and September 29, 2014 where information about the Powell-Division Transit and Development Project was shared or, conversely, information about community efforts or issues were shared with Powell-Division project staff.

June 23 - Creston-Kenilworth Neighborhood Association
 June 24 - Powell-Division talk to staff session
 July 8 - Powell-Division talk to staff session
 July 9 - East Portland Action Plan Technical Advisory Committee
 July 9 - East Portland Action Plan Land Use and Transportation Committee
 July 14 - Foster-Powell Neighborhood Association
 July 17 - PLACE: Design Concepts for Powell Blvd. from 50th to 82nd Avenues
 July 22 - Gresham Area Chamber of Commerce Government Affairs Forum
 July 22 - TriMet Service Enhancement Plan Reynolds High School students outreach
 July 22 - Powell-Division talk to staff session
 July 22 - Jade District Visioning Celebration
 July 23 - Brooklyn Action Corps neighborhood association meeting
 July 24 - Division Midway business engagement
 July 26 - Powell-Division open house at Gresham Farmer's Market and Library
 July 30 - Powell-Division open house and workshop at Midland Library
 August 4 - Powell-Division open house and workshop at Oregon Buddhist Temple
 August 7 - Powell-Division Portland Freight Committee
 August 11 - Richmond Neighborhood Association meeting
 August 12 - Powell-Division talk to staff session
 August 12 - Powell-Division developer panel
 August 19 - Pedestrian Advisory Committee annual walk
 August 25 - Wilkes-East Neighborhood Association
 August 26 - Powell-Division talk to staff session
 August 27 - East Portland Concert and East Portland Action Plan picnic
 September 3 - Powell-Division Equity Work Group
 September 4 - Gresham Transportation Subcommittee
 September 6 - NAYA Neerchokikoo Powwow
 September 9 - Gresham City Council
 September 9 - Powell-Division talk to staff session
 September 11 - East Metro Economic Alliance membership meeting
 September 13 - Hawthorne Evening Market
 September 13 - Jade District Night Market
 September 15 - Southast Uplift briefing on TriMet Service Enhancement Plan
 September 16 - Hosford-Abernethy Neighborhood District meeting
 September 18 - Powell-Division open house and workshop at Gresham Library
 September 23 - Powell-Division talk to staff session
 September 24 - Powell-Division open house and workshop at Ron Russell Middle School
 September 29 - Powell-Division Steering Committee meeting and open house
 September 29 - Gresham Northwest Neighborhood Association meeting

Open houses and workshops - These in-person opportunities included information about the project and the upcoming September Steering Committee decision and input boards that asked preferences for where the route should go, which transit type, and what would make transit riders' experiences on the bus better. Workshops delved more deeply into these same

questions, and participants were also asked to mark destinations that should be connected by faster transit on a map. The open houses were publicized through email updates to the interested parties list, on flyers distributed at open houses and other engagement events, through partner updates such as the East Portland Action Plan email updates and the Gresham Area Chamber of Commerce e-newsletter, Metro Newsfeed and Twitter and Portland's Facebook page.

Community events and busy locations - Advancing the engagement principle to make it easy for people to participate, project staff capitalized on multiple opportunities to inform people about the project and solicit input on upcoming decisions at community events. Many of these events presented the opportunity to engage communities of color and people with lower income. Events included the Native American Youth and Family Center's Neerchikokoo Powwow, the Jade District Night Market, East Portland Concert series and East Portland Action Plan picnic, among others. Staff also tabled in busy community locations, such as the Gresham Library, Midland Library, the Hawthorne and Gresham farmers' markets, and interacted with hundreds of residents who were to-date unaware of the project but were interested and supportive of improvements to transit.

Talk with staff sessions - These unstructured, drop in sessions take place the second and fourth Tuesday of every month at the Division Midway Alliance office, mid-corridor on 122nd Avenue and Division Street. The sessions provide an opportunity for interested community members or businesses to talk with staff about the project and provide input. The sessions were publicized through email updates to the interested parties list, on flyers distributed at the Division Midway Alliance office, through East Portland Action Plan's email updates, and on flyers distributed during open houses and with business engagement.



Equity Work Group - This public meeting provided an opportunity for interested people and organizations and agencies to begin building a shared knowledgebase of what the transit project could do to bring equitable access to opportunities, attain mixed-income neighborhoods, and avoid involuntary displacement. The Equity Work Group was publicized through targeted email invitations, the project interested parties list and partner updates.

Business engagement - Project staff piloted business engagement by visiting businesses at 122nd and Division. Staff briefed business owners and managers about the project, handed out and posted project flyers with information about open houses and survey links. Project information was available in multiple languages. Briefings were also provided to business organizations including the East Metro Economic Alliance, and additional business engagement driven by local business champions.

Improvements to transit survey (Survey 1) - This 5-minute online survey asked how transit trips can be easier and more convenient. The survey also asked what information would help to weigh the pros and cons of different alternatives (routes and transit types) that will be developed with community input this summer. The survey was broadly advertised through project and partner distribution channels. The survey closed on August 1 with 340 completed surveys.

Transit alternatives preferences survey (Survey 2) - This 5-minute online survey asked respondents for input on places that should be connected by faster, more reliable transit along Powell Blvd and Division St; where the new transit route should go; and what kind of transit would work best in this corridor. Broadly advertised through project and partner distribution channels and during project open houses, the survey opened on July 28, closed on September 19 and had 712 completed surveys.

Email updates - People may sign up for email updates through the project website or at community meetings where project information is presented. Currently, 913 people have signed up to receive updates. Email updates announce community meetings and project events and provide information on project milestones, such as Steering Committee meetings. Six email updates have been sent during this report period.

Sign up for email updates survey - A brief survey accompanies the function of signing up for email updates. The survey asks people to state where they live/work/go to school, describe their transit use and prompts them for input for the project team. The survey has been open since March 2013 and, as of September 10, has 237 complete surveys.

Project website - Metro maintains the primary website for the project. It contains all input opportunities, Steering Committee materials and information, project documents and fact sheets. The site is updated regularly and is currently available in English and with some information in Spanish, Russian, Chinese and Vietnamese.

www.oregonmetro.gov/powelldivision

Partner websites - The cities of Portland (www.portlandoregon.gov/bps/64377) and Gresham (greshamoregon.gov/powelldivision) host information about the project. TriMet (www.trimet.org/future) also maintains online information about the project.

Project factsheet - An overview of the project is provided in the first factsheet published January 2014. It is available on the project website in English and Spanish. A multilingual factsheet provides an overview of the project in Russian, Spanish, Vietnamese and Chinese with a phone number to access translation services.

Metro newsfeeds - Articles about the project were published on Metro News. People can receive this information by subscribing to an email digest or RSS feed or may visit www.oregonmetro.gov/news.

External media - Media organizations outside of Metro created stories featuring the project.

- Gresham Outlook, "[Public Input Wanted for Future Transit Plans](#)," August 15, 2014
- KOIN 6 news segment feature, August 25, 2014
- Portland Tribune, "Powell-Division plan for transit zooms along," September 25, 2014
- OPB news segment feature, September 29, 2014

Notification channels - Other methods of communicating project updates and input opportunities include the following. Please contact project staff if you have recommendations on additional channels. See page 6 for contact information.

- Powell-Division email updates
- Metro news digest
- East Portland Action Plan email updates
- Gresham Neighborhood Connections email updates
- Gresham Area Chamber of Commerce



- East Metro Economic Alliance
- City of Portland email updates
- City of Portland Facebook page
- TriMet Riders Club
- TriMet lines 4 (Division) and 9 (Powell) service alerts
- Metro Twitter

EQUITY, TITLE VI AND ENVIRONMENTAL JUSTICE

It is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Environmental justice principles considered in transportation planning and project development include:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income persons.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income persons.

Equity engagement

Broad and inclusive engagement is essential to developing a community-supported transit solution. Metro and project partners work with residents and community organizations that communities of color, low income populations and people who do not speak English well to provide early, regular and meaningful opportunities to influence decision-making and engagement efforts during this report period included the following. Note: These activities are included within the previous section on engagement activities and are repeated here to highlight efforts to involve communities of color, low income populations and people who do not speak English well.

- Input board to improve bus experience (Spanish, Russian, Chinese and Vietnamese)
- PLACE Program interviews along Powell Blvd (Spanish, Chinese)
- Business engagement materials (Spanish, Russian, Chinese and Vietnamese)
- Powell-Division Equity Work Group
- Steering Committee working group on equity and displacement

- Youth engagement through TriMet Service Enhancement Plan at Reynolds High School (Spanish, Somali, Farsi, Hmong)
- East Portland concert and East Portland Action Plan picnic
- Jade District community meetings and Night Market
- NAYA Neerchokikoo Powwow
- Targeted email outreach ask to distribute transit alternatives survey to constituents
- Spanish factsheet
- Multilingual factsheet (Spanish, Russian, Chinese and Vietnamese)

Metro’s nondiscrimination notice

Metro respects civil rights. Metro fully complies with Title VI of the Civil Rights Act of 1964, which bans discrimination on the basis of race, color or national origin. For more information on Metro’s civil rights program, or to obtain a Title VI complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. All Metro meetings are wheelchair accessible. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1536 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days in advance of the meeting to accommodate your request. For up-to-date public transportation information, visit TriMet’s website at www.trimet.org.

FINDINGS FROM INPUT OPPORTUNITIES

Community briefings

Project staff engaged neighborhood associations, businesses and business organizations and other groups during this reporting period. The full listing is found on page 7.

The input mirrors what is reflected in the transit alternatives preferences survey, which begins on page 17.

- People predominantly favor a route that uses the Tilikum Crossing, heads east on Powell Blvd, north on 82nd Ave, and east on Division St into Gresham.
- More people feel that bus options are more suitable to the corridor.
- Those that favor light rail cite its transformational potential and its complete separation from traffic as desirable.
- People feel strongly that new transit should not impede the flow of traffic on the busy streets and that uses should be balanced.
- People by in large, regardless of whether they ride the lines 4 (Division) or 9 (Powell) are supportive of the project.

Improvements to transit survey (Survey 1)

People were asked -- at community events and meetings -- about changes that would make it easier for them to use (or increase their use of) transit. The survey also asked people to consider information they would find useful to help weigh the pros and cons of transit alternatives. The online survey was publicized broadly. The survey opened on May 5 and closed on July 31. The survey closed with 340 completed responses. In-person opportunities to provide weigh in continued through the entirety of this reporting period. A multilingual poster was brought to community events and busy locations.

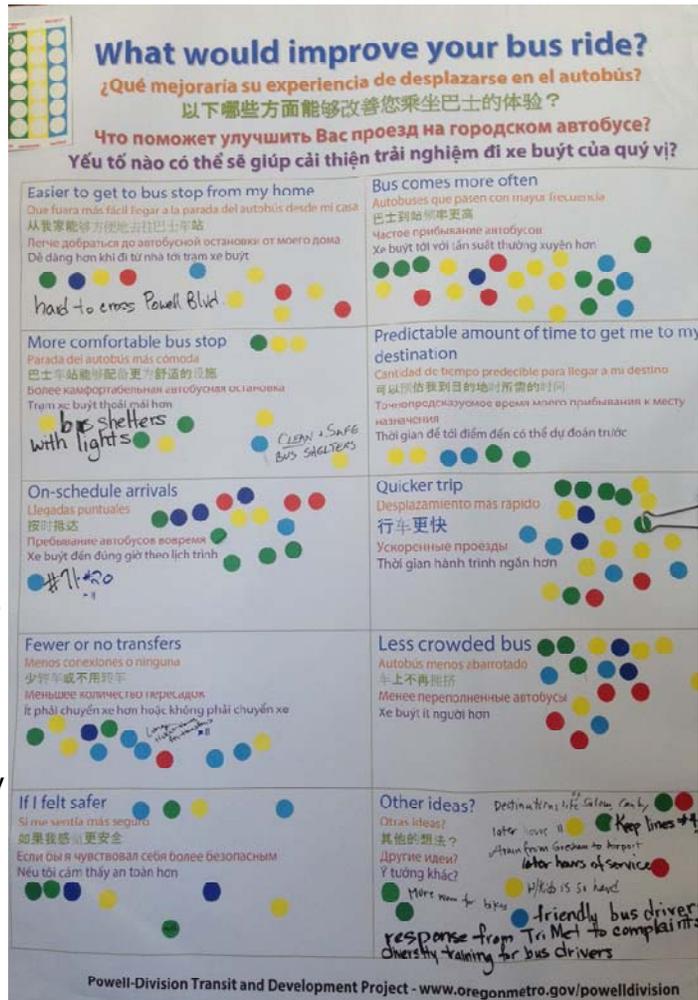
What would improve your bus ride?

	TOTAL	Line 4 (Division)		Line 9 (Powell)		General
		survey	bus stops	survey	bus stops	survey
Easier to get to bus stop from my home	316	125	29	106	6	50
More comfortable bus stop	335	125	39	111	13	47
On-schedule arrivals	401	127	60	113	20	81
Fewer or no transfers	348	127	19	111	9	82
Bus comes more often	465	130	67	111	34	123
Predictable amount of time to get me to my destination	339	129	28	114	7	61
Quicker trip	411	131	33	115	17	115
Less crowded bus	393	131	60	110	30	62

Findings show that speed, frequency and reliability are the most important improvements to transit. Other factors that were important, but to a lesser degree, include more room on buses, better access to transit and a more comfortable place to wait at transit stops.

People ride lines 4 and 9 for both short trips (less than 2 miles) and longer trips (more than 2 miles) and primarily use the bus to get to work, go shopping or to get to recreational opportunities and personal business.

People were also asked what information would help them weigh the pros and cons of different alternatives. Transit system costs and neighborhood effects are of highest interest to respondents for weighing the pros and cons of the different transit alternatives in the Powell-Division corridor. Following these two in importance are service qualities. Respondents emphasized speed and convenience, which combine many different service qualities. Next, safety and security follow in frequency of response along with other neighborhood and development qualities, such as environmental sensitivity and economic development.



Added later was the choice of "If I felt safer." Safety and security proves to be an important issue for transit riders and others who say they would opt to use transit if they were assured that operators or security personnel could better monitor the behavior of other transit riders.

Transportation	<ul style="list-style-type: none"> ▪ Ridership – number of current riders served, number of projected riders served ▪ Transit/vehicle type – comparison of different transit and vehicle types, i.e. right-of-way width, signal prioritization, light rail, streetcar, bus rapid transit ▪ Vehicle capacity – maximum and comfort capacity (crush design) for each vehicle type ▪ Traffic – multi-modal capacity, congestion, current average daily traffic, projected average daily traffic using different transit type options, safety for all users
Service qualities	<ul style="list-style-type: none"> ▪ Frequency ▪ Reliability

	<ul style="list-style-type: none"> ▪ Trip duration – length of time between destinations, including transfers ▪ Service hours ▪ Cleanliness ▪ Connect to other transit – options to connect to high capacity transit from nearby areas, effective transfers ▪ Express service – fewer stops (faster service)
Equity	<ul style="list-style-type: none"> ▪ Route – existing service maintained, route permanence, route serves vulnerable/transit-dependent populations and jobs ▪ Access to transit – improves safe access for low-income, minority, elderly, and other populations of concern ▪ Station locations – service is convenient to use, station locations serve low-income, minority, elderly, transit-dependent people, and other populations of concern ▪ Transit dependence – serves seniors, people with disabilities, and other populations for whom transit is their primary means of transportation ▪ Equity – impact to low-income neighborhoods and mobility for underserved neighborhoods
Efficiency	<ul style="list-style-type: none"> ▪ Cost – operations, maintenance, system construction, fares ▪ Construction timing ▪ Vehicle life
Neighborhood and development qualities	<ul style="list-style-type: none"> ▪ Neighborhood effects – noise, cut-through traffic, relation to other neighborhood projects, connecting neighborhoods, on-street parking, 20-minute neighborhoods, livability ▪ Walkability – neighborhood walkability, pedestrian safety in transit areas ▪ Safety and security – safety on transit and at transit stops; safety for multi-modal users, especially bicyclists and pedestrians; neighborhood safety ▪ Bicycling – convenience and ability to have bikes on transit; transit system works safely with bicycling ▪ Economic development ▪ Environmental effects ▪ Design – attractiveness, place-making

Transit alternatives preferences survey (Survey 2)

People were asked their opinion about a new transit investment -- what type of transit should it be and where should it go? Metro publicized the open houses, workshops, and survey broadly. The survey opened on July on July 28, closed on September 19 and had 712 completed surveys. Metro and partner staff gathered input during nine community outreach events aimed to diversify participation with geographically and traditionally underrepresented groups.

Findings show that the public is interested in connecting a variety of shopping areas, schools, and employment and business centers via transit along a combination of Powell Blvd. and Division St. They are interested in considering all transit options for the corridor but identify rail options as a less suitable fit for the corridor than bus options.

Destinations - The highest ranked destinations to connect include Powell Blvd. at 50th St., the Jade District, and Division main street (between 11th St. and 50th St.), Portland State University, Portland Community College, Mt. Hood Community College, Legacy Mt. Hood Medical Center, and Multnomah County Health Center. Of secondary importance are downtown Gresham, Powell Blvd./Milwaukie Ave., Oregon Health and Sciences University, Cleveland High School, and Franklin High School.

INPUT FROM DIVERSE GROUPS

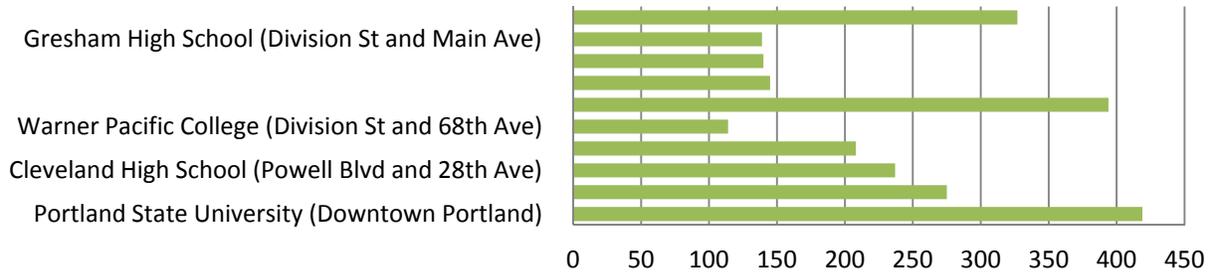
Metro staff and partners conducted outreach within the Powell-Division corridor and at community events to gather input from current transit riders, traditionally underrepresented groups, and interested parties throughout the corridor.

- July 26 – Gresham Farmer’s Market and Library
- July 30 – Midland Library
- August 4 – Oregon Buddhist Temple
- August 27 – East Portland Annual Picnic
- September 6 – NAYA Neerchikokoo Powwow
- September 13 – Hawthorne Evening Market
- September 13 – Jade District Night Market
- September 18 – Gresham Library
- September 24 – Ron Russell Middle School

This on-the-ground interaction with the public injects a substantial number of geographically and culturally diverse perspectives into the engagement results.

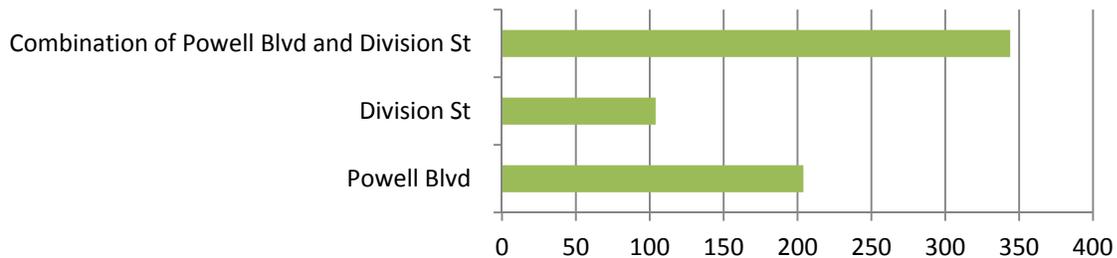


Where should transit go? Schools

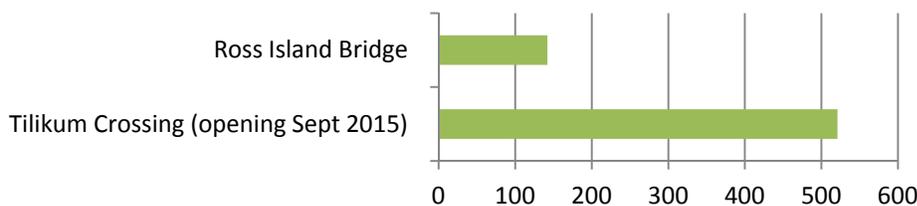


Route - The public has a clear preference that enhanced transit should connect destinations between downtown Portland and downtown Gresham on a combination of Powell Blvd and Division St. The preferred route uses the Tilikum Crossing and runs east along Powell Blvd to 82nd Ave, north on 82nd, and east on Division St to downtown Gresham.

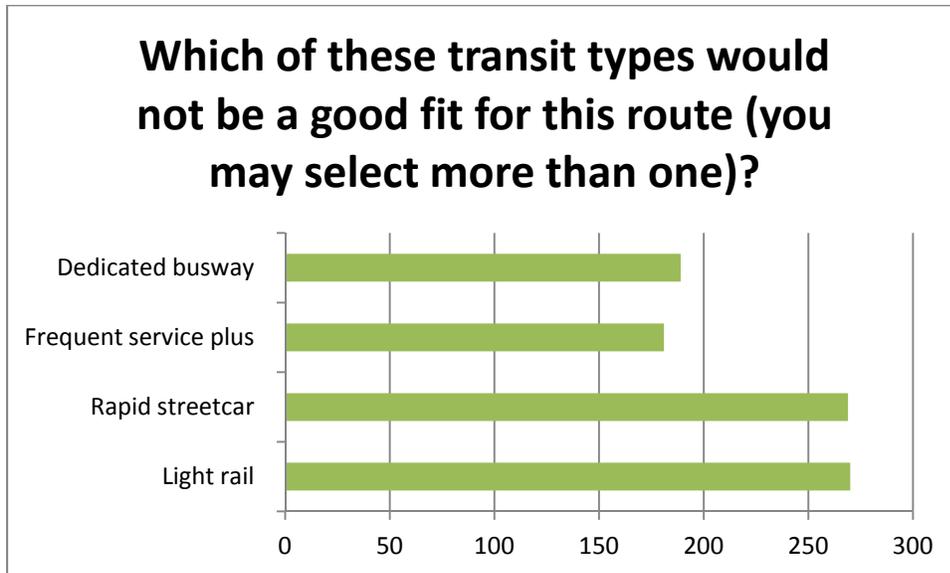
Should the new transit route run along Powell Blvd, Division St, or some combination?



Where should the new transit route cross the Willamette River?



Transit type - All four transit type options considered for the corridor have positive features and tradeoffs. The public considers bus options a more suitable fit in the corridor than rail options.



Agreement exists regarding important considerations for the transit type. Of highest importance to the public in a new transit type is its ability to provide a quick trip. Equally important in providing speed is an understanding that Powell and Division experience a high amount of traffic from a variety of users. Transit can impede traffic flow and be delayed in traffic. Consequently, dedicated lanes are considered important in creating a transit option in the corridor that genuinely provides a quicker trip. Two associated factors of high importance involve costs for new transit, particularly related to right-of-way and construction, and how the choice of transit type supports a balanced system that includes freight, motor vehicles, transit, bicycles, and pedestrians.

Lastly, enhancements in the corridor for both the transit route and type should improve access for current and future riders and connect them to important destinations in the corridor, including other transit.

Respondents who chose **light rail** chose it for the following reasons:

- Carries the most people and bikes
- Travels fastest
- Best long-term investment that will accommodate future growth
- Connects easily with existing light rail system
- Improves congestion by reducing the number of people driving

- Provides an easy to use and comfortable ride that the public prefers – smooth, quiet, accessible, convenient, frequent, reliable, clean
- Dedicated lanes avoid traffic congestion and speed commute times
- Environmentally friendly
- Catalyze development
- Lowest cost of operation

Respondents who chose **rapid streetcar** chose it for the following reasons:

- Smaller scale than light rail integrates better into neighborhoods
- Less expensive to construct than light rail
- Provides an easy to use and comfortable ride that the public prefers – smooth, quiet, clean
- Offers a quick ride that will encourage people to drive less
- Carries more people than standard bus service
- More frequent stops than light rail encourage neighborhood walkability
- Provides a flexible rail option with smaller right-of-way needs than light rail and ability to mingle with traffic
- Accommodates future growth
- Catalyzes development

Respondents who chose **frequent service plus** chose it for the following reasons:

- Least expensive of the four modes to implement
- Maintains existing travel lanes
- Minimizes neighborhood and traffic disruptions during construction
- Most versatile of the four modes
- Fits in easiest with the existing transit system
- Most stops provides easiest transit connections and access to destinations
- More seating than standard service buses
- Enhancements will upgrade existing frequent service to functionally reliable frequent service

Respondents who chose **dedicated busway** chose it for the following reasons:

- Less expensive to construct than rail
- Dedicated lanes provide for quick movement in traffic congestion and minimize conflicts with bicycles that occur with frequent service plus
- Provides quicker service and fewer traffic-related delays than frequent service plus
- Uses less right-of-way than rail
- Environmentally friendly option with electric bus
- Aids redevelopment
- Allows for more flexibility than rail with respect to future growth and route needs

- Best balance of speed to cost
- Nearer term implementation than rail

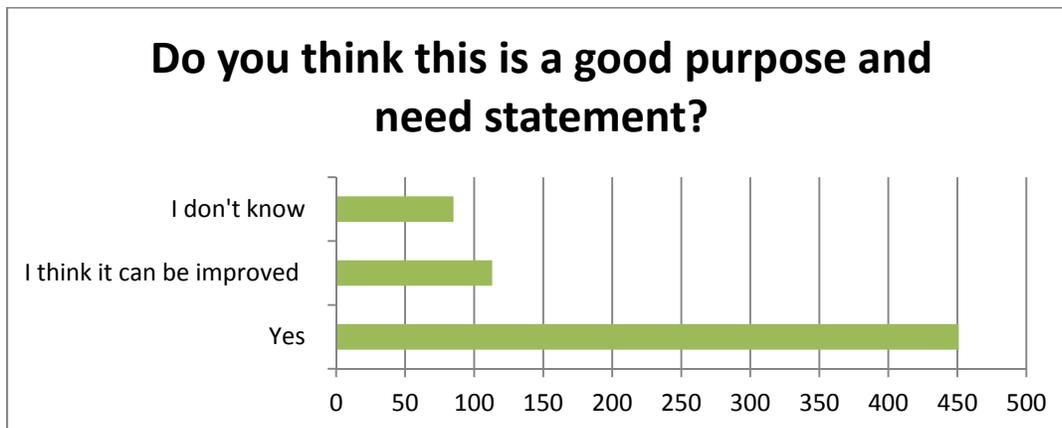
Draft purpose and need statement - A purpose and need statement is an essential part of planning for transit projects. It helps us evaluate alternatives and makes a compelling case for our region to compete for federal funds from the Federal Transit Administration. People were asked to respond to the draft statement below.

Based on adopted local and regional plans and policy, **the project purpose** is to connect Portland and Gresham with cost-effective, efficient, reliable high-capacity transit that meets forecast travel demand along Southeast Division Street and Southeast Powell Boulevard, supports the area’s adopted policies, and provides:

- *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.*

High capacity transit service in the Powell-Division corridor can **address the following needs**:

- *Travel time reliability throughout the day needs to be improved in the congested corridor to continue to make transit an appealing and efficient choice for current and future riders. Current and future population and employment growth create an unmet demand for increased travel choices and transit capacity on the 4-Division and 9-Powell Blvd bus routes.*
- *Lack of infrastructure, such as arterial crossings and gaps in the pedestrian and bicycle networks, create barriers to access and unsafe conditions for current and future transit users.*
- *Transportation options to major destinations, including regional, town, and neighborhood centers, commercial corridors, and college campuses are limited.*



The full set of comments from the survey begins on page 63. The following table presents the variety of responses received. These comments are coded according to these themes.

Efficiency	<ul style="list-style-type: none"> ▪ cost – the expense of adding new infrastructure, acquiring right of way, operating the transit line and affordability of transit ▪ timing – when new transit will be operational ▪ construction – in addition to cost and when the project will get built, disruptions in the neighborhood and to transportation are a concern
Transportation	<ul style="list-style-type: none"> ▪ balance uses – consideration for freight, motor-vehicle, transit, bicycle, and pedestrian movements ▪ bicycling – special considerations for bicycles beyond balance of uses, capacity to carry bicycles on new transit, safety improvements for bicycle use ▪ maintain travel lanes – maintain existing travel lanes on either Powell or Division ▪ parallels light rail – with existing Blue Line, concern about creating inefficiency with close by, redundant rail line ▪ right of way – existing roadway space does not allow many transit type options, acquiring right of way comes at high cost and is disruptive ▪ ridership – meet needs of current transit users; provide better options that encourage people to choose transit for transportation; and plan for future transit demand ▪ route – suggestions for where transit should go ▪ traffic – identifies existing congestion along Powell Blvd and Division St; explores the effect motor-vehicle traffic has on transit and vice versa
Neighborhood and development qualities	<ul style="list-style-type: none"> ▪ design – placemaking elements incorporated into transit choice, station areas, and neighborhoods ▪ development opportunity – includes opportunities to grow jobs, employment, and business in the corridor in addition to catalyzing residential projects and neighborhood revitalization ▪ future growth – refers to population and neighborhood growth and planning for future needs; also considers future transit demand and changing demographics of ridership ▪ housing – housing added, housing destroyed, property value, displacement ▪ neighborhood effects – noise, increased traffic, parking, construction disruptions, scale, home owner concerns, mitigation, supportive revitalization, placemaking ▪ utility impacts – underground infrastructure incompatible with heavy vehicles, vibrations, and construction disturbance ▪ walkability – easy to walk to/from home to transit or transit to/from

	shopping, improve street crossings, maintain walkable neighborhoods, add sidewalks
Equity	<ul style="list-style-type: none"> ▪ accessibility – quick and convenient boarding and deboarding for people with disabilities ▪ access to transit – providing opportunities for underserved populations to reach important destinations, benefits of improved access for communities of color or people with low income ▪ equity – residential/business displacement, low-income and underserved populations, access to employment/services, increasing/decreasing property value ▪ gentrification – transit type role in property value change, displacement ▪ station spacing – depending on transit type, station spacing can improve or diminish access to transit; selection of station areas will affect neighborhoods ▪ transit-dependence – service improvements help transit-dependent people get to/from destinations
Transit design	<ul style="list-style-type: none"> ▪ amenities – streetscaping, shelters, seating, lighting, trash receptacles, bike storage/parking ▪ branding – identifiable features for easy to use system ▪ dedicated lanes – recommendations for dedicated lanes, including route sections, safety, avoiding traffic congestion for quicker trip ▪ environmentally friendly – reduce number of motor-vehicle trips, increase number of people per vehicle, consider hybrid or electric vehicles to reduce emissions, considerations of sustainability ▪ future growth – considers future transit demand and changing demographics of ridership ▪ permanence/flexibility – rail and busway lanes offer permanence necessary for development; bus options can change with population and maneuver around traffic issues ▪ public perception – different transit types have stigmas/appeal that affect ridership/transit use ▪ safety and security – lighting, security presence, fare enforcement, station area security, street crossings ▪ signal priority ▪ station spacing – limited stops (express-type service, move people through an area), multiple stops (facilitate transfers, local-type service, convenient access, move people to an area), distance recommendations ▪ transit type – recommendations for vehicle/service type ▪ trip duration – speed, travel time ▪ vehicle capacity – number of people each vehicle can move, comfort capacity/crowding

Service improvements

- **better connections** – station locations, important destinations, and proximity to other transit to facilitate transfers
- **connect to transit** – enhanced service connects to existing transit system; create transfers to improve regional mobility and connect to other transportation options
- **few/no transfers** – express-type service and service without transfer to major destinations
- **frequency** – very frequent service for robust ridership
- **maintain/+ bus service** – maintain service on Line 4, Line 9, and generally; improve bus service
- **n/s connections** – improve or add north-south transit route connections
- **reliability** – transit arrives on time, travel times between destinations are consistent, minimal to no service disruptions
- **safety and security** – fare enforcement, rider courtesy
- **service hours** – need later, earlier, and weekend hours to meet demand for a variety of trips and travel throughout the corridor
- **short/long trips** – limited stops (express-type service, move people through an area), multiple stops (facilitate transfers, local-type service, convenient access, move people to an area)

Equity Work Group

Community members, advocacy organizations, professionals working on issues related to equity, staff from TriMet, Portland, Gresham, Multnomah County, the Oregon Department of Transportation, Metro and members of the Powell-Division Steering Committee convened on September 3. This equity work group meeting was the beginning of a multi-year effort to incorporate into a transit project ways to increase the prosperity and opportunities for people who live and work in these places today and in the future, while confronting the challenges that new investments can sometimes create.

The Equity Work Group meeting was publicized through targeted email invitations, the project interested parties list, and partner updates. Over 50 participants attended. Key themes that emerged from the meeting include the following. Full comments from the meeting appear on page 139.

- There is strong interest in capitalizing on the transit project to advance desired community outcomes, including: mixed income neighborhoods; intentional affordable housing; safer, more welcoming streets and community spaces; new local jobs that hire local workers; protecting existing small businesses especially ethnic businesses that are the heart of communities throughout the corridor.

- People readily identify places that could be made safer, more welcoming and better connected, and these improvements would present opportunities for business development and community building.
- The current challenges faced by communities in Southeast Portland, East Portland and Gresham differ. The solutions need to be context-specific rather than one size fits all.
- People want to see strategic coordination among the jurisdictions in the corridor to make the most of investments.
- Better transit will be welcome, and it should complement (and not reduce) local transit service.

Business engagement

Staff piloted business engagement on July 24th by delivering flyers and fact sheets to businesses on the southwest and northwest corners of Division and 122nd Ave. Staff invited input about transit in the corridor as it relates to employees, customers, or business. Staff also informed business owners and managers of engagement opportunities – open houses, surveys, project updates. At some businesses, information was posted or provided for them to share with customers. At several businesses, fact sheets in Spanish and in other languages were provided.

Staff explored other business engagement opportunities with area business associations and chambers of commerce. The Gresham Area Chamber of Commerce featured a transit discussion on July 22 that included a briefing on the project. A video of that meeting is posted on the Chamber’s website www.greshamchamber.org.

Reynolds High School engagement

TriMet and Metro staff facilitated small group discussions in English and Spanish with approximately 135 Reynolds High School students to learn about their transit experience and identify improvements to transit service. All students spoke English, however, students' primary languages included English, Spanish, Somali, Farsi and Hmong. Reynolds High School is served directly by TriMet line 80 and lines 20 and 81 located .75 miles away at Stark and Kane/257th. Most students indicated that they travel to/from their home, school, work, and activities outside of school by Reynolds High School buses or they receive rides from family and friends or drive themselves or walk. Some students indicated that they use the TriMet MAX and/or bus, especially when they miss the Reynolds High School bus and have no other transportation options. The Somali students use transit for a variety of personal and recreation trips throughout the region.

Students identified the following improvements:

- More frequent service on line 81 (Kane/257th)

- More reliable service on line 21 (Sandy/223rd)
- Less crowding on some bus and MAX lines
- Increase distance between stops
- Extend east-west service on Line 25 (Glisan/Rockwood) to 257th
- More affordable transit fares
- Address safety concerns on transit and at stops

High school outreach on Powell Blvd

A group of 21 high school students from across the region participated in the Planning and Leadership Across City Environments (PLACE) program as a consulting group for the City of Portland Bureau of Planning and Sustainability. The students were tasked to study and recommend redesign options for Powell Blvd. between SE 50th and 82nd Avenues that assumed addition of high capacity transit in the form of Bus Rapid Transit. The program methodology includes input from 163 online and in-person surveys and 3 business interviews conducted in English, Spanish, and Chinese.

The students presented the following findings based on their engagement work.

- **Parking:** Survey respondents and interviewees were split in their desire for parking; however, the level of interest in maintaining some parking in the study area warranted design consideration
- **Transit:** 70% of the people surveyed agreed that the current stops suited their needs, 54% did not feel safe waiting for transit at night and 25% did not feel safe waiting for transit during the day
- **Greenspace/community gathering space:** Surveys showed a significant interest in parks and greenspace in general, with the three most desired options for the remodeled parcels being more trees, parks, and gardens.

CLOSING THE LOOP: LINKING PUBLIC INPUT TO DECISION-MAKING

Input that informs decisions

The decision-making body for the Powell-Division Transit and Development Project is a Steering Committee made up of residents, transit riders, community organization leaders, business representatives, elected officials and agency directors. The committee is charged with weighing public input and technical information to develop a community supported action plan. That action plan will contain recommendations on transit type, route, station locations and development strategies that will then go to elected councils for consideration and endorsement.

The Steering Committee during their September 29 will consider advancing alternatives that are more promising for further study. Their decision will be informed by the technical analysis and the public input reported herein.

Delivery to decision-makers

This report is the primary mechanism for delivering public input to the Steering Committee in advance of their decision on project outcomes and goals. This report has been made available to the committee and the general public at least one week prior to their September 29, 2014 meeting. In advance of this meeting, each committee member will be offered an opportunity to discuss the public input and/or technical findings with project staff. The findings contained in this report will be presented and discussed during the meeting before the committee provides seeks consensus on advancing some alternatives for further study.

Feedback to participants

Every person who provided an email address will receive notice of the availability of this report. This report contains all comments received during this phase of the Powell-Division Transit and Development Project. It links the input received with the decisions the Steering Committee will consider. Project staff strives to make this link clear and welcomes feedback that could improve the process. See page 6 for contact information.

EVALUATION OF ENGAGEMENT TO DATE

The following reflects an earnest evaluation by project staff of engagement efforts during the first phase of the Powell-Division Transit and Development Project. For planned engagement opportunities in the next phase of the project, see page 30. Note: Following publication of this report, community members will be invited to provide an external assessment of these efforts. People will be asked what they think worked well and for specific ideas that could improve community involvement in the project. If you are interested in participating this assessment, please contact Dana Lucero at dana.lucero@oregonmetro.gov or at 503-797-1755.

● - Achieved | • - Some efforts made, room for improvement | ○ - Must improve in next phase

	WINTER 2014 Establish goals	SUMMER 2014 Identify alternatives	FALL 2014 Refine alternatives	WINTER 2015 Project agreement	Total efforts
Goal 1: Communicate complete, accurate, understandable and timely information					
A. Was the information tested for clarity by others not involved in the project?	●	●	●		
B. Was the information reviewed for accuracy?	●	●	●		
C. Was information deemed a vital document ¹ and therefore translated into other languages?	•	●	●		
D. Were people informed of the availability of this information (i.e., notification through email updates and other channels, such as the Neighborhood Connections e-newsletter)?	●	●	●		
E. Was the information available at least one week in advance of any decisions based on that information?	●	●	●		
Goal 2: Gather input by providing meaningful opportunities to participate					
A. Were efforts made to engage riders of the 4- and 9-line buses?	•	●	●		
B. Were efforts made to engage residents and businesses in the corridor?	•	●	●		
C. Were efforts made to engage students and employees of the schools in the corridor?	•	•	•		
D. Were community groups and organizations in the corridor invited to share Powell-Division information with their stakeholders or members?	●	●	●		
E. Were people invited to provide input before each decision-making milestone?	●	●	●		
F. Was public input provided to decision-makers in advance of each decision-making milestone?	●	●	●		

¹ Executive Order 13166 describes vital documents as those critical for obtaining the federal services and/or benefits, or is required by law. Federal partners stress the importance of assessing the needs of limited English proficiency populations to determine whether certain critical outreach materials should be translated into other languages, but recognizes it would be impossible, from a practical and cost-based perspective, to translate every piece of outreach material into every language. (Source: Commonly Asked Questions and Answers Regarding Executive Order 13166, www.lep.gov/13166/lepqa.htm)

● - Achieved | • - Some efforts made, room for improvement | ○ - Must improve in next phase

	WINTER 2014 Establish goals	SUMMER 2014 Identify alternatives	FALL 2014 Refine alternatives	WINTER 2015 Project agreement	Total efforts
G. Were people given the opportunity to provide comments directly to decision-makers at meetings?	●	●	●		
H. Were in-person opportunities to participate held at accessible locations?	●	●	●		
I. Were in-person opportunities to participate held at variable times?	•	●	●		
J. Were in-person opportunities to participate supplemented by online opportunities to participate?	●	●	●		
K. Were online opportunities to participate also available in other formats?	•	●	●		
L. Did public involvement activities help build the capacity of people to participate in future public processes?	•	•	•		
Goal 3: Provide timely public notice of opportunities to participate					
A. Were meetings, workshops, surveys and other opportunities to participate clearly advertised on the project website and emailed to the interested persons list?	●	●	●		
B. Were project-sponsored meetings advertised on the project website at least two weeks in advance?	●	●	●		
C. Were people made aware of project briefings in advance of community meetings, such as neighborhood associations?	•	●	●		
D. Were formal public comment periods advertised per federal requirements?	n/a	n/a	n/a		
Goal 4: Facilitate the involvement of low income populations, communities of color and people with limited English proficiency					
A. Were efforts made to engage Spanish language speakers?	•	●	●		
B. Were efforts made to engage Vietnamese language speakers?	○	•	•		
C. Were efforts made to engage Chinese language speakers?	○	•	•		
D. Were efforts made to engage Russian language speakers?	○	•	•		
E. Did meeting materials include Metro's ADA, non discrimination and language assistance notice?	●	●	●		
F. Were translation services made available upon request?	•	●	●		
G. Was project information made available at accessible locations such as health care clinics, local and ethnic markets, community centers and schools?	•	•	•		

For planned engagement opportunities in the next phase of the project, see page 30.

WHAT'S NEXT?

- **Work groups** - Interested members of the Steering Committee and public will be invited to explore issues relevant to the project, including but not limited to equity, modal issues (freight, bicycle, pedestrian) and safety and security and transit service. These work groups will be convened periodically, and the opportunity to participate will be broadly publicized. A summary of work group efforts will be made publicly available and shared with the committee.
- **Participation in related public events** - Project information and input opportunities will be available at open houses and community meetings for related projects, such as the Division-Midway Neighborhood Streets Plan and the Gresham Neighborhoods Information Fair.
- **Powell-Division community briefings** - Regular project briefings at existing meetings and events will continue through the life of the project.
- **Powell-Division website** - Metro will maintain and update the project website with all input opportunities, Steering Committee materials and information, project documents and fact sheets. Visit the project website at www.oregonmetro.gov/powelldivision.
- **Powell-Division email updates** - Email updates will continue to announce community meetings, surveys and project events and provide information on project milestones. Sign up for email updates on the project website.
- **Metro newsfeeds** - Additional articles about the project will be published on Metro News. People can receive this information by subscribing to an email digest or RSS feed or may visit www.oregonmetro.gov/news.

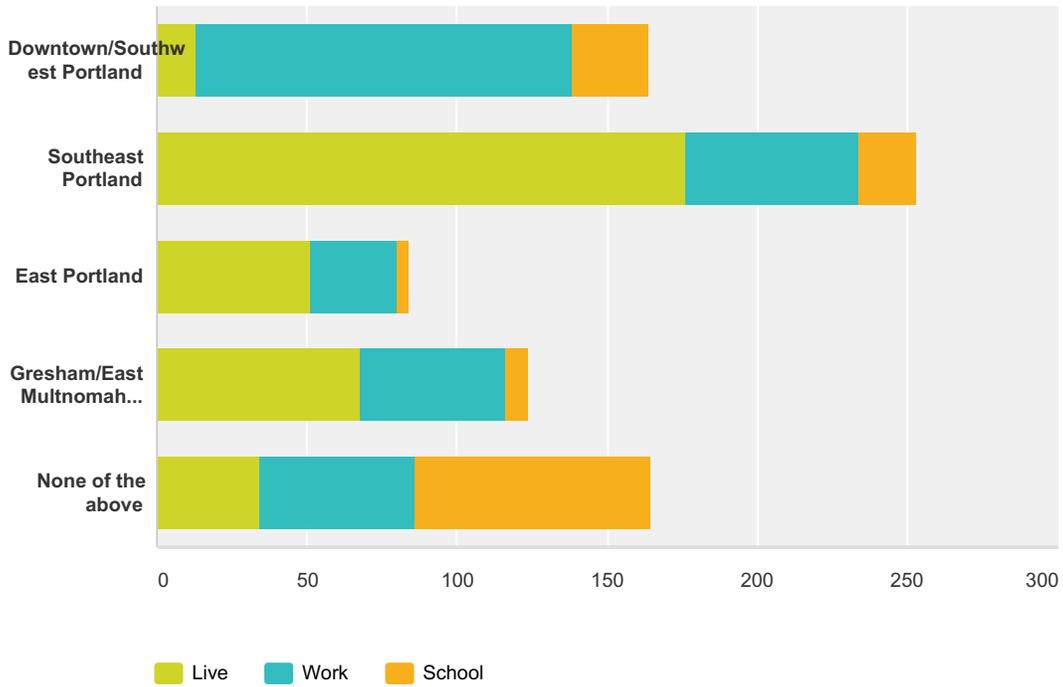
Do you have ideas for other activities?

Let us know! Contact information is found on page 6.

APPENDIX

Q1 Where do you live, work and/or go to school?

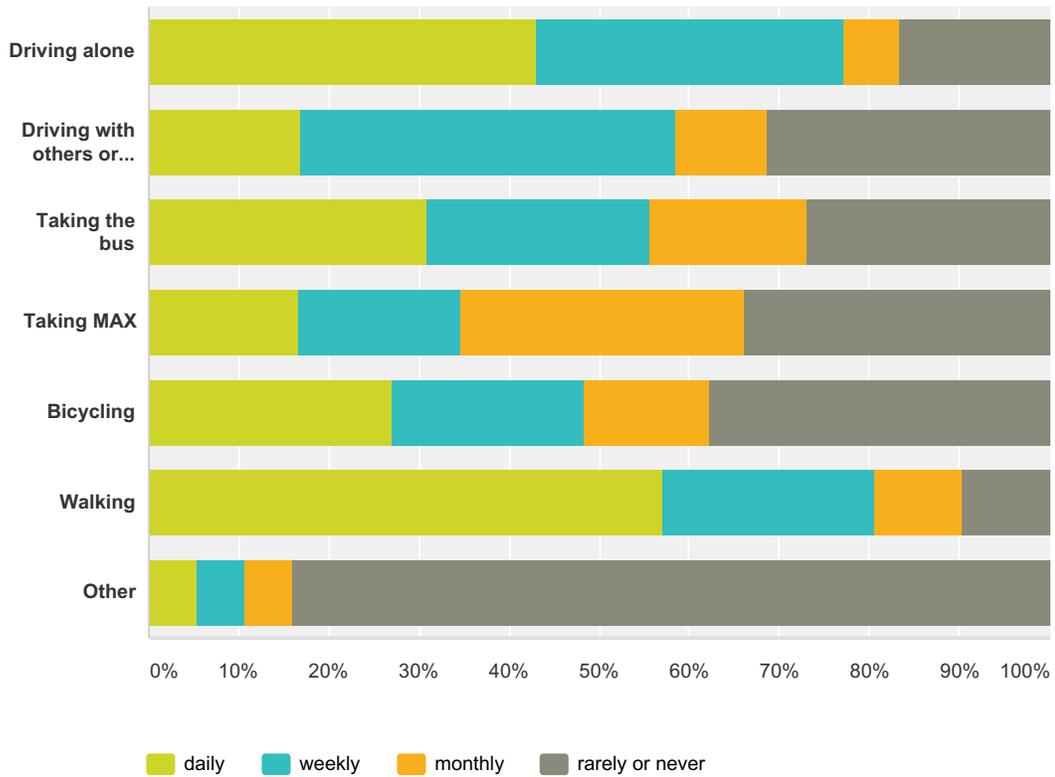
Answered: 338 Skipped: 2



	Live	Work	School	Total Respondents
Downtown/Southwest Portland	9.03% 13	86.81% 125	18.06% 26	144
Southeast Portland	89.80% 176	29.59% 58	9.69% 19	196
East Portland	72.86% 51	41.43% 29	5.71% 4	70
Gresham/East Multnomah County	68.69% 68	48.48% 48	8.08% 8	99
None of the above	33.01% 34	50.49% 52	76.70% 79	103

Q2 How do you generally get around?

Answered: 319 Skipped: 21



	daily	weekly	monthly	rarely or never	Total
Driving alone	43.01% 117	34.19% 93	6.25% 17	16.54% 45	272
Driving with others or carpooling	16.74% 38	41.85% 95	10.13% 23	31.28% 71	227
Taking the bus	30.86% 83	24.91% 67	17.47% 47	26.77% 72	269
Taking MAX	16.73% 42	17.93% 45	31.47% 79	33.86% 85	251
Bicycling	27.05% 66	21.31% 52	13.93% 34	37.70% 92	244
Walking	57.09% 153	23.51% 63	9.70% 26	9.70% 26	268
Other	5.36% 3	5.36% 3	5.36% 3	83.93% 47	56

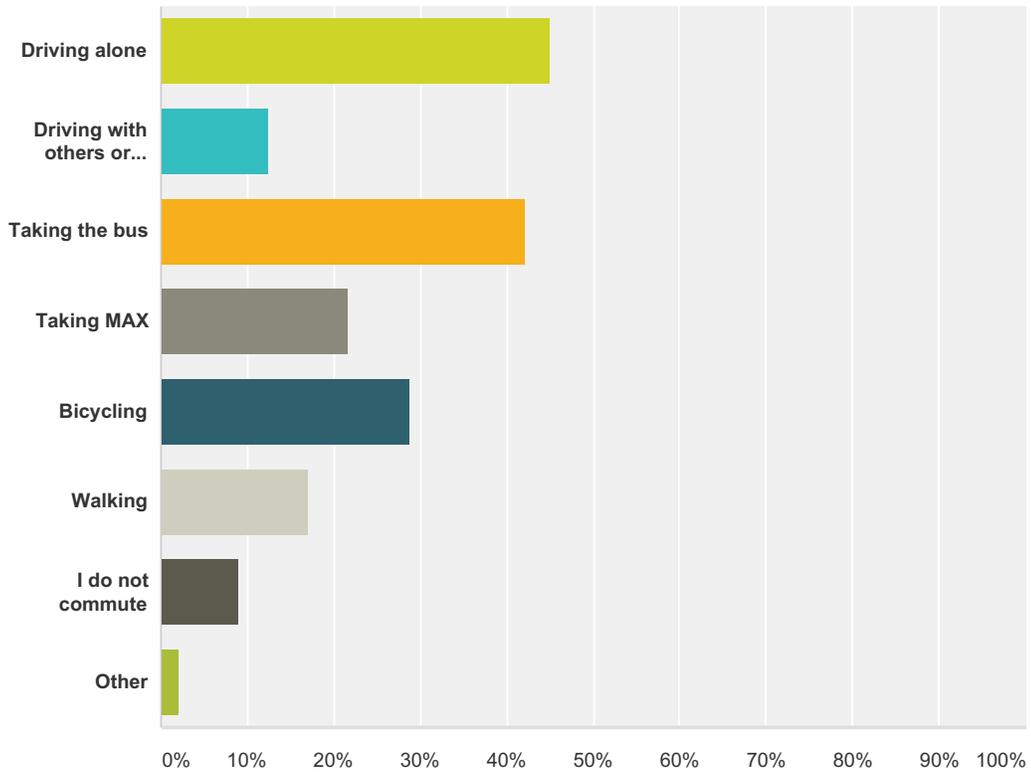
#	Othe	Date
1	car2go or zipcar	7/15/2014 4:30 PM
2	Car2Go	7/14/2014 1:27 PM
3	Car rental	7/7/2014 9:08 PM
4	Taxi	6/27/2014 7:54 AM

Powell-Division survey 1

5	I do home health work and drive to client's homes	5/22/2014 10:24 PM
6	Portland streetcar daily	5/22/2014 2:26 PM
7	Car2Go	5/7/2014 4:21 PM
8	ADA Scooter	5/6/2014 6:32 PM
9	Train (Amtrak) every other month	5/6/2014 5:10 PM

Q3 How do you commute to work or school? (select all that apply)

Answered: 322 Skipped: 18



Answer Choices	Responses
Driving alone	45.03% 145
Driving with others or carpooling	12.42% 40
Taking the bus	42.24% 136
Taking MAX	21.74% 70
Bicycling	28.88% 93
Walking	17.08% 55
I do not commute	9.01% 29
Other	2.17% 7
Total Respondents: 322	

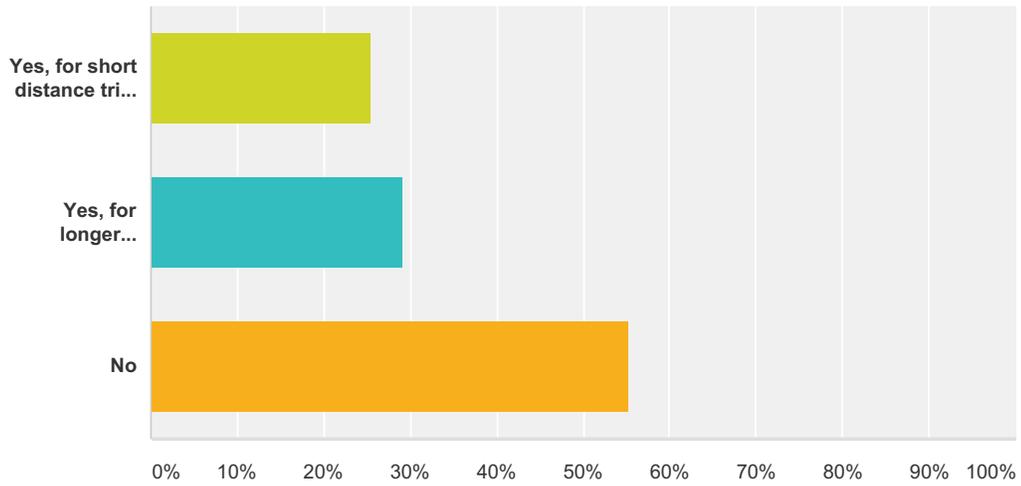
#	Other (please specify)	Date
1	Usually, I take the bus to work in the morning, and my husband picks me up in our car in the afternoon.	7/14/2014 12:41 PM
2	Retired, do not work, volunteer, take bus and Max	6/11/2014 10:35 PM
3	Work from home and motorcycle	6/9/2014 4:52 PM

Powell-Division survey 1

4	retired--don't go to work or school	6/5/2014 9:28 PM
5	No convenient bus service in my neighborhood. Faster to drive to work than walk to a bus line.	6/5/2014 8:49 AM
6	telework	5/29/2014 9:48 AM
7	Work at home; use transit for occasional meetings and events.	5/22/2014 2:26 PM
8	Drive kids to school, then take bus to work.	5/22/2014 9:23 AM
9	drive to walking trail	5/12/2014 7:29 AM
10	Semi-retired & Drive to and for all activities	5/8/2014 4:00 PM
11	I drive to a closer location with a faster and more direct route to my work. (I live near 82nd.)	5/6/2014 5:04 PM

Q4 Do you ride the line 4 bus that runs along Division? (select all that apply)

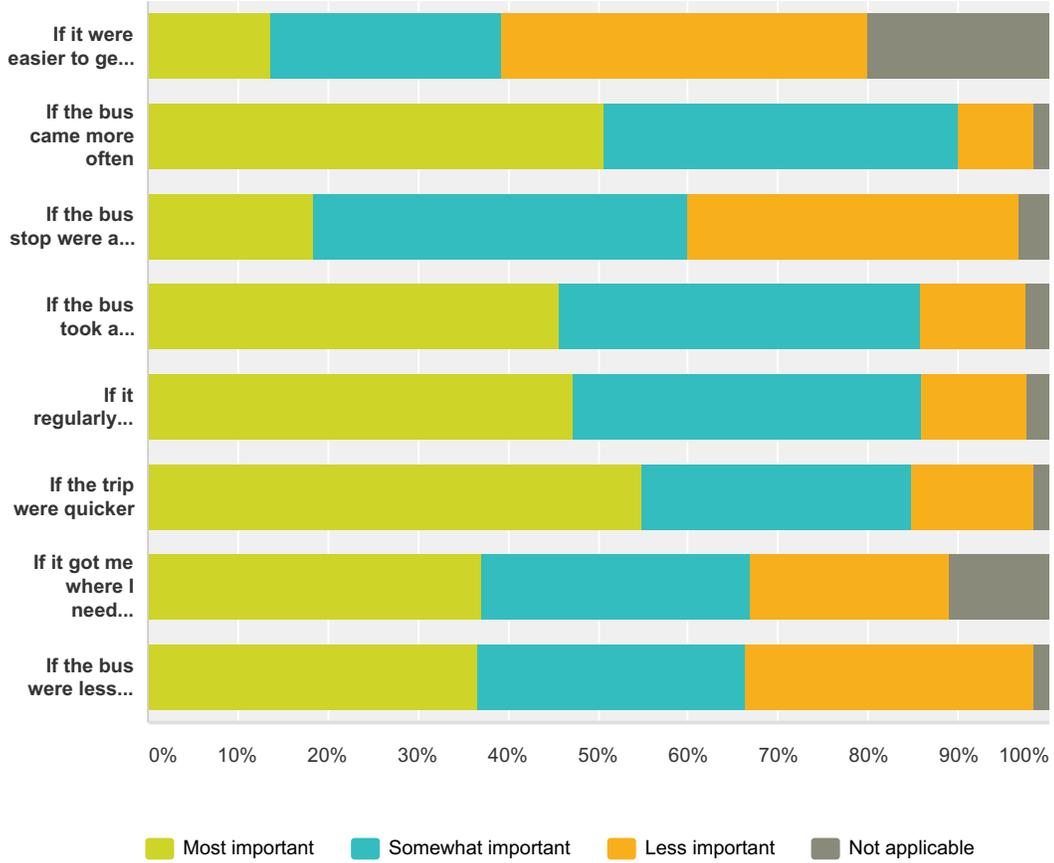
Answered: 322 Skipped: 18



Answer Choices	Responses
Yes, for short distance trips (less than 2 miles)	25.47% 82
Yes, for longer distances (more than 2 miles)	29.19% 94
No	55.28% 178
Total Respondents: 322	

Q5 What would improve your experience of riding the line 4 bus (Division)?

Answered: 138 Skipped: 202



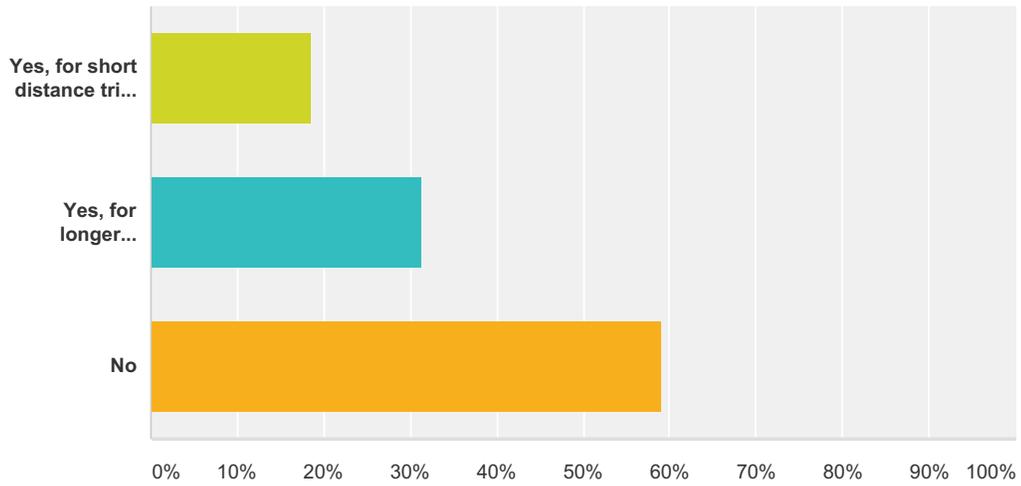
	Most important	Somewhat important	Less important	Not applicable	Total
If it were easier to get to the bus stop from where I live	13.60% 17	25.60% 32	40.80% 51	20.00% 25	125
If the bus came more often	50.77% 66	39.23% 51	8.46% 11	1.54% 2	130
If the bus stop were a more comfortable place to wait	18.40% 23	41.60% 52	36.80% 46	3.20% 4	125
If the bus took a predictable amount of time to get me to my destination	45.67% 58	40.16% 51	11.81% 15	2.36% 3	127
If it regularly arrived close to its scheduled time	47.29% 61	38.76% 50	11.63% 15	2.33% 3	129
If the trip were quicker	54.96% 72	29.77% 39	13.74% 18	1.53% 2	131
If it got me where I needed to go with fewer or no transfers	37.01% 47	29.92% 38	22.05% 28	11.02% 14	127
If the bus were less crowded	36.64% 48	29.77% 39	32.06% 42	1.53% 2	131

Powell-Division survey 1

#	Other (please specify)	Date
1	If busses were not allowed to arrive at each stop more than a certain number of minutes early	7/9/2014 12:55 PM
2	Division street is a nightmare; cars should be diverted to Powell and Division should be high-speed transit only.	7/9/2014 11:41 AM
3	More fines, punishment, and consequences. People often throw piles of chicken bones and trash in the back seats. It is also common to have seats smelling of urine from leaky diapers and transients.	7/3/2014 12:47 PM
4	I live very close to the line 4 bus so for the first question, it doesn't matter because I am already close.	6/24/2014 12:55 PM
5	transfers connections to any and all buses is very important	6/11/2014 10:38 PM
6	capacity frequency There's too extreme of a change from peak frequency (every 5 minutes) to off peak (every 15-20); peak times are too early (7-8 am, 4:30-5:30 pm). Buses are VERY crowded right after peak times.	6/9/2014 3:36 PM
7	express service fewer stops or some express bus options would be nice - like from C. Chavez to downtown	5/28/2014 9:39 AM
8	frequency weekend service Especially more frequent weekend schedules!	5/22/2014 2:29 PM
9	route I take it most often to get to North Portland - and the route is insane, but the only option.	5/22/2014 2:07 PM
10	cleanliness cleanliness in a big factor	5/16/2014 9:54 PM
11	cost The cost has become prohibitive for short trips	5/15/2014 6:06 PM
12	neighborhood affects I live very close to 52nd division bus stop and bus is loud when stopping and loading (speakers, breaks, engine noise starting up). Please try to keep buses as quiet as possible for neighbors.	5/14/2014 5:20 PM
13	reliability This line is always on time in my experience!	5/9/2014 11:10 AM
14	capacity bus less crowded during high capacity hours	5/8/2014 7:33 AM
15	frequency Frequency of service is by far my highest priority for the #4.	5/7/2014 9:16 AM
16	transfers I work and study at PSU; transferring downtown adds a LOT of time to my commute.	5/6/2014 5:06 PM
17	amenities express service Bring back 4L-Limited rush hour buses! Other nice ideas: free onboard wifi, contactless fare cards, prohibit begging and petitions	5/6/2014 12:05 PM

Q6 Do you ride the line 9 bus that runs along Powell? (select all that apply)

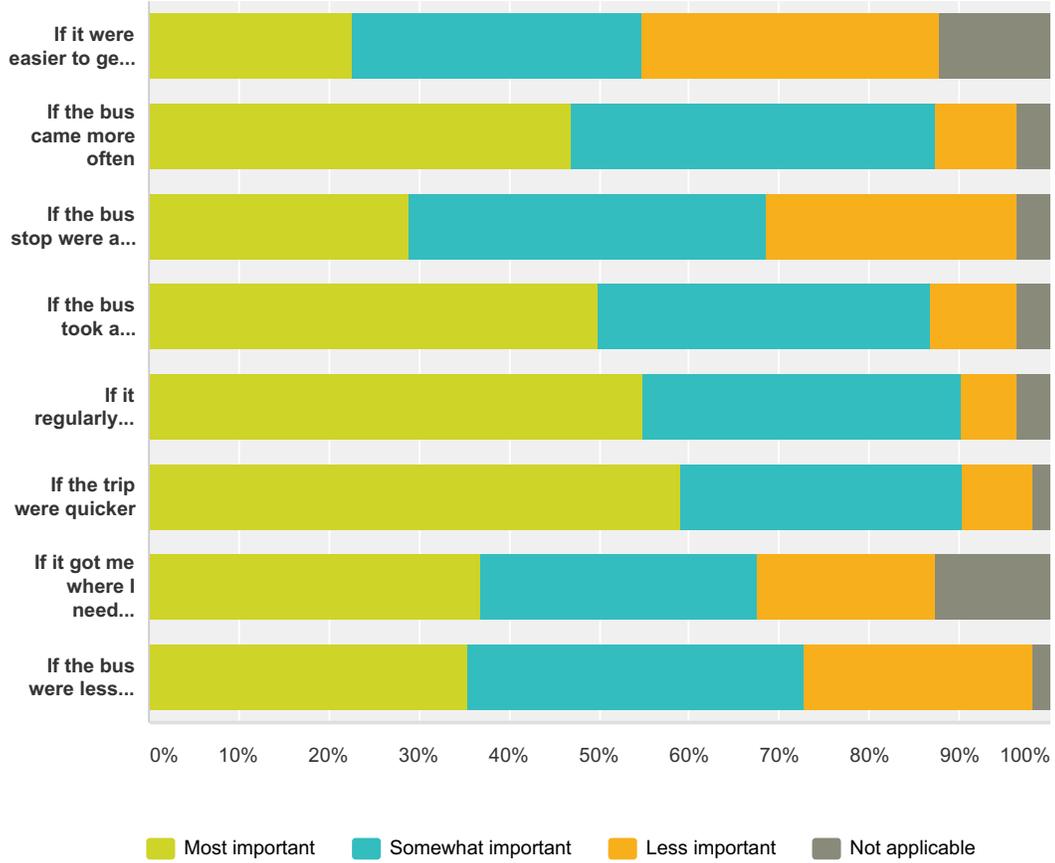
Answered: 317 Skipped: 23



Answer Choices	Responses
Yes, for short distance trips (less than 2 miles)	18.61% 59
Yes, for longer distances (more than 2 miles)	31.23% 99
No	58.99% 187
Total Respondents: 317	

Q7 What would improve your experience of riding the line 9 bus (Powell)?

Answered: 122 Skipped: 218



	Most important	Somewhat important	Less important	Not applicable	Total
If it were easier to get to the bus stop from where I live	22.64% 24	32.08% 34	33.02% 35	12.26% 13	106
If the bus came more often	46.85% 52	40.54% 45	9.01% 10	3.60% 4	111
If the bus stop were a more comfortable place to wait	28.83% 32	39.64% 44	27.93% 31	3.60% 4	111
If the bus took a predictable amount of time to get me to my destination	50.00% 57	36.84% 42	9.65% 11	3.51% 4	114
If it regularly arrived close to its scheduled time	54.87% 62	35.40% 40	6.19% 7	3.54% 4	113
If the trip were quicker	59.13% 68	31.30% 36	7.83% 9	1.74% 2	115
If it got me where I needed to go with fewer or no transfers	36.94% 41	30.63% 34	19.82% 22	12.61% 14	111
If the bus were less crowded	35.45% 39	37.27% 41	25.45% 28	1.82% 2	110

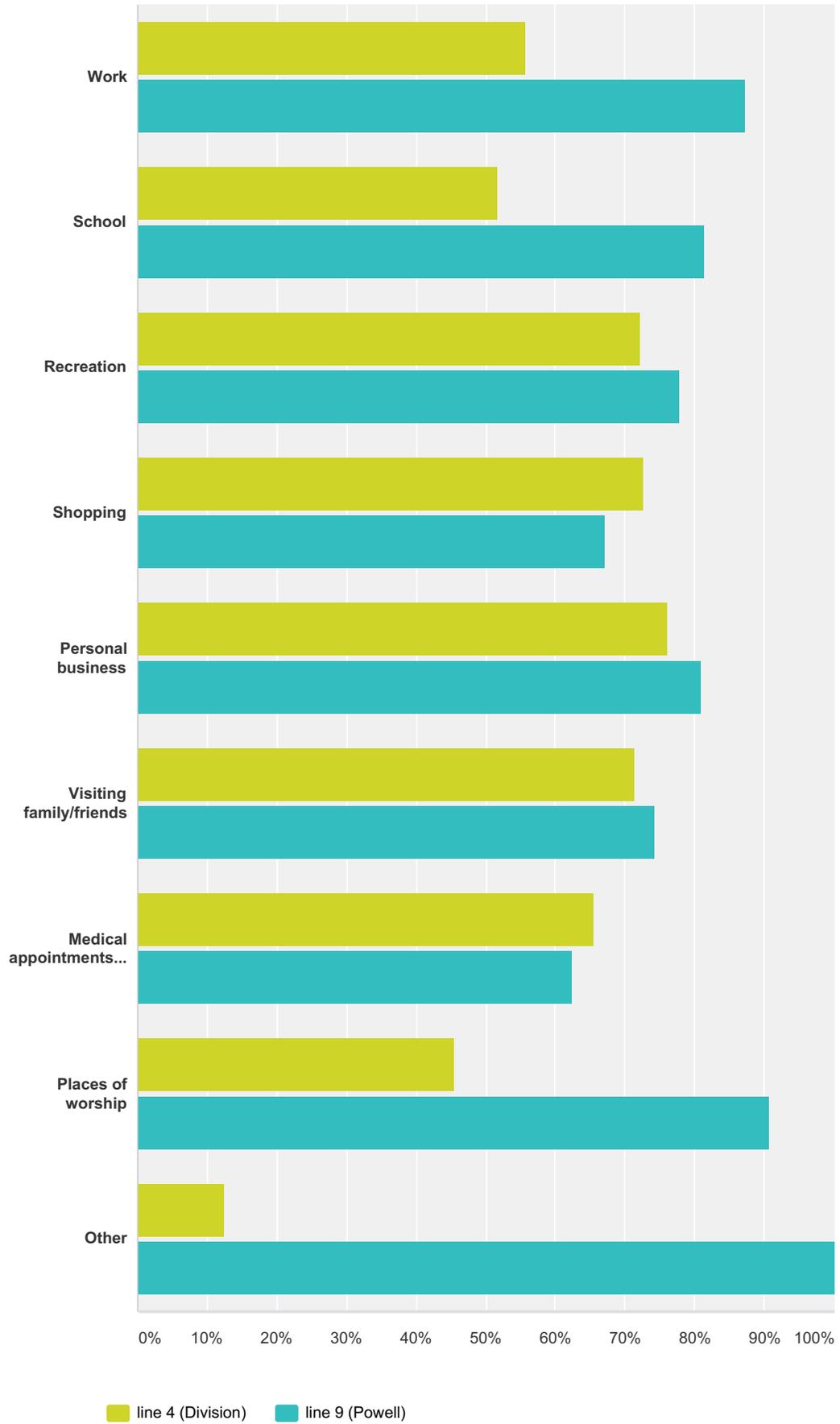
Powell-Division survey 1

#	Other (please specify)	Date
1	reliability if the bus were not allowed to arrive at or leave a stop more than a certain number of minutes early	7/9/2014 2:28 PM
2	quicker trip reliability I wish it were a max line instead because vehicle traffic is awful on Powell and I often choose not to take it because the length of the trip is unpredictable and makes me miss connections and/or appointments	5/29/2014 10:48 AM
3	frequency weekend service More frequent weekend schedule	5/22/2014 2:36 PM
4	quicker trip Traffic congestion in SW Portland and Ross Island Bridge is a frequent frustration when I take the 9 Bus.	5/22/2014 11:29 AM
5	cost Same, the cost is too much for short trips. I used to ride it to work 3 miles in bad weather but I drive now	5/15/2014 6:10 PM
6	safety and security if the bus stop was safer. traffic speeds by now.	5/7/2014 8:26 PM
7	express service Bring back 9L-Limited rush-hour buses!	5/6/2014 12:12 PM

**Q8 Where do you go when you ride the line
4 (Division) and/or line 9 (Powell) bus?
(select all that apply)**

Answered: 122 Skipped: 218

Powell-Division survey 1



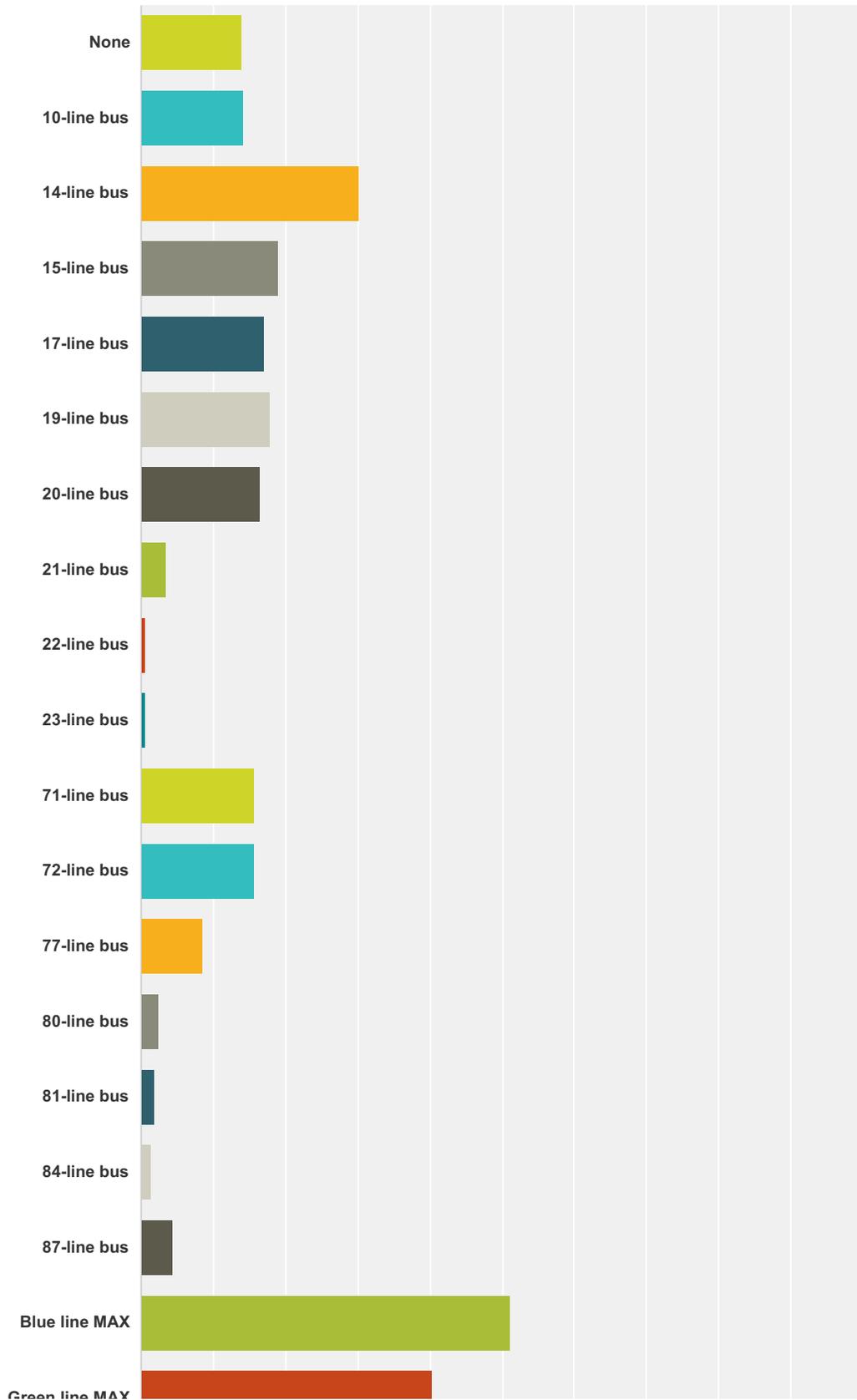
Powell-Division survey 1

	line 4 (Division)	line 9 (Powell)	Total Respondents
Work	55.70% 44	87.34% 69	79
School	51.85% 14	81.48% 22	27
Recreation	72.22% 52	77.78% 56	72
Shopping	72.60% 53	67.12% 49	73
Personal business	76.19% 48	80.95% 51	63
Visiting family/friends	71.43% 25	74.29% 26	35
Medical appointments/hostipal	65.63% 21	62.50% 20	32
Places of worship	45.45% 5	90.91% 10	11
Other	12.50% 1	100.00% 8	8

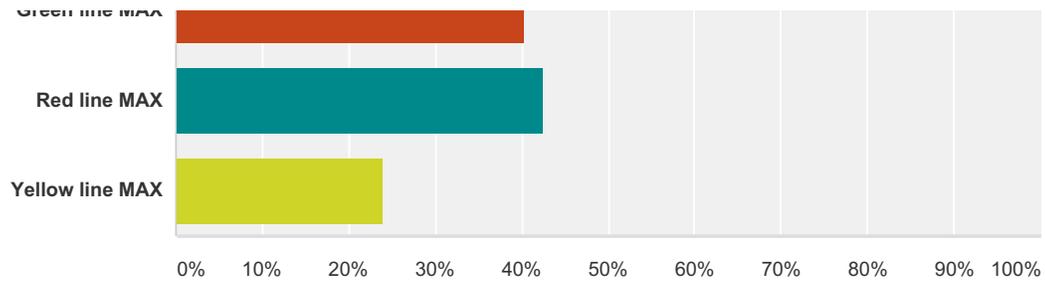
#	Other (please specify)	Date
1	Hospital	7/11/2014 2:53 PM
2	Government offices	7/10/2014 11:15 AM
3	Volunteer	7/9/2014 12:44 PM
4	government agencies	6/10/2014 3:53 PM
5	Volunteer	5/27/2014 7:44 PM
6	Home from work	5/22/2014 6:18 PM
7	Volunteer activity	5/9/2014 11:13 AM
8	Post Office	5/7/2014 12:45 PM
9	Volunteer	5/6/2014 6:52 PM

Q9 What other bus/MAX lines do you use? (select all that apply)

Answered: 280 Skipped: 60



Powell-Division survey 1

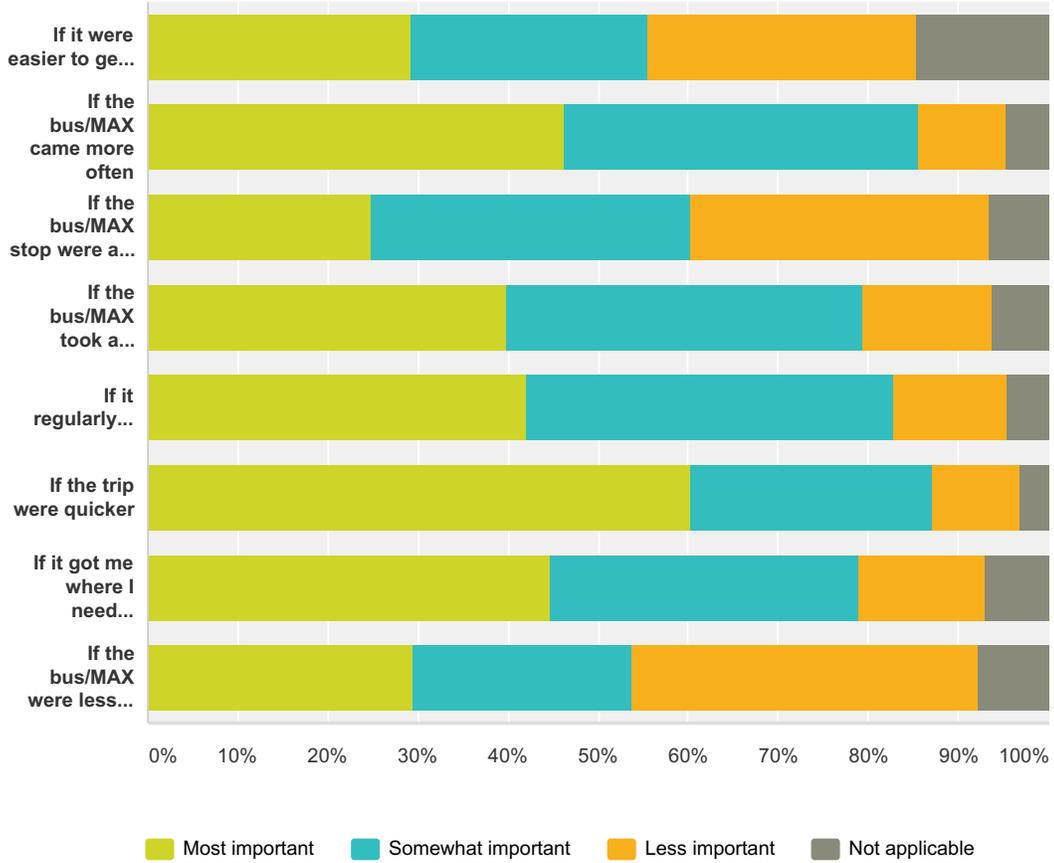


Answer Choices	Responses	
None	13.93%	39
10-line bus	14.29%	40
14-line bus	30.36%	85
15-line bus	18.93%	53
17-line bus	17.14%	48
19-line bus	17.86%	50
20-line bus	16.43%	46
21-line bus	3.57%	10
22-line bus	0.71%	2
23-line bus	0.71%	2
71-line bus	15.71%	44
72-line bus	15.71%	44
77-line bus	8.57%	24
80-line bus	2.50%	7
81-line bus	1.79%	5
84-line bus	1.43%	4
87-line bus	4.29%	12
Blue line MAX	51.07%	143
Green line MAX	40.36%	113
Red line MAX	42.50%	119
Yellow line MAX	23.93%	67
Total Respondents: 280		

#	Other (please specify)	Date
1	75	7/24/2014 11:02 AM
2	75	7/22/2014 10:32 AM

Q10 What would improve your experience of using the bus/MAX and/or increase the likelihood you would use transit to get around?

Answered: 232 Skipped: 108



	Most important	Somewhat important	Less important	Not applicable	Total
If it were easier to get to the transit stop from where I live	29.27% 60	26.34% 54	29.76% 61	14.63% 30	205
If the bus/MAX came more often	46.26% 99	39.25% 84	9.81% 21	4.67% 10	214
If the bus/MAX stop were a more comfortable place to wait	24.88% 52	35.41% 74	33.01% 69	6.70% 14	209
If the bus/MAX took a predictable amount of time to get me to my destination	39.90% 83	39.42% 82	14.42% 30	6.25% 13	208
If it regularly arrived close to its scheduled time	42.06% 90	40.65% 87	12.62% 27	4.67% 10	214
If the trip were quicker	60.27% 132	26.94% 59	9.59% 21	3.20% 7	219
If it got me where I needed to go with fewer or no transfers	44.60% 95	34.27% 73	14.08% 30	7.04% 15	213

Powell-Division survey 1

If the bus/MAX were less crowded	29.47% 61	24.15% 50	38.65% 80	7.73% 16	207
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#	Other (please specify)	Date
1	access to transit Pick up at my house, drop at my office	7/29/2014 2:55 PM
2	other transit routes I need to get to Oregon City	7/28/2014 2:26 PM
3	safety and security The Max would be nice if people actually had to pay to use it and if I felt like I weren't going to get robbed or beat up or verbally harrassed when I got on	7/22/2014 11:38 AM
4	express service frequency late night service I dislike using MAX; please,please expand bus service (express runs, greatly improved frequency, and early/late hours)	7/21/2014 8:36 AM
5	quicker trip quicker trips, stops at every block slow the process to much	7/17/2014 12:25 PM
6	weekend service Weekend/Holiday Service. I wish the #10 ran on Weekends and Holidays.	7/14/2014 12:45 PM
7	safety and security vehicle capacity If I were not so fearful af haninv an unpleasant experience with the ridership. Most rides are crowded and uncomfortable. There is no sense of security on the bus or the MAX Crime at the station is a major concern. I never... that is NEVER ! see anyone checking for tickets. I never ever see security people on the trains. The single time I saw anyone with security jackets (two men two women) were at the transfer station. They did not respond to complaints of ticketless passengers, they said "that is not our job" , when I later asked a bus driver what they did he mentiond that they were just show, that they were "not even allowed to touch anyone" and that all they were allowed to do was call the police in the event of a problem. The paper is rife with reports of muggings and other crimes at the MAX stations.	7/10/2014 8:41 AM
8	decrease the crime factor, increase the safety factor	7/9/2014 2:52 PM
9	access to transit There is basically no MAX service available to me. I'd love to see a MAX line replace the traffic mess on Division.	7/9/2014 11:42 AM
10	Quit forcing public transportation down our throats	6/27/2014 12:08 PM
11	other transit routes If there were more North/South bus options, or short buses tha would run on narrow streets that aren't currently served	6/27/2014 7:58 AM
12	kids I have two kids in a stroller. Navigating the bus system is stressful, trying to pay fare, unload kids and manage the stroller. The streetcar isn't bad, but doesn't go in the areas we would like.	6/26/2014 8:12 AM
13	fewer, better transfers reliability #71 is frequently late ; so I miss my connection to the Max.	6/24/2014 5:50 PM
14	bikes More bike hooks on MAX	6/23/2014 12:26 PM
15	cost less costly	6/18/2014 11:23 PM
16	late night service if service ran later into the evenings	6/18/2014 10:04 PM
17	fewer, better transfers other transit routes quicker trip better connections, less time getting from one place to another, better north-south service adn stops	6/11/2014 10:43 PM
18	buses slow traffic and I see far to many running almost empty	6/10/2014 4:07 PM
19	cost If it cost less - \$5 per round trip doesn't get me out of my car - this is number one until I reach 65 yrs old	6/10/2014 3:53 PM
20	access to transit other transit routes If the Max went more places I would use it more. I prefer Max over bus, but will take either.	6/10/2014 1:40 PM
21	cost If it cost less to ride than it does to drive	6/9/2014 4:54 PM
22	reliability Downtown streetcar schedules clump the CL and NS lines within 1-4 minutes of each other, followed by a 15-25 minute wait; spreading them out would make errands at lunch much easier.	6/9/2014 3:38 PM
23	safety and security If MAX felt safer.	6/9/2014 12:47 PM
24	safety and security SECURITY! I've been told by drivers that MAX operators are told not to pay attention to what happens on the trains!!!	6/4/2014 3:27 PM
25	safety and security If it were SAFER outside of commuting hours. IT IT NOT SAFE ANY MORE.	5/31/2014 6:49 AM

Powell-Division survey 1

26	late night service If bus/MAX had better off-peak hours (e.g. kept running later at night)	5/29/2014 5:17 PM
27	satisfied with transit The MAX is incredibly convenient to where I live and work and many other destinations. The times I drive alone are to get to places transit doesn't go and/or to carry haul event materials. Otherwise I bike or walk to where I need to get if transit doesn't conveniently go there.	5/29/2014 9:53 AM
28	express service other transit routes What about an express bus down Stark St. to Downtown Portland? Why are we only looking at Powell/Division?	5/28/2014 9:50 AM
29	cost If it were less expensive than driving!	5/27/2014 8:18 PM
30	safety and security If it seemed safer.	5/27/2014 6:42 PM
31	cost late night service weekend service Cheaper fares for short trips. It is ridiculous to pay \$2.50 to go 15 blocks to the store. Cannot get home from evening shift job (that often gets out late) reliably with Tri Met, especially on weekends.	5/27/2014 7:19 AM
32	access to transit If it were easier to get to my destination when I get off the MAX.	5/22/2014 2:36 PM
33	access to transit can't wait to have a closer MAX	5/22/2014 2:08 PM
34	I must have a vehicle to get to and from work. Mass transit is not an option.	5/22/2014 1:21 PM
35	If there were fewer buses	5/22/2014 8:56 AM
36	quicker trip Fewer stops along the route with travel in a dedicated lane;	5/22/2014 8:49 AM
37	cost Less cost	5/19/2014 3:50 AM
38	frequency vehicle capacity I'd like to see larger buses or buses that run more often- there is never a place to sit.	5/17/2014 7:27 PM
39	access to transit My mother rode the bus frequently until the distance between stops was increased and she couldn't walk that far	5/15/2014 6:10 PM
40	cost Ticket prices are too high to use the bus for quick errands	5/14/2014 6:35 PM
41	cost safety and security if it was safer and more economical.	5/13/2014 11:30 AM
42	frequency other transit routes More frequent service to airport way.	5/13/2014 10:32 AM

Powell-Division survey 1

Q11 What other information would help you weigh the pros and cons of potential transit alternatives?

Answered: 140 Skipped: 200

#	Responses	Date
1	cost environmental effects equity safety and security service hours Cost, environmental sustainability, equity, hours of service, safety	7/31/2014 8:02 AM
2	cost ridership Are we sure enough people will use it to offset the cost?	7/28/2014 2:27 PM
3	safety and security Safety is becoming a concern for me.	7/26/2014 10:35 AM
4	cost Costs involved	7/22/2014 11:40 AM
5	cost capital cost	7/21/2014 12:36 PM
6	bicycling cost frequency trip duration If buses will stop less frequently, will bike capacity increase? During summer months the racks are often full before the bus gets very far. This issue has and will grow worse on runs where the bus runs less frequently and/or stops less often. When you crossed the \$2.00 mark for each ride, you lost me and a lot of other riders. Especially in the face of reduced service. It will take some effort to win me back at that price (speed, frequency, and a seat for my 6-mile daily commute being the most important considerations.	7/21/2014 8:41 AM
7	cost Cost of high capacity transit system, side-by-side with cost of regular bus system on the same route.	7/20/2014 2:58 PM
8	traffic The arterials to connect Portland to I-205 and to connect Portland with East County keep reducing capacity for cars creating congestion. Foster, Division, and Glisan have connections to I-205 but have had lanes for cars reduced. It will create a lot of traffic in neighborhoods to decimate Powell and Division with mass transit.	7/17/2014 12:05 AM
9	cost traffic transit type 1) I see no criteria about cost at all; cost of operating it, cpst of constructing it, and cost for users to use it are to be considered. That implicitly also determines what will not be constructed instead, so what the community will miss out on..... 2) I'd also like to see what impact it would have on options to get around in general. Does it free up room on the road because more people will taken transit (or does it clog roads by taking away roads for usage by non-transit modes)? 3) I'd like to have a real consideration for a light-rail line, instead of the apparent pre-determined conclusion that it should be some rapid-transit bus-system. And hey, consider elevated/underground as well, like in other big cities to minimize impacts to existing tarnsportation system capacity. Give attention to long-term certainty and benefits for development from a light-rail line versus a rapid-transit bus line.	7/16/2014 12:45 PM
10	express service Express buses or limited stops on Division	7/15/2014 3:10 PM
11	cost frequency trip duration What is most important to me with 1 being most important; 1. Speed 2. Frequency 3. Cost	7/14/2014 10:11 PM
12	economic development New high capacity transit could help revitalise East-Portland	7/14/2014 3:02 PM
13	ridership How many riders would these alternatives be able to fit comfortably?	7/14/2014 2:29 PM
14	cost ridership transit type vehicle capacity If we are going to do HCT with exclusive right of way on Powell, then it HAS to be light rail. not BRT. True BRT (with exclusive right of way for most of the corridor and stations) will not be that much cheaper than light rail and have lower capacity/higher operating costs. Also, if the line attracts more riders than anticipated in the future, it will be difficult to expand the capacity of the BRT without having to convert it to light rail. For example, the Orange BRT line in Los Angeles isn't even ten years old and they are already considering replacing it with light rail due to capacity issues. What I'm basically saying is don't cheap out on this corridor. Plan for the future. If we are simply going to enhance the existing bus services on Powell, fine. But don't call it BRT. Because without exclusive right of way for most of the corridor, it IS NOT BRT.	7/14/2014 1:12 PM
15	service hours Weekend/Holiday service would be really helpful.	7/14/2014 12:46 PM
16	bicycling cost environmental effects traffic Impact on air quality Quality of bus stations Cost (already too expensive!) Space to put bikes Air quality INSIDE of the buses during cold months Crowding the streets and interference with bike lanes (I see that problem quite often!)	7/11/2014 2:56 PM

Powell-Division survey 1

17	economic development equity Tying economic development to equity, the project should look how a major infrastructure investment like this can be a wealth building opportunity for low income people. For example, what will this mean for gentrification/displacement of renters and lower income home owners, and how can other anti-displacement and home ownership tools be brought to bear as part of the project. While this may be considered out of the scope of a transportation project, if equity is a core value then these kinds of considerations must be considered at the outset and in a transparent and empowering way.	7/11/2014 12:30 PM
18	environmental effects neighborhood affects Believable information about the impact on other transit service - does it take away resources?	7/10/2014 11:17 AM
19	neighborhood affects safety and security safety, lighting, neighborhood	7/10/2014 9:46 AM
20	safety and security If I were not so fearful af haninv an unpleasant experience with the ridership. Most rides are crowded and uncomfortable. There is no sense of security on the bus or the MAX Crime at the station is a major concern. I never... that is NEVER ! see anyone checking for tickets. I never ever see security people on the trains. The single time I saw anyone with security jackets (two men two women) were at the transfer station. They did not respond to complaints of ticket-less passengers, they said "that is not our job", WHEN someone pointed out a man who was urinating against one of the kiosks at the station the Security person said, "we don't handle that"... so what DO THEY DO! , when I later asked a bus driver what "SECURITY" did, he SAID that they were just "show", that they were "not even allowed to touch anyone" and that all "SECURITY" were allowed to do was call the police in the event of a problem. The paper is rife with reports of muggings and other crimes at the MAX stations. SO... WHAT TO DO? Fix the crime problem. Put security people who do the job, check tickets, check tickets,check tickets! get the non-ticket people off and arrested and off for good. More cameras! Cameras on every bus and on every max line, every car and cameras at every station. Solve the problems you have before you expand the area of service or fiddle with smaller issues.	7/10/2014 8:54 AM
21	route Understanding why more transit options do not better serve the geography of the suburbs where I commute to work	7/9/2014 9:02 PM
22	safety and security Safety for all riders and those people standing at bus stops and/or MAX stops. Safety for people who park their cars at the park and rides in Gresham. That is why I stopped taking the MAX to work -- the parking lots are not safe enough for a single woman.	7/9/2014 2:53 PM
23	environmental effects neighborhood affects safety and security We have enough problems with transients along Springwater Trail and I am afraid more public transportation coming out Powell would increase the problems neighbors are already experiencing. I am also concerned about the environment with Johnson Creek being close to Powell in some locations	7/9/2014 2:31 PM
24	economic development environmental effects equity neighborhood affects ridership I hope none of bus sites will cause the loss of housing. How well does it serve current and projected future transit riders. Does the transit alternative connect more people to transit? Does it minimize impacts to buildings and rights-of-way? Does it support economic development? Does it protect or improve environmental health? Does the transit alternative improve transit access for communities of color, people with low-income and other populations of concern?	7/9/2014 12:56 PM
25	route I don't want a rail line north to south.	7/9/2014 12:54 PM
26	connect to other transit safety and security station locations Are the waiting areas safe? Do they provide shelter from the weather? Do they have places to sit? Will more connector bus lines be added for the unserved/underserved areas of Gresham?	7/9/2014 12:47 PM
27	traffic walkability Will it reduce car traffic on Division and make the Richmond neighborhood a safer place to walk?	7/9/2014 11:43 AM
28	traffic transit type A light rail line, running from downtown along powell with a branch off foster would be an excellent (creating two lines, effectively) would provide better transit for more people, and relieve the congestion in the area better that more bus lines would. congestion is a terrible problem in that part of town. division street is not the prime location for rail, but powell and foster would do nicely to have a dedicated/elevated ROW in the center of the corridor for rail (line the blue and yellow lines).	7/8/2014 8:39 AM
29	connect to other transit station locations How easily would this route connect with other bus lines (e.g. I need to take the 19 or 70 to get to my place from the Powell area). If I have to walk a long ways to make my connection I wouldn't use the alternative transit.	7/7/2014 9:11 PM
30	express service general support Trains are the best but max has too many stops making it slow. Make an express lane to a couple of stops.	7/7/2014 2:45 AM
31	None	7/6/2014 7:23 PM

Powell-Division survey 1

32	amenities neighborhood affects station locations I want to know what will most improve the quality and convenience of Powell street shopping.	7/6/2014 3:34 AM
33	access to transit amenities design equity transit dependence Consider the accessibility and waiting facilities for the stops. We are seeing a lot of stops without benches or with "leaning" surfaces that are in no way helpful to people with limitations in mobility. Because of these supposed cost saving measures the elderly and disabled, which are a substantial component of your system, are finding some stops to no longer be useful and will be turning to other available transportation methods. By example, on my most difficult mobility days I must have some place to sit when I am no longer moving (legs work well enough in motion but not in stasis) but removal of benches or replacement with leaning surfaces makes me have to turn to the Lift program or medical taxi's. And since I and my many elderly neighbors use public transit for all of our errands, shopping, work and medical appointments, this becomes a necessity when routes are less frequent, stops are further apart and stops no longer function for our needs. Have you noticed the significant increase in alternative transportation methods (like the aforementioned medical transport that is available for those with Social Security? Or the increase in small scale group bussing? And, when you consider high capacity are you also considering the space and features that make public transit work for those of us that aren't fully able bodied? Please do.	6/29/2014 8:10 AM
34	general opposition DO NOT limit automobile traffic. Losing lanes for traffic or bike lanes.	6/27/2014 12:11 PM
35	economic development trip duration is there equity with speed of transit not just access to "transit"? Is the quality of the infrastructure of equal quality to other transit investments like light rail? Will it drive similar economic development?	6/27/2014 11:33 AM
36	express service Is there an express option, does it actually get to the destination faster. Is there a dedicated carpool/transit lane to allow the bus to efficiently move through traffic at peak hours	6/27/2014 8:00 AM
37	connect to other transit equity route transit type Looks like your Atlas doesn't always show all the apartments along Powell Blvd. It doesn't show all the churches along Powell Blvd.. Seems like Equity is gone from this study. You have removed "High Capacity" from the title. You have taken MAX off of the options even though the three lines through the study area have the highest usage (Division, Powell, and Holgate bus lines). Why MAX down Powell to 82nd or to I-205 isn't being considered at this early stage is just a crime and SE Portland gets a little money for bus stop improvements. If you don't have a plan for full BRT (not BRT-Lite) out to MHCC or MAX to the Green Line and BRT-Lite out to MHCC then this is a waste of time and money. SE Portland is red-lined again.	6/26/2014 4:46 PM
38	I have yet to ride a bus that isn't crowded during the day.	6/26/2014 8:13 AM
39	access to transit connect to other transit service hours walkability Would bus lines connecting to #4 be eliminated or cut back. I would like for those who need to walk to connect with a bus line be taken into consideration. I also would like for this system to accomodate people who work late into the night or choose to go out for fun in the evening. I would also like for this system to help people get to grocery stores and parks.	6/24/2014 5:56 PM
40	cost economic development environmental effects equity neighborhood affects ridership station locations Current data on usage by bus line, by stop on the corridor Where are users taking the bus to? School, work, play, shopping? How is are these lines on the corridor being used? What are the options? What has been done successfully in other parts of Portland and other cities? What are the potential burdens and benefits of this project? Will this transit be affordable to the users and potential users? Will the existing service be kept the same or increased and not reduced? Will it prevent displacement of communities along the corridor? Will it provide economic growth for the residents and local small business owners? What type of environmental issues will this add to the corridor? Benefits and burdens? Will it provide improved access to communities of concern?	6/24/2014 10:27 AM
41	How many bikes can it carry?	6/23/2014 12:27 PM
42	environmental effects neighborhood affects Does it operate efficiently within the existing transportation network, including the existing right-of-way? Does it minimize impacts to buildings and rights-of-way? Does it protect or improve environmental health? Is it feasible given potential impacts to parks, wetlands, wildlife habitat, historic sites, and residential, business and community resources? Are the impacts reasonable?	6/19/2014 12:04 PM
43	access to transit Whether it could get me outside the Portland Metro area. I would love to live and work in the Portland Metro area and not need a car, but I cannot find both a job in my field and a place I can afford inside the boundaries. Use of alternative transit is all about time and work commute for me.	6/19/2014 8:54 AM
44	effect on current bus service	6/18/2014 11:26 PM

Powell-Division survey 1

45	environmental effects express service frequency trip duration Goal: Transportation: How does the bus service compare to alternative modes of travel along the corridor (car, bike, walking etc)? Considering both travel time and frequency is the bus service competitive with other modes of travel (all day, only during rush hour)? Does it offer a 'true' alternative to other modes of travel, by for example offering protection from car induced congestion, or better travel time than bicycling?	6/14/2014 9:02 PM
46	Pros: Positive environmental impact, clean energy such as wind, solar, electric rail (street car, max) Cons: Negative environmental impact, gas, diesel, propane, LNG, combustion, reliance on oil	6/13/2014 4:52 PM
47	reliability Reliability is key. I can spend time if I know it's consistent. The more randomness is introduced, the less likely I will commit to using transit. I am intensely skeptical of rebranding, but generally convinced by time data.	6/13/2014 12:44 PM
48	access to transit connect to other transit route what will the north-south idea/plan look like will the service north/south be looked at will there be a shuttle bus going north/south from east/west lines can routes be developed taking into the 2 mile concept.	6/11/2014 10:48 PM
49	connect to other transit frequency reliability route service hours station locations trip duration North-South transit service within Gresham that is comparable to what Portland has -- ie no more than 20 minute waits, 24 hour service, 7 days a week Service designed to get Gresham/East County folks to key locations WITHIN the local region - hospitals, medical facilities, colleges/education facilities, banks, grocery stores & shopping centers - - many of us do not go to Portland/Clackamas Town Center -- we stay within our own region	6/11/2014 10:01 AM
50	general opposition tell people to buy cars and stay out of tax money	6/10/2014 4:09 PM
51	traffic Does it reduce capacity for personal automobiles?	6/10/2014 3:55 PM
52	ridership transit type The amount of people served by transit and the land area accessible to HCT.	6/10/2014 1:41 PM
53	cost Cost to the general public in subsidies to the transit system. Increasing taxes to support someone else's transport is very unappealing.	6/9/2014 4:56 PM
54	frequency neighborhood affects reliability route walkability Does it support walkable communities and local businesses? What are the impacts on greenhouse gas emissions (direct and also indirect, as in what kinds of development are encouraged/discouraged)? Does it provide certainty and permanence to the community? (Buses can be re-routed or service curtailed; rail represents a bigger, longer lasting investment less likely to be abandoned.)	6/9/2014 3:42 PM
55	cost ridership trip duration Cost, time of trip, amount of ridership	6/9/2014 2:22 PM
56	safety and security trip duration Safety is not even addressed in your survey and that, to me, is the biggest factor in riding Max or the bus. The second issue and most difficult aspect of riding Max is the time it takes to get from Gresham to Downtown/Lloyd Center stops. I can drive in rush hour traffic, in most cases, and get to my destinations fast and with less difficulty.	6/9/2014 11:45 AM
57	cost neighborhood affects ridership route Have you studied how viable alternating routes are? The No. 19 alternates its route in a couple of ways. Is that genuinely helpful, or does it dilute service? We are getting diminished service for a higher cost. Has that strategy been reconsidered? If the goal is to get more people to use the bus regularly, could there be neighborhood hubs from which short-trip free (or low-cost) fares would be available? TriMet seems to be a missing link in the oft-discussed 20-minute Neighborhood planning strategy.	6/6/2014 4:33 PM
58	cost frequency service hours What would need to happen so that the cost of adult fare per ride could be lower? My fare as a senior citizen is very affordable, but I feel sorry for low-income adults who are not seniors and have to pay so much. How do you decide whether a new line can be added (for example, a N/S line on SE 20th Ave would be very useful)? How do you decide the frequency or infrequency of buses on a particular line, or how late to run the bus, or which ones don't run on weekend? Some people do need service at low-travel times and the wait times are too long. Other times a bus will be ridiculously full.	6/5/2014 9:52 PM
59	public process Mainly the only other thing would be where meetings or open houses would be. Sometimes I am unable to attend them because of location or time conflict	6/5/2014 7:33 PM
60	access to transit cleanliness safety and security vehicle capacity Please don't spend any more money to expand until you can take care of existing!! Security, cleanliness...!! Don't take away so many stops on #4. By the time #4 reaches the end of 5th street in p.m. it is nose to nose standing room only. In the a.m. by 122nd it is nose to nose!! I AM AFRAID TO MAKE EYE CONTACT ON THE MAX...ESPECIALLY WITH TEENS!!!	6/4/2014 3:32 PM
61	general support You got it covered.	6/2/2014 9:34 PM

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62	connect to other transit route station locations traffic Where the stations would be located as well as the route. What projected effects it would have on alleviating vehicle traffic on SE Clinton Street, SE Division Street, and SE Powell Boulevard. How it would tie into the Portland Streetcar proposed Columbia-Jefferson/Morrison-Belmont/Hawthorne/50th Ave/Foster Road plan (Portland Streetcar System Concept Plan July 1, 2009)	6/2/2014 1:15 PM
63	public process This page is quite confusing. The desired information is not obvious and the term "high capacity transit" should be supported with examples. I work as a City Planner and this page is even confusing to me.	6/2/2014 8:50 AM
64	transit dependence How will it impact communities that are transit dependent as opposed to occasional riders? Do proposed plans actually build capacity of service for the community to rely on that service for daily well being, as opposed to occasional or optional users? Have proposed plans been screened in a serious and concerted way by communities who are actually transit dependent?	6/1/2014 8:46 AM
65	access to transit traffic Does this plan cut off vehicle transportation?? It is already extremely difficult to get through Gresham from its eastern boundaries. Division & Powell are the only streets that somewhat work for vehicle traffic as Burnside in Gresham is a total mess & the City & Metro should straighten that mess out before embarking on some likley pie in the sky system which there is no funding for. Most of us in the eastern & southern part of Gresham have no or totally inadequate bus service to get to MAX. The roads are old country roads with no sidewalks and no place to even put a bench at a bus stop.	5/31/2014 9:51 PM
66	safety and security Safety. Crime prevention. I decided several years ago that I would NEVER AGAIN go to any downtown Ptld event, restaurant, etc. after hours, whether it is weekdays or weekends. The prospect of taking MAX home to Gresham is way to risky. I have also almost COMPLETELY given up on MAX for airport commutes, and spend the money on a cab instead. I will only commute to/from PDX via MAX if it is midday hours. Even then, Gateway/99th is a COMPLETELY unpleasant, unsettling place to be when transferring from Red to Blue line. It is fundamentally astounding that you have not considered public safety in scope for your study of public transit alternatives. I suggest adding someone to your staff that actually has to use the system off hours to gain from their perspective. Replace someone who commutes by private car ... they have little to offer your project.	5/31/2014 6:54 AM
67	bicycling route Impact on bike lanes Will it make getting to the airport easier (I know that's a major destination, but I think it needs special consideration)	5/29/2014 10:50 AM
68	neighborhood affects walkability How well does it support 20-minute neighborhoods, pedestrianism, and links to active transportation and recreation destinations?	5/29/2014 9:58 AM
69	cost Cost to ride the transit alternatives	5/28/2014 5:22 PM
70	cost neighborhood affects Damage to existing streets and homes. Potential ruining the neighborhood and tying up traffic. Damage from construction. Cost. I generally think this is a very bad idea. These neighborhoods do not deserve to be destroyed for commuting.	5/28/2014 2:25 PM
71	express service route I would like Stark St to be considered as well as Powell/Division, an Express bus from MHCC at 257&Stark - to Downtown Portland would be awesome! For all!	5/28/2014 9:53 AM
72	express service neighborhood affects that it not impact residential areas, can it utilize existing lines with fewer stops--a speed version and a regular version of existing bus line on same route	5/28/2014 8:42 AM
73	access to transit frequency reliability ridership route service hours station locations trip duration 1) What would it take to get more people to ride the bus longer distances (e.g., Gresham to downtown)? Let's change the talk from high-capacity transit to rapid transit. IMHO, there is a small, vocal minority that pushes mass transit. They are the ones that care about most of the goals below. Most people like me, however, only care about speed and convenience.2) I also wonder about the validity of this survey. I suspect the only people who take it are those who want to push public transportation. 3) How can we overcome bad decisions made in the past that are limiting future development (e.g., downtown Max setup as a trolley system in stead of rapid transit)?	5/28/2014 7:19 AM
74	cost economic development transit type cost/benefit analysis between bus, rapid bus transit and max lines including upfront capital costs, operations and maintenance and long term economic benefits to businesses/neighborhoods along corridors what logical next transportation projects in the area would be possible/not possible with each different transit type (i.e. would building a max line make future street car development more cost-effective in the area)	5/28/2014 1:24 AM

Powell-Division survey 1

75	<p>transit type trip duration I endorsed BUS RAPID Transit - 60-65-Foot Articulated Bus, so I opposed with 40 foot bus BRT. I do not like 40-foot bus that I do not like 40-45-foot bus. I support Brown Line for BRT upgrades to MAX in the future, and I endorsed for Downtown Portland Underground MAX stations. I need ride faster like MAX. Allow to all Riders need BRT brings to Portland what we want seeing BRT coming, definitely people desire for home/job, home/shopping, and other social events, so I know other transit providers purchased 60-65-foot articulated buses for their transit providers in other major cities like Los Angeles, so I really disappointed for Portland does not buy articulated buses so I prepare leaving Portland because of their poorest decision management transit choices! Thanks.</p>	5/27/2014 11:02 PM
76	<p>access to transit connect to other transit transit dependence Improvements are needed in the feeder bus lines that take people from their homes to the high capacity transit. Seniors and people with disabilities are disadvantaged in Gresham by walks of up to 1.5 miles to get to public transit. This concern has been ignored by all agencies for a number of years. After 7 years of waiting for a connector bus in southeast Gresham, I am forced to move back to Portland to be able to get to my volunteer work. I will miss the neighborhood, the trees, and the small-town atmosphere - but I will not miss the one-hour walk to transit.</p>	5/27/2014 7:49 PM
77	<p>economic development neighborhood affects safety and security Comfort around stations - work with the city and local developers to create mixed use within steps of the transit stations. In Hong Kong and Vancouver BC you can step off a train into a comfortable shopping center. Gateway is like a desert.</p>	5/23/2014 10:55 AM
78	<p>cost How much will it cost me?</p>	5/22/2014 6:22 PM
79	na	5/22/2014 4:08 PM
80	<p>trip duration Does it speed up the time it takes to get between downtown and the outer east side suburbs?</p>	5/22/2014 2:38 PM
81	<p>economic development neighborhood affects ridership safety and security station locations transit type Long term considerations? How will the new transit look in 50, 100 years? Will the system, structures, vehicles be adaptable to changing fuel sources, environments, needs, growth of city and population? Safety?</p>	5/22/2014 2:14 PM
82	<p>construction timing environmental effects neighborhood affects ridership Construction: How long will it take to build and what is impact? The PMLR MAX construction and the SE Division construction are having big impacts in SE Portland and to start another big project just as PMLR finishes would be frustrating to many people. Environment: Will this project increase capacity on Tri-Met, and encourage more people to us Tri-Met and therefore help the region reduce its overall carbon footprint?</p>	5/22/2014 11:34 AM
83	<p>bicycling safety and security Safety! When considering streetcar or max, safety for bikes and motorcycles/scooters is really important to me. The tracks are very dangerous for bikes, especially in the rain.</p>	5/22/2014 11:32 AM
84	<p>safety and security Safety</p>	5/22/2014 11:19 AM
85	<p>access to transit ridership route transit type trip duration I'd say, how does the bus route compare to driving? If it takes an hour to get somewhere that I could drive to in 15 minutes, that's not going to work well. Portland needs something that gets kids to school without parents driving. Even though a decent number of people walk/bicycle little kids to school, too many of us have to get to work and don't have the extra time. The impact of driving kids to school can be seen on non-school day traffic. Also, I used to live and work in North Portland. I noticed that the bus route to New Columbia is very poor service for people without cars to be able to get to different work and services locations.</p>	5/22/2014 9:33 AM
86	<p>traffic To have an accurate and current count of the number of vehicles that use Powell and Division on a daily basis, both daily and weekend, commuting and non peak travel times.</p>	5/22/2014 9:02 AM
87	<p>bicycling safety and security walkability Does the transit alternative support multiple modes of transportation, particularly walking and bicycling? I ride my bike a lot and would like to be able to put it on the transit and have a safe way of riding near the transit.</p>	5/22/2014 8:40 AM
88	<p>neighborhood affects traffic walkability General traffic impacts--is it likely to slow car traffic thus encouraging cut-through traffic on smaller streets? Noise considerations Does it reduce the size of current sidewalks?</p>	5/22/2014 7:47 AM
89	<p>access to transit design equity neighborhood affects transit type Appearance, market studies, impact on neighborhoods, what it means to invest in light rail versus a rapid transit bus system, why do so e neighborhoods get better investment in transit infrastructure....</p>	5/22/2014 7:24 AM
90	<p>route transit type ONE bus should go from Foster to Division on SE 136th</p>	5/22/2014 7:23 AM
91	<p>design economic development safety and security walkability More information on how the various alternatives are envisioned to impact the economy, aesthetics, safety, and walkable of the neighborhoods.</p>	5/20/2014 9:33 AM

Powell-Division survey 1

92	<p> access to transit connect to other transit express service frequency reliability route service hours station locations trip duration vehicle capacity Speed, convenience </p>	5/19/2014 3:50 AM
93	<p> cost neighborhood affects traffic How much it blocks other traffic. Division is impossible now because drivers have to stop behind the bus at every stop, where it used to be possible to use the L lane to pass. Many people who make L turns don't use the turn lane until the last minute but slow down in anticipation; or block it by straddling both lanes while they wait for an opportunity. It means the traffic in the side streets increases as drivers try to get around it. I live on the first straight-through route west of 82nd and you can see cars using it to bypass the traffic on Division. Safety for the dozens of small children in the neighborhood has become a big concern. I worked at PSU until 2010 and rode the #9 regularly-but the cost of the subsidized pass sky-rocketed because so many people were using it. I guess someone decided the incentive wasn't needed. </p>	5/15/2014 6:20 PM
94	<p> frequency Need to schedule more frequent stops for Airport Way. </p>	5/15/2014 4:00 PM
95	<p>definition of what high capacity transit is.</p>	5/15/2014 3:03 PM
96	<p> access to transit neighborhood affects Consider distances to residences along both sides of both routes. Division seems more narrow with homes physically closer to road which creates noise concerns with busses starting and stopping frequently near homes. </p>	5/14/2014 5:22 PM
97	<p> access to transit bicycling connect to other transit equity neighborhood affects -How it may impact low-income neighborhoods, increasing access and mobility for underserved neighborhoods -Maybe noise levels? - Will there be room for bicycles, both on board and sharing the road </p>	5/13/2014 3:36 PM
98	<p> connect to other transit cost trip duration Cost and length of transfers. Under the current RIGID 2-hour transfer it's impossible to do basic things like go out for dinner, movie, shopping or pretty much anything without paying for a full day pass. </p>	5/13/2014 2:11 PM
99	<p> access to transit connect to other transit express service frequency reliability route service hours station locations trip duration vehicle capacity There is a need for more frequent and convenient bus service for employers along Airport Way. </p>	5/13/2014 1:07 PM
100	<p> trip duration Travel time is important to me. I work in Beaverton, and it would average about 1:15 minutes to get to work. </p>	5/13/2014 12:30 PM
101	<p> cost transit type The cost compared to driving for riders and compared to mass transit in other cities, as I understand Portland is high. Maybe we need to attract more riders by cutting fares? What are the cost/benefits compared to street car or MAX? </p>	5/13/2014 11:24 AM
102	<p> environmental effects The impact on the environment. </p>	5/13/2014 10:33 AM
103	<p> route None would effect me i live in between a loop of one route and would have to walk over a mile to the bus. Then the times that the bus does run is non existent. I would spend over twelve hours to go to and from my work if i used the existing bus system </p>	5/13/2014 9:46 AM
104	<p> frequency ridership More frequent bus routes on airport way makes sence with the amount of people commuting to work daily. </p>	5/13/2014 9:35 AM
105	<p> cost traffic What types of transportation would be given up to provide high capacity transit? Does it increase fares? </p>	5/13/2014 8:52 AM
106	<p> bicycling safety and security transit type walkability The safety/usability impacts on pedestrian and bicycle usage along proposed routes. I could care less if it impacts negatively on car commute times or lanes available. </p>	5/12/2014 6:53 PM
107	<p> design environmental effects equity What are the long-term placemaking effects of the potential transit? Does the type of potential transit reinforce negative stereotypes? How does the potential transit address climate change? Does the potential transit use renewable energy or fossil fuels? </p>	5/12/2014 6:05 PM
108	<p> station locations high capacity transit should have fewer stops (bus stop) to make it more effective. </p>	5/12/2014 9:43 AM
109	<p> bicycling economic development environmental effects equity neighborhood affects walkability Does it support sustainability? Does it synergize with other sustainable modes of transportation, like bicycling and walking? Would light rail or streetcar be better to stimulate economic development and more livable and attractive neighborhoods along Powell/Division? Is the alternative consistent with the ultimate vision for Powell/Division, or is more aggressive investment required later to acheive this goal? </p>	5/12/2014 1:36 AM

Powell-Division survey 1

110	cost ridership vehicle life How is the transit alternative type perceived by people (what does the literature say?) and will its public perception help more people decide to switch from driving to transit? Is the cost per additional new rider worth it if pursuing a more expensive but better-perceived project type? What is the longevity of the transit alternative, and what are the associated maintenance costs?	5/9/2014 12:17 PM
111	safety and security transit type Presumably, this means the use of larger, air-conditioned articulated buses such as those in San Francisco or Albuquerque, New Mexico. I think this is a really good idea! I believe emphasis on bus-security would be good as well. The buses on the east side at night don't seem to have any security. Thanks for this survey!	5/9/2014 11:15 AM
112	cost route traffic Keep any bus rapid transit or rail connection between Powell and Division off 82nd Avenue. Maintain 4 lanes on Powell where they currently exist. Provide and maintain bus pull-outs for existing service. The efficiency of the streets in Portland need to be maintained and not compromised by transit vehicles obstructing other traffic and adding to over all emissions. Additionally, transit service needs to become more financially self-sustainable and not be paid for with gas taxes and/or other fees on motorists.	5/8/2014 4:10 PM
113	bicycling environmental effects neighborhood affects vehicle life Environmental impact (i.e. carbon output, type/source of fuel, required maintenance), longevity of equipment (do buses last longer than Max cars, etc), noise level and other impacts on local residents; easy of use for multimodal transportation (i.e. can I bring my bike)	5/8/2014 10:48 AM
114	Improve transit options traveling to work not centered in downtown Portland Increase the reasons solo drivers would choose transit	5/8/2014 10:32 AM
115	route transit type Your committee is only looking at Bus Rapid Transit! (lite and cheap upgrades only for SE PDX) Don't lie! You are not going to faithfully and honestly look at MAX from 17th to I-205! The books are cooked. What a sham! Act like you really listened but it is all false! MAX should go to I-205 and then Bus Rapid Transit Lite should be on Powell and/or Division out to Gresham (MHCC?). Then thirty years from now MAX could be extended to Gresham on Division or Powell. Please set SE Portland up for the future. There is alot of transit demand for a MAX line in this corridor right now (inner city) and then the total line out to MHCC will need MAX.	5/8/2014 9:38 AM
116	no more light rail.....	5/8/2014 7:34 AM
117	access to transit connect to other transit economic development express service frequency trip duration Does it serve developing outer east Multnomah County (Wood Village, Troutdale, Boring, etc.)? Could outer east Portland bus lines have more frequent service? Many lines out here have 30-60 minutes frequency, which is unreasonable. Does it reduce the amount of travel time from outer east Multnomah County into downtown Portland? Many people I know from this area take transit 90 minutes or more to commute into the city. Personally, I walk 15 minutes to the MAX, take MAX blue line for 50 minutes to Pioneer Square, and then walk 15 minutes again to get to PSU. That is almost 2.5 hours per day commute. We could use more north/south bus lines, or more frequent service, in this part of Multnomah County, too. (Along 148th, 162nd, 181st, 223rd, 257th, etc.)	5/7/2014 6:52 PM
118	cost transit type Tax payer costs and investment in new modes, versus new and more busses. No expansion of streetcar was needed on Grand avenue, IMHO....more busses would have been cheaper.	5/7/2014 5:18 PM
119	Trade offs with other solutions	5/7/2014 4:23 PM
120	amenities bicycling station locations transit type trip duration the spacing between stops? dedicated lanes? shelter amenities? transit signal prioritization? proximate bike/ped improvements? speed between end points	5/7/2014 3:09 PM
121	economic development trip duration TIME SAVED by different, more efficient modes of transit. How much new businesses / better business transit will bring.	5/7/2014 3:03 PM

Powell-Division survey 1

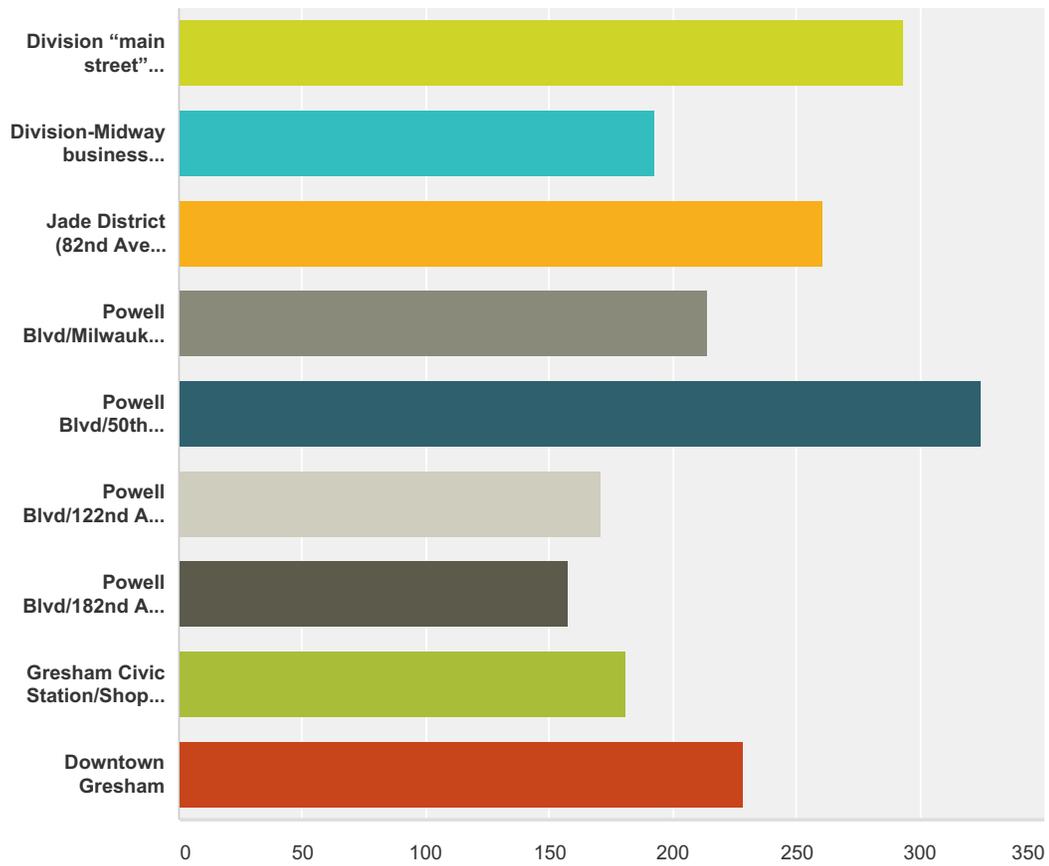
122	<p>neighborhood affects traffic I would not approve of MAX or street cars on either SE Division St. or SE Powell Blvd. (or SE 82nd Ave., either). There's already too many transit alternatives on both arterial streets. SE Division St. is a 2 lane street west of SE 60th Ave. & was never designed to be a trolley street in the 19th century, or a MAX or street car route in the 20th or 21st century. Bicyclists & bike corrals in the parking areas on SE Division St. are a hindrance to traveling. I've seen an ambulance parked in the eastbound travel lane in front of the SE Division St. & SE 50th Ave. bicycle corral with a Tri-Met 4-Division bus stuck behind it. I don't want the median islands on SE Powell Blvd. removed. We don't need outdoor restaurant seating in the parking lane of city streets, either. The bicycle street corrals & restaurant street seating are dangerous city policy ideas. I'm concerned that the Portland Water Bureau Conduits 1, 2, & 3 underground of SE Division St. & SE Powell Blvd. would be damaged by excessive weight of MAX trains or street cars traveling over them. These conduits transmit drinking water through our public drinking water system up to Mt. Tabor Park & to Washington Park & the west side of town. They cannot be relocated elsewhere. Some portions of the conduits need repairs due to age. I'd rather those conduits not be damaged than to have more transit alternatives on SE Division St. & SE Powell Blvd. I feel PBOT has crammed too many transportation alternatives on SE Division St. & SE Powell Blvd. already to the point the streets can't "breathe". PBOT wonders why such major arterial streets need paving more frequently. It's because they keep adding more transportation options on SE Division St. & SE Powell Blvd. which create bottlenecks & inefficiency. I don't think every form of transportation should be crammed onto SE Division St. or SE Powell Blvd. The transportation entities fixation on these 2 streets alone is cause for public concern. (People's hackles on the backs of their necks still rise when "Mt. Hood Freeway" is mentioned today.) Why can't the transportation entities see the error of their ways of cramming every transportation mode on these 2 streets & remove some of them (like bicycles) to the neighborhood streets where there are less traffic conflicts. Spread out the transportation modes. Don't put them all on the same streets.</p>	5/7/2014 1:13 PM
123	<p>safety and security The upward trending curve of crime statistics in areas that introduced a Max (3 year prior to 3 year post) line. Will the transit negatively impact the major thoroughfares for motor traffic (i.e. will real estate be taken away and side streets cutoff like was done on Stark street? Show me some numbers that I can verify.</p>	5/7/2014 12:58 PM
124	<p>amenities bicycling design economic development walkability How easy is it to get a bike onboard? How many bikes can be accommodated? Will the new service improve safe crossings so pedestrians can get to both sides of the transit stop safely, easily, and efficiently? Will the transit stop be a place that is welcoming and inviting (art!, adequate shelter from the rain, maybe have a coffee/deli cart nearby to encourage more affluent people to use the bus so it's not just lower income and people with mental health issues like many that hang around SE Powell at SE 82nd Ave.)?</p>	5/7/2014 9:48 AM
125	<p>connect to other transit route Does it make it easier to transfer to good north-south transit lines that allow people to move around the city without going downtown?</p>	5/7/2014 9:18 AM
126	<p>cost reliability transit type trip duration Goal: Transportation Are there opportunities to improve the speed and reliability of the transit alternative through minor, low-cost improvements to the existing transportation network, such as bus-only lanes, queue-jumping at signals, etc.?</p>	5/7/2014 8:48 AM
127	<p>cost Service that is cost-effective</p>	5/7/2014 8:10 AM
128	<p>Not sure, haven't come to a meeting yet but will attend one of them soon</p>	5/7/2014 6:29 AM
129	<p>ridership route station locations Ease of getting to grocery store, medical facilities, educational facilities, restaurants that may be less than 6 miles from residential areas but are too far away to walk. Designed so people can maintain their independent lifestyle but get out of automobiles.</p>	5/7/2014 4:27 AM
130	<p>neighborhood affects vehicle capacity Does it increase capacity to address the hundreds of new low-/no-parking housing units being constructed along inner Division? (Regional planning priorities have encouraged this development; yet the 4 is over-capacity at parts of rush hour and is thus not well-equipped to handle the increased transit demand that would be expected to accompany this new development.)</p>	5/6/2014 10:07 PM
131	<p>If there were "feeder" lines from the unserved areas in Southeast Gresham to the main bus lines.</p>	5/6/2014 6:54 PM
132	<p>connect to other transit economic development neighborhood affects reliability safety and security traffic transit type Does it have its own right of way (is it independent of traffic)? Does it serve a higher demand than the current 9 and 4? Will it lead to more transfers from other buses? Will it connect other neighborhoods to Powell and Division (Lents, Clackamas, etc.)? Will it lead to development? Does it provide better system robustness (allowing other MAX trains to avoid the Steel bridge bottleneck)? Will it increase pedestrian safety along the corridor?</p>	5/6/2014 5:40 PM

Powell-Division survey 1

133	<p>connect to other transit cost neighborhood affects route transit type How does this project align with / leverage other nearby re-development and transit projects, i.e. Foster Rd. plan, neighborhood greenways, etc. What is the project budget for this project and where are the funds coming from? Is light rail being given serious consideration or do budget constraints limit this project to bus service upgrades only? If bus service upgrades are what this is going to be, will the existing local routes remain or will they be sacrificed?</p>	5/6/2014 5:30 PM
134	<p>pictures!</p>	5/6/2014 5:17 PM
135	<p>cost environmental effects route transit type Costs of infrastructure versus costs of maintenance and personnel Location of fresh-water aquaducts under outer Division, Powell, & Caruthers, and ability to build streetcar/light rail on those routes BRT on 122nd, Airport Way, Foster, & 182nd</p>	5/6/2014 5:15 PM
136	<p>Light rail trains plz</p>	5/6/2014 5:15 PM
137	<p>connect to other transit reliability route station locations transit dependence trip duration vehicle capacity 1) Please bring a stop at 82nd and Division! This is very important for PCC students and Montavilla residents (who don't have a quick, direct route downtown because of Mt. Tabor) 2) Please work on making the transit mall more reliable. For people who have to transfer downtown to get to their destination, there are HUGE (10-minute gaps at rush hour) between busses and MAX if you want to head north or south in downtown. This is what kills my commute. 3) Make sure your vehicles have sufficient standing room (like an area on the side out of the way of the aisles) like some European buses do. This makes for a more pleasant experience and less shuffling.</p>	5/6/2014 5:14 PM
138	<p>connect to other transit safety and security Does the transit alternative support safe access to and from stops/stations? Can the transit alternative be designed to support easy transfer to other lines?</p>	5/6/2014 5:07 PM
139	<p>construction timing cost Cost and speed to implement</p>	5/6/2014 5:01 PM
140	<p>connect to other transit cost frequency reliability service hours vehicle capacity Would frequency be at least as good as existing service? Would span of service increase? Would the well-being of transit operators be upheld via a fair union contract that does not involve them paying more and more for healthcare? Does it decrease the already poor perception of TriMet and/or Metro (yes, light rail does that)? Can it be implemented without decreasing service in other parts of the system? Would more north/south service augmenting existing service be a better value? What is the vested interest of those conducting this study?</p>	5/6/2014 12:25 PM

Q1 Commercial and shopping areas and neighborhood centers

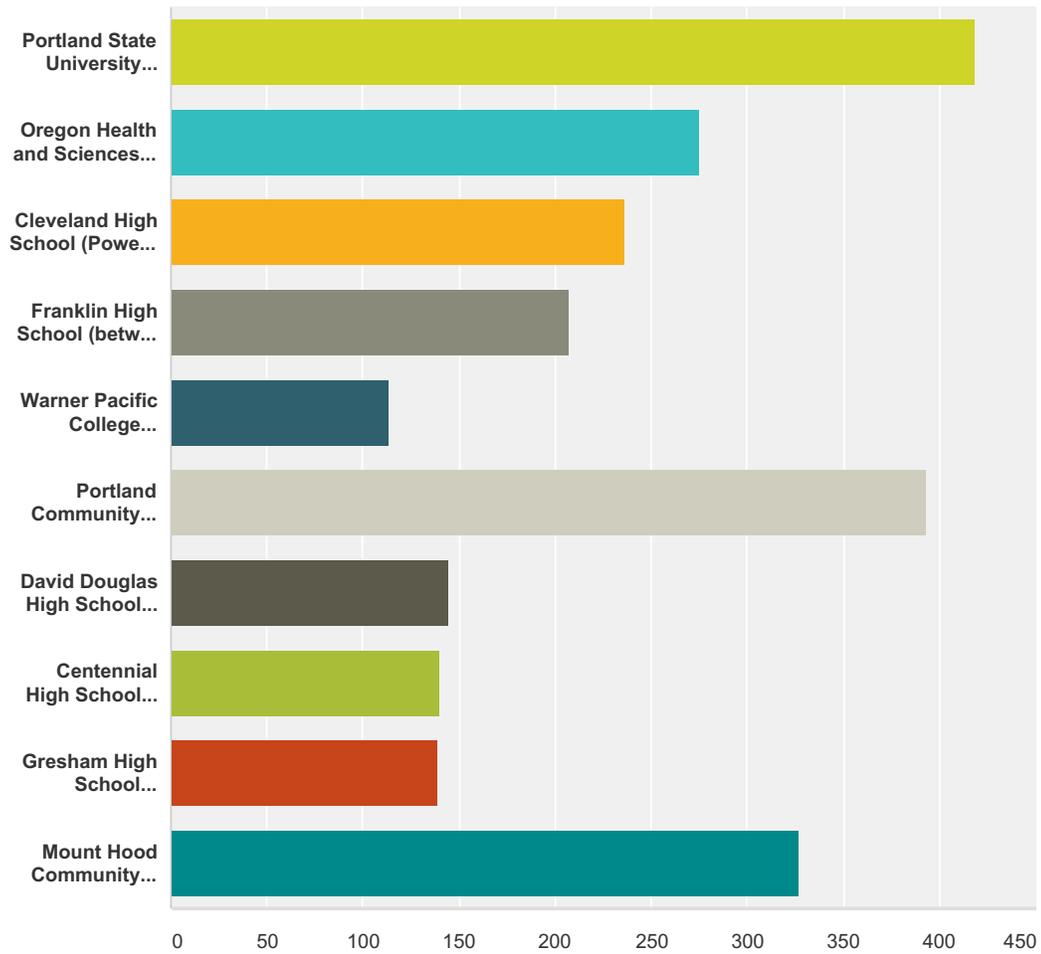
Answered: 635 Skipped: 76



Answer Choices	Responses
Division "main street" shopping (between SE 11th and 50th avenues)	46.30% 294
Division-Midway business district (between SE 122nd and 148th avenues), including Fred Meyer	30.39% 193
Jade District (82nd Ave between Division St and Powell Blvd)	41.10% 261
Powell Blvd/Milwaukie Ave, near Brooklyn neighborhood	33.70% 214
Powell Blvd/50th Ave/Foster Rd, near Foster-Powell business district	51.18% 325
Powell Blvd/122nd Ave, including Walgreens and Safeway	26.93% 171
Powell Blvd/182nd Ave, including Safeway and Walmart	24.88% 158
Gresham Civic Station/Shopping Center	28.50% 181
Downtown Gresham	36.06% 229
Total Respondents: 635	

Q2 Schools

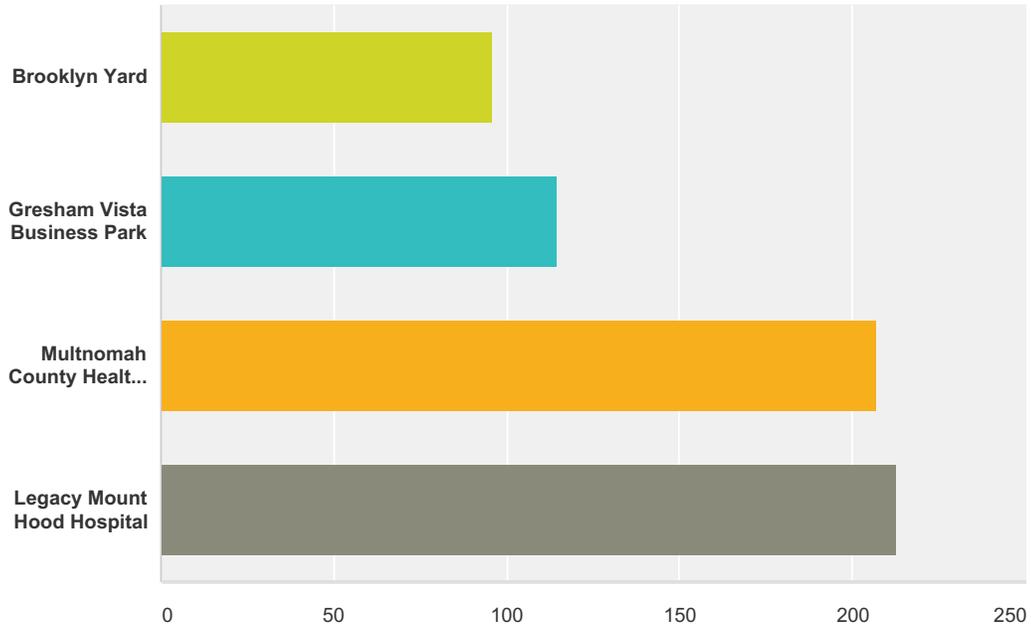
Answered: 603 Skipped: 108



Answer Choices	Responses
Portland State University (Downtown Portland)	69.49% 419
Oregon Health and Sciences University (South Waterfront)	45.61% 275
Cleveland High School (Powell Blvd and 28th Ave)	39.30% 237
Franklin High School (between Divisionn St and Powell Blvd on 52nd Ave)	34.49% 208
Warner Pacific College (Division St and 68th Ave)	18.91% 114
Portland Community College, Southeast Center (Division St and 82nd Ave)	65.34% 394
David Douglas High School (north of Division on 135th Ave)	24.05% 145
Centennial High School (between Powell Blvd and Division St on 182nd Ave)	23.22% 140
Gresham High School (Division St and Main Ave)	23.05% 139
Mount Hood Community College (Stark St and Kane Dr)	54.23% 327
Total Respondents: 603	

Q3 Employment and business centers

Answered: 335 Skipped: 376



Answer Choices	Responses
Brooklyn Yard	28.66% 96
Gresham Vista Business Park	34.33% 115
Multnomah County Health Center	61.79% 207
Legacy Mount Hood Hospital	63.58% 213
Total Respondents: 335	

Powell-Division: Survey 2

Q4 Other destinations

Answered: 73 Skipped: 638

#	Responses	Date
1	122nd Division jobs schools The David Douglas School District off on SE 130th and David Douglas High School right behind it. The shopping center at the corner of SE 122nd and Division.	9/21/2014 3:02 PM
2	mt. labor park, down town waterfront.	9/18/2014 3:30 PM
3	39th 82nd development opportunity grocery Powell Grocery stores - Food4Less at 82nd & Powell, Safeway at 39th & Powell, undeveloped areas of ODOT ROW (trashy unused parking lots that should really be converted to active uses) along Powell between 52nd & 82nd.	9/18/2014 5:11 AM
4	parks MT Tabor	9/16/2014 11:34 AM
5	faith center Churches and temples near 148th (Division and Powell).	9/15/2014 6:56 PM
6	businesses government health Rockwood Human Solutions / Metropolitan Family Service / Wallace Medical Center	9/15/2014 10:22 AM
7	maintain/+ bus service route keeping the regular type bus line on Division Brooklyn and Franklin --the places i did not mark still need transit but Powell Blvd is more suited toward rapidtransit	9/11/2014 3:18 PM
8	health schools ohsu/va hospital	9/11/2014 8:22 AM
9	downtown Portland downtown Portland	9/9/2014 7:58 PM
10	health trip duration Healthcare facilities should be listed separately in the survey - they are primarily locations that one should be able to reach quickly using transit. Brooklyn Yard should be listed as TRIMET Brooklyn Yard - a lot of people don't necessarily know what BY is!	9/9/2014 3:06 PM
11	downtown East Portland schools Pcc east side downtown	9/8/2014 12:01 PM
12	connect to transit downtown jobs I'm most concerned about the ease of getting into downtown, where I have to make my connection to get to work.	9/7/2014 1:18 AM
13	connect outside P-D connect to transit N/S connections In and out of NE without having to cross the river (eg. Powell/92- Alberta/Fremont)	9/6/2014 9:33 AM
14	N/S connections North south transit	9/5/2014 2:55 PM
15	equity schools shopping you have the numbers.....schools and shopping are important but you don't need to spend the money for every neighborhood.	9/5/2014 11:35 AM
16	connect to transit N/S connections Strong connections with North-South running transit	9/5/2014 10:54 AM
17	Eastman Gresham shopping Gresham Town Fair Shopping Center on Eastman Parkway	9/4/2014 10:31 PM
18	schools Mount Hood Community College	9/4/2014 9:12 PM
19	downtown downtown	9/4/2014 8:43 PM
20	39th Powell Powell/Cesar Chavez	9/4/2014 6:00 PM
21	downtown Portland Downtown Portland & South Waterfront	9/4/2014 4:31 PM
22	downtown maintain/+ bus service DO NOT cut stops that are used now. Not everyone has the ability, stamina to walk long distances between stops. I propose a few more stops conveniently spaced; especially downtown.	9/4/2014 4:18 PM
23	Gresham health jobs Kaiser Rockwood	9/4/2014 4:10 PM
24	connect to transit East Portland N/S connections Absolutely provide connections to MAX. If you want to make east county more accessible/livable, TriMet absolutely needs to provide N-S transit on the main thoroughfares from Sandy to at least Foster (82nd, 122nd, 148th, 162nd, 181st, 205th, etcetera).	9/4/2014 2:19 PM
25	148th 162nd between powell and division on 162nd and again powell to division on 148th	9/4/2014 1:18 PM

Powell-Division: Survey 2

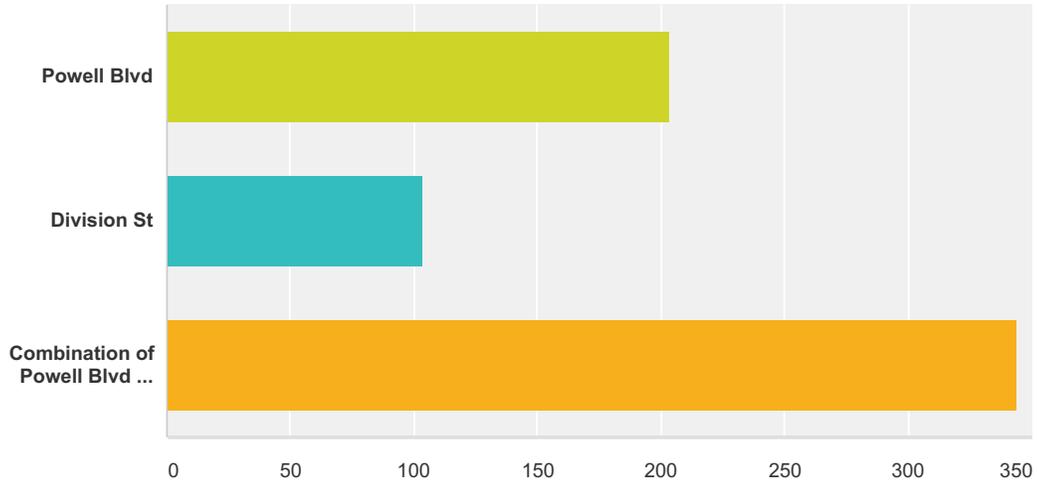
26	20th 39th businesses Powell Businesses along Powell between 20th & 52nd. 39th & Powell is a major destination, but is not represented above.	9/4/2014 12:37 PM
27	connect outside P-D health shopping Adventist Medical Center at 10123 SE Market St, Portland, OR 97216 and Mall 205	9/4/2014 12:02 PM
28	connect outside P-D connect to transit sunset beaverton merlo	9/4/2014 11:44 AM
29	Fred Meyer Gresham Fred Meyers Gresham on Burnside. Please.	9/4/2014 11:23 AM
30	82nd Division downtown Portland Powell both division and powell between 82nd and the river	9/4/2014 11:22 AM
31	82nd Division downtown Portland Powell service hours Mostly connect the area between 82nd and Downtown on both Division and Powell in a quick and efficient manner and also provide more early morning service 7 days a week. Lots more people are working on the weekends and need early morning weekend service too!	9/4/2014 11:19 AM
32	connect outside P-D lloyd center	9/4/2014 11:12 AM
33	They are sound like they should be on the route.	9/4/2014 11:01 AM
34	balance uses anywhere but the core of portland. people drive cars, and it isn't going to change. by adding large vehicles or lightrail to busy streets, all you will be doing is pushing personal vehicles to use side streets. I'm not in favor of this because I'm a cyclist, and I enjoy the quiet low traffic side streets.	9/4/2014 10:57 AM
35	connect to transit development opportunity jobs If you gave us more information about these destinations in this survey, we could make more informed decisions about whether they should be served. How many employees? What is the future development potential. Do they already have high capacity transit service?	9/4/2014 10:51 AM
36	52nd 82nd connect outside P-D Heart of Foster (63rd/Holgate/Foster) and downtown. Foster road from 82-50th	9/4/2014 10:45 AM
37	39th grocery Powell Safeway at Cesar Chavez (formerly 39th) and SE Powell Blvd.	9/4/2014 10:39 AM
38	connect to transit Orange Line MAX Stations in Central Eastside; Green Line MAX Stations on 205; Blue Line MAX Stations in Gresham	9/4/2014 10:30 AM
39	government City Hall	9/4/2014 10:24 AM
40	government Gresham Gresham City Hall! (Which includes city hall, police and fire stations)	9/4/2014 10:11 AM
41	N/S connections Improve north-south connections	8/30/2014 12:30 PM
42	39th grocery parks Powell Powell City Park, Creston Park, 39th & Powell Safeway, 39th street Trader Joe's (Just south of Powell)	8/29/2014 3:46 PM
43	general opposition I am against the transit route	8/28/2014 10:46 AM
44	jobs Gresham Industrial Area along Sandy Blvd	8/28/2014 5:04 AM
45	none	8/27/2014 9:18 PM
46	82nd Division eat-drink grocery Powell Hopworks on Powell, Safeway on Powell, New Seasons on Division, Fubonn on 8	8/27/2014 7:51 PM
47	connect outside P-D parks Fairview! Blue Lake State Park!	8/27/2014 6:48 PM
48	bicycling connect to transit transportation options Connect to bike routes, especially 205 bike path, as well as commuter parking like MAX lots.	8/27/2014 5:21 PM
49	general opposition walkability It shouldn't go anywhere else. Just pave our damn streets and put in sidewalks for a change!!!	8/27/2014 4:08 PM
50	safety and security Please don't bring max and it's associated higher crime rates into our neighborhood.	8/27/2014 7:24 AM
51	schools OHSU	8/26/2014 9:15 PM
52	reliability short/long trips I think it is important to connect all the places I clicked. Connecting as may places as possible should be the goal to allow all people to make choices about traveling on reliant public transportation.	8/26/2014 8:14 PM
53	82nd Powell 8 2nd and powell.	8/26/2014 7:36 PM

Powell-Division: Survey 2

54	82nd Division schools This page would be a lot easier to work through if the map was here also. Portland Community College, Southeast campus (Division & 82nd)	8/26/2014 5:08 PM
55	grocery Grocery stores of any kind	8/26/2014 1:51 PM
56	LRT None. Take the MAX.	8/26/2014 11:30 AM
57	community center connect to transit equity gentrification jobs neighborhoods schools everything is important to connect, but I'd like to see more connectivity for high-school youth and places like job centers and community centers. Secondly, I would prioritize low-income neighborhoods and job centers (but then we have to worry about gentrification too---(ugh, planning, why are you so hard!)) Maybe I actually wouldn't connect inner eastside industrial district as much	8/25/2014 3:02 PM
58	Mercado Portland Mercado	8/25/2014 2:43 PM
59	connect to transit downtown N/S connections Portland N/S downtown transit mall to at least Burnside (most inbound AM line-17 riders disembark at PSU or Alder, and most board on the transit mall between Everett and PSU)	8/25/2014 11:20 AM
60	schools Reed College	8/25/2014 9:53 AM
61	government Gresham Gresham DMV	8/22/2014 10:16 AM
62	Foster-Powell Fred Meyer Foster Powell/Fred Meyer	8/20/2014 6:02 PM
63	I vote none of the above.	8/19/2014 4:50 PM
64	connect to transit Gresham Gresham Central Transit Center	8/18/2014 9:18 AM
65	community center connect to transit East Portland East Portland Community Center is very heavily used, and options to connect to it should be developed. Perhaps a branch off the Green Line?	8/5/2014 8:55 AM
66	39th SE 39th Ave	8/4/2014 3:16 PM
67	businesses Foster/Powell small businesses.	8/3/2014 10:47 AM
68	connect outside P-D Glisan 207th to 257th	7/31/2014 9:49 PM
69	businesses government jobs laundry library parks repair service/materials Consider largest employers, libraries, city parks, city & county government, & county courthouses, laundromats, hardware stores, & repair shops.	7/29/2014 1:23 PM
70	52nd connect outside P-D N/S connections schools Everything in this city runs East to West. There is little that runs through the center of SE connecting Burnside with Woodstock easily. It would be really helpful to have something that at least goes from Division to Woodstock. Maybe down 52nd passed Franklin High School. That road is getting more and more use and the lights make it take forever on the bus.	7/29/2014 10:24 AM
71	community center East Portland grocery library museum It doesn't look like it would fit with the proposals, but connections to community centers (i.e, East Portland Community Center) and libraries would be a great asset. A stop at or near OMSI would also be a high priority. Stops near grocery stores (preferably New Seasons) would be helpful.	7/28/2014 6:13 PM
72	12th connect to transit Division connecting with new light rail station 12th and Division.	7/28/2014 4:45 PM
73	jobs N/S connections 122nd jobs along Airport Way	7/28/2014 2:51 PM

Q5 2. Should the new transit route run all along Powell Blvd, all along Division St, or some combination?

Answered: 652 Skipped: 59



Answer Choices	Responses
Powell Blvd	31.29% 204
Division St	15.95% 104
Combination of Powell Blvd and Division St	52.76% 344
Total	652

#	If you said combination, what would this look like?	Date
1	Powell is already too crowded thanks to your planning (1 lane each direction)	9/21/2014 5:40 PM
2	82nd accessibility inner Powell maintain 4 maintain 9 outer Division It could start on SE Powell Blvd and then cut over to SE Division, perhaps on SE 82nd. I hope that TriMet doesn't eliminate the #4 or the #9. There are people who may not be able to get to "designated" stops for the HCRTS, such as parents with children, people in wheel chairs or those using walkers.	9/21/2014 3:02 PM
3	82nd inner Powell outer Division Powell from Clinton to 82nd, then Division from 82nd to Gresham/Troutdale	9/20/2014 9:20 PM
4	division to 148th 148th to Powell Powell to 182nd	9/19/2014 11:49 AM
5	82nd inner Powell maintain 9 one street outer Division A new frequent service line should stay on either Powell all the way or Division all the way from Gresham to the transit mall downtown. Shifting a line back and forth between Powell and Division does not make sense; this would fragment service. You can help service now by not ending half the number 9 runs at 98th!!!. Run all No. 9 runs out to Gresham TC and you relieve the problem you are trying to solve. Division seems to have the most room to accommodate a rapid bus line past 50th. Powell has more room from 82nd into the downtown transit mall. But shifting the line fragments service.	9/19/2014 7:35 AM
6	1+ N/S connections 82nd inner Division inner Powell Perhaps eastbound on Division, down 82nd, returning westbound on Powell? Or the reverse?	9/18/2014 3:51 PM
7	60th 82nd inner Powell outer Division Powell below 60th, Division above 82nd. Not certain about in-between, whether 82nd & Powell more important than 60th & Division.	9/18/2014 3:19 PM
8	I-205 inner Powell outer Division Tilikum Gresham to I-205 on Division, I-205 to Milwaukie Ave and Powell, Go toward Downtown Portland Via the Tilikum Crossing	9/18/2014 1:48 PM

Powell-Division: Survey 2

9	82nd inner Powell outer Division Tilikum Downtown, over Tilikum Crossing to Powell, along Powell to 82nd, jog north 82nd at the Food4Less complex, by Fubonn on 82nd, to PCC campus at 82nd & Division, then east on Division.	9/18/2014 5:11 AM
10	constrained Division Would need to bypass the very narrow and congested part of Division west of 50th[i think that is where the street narrows. Ross Island bridge is already a choke point.	9/17/2014 2:01 PM
11	1+ N/S connections inner Division inner Powell outer Division outer Powell two lines East on one and west on the other.	9/17/2014 1:12 PM
12	39th inner Powell outer Division From Gresham to PDX Division up to 39th, then over to Powell	9/17/2014 12:24 PM
13	1+ N/S connections 148th 162nd inner Division inner Powell n/s connections outer Division outer Powell I think it should be loops running in opposite directions if it is frequent bus option, and we _NEED_ north south options on 148th and 162nd.	9/17/2014 8:45 AM
14	82nd better connections Division BRT n/s connections outer Division outer Powell Powell LRT vehicle type Phase One: MAX from 17th to I205 on Powell with interface bridge so Green Line can get to downtown faster and create a two/two line MAX system in Inner PDX (2 MAX lines on Powell and 2 MAX lines in the I84 corridor which will support great North/South transfers via buses and future streetcars). Create BRT Lite on Division and Powell Blvd with the starting point at the East Terminus of Powell MAX for the Powell line. Powell BRT-lite goes out to Gresham Central Station and heads North on 223rd to Stark and finally East to a new Park-n-Ride asset near MHCC or Mt Hood Legacy Hospital. Division BRT-Lite starts at 82nd and Powell to cover Jade District and PCC by going North on 82nd and out to Gresham on Division to Kane Road finally turning North to MHCC/Hospital Park-n-Ride. Phase Two: Twenty years later decide where MAX goes (Powell to Gresham) or the Powell line is extended on I205 South and then to Sunnyside/Damascus if planning and population warrant it. Division and Powell gets Bus-Rapid Transit improvements no matter where the extension goes.	9/15/2014 6:56 PM
15	inner Powell outer Division Powell out to Lents, north to Division east to Gresham.	9/15/2014 4:36 PM
16	ridership It would aim for the areas with the highest amount of commuters, recognizing that in some parts Division is busier while others Powell is busier	9/15/2014 4:32 PM
17	82nd inner Powell outer Division Powell to 82nd, then up to Division then out to Gresham.	9/15/2014 10:39 AM
18	Not sure, but could take survey of current riders of the 4 & 9 routes	9/13/2014 3:45 PM
19	frequency If the buses are crowded add more frequent times, Not more MAX Lines.	9/12/2014 3:26 PM
20	inner Division inner Powell outer Division outer Powell Where there is room, have it on Division. Where that becomes too crowded, use Powell.	9/12/2014 2:56 PM
21	50th/ 52nd inner Division outer Powell cross river, go up division. around SE 50th move over to SE Powell or Foster.	9/11/2014 3:40 PM
22	82nd I-205 inner Powell outer Division River to 82 or I205 on Powell, then east on Division	9/11/2014 12:58 PM
23	inner Powell outer Powell walkability Using the Powell corridor will help add sidewalks along outer Powell	9/10/2014 12:46 PM
24	constrained Division I feel like it would be impossible to go down Division's Main St area. The combination you have on the bottom right looks the most feasible.	9/10/2014 12:43 PM
25	constrained Division Not sure what this could be and if it is something like MAX there is no room on Division and the whole new developed area of Division is very claustrophobic. I drive to MAX rather than taking the Division bus because it takes longer to get downtown. I will take the Division bus when meeting friends in the lower streets of Division because there is no longer any place to park! Terrible city planning.	9/9/2014 7:58 PM
26	82nd inner Powell outer Division Ross Island Powell from Ross Island Bridge to 82nd, Division on out.	9/9/2014 5:04 PM
27	82nd inner Division outer Powell Up Division & then right on 82nd left to Powell...unlike any of the above combinations.	9/9/2014 3:06 PM
28	1+ N/S connections inner Division inner Powell outer Division outer Powell Similar to how you have it laid out in the map. Go out on one street and back on the other. In most places they're not so far that it's hard to get to one over the other for people in the middle.	9/9/2014 11:50 AM
29	50th/ 52nd inner Division outer Powell From west to east: Downtown to Division and 11th/12th, follow Division to 50th, follow 50th south to Powell, follow Powell east	9/9/2014 5:01 AM

Powell-Division: Survey 2

30	1+ N/S connections 50th/ 52nd 82nd inner Division inner Powell outer Division Tilikum Crossing > East on Division > South on 50th > East on Powell > Return North to Division somewhere past 82nd (not familiar with this area, so no preference)	9/8/2014 10:37 PM
31	something that allows congestion on either side to be relieved	9/8/2014 5:06 PM
32	82nd inner Powell outer Division Tilikum Powell in inner-SE Portland after tillikum crossing, then route to Division around Mt. Tabor and continue east within the division corridor	9/8/2014 3:48 PM
33	82nd inner Powell outer Division I like the route that jumps to Powell at 82nd as you come in towards down town. It would keep the faster line going on two lane roads.	9/8/2014 3:30 PM
34	50th/ 52nd Make it fast and efficient. Turn on 52nd connecting Powell and Division.	9/8/2014 2:50 PM
35	inner Division inner Powell outer Division outer Powell two lines A line is needed on both Powell and Division	9/8/2014 1:18 PM
36	82nd inner Powell outer Division Powell to 82nd, north to Division, Division to Gresham	9/8/2014 11:11 AM
37	General opposition I don't feel there's room for a new transit route along either Powell or Division. The traffic is already overly heavy, new Max lines will just make it worse. I don't believe this is a viable or necessary option. MAX lines have brought with them crime and negative perceptions to SE Portland and Gresham. Don't make it worse with this plan.	9/8/2014 10:45 AM
38	constrained Division avoid high density walking district below 50th on division.	9/8/2014 9:09 AM
39	better connections Powell/Milwaukee is a major transit node (it connects to Orange Line plus several other bus lines stop here). So, I think it would be good if the transit system is designed to connect with bus/MAX lines serving SE Portland (e.g. coming from Sellwood, Eastmoreland, Westmoreland, Woodstock, etc.).	9/8/2014 8:40 AM
40	business districts and dwelling concentrations.	9/7/2014 8:47 PM
41	82nd inner Powell outer Division Powell from Willamette to 82nd, then North to Division	9/7/2014 3:52 PM
42	82nd inner Powell outer Division The big question. At this point, I think using the width of the road as a guide is best; so along Powell from the South Waterfront to 82nd, and then up 82nd and down Division to Gresham and ending at Mt Hood Community College.	9/7/2014 9:46 AM
43	Eastman Kane outer Division I only know about the Gresham end of the line (so I couldn't say what shopping & job centers above were important on the Portland end). For the Gresham end, I'd suggest that the route be on Division, make a small loop to serve Downtown Gresham (maybe Division to Main to NE 5th to Kelly [by the transit center & county building] and back to Division) then continue east on Division to make a loop that serves MHCC, Legacy Mt. Hood Hospital & (kind of) Gresham Vista (maybe Division to Kane to Stark to Eastman Pkwy & back to Division to head back to Portland).	9/6/2014 3:04 PM
44	Division BRT outer Powell Well I don't believe more construction should happen from the waterfront to 39th and Division, but it would be nice to have something faster to go down that area. Then switch over to Powell once Powell becomes one lane on each side. It is a horrible area to be on the bus or in a car during rush hour, one lane just doesn't cut it. Plus after 92nd, the Powell bus sucks. Every half hour just doesn't cut it for that area. It is a horrible area to live - use to live on 2700 W Powell and go to school at Centennial. Hated it.	9/6/2014 11:45 AM
45	Where there are more riders, and/or you have to walk further to get to a stop (or else I might as well go back to driving my car daily)	9/6/2014 10:06 AM
46	1+ N/S connections inner Powell Powell side of the river to MHCC loop...	9/6/2014 9:33 AM
47	82nd inner Division inner Powell Division closer to the River and Powell farther east, toward 82nd.	9/6/2014 8:40 AM
48	constrained Division inner Powell outer Division Powell seems wider closer to the river. Division is very cramped from the river until about 82nd Ave. Then the width appears to reverse itself -- Division seems straight and wide all the way to Gresham; whereas Powell shrinks to a two-lane road that meanders about for awhile thru some buttes.	9/6/2014 8:29 AM
49	50th/ 52nd 82nd inner Powell On Powell west of 82nd? Or 50th?	9/6/2014 7:46 AM
50	Hogan Powell to Hogan, north to Division, then east to MHCC	9/5/2014 3:39 PM
51	82nd inner Powell outer Division Downtown to 82nd street on Powell (double lanes) then from 82nd to Division - basically ride the four-lane roads.	9/5/2014 2:24 PM
52	Powell west of 82nd Ave, Division east of 82nd Ave	9/5/2014 12:35 PM

Powell-Division: Survey 2

53	82nd inner Powell outer Division Powell closer in, maybe inside SE 82nd, and Division east of SE 82nd.	9/5/2014 11:11 AM
54	I ride the 4 northbound into North Portland and southbound just into downtown. I don't know what would serve the riders best, on the part of the line you are considering.	9/5/2014 11:08 AM
55	better connections inner Powell Key stops on Division, east of 39th but most of the transit along Powell, with particular attention to east Portland. A fast bus with fewer stops seems unnecessary for the more congestion frequent stop needs of west of 39th on Division.	9/5/2014 10:54 AM
56	1+ N/S connections inner Division inner Powell outer Division outer Powell A big loop? Hopefully running in both directions.	9/5/2014 10:54 AM
57	two lines The new transit route should run along SE Powell or Division street, but not cross between the two. It should remain simple and easy to use.	9/5/2014 10:27 AM
58	122nd inner Powell outer Division Down Powell and turn up to Division at 122nd	9/5/2014 8:26 AM
59	Instead of adding 1 route, develop the existing routes. Add limited stop and express service on both the 4 and the 9. Eventually, add streetcar to Division from OMSI to 39th.	9/5/2014 8:08 AM
60	122nd inner Powell outer Division Powell between the river and 122nd, then Division	9/5/2014 7:23 AM
61	1+ N/S connections inner Division inner Powell outer Division outer Powell out on Powell, return on division	9/5/2014 7:21 AM
62	1+ N/S connections 82nd inner Division inner Powell outer Division outer Powell A figure 8: from downtown, east on Division, south on 82nd (?) to Powell, then east to Gresham. From Gresham, west on Division to 82nd, south to Powell, west to downtown Portland.	9/5/2014 6:42 AM
63	I currently frequent neither (I have in the past), but I'd say whatever stops have the most rider traffic.	9/5/2014 4:46 AM
64	1+ N/S connections inner Division inner Powell outer Division outer Powell Two closed loops; Loop 1 goes west on Division then east on Powell, Loop 2 goes east on Division then west on Powell.	9/4/2014 9:23 PM
65	50th/ 52nd inner Division outer Powell it should run on division and Cross over to powell around 50th and then go up powell and end at Mount Hood Community College	9/4/2014 9:12 PM
66	constrained Division I'm not sure. I think this should be determined by data - high ridership now, projected ridership in the future, speed of route, and how it would affect the corridor. For example, if the route could run much faster on Powell and would still have very good ridership, that might be a better option than already-cluttered and narrow Division.	9/4/2014 8:22 PM
67	inner Division inner Powell outer Division outer Powell service hours two lines If you are thinking to split the time between Division & Powell, I think should primarily go to Division & Powell during mornings rush hour from GTC to 82nd; evening rush hour from DT to 122nd; split division during off hours: ex one bus go up Powell to 82nd over to Division to GTC reverse on Powell to 82nd over to Division to DT; other bus go down Division to 82nd over to Powell to DT reverse on Division to 82nd over to Powell to GTC.	9/4/2014 7:04 PM
68	not sure	9/4/2014 6:52 PM
69	1+ N/S connections 50th/ 52nd inner Powell outer Division outer Powell Tilikum Begin at Portland State University and follow Orange Line route across Tilikum Crossing to the Clinton/SE 12th Ave. station. Break from Orange Line route at Powell Blvd. and go east on Powell to 50th or 52nd Ave. Turn north to meet Division St., then east on Division to 92nd Ave. From here, three alternatives: (1) turn south to meet Clinton St.; turn east over new crossing of I-205; continue east using existing or acquired ROW on or near Clinton; rejoin Powell using 136th or 148th; head east to Gresham on Powell; turn north on Hood Ave. and proceed to terminus at Gresham Central TC; (2) continue east on Division to 182nd Ave.; turn south on 182nd to rejoin Powell; head east to Hood, north to terminus at Gresham Central TC; (3) turn north on 92nd to meet Market St.; cross I-205 and continue east on Market to 130th; jog south to Mill and continue east via Mill, Millmain, and Main across 182nd; follow acquired ROW to rejoin Division at or near 190th; follow Division east to Eastman Pkwy.; turn south and follow Eastman to 3rd St.; head east on 3rd St. to Hood, north to terminus at Gresham Central TC.	9/4/2014 6:00 PM
70	50th/ 52nd inner Powell outer Division Out Powell to about 52nd, then over and out Division.	9/4/2014 5:51 PM
71	122nd inner Division outer Powell I like the middle graphic on the right side. Division going SE too 122nd and then turning and going down Powell.	9/4/2014 5:50 PM
72	82nd inner Powell outer Division Powell out to 82nd Ave, then Division to Gresham	9/4/2014 5:11 PM
73	82nd inner Powell outer Division Division east of 82nd - Powell west of 82nd	9/4/2014 4:13 PM

Powell-Division: Survey 2

74	I get on or off at 212th and Division and go to a transit station or downtown	9/4/2014 4:10 PM
75	better connections I don't know what it looks like - I just know that I have used both 4 and 9 extensively and they are always jammed. It got worse when you changed the downtown stops so that we couldn't pick between the 2.	9/4/2014 3:55 PM
76	82nd inner Powell outer Division Powell from Ross Is. Bridge up to 82nd. Division from 82nd as far out east as you will go.	9/4/2014 3:38 PM
77	inner Division inner Powell outer Division outer Powell two lines BOTH routes, both ways.	9/4/2014 2:19 PM
78	beautiful	9/4/2014 2:15 PM
79	????	9/4/2014 1:39 PM
80	Powell to 82nd, then division to Gresham.	9/4/2014 1:25 PM
81	82nd inner Powell outer Division Powell to 82, then up 82 to connect to PCC & Jade district. Division after that.	9/4/2014 12:37 PM
82	inner Division inner Powell outer Division outer Powell two lines Both. Parallel buses running up both division and powell.	9/4/2014 12:34 PM
83	1+ N/S connections inner Division inner Powell outer Division outer Powell A loop in both directions.	9/4/2014 12:18 PM
84	Starting on Powell until somewhere around 39th it should switch to Division and cross the new bridge.	9/4/2014 12:15 PM
85	1+ N/S connections 20th 82nd inner Powell outer Division So far no problem with all along Division Street but if combination, will like it to run from 21st to 82nd along Powell and from 82nd to Gresham along Division.	9/4/2014 12:02 PM
86	u/k but both are important to me	9/4/2014 11:45 AM
87	better connections inner Division inner Powell outer Division outer Powell two lines It would be interesting to see the east-west routes "cross over" each other at one or two intersections between the Willamette river and Gresham, making access to travel in each direction more accessible to both corridors.	9/4/2014 11:42 AM
88	1+ N/S connections better connections inner Division inner Powell outer Division outer Powell I think the rectangle approach seems to best. Short runs that go down Powell and Division so if you aren't going far it is faster and hopefully less crowded. The #4 bus is always a nightmare no matter what time of the day or night you take it.	9/4/2014 11:39 AM
89	39th inner Division outer Powell Division to 39th -- Powell beyond	9/4/2014 11:38 AM
90	1+ N/S connections 39th 82nd better connections Eastman I'm not sure I understand what this new route is about. Are you saying you'll leave the regular #4 and #9 routes, but add an express that might run on either or both streets? If so, I think Division has a lot of ridership and could really use some express buses during rush hour. If you needed to combine both streets into 1 route I would suggest having it take Division out of downtown, go south at 39th to Powell, then back up to Division maybe on 82nd Ave to continue to maybe 182nd, go back down to Powell, then back up Eastman Parkway to Division and the rest of the way to Gresham TC or where ever the #4 route currently terminates. (Legacy Mt Hood Medical Center?)	9/4/2014 11:36 AM
91	200 denier nylon	9/4/2014 11:26 AM
92	Why did they choose to honor a killer whale with a new bridge name. So many better options. It should be put to a vote.	9/4/2014 11:23 AM
93	don't know	9/4/2014 11:22 AM
94	1+ N/S connections 82nd inner Division inner Powell A loop from 82nd to Downtown along both Division and Powell.	9/4/2014 11:19 AM
95	on powell from gresham until 26th, then on division and across tilikum crossing.	9/4/2014 11:10 AM
96	constrained Division I'm afraid parts of Division are too narrow like from SE 39th down towards the river...and its a shame, but that's how it is there...	9/4/2014 11:07 AM
97	11th/12th 39th better connections inner Division Gresham to Cesar Chavez to Division to 11th/ new light rail.	9/4/2014 11:07 AM
98	To get maximum ridership	9/4/2014 11:02 AM
99	Don't know yet.	9/4/2014 11:00 AM

Powell-Division: Survey 2

100	General opposition none.	9/4/2014 10:57 AM
101	As in the first map in column #2 since Powell tends to be the busier corridor and is a major state highway (HW 30 east).	9/4/2014 10:55 AM
102	better connections To move commuters through, it would be good to get both. To reduce the need for cars and parking, all the new Division projects need to be connected. Powell has a large number of apartments and low income housing, so connected routes on Powell are also important.	9/4/2014 10:52 AM
103	82nd inner Powell outer Division Tilikum Use the Tilikum transit bridge and orange line ROW to get to Powell, then run it East on Powell, N. on 82nd and E on Division. Anchor the east end at the Community College.	9/4/2014 10:51 AM
104	Maybe switching from division to powell at some point in the ride, or vice versa	9/4/2014 10:50 AM
105	82nd inner Powell outer Division Gresham along division to 82 then to powell	9/4/2014 10:48 AM
106	inner Powell Not sure. I use the #4 Division but with the current reroute in the evening, I've enjoyed being able to stop at 39th & Powell.	9/4/2014 10:43 AM
107	82nd With Powell and Division so close together, it doesn't really matter if it's all Powell, all Division or a Combination in inner SE. It makes more sense to have a combination past 82nd Ave to Gresham.	9/4/2014 10:41 AM
108	better connections constrained Division constrained Powell I live on Powell and if it only ran on Division, it's just too far a walk to and from the bus in my opinion. I would probably opt to take the 71 to the MAX if this were the case. I would imagine this is how a lot of people who live on Division would feel as well. Although, I think it's smart to reduce/remove altogether the buses on Division. It's so narrow and so much traffic already. But then again, the same goes for Powell...	9/4/2014 10:40 AM
109	1+ N/S connections 11th/12th 122nd 20th 26th 82nd inner Division inner Powell maintain 4 maintain 9 outer Division outer Powell From Downtown Portland across a bridge (Maybe across the Hawthorne or Morrison Bridge instead of the Ross Island Bridge) up Division to around 20th or 26th, across to Powell Blvd. Then up Powell from about 26th at Cleveland High School to at least Cesar Chavez Blvd. Maybe back to Division at 82nd. Back across from Division to Powell at 122nd. Then on to Gresham on Powell Blvd. OR Just increase both lines to 10 minutes or better service during rush hours. Thank you.	9/4/2014 10:39 AM
110	1+ N/S connections Run on both streets	9/4/2014 10:36 AM
111	82nd inner Powell outer Division On Powell to 82nd then on Division to the farthest eastern stop.	9/4/2014 10:33 AM
112	11th/12th 50th/ 52nd 82nd inner Powell outer Division Tilikum tilikum bridge to 11/12th then powel to 50's or 70's or 82nd then out division to gresham	9/4/2014 10:30 AM
113	I picture it running along Powell until around 82nd, then moving up to Division out to Gresham.	9/4/2014 10:25 AM
114	outer Division I said "combination" only so I could express my concern about the potential congestion - due to narrow roadway and explosive of development (with gross lack of off-street parking) - on Division between, 11th and 50th Ave.s. This could be a real bottleneck to the whole purpose of getting folks to and from Downtown <--> East Portland/Gresham.	9/4/2014 10:23 AM
115	122nd 39th better connections inner Division maintain 4 maintain 9 outer Powell I think it should run from downtown to Gresham on both Division and Powell, the same route as the 4 and 9, if that is affordable. If not, then Division to 39th, then down Cesar Chavez to Powell and out to Gresham from there. Or Division out to 122nd then down to Powell.	9/4/2014 10:23 AM
116	82nd inner Division outer Powell Tilikum It seems like there is a lot of residential density in inner SE Division, so it might capture a lot of trips on Division, then transfer over to Powell on 82nd where there is a lot of space on Powell up to Mt Hood Community College. It would be better to go over the new crossing to avoid traffic on Ross Island (which would reduce the reliability of service)	9/4/2014 10:21 AM
117	11th/12th 20th 39th 50th/ 52nd better connections 50th, 39th, 20th, 12th ave should be connected to both	9/4/2014 10:20 AM
118	maintain 9 Just my educated guess this would look like 9 running every 10 minutes or less just like 72	9/4/2014 10:20 AM
119	1+ N/S connections inner Division inner Powell outer Division outer Powell up one street down the other	9/4/2014 10:17 AM
120	maintain 4 the 4 comes up powell why don't it stop	9/4/2014 10:16 AM
121	inner Powell Don't blow up the Division Street vibrant streetscape, but keep transit connections close on Powell. Switch over if necessary without ruining new business areas.	9/4/2014 10:14 AM
122	39th inner Powell outer Division Running Powell through to around 40th then running along division.	9/4/2014 10:13 AM

Powell-Division: Survey 2

123	if its a railway not on powell too many homes would be effected if its a bus service than powell	9/4/2014 10:12 AM
124	inner Powell outer Division into downtown Portland via Powell, into downtown Gresham via Division (or vice-versa)	9/4/2014 10:11 AM
125	1+ N/S connections inner Division inner Powell outer Division outer Powell Division west, Powell east	9/4/2014 10:08 AM
126	frequent	9/4/2014 10:06 AM
127	39th inner Division outer Powell Powell is much wider and can accomodate buses better. Perhaps up division til 39th then up Powell from there?	9/4/2014 10:06 AM
128	50th/ 52nd inner Powell outer Division ,powell running east until 50th then connection along division	9/3/2014 8:15 PM
129	39th inner Powell outer Division From downtown Portland: east on Powell to Cesar Chavez, north on Cesar Chavez to Division, east on Division to Gresham.	9/2/2014 12:18 PM
130	1+ N/S connections inner Division inner Powell outer Division outer Powell buses on both streets	8/30/2014 12:30 PM
131	SERIOUSLY- THIS IS TOO TECHNICAL A QUESTION	8/30/2014 10:20 AM
132	1+ N/S connections Is it possible to have a continuous loop?	8/30/2014 8:46 AM
133	122nd 82nd inner Powell one street outer Division outer Powell I believe that it should run on Powell between Downtown & 82 or 122nd street, and then as Division becomes wider and Powell more narrow, move north to Division. That or it should run on Powell only.	8/29/2014 3:46 PM
134	Run along the most popular streets, or streets with / near the busiest bus routes	8/29/2014 12:22 PM
135	It would maximize service to retail and public service facilities.	8/28/2014 6:48 PM
136	not sure	8/28/2014 12:08 PM
137	General opposition I am against the transit route	8/28/2014 10:46 AM
138	50th/ 52nd inner Powell Tilikum Tilkum to Powell then cross-over to Division at 50th. The most important factor in a Bus Rapid Transit high capacity line is dedicated right of way. This is not possible on Division between 11th and Caesar Chavez due to the new streetscape, between there and 60th parking would have to be removed completely (could be a shared bus/bike lane), and between 50th and 80th the roadway would have to be majorly downsized. My recommendation is to figure out a way to slide it north near 82nd even if this means buying up parking lots or running it down a side street. Another possibility is just sliding it north at 205, but that misses the colleges. With the advent of possible "employment zoning" on 82nd, having it cross at 82nd and Division is important. Hence, having a shared bike-bus lanes from 50th east might be the best option. This would require parking removal on 50th from Powell to Division, then Division from 50th to 60th.	8/28/2014 9:55 AM
139	82nd inner Powell outer Division Powell to 82nd, then division out to Gresham	8/28/2014 6:36 AM
140	Eastman inner Powell outer Division outer Powell Division from eastern Gresham City Limits west to Eastman Parkway Powell fro Eastman Parkway west into Portland	8/28/2014 5:04 AM
141	1+ N/S connections dedicated lane inner Division inner Powell outer Division outer Powell Put a street car on Division and Light Rail on Powell (with no share lanes with car traffic).	8/27/2014 11:18 PM
142	General opposition none	8/27/2014 9:18 PM
143	82nd inner Powell outer Division from Ross Island bridge to 82nd on elevated tracks above Powell, 82nd between Powell & Division, Division from 82nd east to Eastman Parkway.	8/27/2014 8:34 PM
144	1+ N/S connections 50th/ 52nd 82nd inner Division inner Powell outer Division East on Division, then south down 50th or 52nd to Powell, east along Powell, then north along 82nd to at least Fubonn, then I'm not really familiar with the area east of 82nd. As a resident of Foster Powell, this would be a dream come true!	8/27/2014 7:51 PM
145	inner Powell outer Powell NOT DIVISION. Please not division. I live there.	8/27/2014 6:48 PM
146	50th/ 52nd inner Division outer Powell Tilikum Down Powell towards town until close to river, Tilikum Crossing, up Division to 50th and over to Powell.	8/27/2014 5:21 PM
147	lowest right of the 6 options presented above	8/27/2014 4:37 PM
148	82nd inner Powell outer Division Powell until SE 82nd, then up to Division for the rest of the way.	8/27/2014 4:10 PM
149	General opposition Nowhere. Stop this insanity!!!	8/27/2014 4:08 PM

Powell-Division: Survey 2

150	I-205 inner Powell outer Division Powell to I-205 then Division	8/27/2014 2:16 PM
151	1+ N/S connections better connections inner Division inner Powell outer Division outer Powell Could be a major reworking of the unpleasant and hard to cross Powell into a model multi-modal transit avenue. Powell could have a Max line and Division could have a street car with perhaps buses or streetcar connections between the two. Include plenty of good biking and pedestrian considerations on both.	8/27/2014 11:31 AM
152	constrained Powell My only concern is dealing with the two lane unimproved snarl that is Powell from I-205 to about 174th. When is the state or city going to widen this stretch?	8/27/2014 10:18 AM
153	1+ N/S connections inner Division inner Powell outer Division outer Powell One all the way on Powell, and another all the way on Division.	8/27/2014 9:05 AM
154	I-205 inner Powell outer Division Powell closer in PDX, shift to Division before Powell greatly narrows past I-205	8/27/2014 8:28 AM
155	General opposition Please don't bring max and it's associated higher crime rates into our neighborhood.	8/27/2014 7:24 AM
156	1+ N/S connections 50th/ 52nd 82nd inner Division inner Powell outer Division Division from river, cut over on 50th or 52nd to Powell then back over to division around 82nd then continue east	8/26/2014 9:15 PM
157	Powell LRT It totally depends on what kind of line it is. Powell would service many more people and potentially could support light rail east of 50th (with the right of way left over from the Mt Hood Highway Project) but it is hard to envision this happening below 50th. I don't see this on Division but would bot be opposed to it if it was feasible. I imagine it would have to be a combination. That being said I think Powell would service many more people to the south where as the closer in neighborhoods east of 50th have limited options for quick public transit with increasing traffic levels.	8/26/2014 8:14 PM
158	inner Powell higher than 39th on Powell.	8/26/2014 7:26 PM
159	82nd I-205 inner Division outer Powell lower Division (maybe to 82nd?) - then upper Powell, past I-205	8/26/2014 7:18 PM
160	The bottom right map, on the top of this page.	8/26/2014 5:39 PM
161	Powell LRT Not sure. I would love a MAX line down Powell that would connect to Division.	8/26/2014 5:23 PM
162	one street It should run all on the same street, wiping out car traffic entirely. Light rail and bikes and pedestrians only. Hm. Maybe not. But it would be really nice if it the eastbound and westbound lines were closer to each other than five blocks. Downtown, along I-84, and in Beaverton/Hillsboro, they're only separated by one block or less.	8/26/2014 5:08 PM
163	inner Division outer Powell Close in on Division. On Powell further out.	8/26/2014 5:07 PM
164	82nd inner Powell outer Division Powell to E 82nd, then up to Division. Would access Cleveland High school, 39th Ave Safeway, Jade District, PCC Southeast, and Mid-County clinic.	8/26/2014 4:03 PM
165	constrained Division inner Powell I think if more construction goes into the division restaurant corridor business will suffer so much of the lower street number changes should impact powell first.	8/26/2014 3:07 PM
166	82nd inner Powell outer Division Along Division west of 82nd; along Powell east of 82nd	8/26/2014 1:07 PM
167	inner Division inner Powell outer Powell A majority of the route should be own Powell. Connecting Cleavland HS to Gresham makes the most sense. Before SE 21st, the route could be on either Division or Powell.	8/26/2014 11:58 AM
168	1+ N/S connections inner Division inner Powell outer Division outer Powell Up Division and down Powell or the opposite.	8/26/2014 11:34 AM
169	General opposition No, absolutely not!!!	8/26/2014 11:30 AM
170	inner Division inner Powell outer Division outer Powell Both streets with north south connections from Sandy Blvd to Powell or Foster.	8/26/2014 7:32 AM
171	82nd inner Powell outer Division Powell West of 82nd, Division East of 82nd - Cross over on 82nd. Established easements and high volume traffic in place already.	8/26/2014 12:21 AM
172	maintain travel lanes what ever would provide the lowest impact on car commutatr	8/25/2014 11:30 PM
173	inner Division outer Division Definitely needs to go out to MHCC and downtown gresham. I'd like to see it go up and down Division. Powell is too small and compact.	8/25/2014 9:58 PM
174	181st inner Powell outer Division Powell from the Willamette and then cross over to Division at 181st.	8/25/2014 9:46 PM
175	82nd 82	8/25/2014 9:38 PM

Powell-Division: Survey 2

176	82nd inner Powell outer Division powell to 82nd, then on division to gresham	8/25/2014 9:18 PM
177	I-205 inner Powell outer Division Powell to 205 then division following the dual lanes	8/25/2014 7:12 PM
178	92nd As illustrated in the sixth picture above, running on SE 92nd instead of SE 82nd.	8/25/2014 5:07 PM
179	82nd inner Powell outer Division Powell for inner southeast, then Division further out, past 82nd.	8/25/2014 3:37 PM
180	inner Powell outer Division Powell inner/Division outer.	8/25/2014 3:02 PM
181	82nd inner Powell outer Division Powell from Brooklyn to 82nd, then 82nd to Division to Gresham	8/25/2014 2:21 PM
182	82nd inner Powell outer Division Elevated rail route all along inner Powell, come down to at-grade route after 82nd avenue, jogging north to Division in Gresham	8/25/2014 1:58 PM
183	General opposition maintain travel lanes Neither. Stop expanding the max and taking away lanes of traffic!	8/25/2014 1:38 PM
184	82nd inner Division inner Powell outer Division division until 50th, powell till 82nd, back to division, then all the way to meet light rail.	8/25/2014 12:35 PM
185	1+ N/S connections inner Division inner Powell outer Division outer Powell one direction each way!	8/25/2014 12:11 PM
186	50th/ 52nd inner Division inner Powell Close in on division and on powell from around 50th east	8/25/2014 12:10 PM
187	I-205 inner Powell outer Division Tilikum Powell Blvd all the way from downtown (perhaps over the new Tilikum crossing?) through to I-205's max station, and then Division from there (the business corridor should be prioritized over the more rural areas of Powell beyond I-205)	8/25/2014 11:20 AM
188	dedicated lane I prefer the rapid bus transit with dedicated lanes of service. The service between the downtown's of Eugene and Springfield is excellent!	8/25/2014 9:36 AM
189	1+ N/S connections inner Division inner Powell outer Division outer Powell East bound on one, west on the other; create a loop.	8/23/2014 11:40 AM
190	I-205 inner Powell outer Division Portland to 205 on Powell. 205 to Gresham on Division	8/23/2014 8:46 AM
191	39th inner Powell Not sure what the combination would need to be, but there needs to be a stop at SE 39th and Powell.	8/22/2014 10:09 AM
192	82nd inner Powell outer Division Tilikum Route should run on Division from MHCC to PCC (Division&82nd) Turn south on 82nd to Powell, continue west on Powell to Tilikum Crossing.	8/22/2014 10:00 AM
193	frequency inner Division inner Powell outer Division outer Powell service hours BOTH! We desperately need VERY frequent transit on both streets. Imagine how many people would take the bus everywhere if they knew that connections never cost more than five extra minutes and that the bus ran all the hours that they needed it to run -- not just after bar close (important!!), but also in time for the earliest shift (pre-6am).	8/21/2014 11:58 PM
194	The one on the lower right (above)	8/20/2014 7:11 PM
195	50th/ 52nd inner Division outer Powell It should run through Division from downtown to SE 50th and then move to Powell en route to Downtown Gresham.	8/20/2014 6:03 PM
196	82nd inner Powell outer Division Powell to 82nd and Division to 82nd	8/20/2014 6:02 PM
197	82nd inner Powell outer Division Powell west of 82nd, division east of 82nd	8/20/2014 5:02 PM
198	39th 82nd inner Powell outer Division Inner Powell and outer Division, maybe changing at SE 39th or SE 82nd	8/20/2014 9:10 AM
199	constrained Division inner Powell outer Powell Division has been narrowed down so much that there is no longer the space to put a rail or special lane on it. This is partly why it's so congested. Powell is the only viable option because of having five lanes.	8/19/2014 8:09 PM
200	50th/ 52nd inner Powell outer Division Tilikum Tilikum Bridge to Powell to 52nd to Division to MHCC.	8/18/2014 11:32 AM
201	constrained Division inner Powell Unfortunately the City of Portland constrained transit options on Division by adding all the stormwater swales and reducing it to one lane each direction between 1th and 39th so it should be mostly Powell in inner SE Portland	8/18/2014 8:49 AM
202	better connections The idea is to move masses to their work and necessary services. The faster transit line needs to meet the demands of MOST users.	8/15/2014 2:26 PM

Powell-Division: Survey 2

203	inner Division outer Powell I think that the route will dictate the type of service--in other words, bus rapid transit or streetcar on Division with light rail or bus rapid transit on Powell.	8/14/2014 8:24 AM
204	1+ N/S connections 82nd Division BRT I-205 inner Powell outer Division outer Powell Powell LRT MAX line along Powell boulevard to I-205 will connect to existing transit and ensure ROW where it is needed most. Outer Powell and Division BRT from Gresham to 82nd. This will break the route in two pieces such that the line can follow a schedule. Currently Powell and Division buses do not run on time often.	8/13/2014 4:11 PM
205	Stupid question- we don't have the expertise.	8/13/2014 11:23 AM
206	82nd constrained Division Division St below 82nd Ave is OUT OF THE QUESTION. With the existing street shrinkage due to curb extensions, bicycle lanes and bioswales there IS NO ROOM, unless it is UNDERGROUND. Building of any rail is completely out of the question now, unless it is underground.	8/12/2014 2:06 PM
207	Division FS Powell HCT HCT on Powell with very frequent bus service on Division	8/12/2014 12:00 PM
208	inner Powell outer Division Powell LRT Powell closer to the city, Division further out because Powell out there has less on it. The only exception is if it is completely light rail. Then I'd argue completely for Powell based on the size of the available right of way.	8/11/2014 11:23 PM
209	outer Division Mostly on Division but connecting with downtown Gresham destinations as well as the Civic Neighborhood and extending all the way to Mt. Hood Community College.	8/10/2014 8:13 AM
210	Eastman Gresham city limits inner Powell outer Division west on Powell from Eastman Parkway on into Portland west on Division from the eastern Gresham City Limits to Eastman Parkway	8/8/2014 9:25 AM
211	50th/ 52nd Birdsdale inner Division outer Division outer Powell Division: River to 52nd, Powell: 52nd to Birdsdale, Division: Birdsdale to end.	8/7/2014 10:06 AM
212	82nd inner Powell outer Division Powell to 82nd and then over to Division all the way into Gresham	8/7/2014 7:18 AM
213	1+ N/S connections foot traffic inner Division inner Powell outer Division outer Powell I can't say what it might look like, but as a resident who lives between Powell and Division I can imagine much more foot traffic through our neighborhood if it ran along both streets. As it is right now we have the 9 running down Powell, which is used by many, and the 4 that runs Division AND the MAX which stops at City Hall.	8/6/2014 6:53 PM
214	constrained Division Division street might be okay too if speed would not be too dampened by the commercial district between 12th and 50th	8/6/2014 2:54 PM
215	82nd I-205 inner Powell outer Division Inner Powell, outer Division. Crossover in the 82nd or I-205 area.	8/6/2014 10:23 AM
216	1+ N/S connections inner Division inner Powell outer Division outer Powell East on Division, West on Powell. Bring inner east siders out to Division shopping district	8/6/2014 10:00 AM
217	82nd inner Powell outer Division Tilikum On Powell between Tillikum Bridge and 82nd, 82nd to Division, on Division from 82nd to Gresham	8/6/2014 9:40 AM
218	If this is more convenient for the the high capacity transit.	8/6/2014 8:24 AM
219	50th/ 52nd inner Division inner Powell outer Powell Either all Powell, or the third option in the left hand column above connecting 50th and Powell to Division "main street" shopping between 11th and 50th.	8/5/2014 11:58 AM
220	122nd inner Powell outer Division As noted above, between the shopping district on Division and the tons of apartments being built in there, that's going to need lots of short-stop trips. So it makes sense for Powell to be the expressway. Once you get to 102nd/122nd, you probably need to reverse those roles.	8/5/2014 8:55 AM
221	82nd inner Powell outer Division Ross Island from south waterfront, over ross island bridge, on powell to 82nd, up to division, east to downtown gresham.	8/5/2014 8:29 AM
222	1+ N/S connections inner Division inner Powell outer Division outer Powell Runs fully along both Division and Powell, making it like a loop.	8/5/2014 8:12 AM
223	82nd inner Powell outer Division Powell thru 82nd - 82nd to division - division east to terminus	8/4/2014 10:52 PM
224	Roughly like the last image on the right that's shown at the top of the page	8/4/2014 6:36 PM
225	82nd inner Powell outer Division Close in, Division is too narrow for high-capacity/dedicated right of way. Powell would required elevated ROW to preserve vehicle capacity, but that seems like a better trade-off than mixing rapid streetcar or LRV with vehicles, bikes and pedestrians (which you'd have to do on Division below 82nd). Past 82nd, Division seems the easier choice.	8/4/2014 5:04 PM

Powell-Division: Survey 2

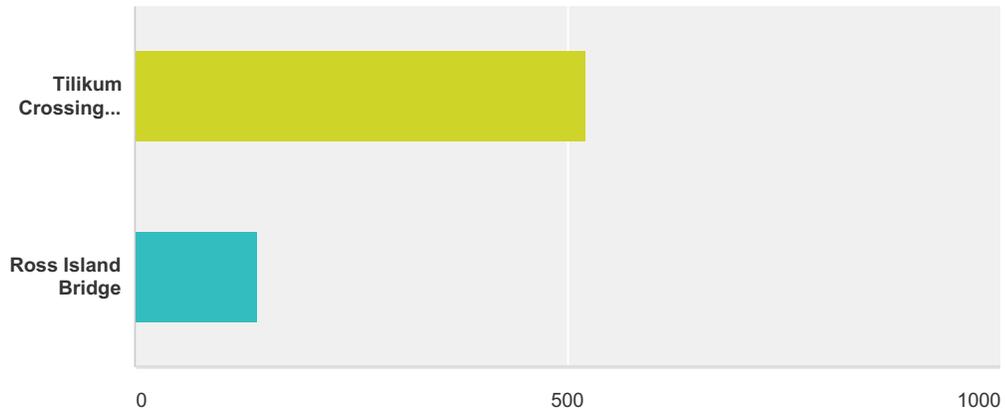
226	inner Powell outer Division Inner Powell, outer Division - maximize use of already-wide rights of way.	8/4/2014 4:02 PM
227	frequency More frequent bus on Division every 5 min during peak times and Powell, every 10 min during peak times	8/4/2014 3:05 PM
228	82nd inner Division outer Powell Along Division until 82nd. South to Powell. Continue east on Powell.	8/2/2014 2:03 PM
229	82nd inner Powell outer Division Powell west of 82nd, Division east of 82nd	7/31/2014 12:41 PM
230	inner Division outer Powell Division closer in, Powell farther out.	7/31/2014 6:32 AM
231	inner Powell outer Division Primarily Powell, but small section along Division St. to connect up to Mt Hood Community College	7/30/2014 1:13 PM
232	maintain 4 maintain 9 Keep the 4 on Division and the 9 on Powell.	7/30/2014 11:54 AM
233	82nd inner Powell outer Division Division, south on 82nd, then continue along Powell	7/30/2014 9:57 AM
234	1+ N/S connections 122nd 148th 50th/ 52nd 82nd inner Division inner Powell outer Division outer Powell Several 4 sided loops- Div & Powell on N and S then connectors E and W on 50, 82, 122, 148 , etc	7/29/2014 7:22 PM
235	one street Stay on one street only - not a combination of both Powell and Division	7/29/2014 4:37 PM
236	better connections Consider which of the 2 streets have the most destinations people want to get to. Must be at major intersections/transfer points where the 4-Division St. & 9-Powell Blvd. stop so that connections are smoother.	7/29/2014 1:23 PM
237	50th/ 52nd inner Division outer Powell It would be great if it ran up Division from 12th to 52nd and then cut over to Powell and took Powell into Gresham.	7/29/2014 10:24 AM
238	82nd inner Powell outer Division east on Powell to 82nd, then north to Division and follow it east to 257th, north to Mt. Hood Community College,	7/29/2014 9:56 AM
239	82nd 92nd inner Powell outer Division Powell to 82nd or 92nd, then north to Division	7/29/2014 9:33 AM
240	60th 82nd Division BRT inner Powell Powell LRT best option, upgrades to both streets. both will continue to develop. more capacity apparent on inner Powell for both development and physical transit development. division can support brt (though not true separated brt within 82nd or 60th) while Powell has space for lrt.	7/29/2014 8:50 AM
241	82nd inner Powell outer Division Division from Gresham to 82nd, South on 82nd, West on Powell to downtown, either via Ross Island or North on 12th and cross at Tillicum.	7/29/2014 7:01 AM
242	82nd inner Powell outer Division Inner Powell, Outer Division, transition along 82nd avenue.	7/29/2014 6:34 AM
243	122nd 82nd inner Powell outer Division Think Powell closer to the river, say to 82nd or 122nd, then Division out to Gresham and Mt Hood CC	7/29/2014 12:20 AM
244	constrained Division inner Division outer Powell Now that Division is down to 2 lanes, a dedicated transit lane is not feasible. Lower Division needs the service for the denser housing development with limited parking. Upper Powell to encourage mixed use development and reduce driving speed.	7/28/2014 11:52 PM
245	82nd inner Powell outer Division Division from Gresham to 82nd avenue, Powell from 82nd avenue to south waterfront	7/28/2014 9:27 PM
246	122nd 82nd Hogan inner Powell Kane outer Division outer Powell Tillicum Tillicum Crossing along Powell to 82nd Ave. 82nd to Division. Division to 122nd. 122nd to Powell. Powell to Hogan. Hogan to Stark. Stark to Kane/Mt Hood CC.	7/28/2014 6:30 PM
247	82nd inner Powell outer Division The line should run east along Powell until 82nd, then go north on 82nd, and then go east on Division. It absolutely must connect with PCC-Southeast at 82nd and Division.	7/28/2014 6:23 PM
248	outer Division I don't know the western end well enough, but the eastern end should go down Division, and make a loop via 257th, Stark & 242nd.	7/28/2014 5:06 PM
249	82nd outer Division Mostly along Division in East Portland (past 82nd).	7/28/2014 4:45 PM
250	few/no transfers Given the six images above in the survey, I like the option in the lower left-hand corner. I use the #4 primarily, and currently like the route except that it takes too long. I wish that the #4 went all the way to Mt. Hood Community College with no transfers	7/28/2014 4:34 PM
251	82nd inner Powell outer Division Down Powell to 82nd, up 82nd, east on Division to Gresham city center	7/28/2014 4:33 PM

Powell-Division: Survey 2

252	82nd inner Powell outer Division It seems like the easiest would be to go east on Powell and then head over to Division at 82nd. I don't know if that services the most need.	7/28/2014 4:31 PM
253	I'm unsure	7/28/2014 3:32 PM
254	82nd inner Powell outer Division Powell to 82nd to Division seems reasonable. My worry with Division between 11th and 82nd is that it would be too slow.	7/28/2014 3:20 PM
255	122nd 82nd I-205 inner Powell outer Division Tilikum Run across Tillicum Crossing, then out Powell to 82nd, I-205, or 122nd, then cut up to Division for the rest of the journey to Gresham.	7/28/2014 3:17 PM
256	60th inner Powell outer Division Powell to approximately 60th, switch over to Division	7/28/2014 3:17 PM
257	82nd dedicated lane inner Powell outer Division On dedicated lane until 82, then go north to Division and continue east.	7/28/2014 2:59 PM
258	I'd like to see one of the combinations drawn above, but I can't view the details.	7/28/2014 2:57 PM
259	122nd 50th/ 52nd inner Powell middle Foster outer Division Powell to 50th, Foster to 122nd, 122nd to Division, Division to Gresham	7/28/2014 2:51 PM
260	82nd inner Powell Division to the new max stop, then down 11th to powell, to 82nd and beyond...?	7/28/2014 2:50 PM
261	maintain travel lanes As long as it doesn't remove a travel lane, it should run along a combination of Powell and Division.	7/28/2014 2:43 PM

Q6 3. Where should it cross the Willamette River?

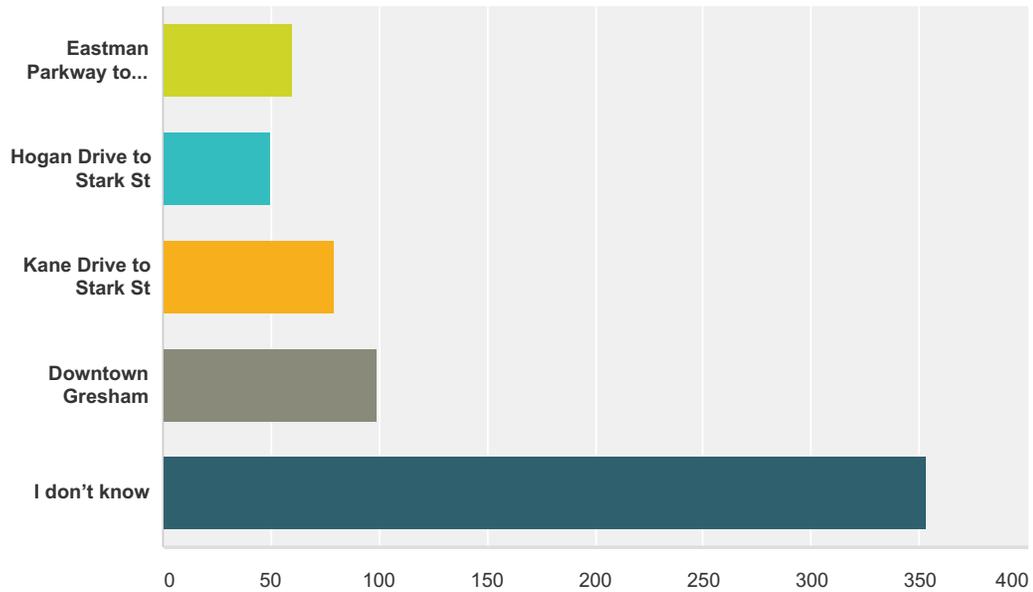
Answered: 628 Skipped: 83



Answer Choices	Responses
Tilikum Crossing (opening Sept 2015)	82.96% 521
Ross Island Bridge	22.61% 142
Total Respondents: 628	

Q7 4. In Gresham, the new transit line will connect to the Gresham Transit Center and could also connect to Kane Drive/Stark St near Mount Hood Community College and Legacy Mount Hood Hospital. Where should the new line run in Gresham?

Answered: 575 Skipped: 136



Answer Choices	Responses
Eastman Parkway to Stark St	10.43% 60
Hogan Drive to Stark St	8.70% 50
Kane Drive to Stark St	13.74% 79
Downtown Gresham	17.22% 99
I don't know	61.39% 353
Total Respondents: 575	

#	Other considerations for the route in Gresham?	Date
1	general opposition transit type Stay out of Gresham! You've already ruined Gresham with Max	9/21/2014 5:40 PM
2	Kane/257th neighborhood effects There is a whole neighborhood out by Kane that may benefit by access to the bus. There are also businesses out there.	9/21/2014 3:02 PM
3	Eastman health Kane/257th school shopping Stark Go up Eastman Parkway to Stark and then out Stark to 257th. This hits Home Depot & Mt Legacy Hospital. Then you come down 257th/Kane to hit MHCC. It's also close to Reynolds HS and clinics across from Reynolds.	9/19/2014 7:35 AM
4	neighborhood effects The selected route should be consistent with the corridor(s) that Gresham wants to develop at higher densities.	9/18/2014 3:19 PM

Powell-Division: Survey 2

5	connect to transit jobs school Stark It is important to make a strong transit connection between Gresham Vista Business Park to both Mount Hood Community College and MAX Blue Line in anticipation of the many jobs that will be located at the business park in the future.	9/17/2014 12:22 PM
6	Division Kane/257th N/S connections Powell I would like two BRT-Lite lines the fan in and out of Gresham with the Powell BRT-Lite being the N/S line and Division staying on Division until Kane Road.	9/15/2014 6:56 PM
7	general opposition No new routes!	9/12/2014 3:26 PM
8	Gresham Central TC maybe crossing with the Central Station Area?	9/11/2014 3:18 PM
9	Burnside Cleveland Stark Cleveland avenue between stark and Burnside	9/10/2014 10:58 PM
10	connect to transit frequency N/S connections All major north south streets in Gresham/outer SE need to connect to transit on a frequent basis.	9/8/2014 1:18 PM
11	transit type No additional MAX Lines.	9/8/2014 10:45 AM
12	Not certain about this yet.	9/7/2014 9:46 AM
13	Division Eastman Gresham Central TC health jobs Kane/257th school I'm not sure how to answer this question because I suggest a loop from the Transit Center on Kelly -- east on Division, north on Kane, west on Stark, south on Eastman Pkwy, and back to Division to go west. I suggest this order because the transit stations will be on the correct side of the vehicle to serve MHCC which will likely have higher regular ridership than the hospital. Also, this route allows stations on the correct side of Stark to (kind of) serve Gresham Vista.	9/6/2014 3:04 PM
14	balance uses health Hogan jobs Kane/257th school MHCC is a logical terminus. Getting there via Hogan or Kane makes the most sense.... Hitting the medical services around Legacy and future businesses in the Gresham Vista site need to be considered... I thing a route designed to reduce traffic impacts and hit these stops makes the most sense.	9/6/2014 8:29 AM
15	jobs safety and security school don't run all over....there is a safety consideration and you have enough on your hands....just get people to work and school	9/5/2014 11:35 AM
16	connect to transit Gresham Central TC short/long trips Just to the TC. Add better local connections from there.	9/5/2014 8:08 AM
17	Division Kane/257th I still like & am in favor of Division to 257th or Kane.	9/4/2014 7:04 PM
18	162nd N/S connections 162nd. There is no north-south route anywhere around here.	9/4/2014 6:07 PM
19	Cleveland connect to transit Division downtown Eastman Gresham Central TC health school Use some combination of Eastman Pkwy., 3rd St., Powell, and Hood Ave. to serve Downtown Gresham. If serving Mt. Hood Medical Center and MHCC via new MAX line, use existing Blue Line to Cleveland Ave. station. From there, one or both lines head north on 242nd Ave. to NE 23rd St., east to Hall Elementary School, north using existing open space to the back of the hospital, then east using existing open space and NE 29th St. to reach MHCC.	9/4/2014 6:00 PM
20	frequency I like what I have now as to routes, but more often is good.	9/4/2014 4:10 PM
21	I am not familiar with Gresham.	9/4/2014 11:42 AM
22	balance uses outside Gresham Division is hell, Hawthorne is becoming purgatory, and some way should be sought to 1) keep bicycles off both streets, divert more cars (God knows where), make sure the lights are coordinated. You might also consider taking out some of the traffic stopping swales and curb extensions.. The addition of beaucoup apartments on the street make the regular frequent runs even more important than they are now. aeucoup	9/4/2014 11:38 AM
23	Civic Eastman Gresham Central TC Hogan Kane/257th Stark Hogan to Stark to 257th to Powell to Burnside to civic Dr to division to Eastman parkway to Powell to main to Gresham central max & bus stop. This would completely cover all the areas not being covered and double cover others.	9/4/2014 11:23 AM
24	balance uses walkability cross walks	9/4/2014 11:12 AM
25	I'm not in Gresham often enough. I'd like to answer another time. like 30 days.	9/4/2014 11:07 AM
26	Stark Restructure the existing #4 or #9 to cover the segment of Stark east of 182nd where the #20 currently runs.	9/4/2014 10:55 AM
27	I am unfamiliar with Gresham.	9/4/2014 10:41 AM
28	transit type I'm not sure. I rarely go to Gresham, and when I do go... I usually take the MAX.	9/4/2014 10:39 AM

Powell-Division: Survey 2

29	Eastman government Gresham City Hall	9/4/2014 10:32 AM
30	I'm sorry, but I don't know Gresham well enough to say.	9/4/2014 10:23 AM
31	connect to transit It should connect to the MAX	9/4/2014 10:21 AM
32	balance uses bicycling Connections to/from Springwater and I-205 Trails	9/4/2014 10:16 AM
33	transit-dependence I am unfamiliar with Gresham. As someone who does not own a car and relies on TriMet for transportation, I find it challenging to get to Gresham.	9/4/2014 10:11 AM
34	school I don't live out there any more, but it was hard to get to Mt hood community college	9/4/2014 10:06 AM
35	Kane/257th 257th	8/30/2014 12:30 PM
36	connect to transit school Definitely need to connect with MAX, and MHCC.	8/28/2014 6:09 PM
37	balance uses safety and security traffic Concerned about the additional traffic and crime that accompany public transportation	8/28/2014 1:06 PM
38	general opposition I am against the transit route	8/28/2014 10:46 AM
39	181st/182nd jobs N/S connections 181st/182nd to northern Industrial Areas ie along Sandy Blvd	8/28/2014 5:04 AM
40	neighborhood effects Not cutting into the lovely West Gresham neighborhood and not cutting old trees down	8/27/2014 9:31 PM
41	no where	8/27/2014 9:18 PM
42	general opposition Into a brick wall. This is a waste of resources.	8/27/2014 4:08 PM
43	parks Connection to the Gorge so people can ride max to the end of the line and safely bike into the Gorge via the Stark Street Bridge, connecting to the 40 mile loop, a wealth of public parks and the Historic Columbia Highway State Trail.	8/26/2014 8:14 PM
44	general opposition It shouldn't run at all, anywhere.	8/26/2014 11:30 AM
45	Serving downtown would be important. The downtown area in Gresham has really expanded in recent years and is a bit of a hidden gem in east county.	8/25/2014 9:46 PM
46	I don't go to Gresham.	8/25/2014 11:20 AM
47	equity health housing jobs shopping Stops at or near senior buildings, major employers, shopping and medical.	8/23/2014 11:57 AM
48	Hillyard Out to Hillyard off of 26!	8/22/2014 10:16 AM
49	trip duration Think about whether you want this line to beat the Blue Line's running time from Gresham to south downtown.	8/20/2014 4:42 PM
50	school connect to MHCC	8/18/2014 11:32 AM
51	connect to transit Connection to Blue Line & Green Line MAX	8/18/2014 9:18 AM
52	health Kane/257th school Stark Then along Stark to Kane to capture Legacy Medical and Mt Hood CC riders.	8/14/2014 1:09 PM
53	Stupid question- we don't have the expertise.	8/13/2014 11:23 AM
54	balance uses health Hogan school short/long trips Hogan should be the preferred vehicular traffic and truck route north south for connecting between I-84 and the Mt. Hood Highway. Transit should connect Gresham, Troutdale, and Wood Village and should provide access to Mt. Hood CC and the Legacy Medical complex.	8/10/2014 8:13 AM
55	181st/182nd frequency N/S connections service hours north-south along 181st/182nd every 15 minutes 7 days a week, 24 hours a day!	8/8/2014 9:25 AM
56	connect to transit Transfer to MAX easily in at least one loction, but with a little back tracking as possible	8/6/2014 9:40 AM
57	connect to transit school transit type MHCC has needed high capacity transit since MAX opened in the 1980s!	8/4/2014 5:04 PM

Q8 5. What other considerations are important for a new transit route?

Answered: 332 Skipped: 379

#	Responses	Date
1	general opposition neighborhood effects Don't ruin Gresham's family neighborhoods!!!	9/21/2014 5:40 PM
2	general support Please look for input from those that will not come to formal presentations. Many people have for a long time believed that their input won't matter. I suggest schools, churches, transit centers like Gateway, etc. I am happy about this survey. Thank you.	9/21/2014 3:02 PM
3	dedicated lanes transit type Needs to be MAX or full BRT with exclusive ROW the entire length. Not BRT-lite or any bus in mixed traffic.	9/20/2014 9:20 PM
4	balance uses safety and security walkability safe pedestrian access and FLASHING CROSSWALK LIGHTS AND MARKINGS	9/20/2014 3:29 PM
5	dedicated lanes BRT is a poor excuse for rapid transit unless a lane is devoted for only buses. This would only work on Powell if the street were widened.	9/19/2014 10:35 PM
6	access to transit connect to transit frequency maintain/+ bus service n/s connection short/long trips Don't add 1 new rapid transit line and take away two bus lines (No. 4 & No. 9)! Don't sacrifice frequent number of stops to provide rapid transit!	9/19/2014 7:35 AM
7	development opportunity equity route depends if you want to accelerate "main street" division into a shopping mecca or if you want to try and breath life into powell which currently feels desolate and not very "portland"	9/18/2014 10:10 PM
8	balance uses bicycling connect to transit connection to bike routes, need to accommodate a persons bike.	9/18/2014 3:30 PM
9	dedicated lanes route signal priority Should connect major destinations using roadways wide enough to support dedicated transitways. Should have strong signal preemption so it does not have to stop at red lights.	9/18/2014 3:19 PM
10	access to transit Accessibility amenities balance uses bicycling connect to transit development opportunity safety and security walkability Making pedestrian access improvements in areas where ADA/sidewalk improvements are needed; considering development potential and zoning of adjacent/nearby properties; improving bicycle access for trip chaining to high capacity transit, including improving crossings of major streets along which the transit line runs, and adding sheltered bike parking near transit stations wherever feasible.	9/18/2014 5:11 AM
11	transit type Light Rail!	9/17/2014 3:15 PM
12	cost permanence/flexibility transit type I do not like the light rail options, for two reasons: Lack of flexibility once installed, and high cost to install. The very high cost tends to narrow the options [in future needs] that are then viewed after it is built.	9/17/2014 2:01 PM
13	connect to transit n/s connection Connections to north/south transit corridors and other transit modes (i.e. future Max Orange line to Milwaukie)	9/17/2014 12:22 PM
14	amenities development opportunity neighborhood effects safety and security station spacing walkability Walking routes with good lighting and the major stops _must_ have a reason to go there, other than to go someplace else. The lack of coffee shops, restaurants, bathrooms... near the existing MAX stations is quite simply nuts and borders on de-humanizing. We are dealing with humans, please remember that.	9/17/2014 8:45 AM
15	connect to transit route transit type i would like to see a max line on powell and foster connecting with green line	9/16/2014 7:18 PM
16	balance uses route traffic Reduce bus congestion on division and keep heavy street use on powell	9/16/2014 5:11 PM
17	amenities reliability Covered stops, on time arrivals	9/16/2014 2:51 PM

Powell-Division: Survey 2

18	n/s connection While I can attest to the popularity of the Powell and Division bus lines, I also think that busses on Ceaser Chavez Blvd is very crowded in SE Portland until you reach the Hollywood District bus mall. Perhaps, finding a way to connect Hollywood District to the this Powell line would connect the Close in SE corridor to the rest of the city.	9/16/2014 1:25 PM
19	cost n/s connection neighborhood effects ridership route transit type We are going to see many people in SE Portland that need good transit. Our part of PDX has been forced to increase our density more faster then other parts of the Metro area (see density changes that SW PDX had to take). So SE PDX deserves true HCT and that means MAX. I think my idea is flexible and expandable for all the right reasons. Having two MAX lines in NE and SE PDX will create a functional North/South transit system. The costs of property on Powell should be low since we already purchased much of the land for the old Mt Hood Freeway. Only building an above ground tramway from 17th to 52nd will be the major cost and should use the center medium to reduce the affects on the current built up neighborhood. Spend two years building this section and work only at night.	9/15/2014 6:56 PM
20	dedicated lanes signal priority Imperative that buses get priority, dedicated right of way.	9/15/2014 4:36 PM
21	n/s connection Something that goes North-South after 148th!!!!!! Please!!!!!!!!!!!!!! Extend lines along 162nd and 181st! We need it!	9/15/2014 10:22 AM
22	connect to transit dedicated lanes fewer, no transfers maintain/+ bus service n/s connection route short/long trips trip duration A high capacity line should be focused on linking regional destinations (downtowns, colleges, malls or major "main street" shopping areas) and not try to link up every high school or local shopping center. Those destinations should be connected by the regular bus lines. The line should also be fast and have a dedicated right of way.	9/14/2014 4:42 PM
23	frequency How often it runs	9/13/2014 3:45 PM
24	fewer, no transfers short/long trips trip duration Provide express service like BEFORE MAX. i.e. have EXPRESS Bus from Gresham to Downtown Portland with only 2 or 3 stops enroute.	9/12/2014 5:22 PM
25	environmentally friendly signal priority traffic Timing of signal lights. From Gresham to the 205, the timing is lousy, with stops required at 60% of all intersections along Division, and 50% along Powell. Once across the 205, lights are timed quite well. Seems like a simple fix to improve traffic flow and reduce pollution from cars idling at stop lights.	9/12/2014 4:34 PM
26	balance uses cost Maintain travel lanes neighborhood effects route safety and security I think the Burnside Corridor for MAX is sufficient for the Gresham area. We do not need more crime transported to our neighborhoods. We do not need narrowing of our streets for vehicular traffic as we have on Burnside. TRI-Met has not managed their finances well enough to be adding extra expense for building more MAS Lines!	9/12/2014 3:26 PM
27	access to transit connect to transit Connect all major intersections on the East side till Gresham	9/12/2014 9:56 AM
28	cost ridership Numbers of potential users should always be at the top of the list, as well as costs.	9/12/2014 9:22 AM
29	balance uses driving on lower SE division is already impossible. Would it be car free??	9/11/2014 3:40 PM
30	connect to transit other lines can feed towards it-70, 75, 71, 72	9/11/2014 3:18 PM
31	dedicated lanes traffic It is important to have a dedicated track or lane so the vehicle can move more freely amongst heavy traffic.	9/11/2014 2:08 PM
32	constrained Division Don't overcrowd the already too crowded inner Division.	9/11/2014 12:58 PM
33	reliability Reliability	9/11/2014 1:57 AM
34	balance uses route Respect high pedestrian traffic on Division St. Main route should be on Powell	9/10/2014 1:22 PM
35	balance uses constrained Division Maintain travel lanes No motor vehicle lane reductions on either street. Keep any more transit away from the already too congested lower Division (39th and West).	9/10/2014 12:46 PM
36	balance uses traffic Avoid the two lane roads!	9/10/2014 12:43 PM
37	service hours weekends	9/10/2014 8:23 AM
38	bicycling cost equity low fare cost for riders and ample on-board bike racks.	9/10/2014 7:55 AM
39	balance uses neighborhood effects traffic residential areas. I have friends that drive from my neighborhood and park on lower numbered streets off Division or Belmont to have a shorter drive. Will this new transit area create cars driving to get to a better transit stop and creating more traffic problems in those areas?	9/9/2014 7:58 PM
40	route orient drive	9/9/2014 5:34 PM

Powell-Division: Survey 2

41	maintain/+ bus service reliability trip duration Speed is super important. We need service to keep at least the same level of regularity, and also decrease travel time. We already have a decent bus service on Powell, so if it's going to be replaced, it needs to be an improvement on the existing.	9/9/2014 5:04 PM
42	equity neighborhood effects ridership Current usage/ridership. Minimizing property impacts.	9/9/2014 3:06 PM
43	dedicated lanes ridership trip duration Speed. If a dedicated traffic lane or light rail is not done, it will be VERY slow, especially at Peak hours. People will be more willing to ride if it is faster than driving.	9/9/2014 11:50 AM
44	balance uses I would love to see automobile traffic moved off of Division AND NOT onto Clinton St. It is critical to increase the safety of the Clinton St bike boulevard. As construction has increased on Division cars are diverting to Clinton St. I am a regular biker and transit user. I have NEVER felt LESS safe on the Clinton St than I have in the last 3 months.	9/9/2014 10:50 AM
45	access to transit connect to transit fewer, no transfers frequency route service hours short/long trips station spacing transit type Light rail is preferable, especially if a Powell route is chosen. Streetcar would be an acceptable alternative. No BRT, please! Place stops approximately every 5 blocks along Division (west of 50th), every 10 blocks on Powell (west of I-205). Trains/buses should have a frequency of every 10-15 minutes from 8am to 8pm, and never run less frequently than every half hour. Please consider including an express run in the plans that skips between half and three-quarters of stops. Please also consider a line that runs from Division/Powell to Lents via Foster (this would be preferable to a line to Gresham).	9/9/2014 5:01 AM
46	access to transit connect to transit future growth ridership Foster-Powell is has been growing faster than any other close-in Portland neighborhood over the last year (see Portland Business Journal fastest selling and most homes sold stats from 2013-2014), so future growth by the Urbanite demographic that prefers public transport in this area should be prepared for and considered on an equivalent basis with the current growth on Division St.	9/8/2014 10:37 PM
47	frequency service hours increased frequency during pre 9 am and post 5 pm	9/8/2014 5:06 PM
48	access to transit future growth housing ridership route access to business developments and housing so it accommodates future employee commutes from SE Portland to Gresham (gresham vista and the dog track area) as well as each of the ends to employment in Jade District or areas in between.	9/8/2014 3:48 PM
49	access to transit connect to transit reliability trip duration I live on Powell and 162nd but would gladly travel the short distance to 162nd to connect to a faster and more reliable transit option if that is a better alignment.	9/8/2014 3:30 PM
50	connect to transit cost development opportunity route timing Revitalize the neighborhood. Don't make it too long nor duplicate existing high capacity transit investments and routes	9/8/2014 2:50 PM
51	access to transit frequency traffic People cannot use transit service if it does not exist or is almost non-existent. TriMet needs to study how frequently the bus serves high traffic areas, and I think you will find many congested areas do not have adequate transit service, if at all.	9/8/2014 1:18 PM
52	balance uses Street parking especially the lack thereof	9/8/2014 12:01 PM
53	route transit type There's no room for more MAX.	9/8/2014 10:45 AM
54	route Going as close as possible to TriMet's Center St Facility, in order to encourage employees to ride it.	9/8/2014 9:33 AM
55	balance uses consider the recent changes on division between 60th & 82 w/ reduced car lanes and added bike lanes	9/8/2014 9:09 AM
56	balance uses Add bike-friendly facilities (e.g. separated bike lanes) along the route.	9/8/2014 8:40 AM
57	amenities Bus shelters	9/7/2014 8:47 PM
58	access to transit safety and security walkability Safe pedestrian access to transit stops	9/7/2014 3:52 PM
59	balance uses Maintain travel lanes traffic I HATE to think that this would prompt another of those ludicrous "road diets" for a heavily travelled street such as Powell. Trimet does not serve the thousands of car drivers. I travel SE Foster M-F to connect with I205 for work and am aghast at what the upcoming narrowing will do to the already backed-up traffic on that street.	9/7/2014 10:35 AM
60	dedicated lanes fewer, no transfers transit type trip duration Speed, speed, speed. All about whatever route will be the fastest! We need REAL BRT on the Division/Powell corridor. Please really consider what the options are for building true BRT along this heavily heavily used corridor. Thanks!	9/7/2014 9:46 AM
61	equity route safety and security transit type If a max will be put on Powell, I think it would lower my property value and I will have to sell my home. It will bring more crime to my area.	9/7/2014 7:44 AM

Powell-Division: Survey 2

62	frequency reliability trip duration Frequency and punctuality are the only things I care about. Twice this week the #10 was 5-10 mins late, so I missed the #35 to work by just a minute or two, and then had to wait another 40 mins before the next bus came.	9/7/2014 1:18 AM
63	connect to transit trip duration Please take into account how long it will take to cross the river whether it goes over the new bridge or the Ross Island during commuting hours. And the traffic on both sides. I want the quickest route into downtown so I can connect to a bus at 6th and Oak.	9/6/2014 3:39 PM
64	access to transit ridership route short/long trips transit type Powell better than Division, since no parking on Division (& will get worse when all those new apts with no parking fill up), and you NEED buses to stop every few blocks to encourage ridership.	9/6/2014 2:21 PM
65	connect to transit frequency maintain/+ bus service service hours Frequent service of the number 9 at the Gresham Transit Central for morning arrivals and evening departures for individuals that work near the transit center. It does not make any sense to have to wait until 18-20 minutes after 5pm to take the number nine to Portland. I can see it being the time frame of 5-10 minutes after 5pm.	9/6/2014 12:59 PM
66	fewer, no transfers short/long trips Express buses from downtown	9/6/2014 11:50 AM
67	transit type Maintain same or greater level of service without additional costs, even if it means not adding the new "frequent service".	9/6/2014 10:06 AM
68	amenities frequency reliability safety and security service hours walkability Consistent Frequency 18/7 of 24/7 ... Also proper lighting @ Or near new stops or optional *flashers* atop the clearly marked route signage. With garbage areas... Press-to-flash street crossings for high. Congestion areas (eg. 108/Powell there are alot of folks crossing to their homes/ local businesses)	9/6/2014 9:33 AM
69	amenities connect to transit dedicated lanes frequency signal priority Signal prioritization. Maybe dedicated lanes. Special bus stations with ticket vending machines. If it were to run on Powell, one or two connector routes between Powell and Division, direct connection to MAX and Streetcar, future expansion in region, frequencies of 12 minutes or less	9/6/2014 8:42 AM
70	short/long trips Close in Division, and outer East County Powell seem better served by having a 'local' service that can take folks from their homes to local shops and restaurants.	9/6/2014 8:29 AM
71	maintain/+ bus service No reduction to quality of service on inner division	9/6/2014 7:46 AM
72	fewer, no transfers frequency maintain/+ bus service reliability ridership short/long trips transit type trip duration We need VERY FREQUENT, RAPID bus service along Powell--with stops spaced MUCH farther apart! Otherwise, it will be "pointless" to take the bus when you can bike or even walk faster. If you're waiting for more than 15 minutes for a bus on Powell, something is very wrong. They then need to move QUICKLY so that you're not tempted to drive. Buses are HORRIBLE in Portland right now; they need to come three times as often. Then, three times as many people (or more) would actually TAKE the bus!!	9/5/2014 3:53 PM
73	connect to transit n/s connection Connections from south via 190th	9/5/2014 2:55 PM
74	dedicated lanes station spacing The new route should have its own right of way as much as possible and well placed stops.	9/5/2014 12:35 PM
75	safety and security walkability ditto.....safety and the lack of marking for crosswalks.....I see Beaverton has a solar cross walk section that is close to the first tech credit union. People cannot see the stupid people that dart out.....totally the first and second recommendation is crosswalk visibility and crime.	9/5/2014 11:35 AM
76	I ride the 4 northbound into North Portland and southbound just into downtown. I don't know what would serve the riders best, on the part of the line you are considering. It looks like you are considering what needs to be accessible by bus (work, school, shopping).	9/5/2014 11:08 AM
77	access to transit route trip duration Connecting communities with community colleges and work places and shopping is crucial. Moving them swiftly is great!	9/5/2014 10:54 AM
78	amenities bicycling connect to transit route walkability Adequate sidewalks, shelters and benches for waiting transit users. Bike storage would also be welcome. Strong and convenient connections with North-South transit connections.	9/5/2014 10:54 AM
79	access to transit route New development should be served on SE Division Street	9/5/2014 10:27 AM
80	access to transit equity I urge planners to focus on populations that are already underserved - folks who live and work on/near Powell are less likely to have other options for transportation than folks who are living/working in the newly spruced Division "main street" and therefore should be better served by Trimet.	9/5/2014 10:18 AM

Powell-Division: Survey 2

81	access to transit equity for access por people who need trimet to Gresham	9/5/2014 8:55 AM
82	frequency service hours High frequency at off peak times.	9/5/2014 8:08 AM
83	route transit type I think that, eventually, a streetcar out and back, along both Divison and Powell, makes the most sense.	9/5/2014 7:21 AM
84	route Using the figure 8 above, perhaps having 4/9 & 9/4, meaning alternating direction/primary road (Division/Powell). For instance, leaving downtown Portland, the 4/9 would head east, first on Division; the 9/4 would start in Powell.	9/5/2014 6:42 AM
85	connect to transit n/s connection I feel there's ample East <--> West service. It's North <--> South that needs improvement. I learned a long time ago how often schedules & supposed frequency are superfluous...	9/5/2014 4:46 AM
86	amenities Stop Shelters and trashcans.	9/5/2014 2:55 AM
87	safety and security Not attracting crime. Make stations accessible only to those who have paid a valid fare.	9/4/2014 9:15 PM
88	safety and security safety, this is a high crime area	9/4/2014 8:43 PM
89	amenities maintain/+ bus service ridership traffic vehicle capacity 4, 9 and 14 buses too crowded, too dirty. These conditions give Trimet a bad name and make people drive. These conditions create congestion, pollution.	9/4/2014 8:41 PM
90	route access to grocery shopping, county services, doctor offices, work	9/4/2014 8:10 PM
91	equity maintain/+ bus service ridership route transit-dependence I use the 9 to go to Safeway on Powell and 39th from Milwaukie and Powell and back again. Please don't close that part of the 9. I'm old and rely on this service.	9/4/2014 7:39 PM
92	short/long trips vehicle capacity Routes that start "midstream" are great. By the time the Powell bus reaches me on 58th (originating in Gresham), it's packed. I like the buses starting from the bus barn on 96th; it takes the pressure off of the Gresham buses and they are less crowded for those of us towards the end of the line.	9/4/2014 7:14 PM
93	route Where does the Tilikum Crossing let off on the SE side? May want to consider Hawthorne for Division bound lines.	9/4/2014 7:04 PM
94	equity How many businesses and homes will be displaced	9/4/2014 7:02 PM
95	fewer, no transfers maintain/+ bus service That the #4 Division>Fessenden route remain as is with these changes. When you changed the #9 Powell>Broadway line it messed things up. One of the biggest concerns I hear from riders is having to transfer vs. just being able to stay on the same line. Like what many riders have to do to and from the Yellow line.	9/4/2014 6:18 PM
96	route Avoid Division St. until at least 50th Ave. Use old "Mt. Hood Fwy" corridor on Powell. Serve DT Gresham before terminating at Gresham Central TC.	9/4/2014 6:00 PM
97	route We could use a bus line that goes up/down SE Regner, across SE Cleveland, and up/down SE Hogan Rd, from the Gresham Transit Center.	9/4/2014 5:59 PM
98	frequency vehicle capacity That empty buses that have "Drop Off Only" on the top don't pass me by on a daily basis.	9/4/2014 5:50 PM
99	trip duration SPEED!	9/4/2014 5:11 PM
100	connect to transit reliability trip duration Reliable connection times.	9/4/2014 4:31 PM
101	ridership Numbers of users, esp the ones who. Use it instead of adding to the number of cars on the road.	9/4/2014 4:10 PM
102	vehicle capacity Adequate seating that is comfortable and gives enough legroom for those with long legs.	9/4/2014 3:38 PM
103	access to transit frequency ridership route access and frequency of service for students at all institutions - university, community college, high school	9/4/2014 3:29 PM
104	frequency vehicle capacity FREQUENT SERVICE AND LESS CROWDING	9/4/2014 2:36 PM
105	access to transit connect to transit equity maintain/+ bus service n/s connection route May I repeat -- If you want to make east county more accessible/livable, TriMet absolutely needs to provide N-S transit on the main thoroughfares from Sandy to at least Foster (82nd, 122nd, 148th, 162nd, 181st, 205th, etcetera). And it would not hurt to reinforce all E-W routes.	9/4/2014 2:19 PM
106	design fewer bioswales	9/4/2014 2:15 PM

Powell-Division: Survey 2

107	balance uses sidewalks, bikeability connections	9/4/2014 1:46 PM
108	???	9/4/2014 1:39 PM
109	connect to transit Good connection to green line	9/4/2014 1:25 PM
110	access to transit connect to transit route easier connections to fairview from GTC	9/4/2014 1:18 PM
111	balance uses traffic How would the transit route impact the regular traffic on the selected route?	9/4/2014 1:00 PM
112	balance uses connect to transit design traffic Need better transit enters where multiple lines connect and can get off roadway. Pcc SE with not even a bus turnout is incredibly bad design.	9/4/2014 12:54 PM
113	access to transit balance uses equity neighborhood effects ridership transit-dependence There are many more people than ever living in the Brooklyn / Richmond area who need good transit, there is limited to no parking in this area. Having a car is not always a option. Then there are some of us who are older and must use the transit system.	9/4/2014 12:39 PM
114	route Cross tillikum crossing, but continue on to the bus mall.	9/4/2014 12:37 PM
115	balance uses ridership traffic Lessening traffic in highly congested areas that will increase in population like division etc.	9/4/2014 12:34 PM
116	frequency maintain/+ bus service Powell #9 does not have the frequent service that #4 division has and Division is still very busy...it would be nice to have more service on both	9/4/2014 12:19 PM
117	balance uses traffic Recent construction on Division has the street down to one lane in each direction, leading to the inability of cars to pass buses, which causes traffic to slow significantly when there are frequent stops. Adding more un-passable transit to division seems like a traffic hindrance.	9/4/2014 12:10 PM
118	access to transit connect to transit equity route Does it improve accessibility for unserved (not just underserved) areas? I used to live out in East Gresham, and one of the principal reasons I moved, even though I'm paying 4 times the rent, is because there was absolutely no transit option.	9/4/2014 12:09 PM
119	route If the bus can run from 122nd to Gresham Downtown along Powell	9/4/2014 12:02 PM
120	safety and security more security	9/4/2014 11:44 AM
121	access to transit balance uses connect to transit maintain/+ bus service bike routes. easier access for outer SE Portland. For example my kids go to Franklin and Cleveland High school. WE live on Se Duke street. Outer SE needs an upgrade. The bus route 10 only operates on weekdays and the 19 drops them way past where their school and social communities live and thrive. Please take these routes and areas into consideration when planning. thanks!	9/4/2014 11:38 AM
122	maintain/+ bus service Making sure the regular buses now running keep to the quite convenient schedules even if the big new ones run on the same street.	9/4/2014 11:38 AM
123	connect to transit fewer, no transfers n/s connection If this will be an express, it would be good to have few stops at the beginning out of downtown. Only 12th, 20th, 26th maybe, 39th/Cesar Chavez, 50th, 52nd and 82nd. That would be so helpful! Mainly touches on places people need to tranfer to another north/southbound route.	9/4/2014 11:36 AM
124	balance uses route Right of way	9/4/2014 11:33 AM
125	connect to transit I'd like to see a good connections between and 72 at both division and powell	9/4/2014 11:22 AM
126	access to transit balance uses connect to transit traffic Additional traffic congestion, easy accessibility for riders and carpools, provide park and ride Options	9/4/2014 11:17 AM
127	safety and security walkability more security walk and don't walk signals	9/4/2014 11:12 AM

Powell-Division: Survey 2

128	<p>balance uses fewer, no transfers ridership short/long trips traffic transit-dependence vehicle capacity</p> <p>Not sure what you are trying to achieve. The issue of congestion on both line 4 & 9 is because there are so many people using them to travel the corridor from downtown portland to gresham, but buses get so crowded with people going only from downtown portland to about 20th. Having line 4E and 9E buses that perform like the line 14E (no stops from downtown until 39th) would be a smarter and much more effective tool for transit service than some sort of midway circulator. There needs to be better support for those people who are really needing to ride the bus to commute, and those who could viably walk, bike, or take any number of other buses to get "home" from downtown, but are instead creating congestion on these frequent service buses because they are always coming. This means someone who actually needs to ride toward the end of the line is passed-up by the bus because the bus is already full, or has to wait longer to take a much longer bus ride. It is so frustrating as a rider to have a bus pass-by as being too full, only for it to empty two stops later on the line.</p>	9/4/2014 11:11 AM
129	<p>balance uses traffic if it runs on multiple streets it has to make a turn somewhere that is easy and will not block traffic or be difficult during rush hour.</p>	9/4/2014 11:10 AM
130	<p>balance uses neighborhood effects traffic traffic flow, and maintaining our neighborhoods. I know it sounds cross-purpose, but that's how this area is maintained.</p>	9/4/2014 11:07 AM
131	<p>connect to transit frequency Frequency and Connections</p>	9/4/2014 11:07 AM
132	<p>short/long trips It should be a main line and if someone need other areas, they can take local service from off the main.</p>	9/4/2014 11:07 AM
133	<p>access to transit connect to transit frequency maintain/+ bus service n/s connection route Good service to the mid-county area. Frequent service on all north-south intersecting transit lines.</p>	9/4/2014 11:00 AM
134	<p>balance uses get people to ride bikes.</p>	9/4/2014 10:57 AM
135	<p>connect to transit maintain/+ bus service n/s connection service hours vehicle capacity timetable coordination with other high use north and south lines. Tracking time of day high usage to ensure the rushes are met. I feel terrible for folks on the 9 an 4 to gresham who have to stand or are squished during peak time, while I am comfortable on my trip through to 62nd because I got on earlier.</p>	9/4/2014 10:52 AM
136	<p>dedicated lanes frequency reliability signal priority traffic trip duration Use political will to get dedicated lanes, signal prioritization and queue jumps that ensure reliable service. Don't let it run in mixed traffic in the congested areas. The service needs to be fast, frequent and reliable so taxpayers don't have to pay bus drivers to sit in traffic with 50-100 passengers.</p>	9/4/2014 10:51 AM
137	<p>access to transit connect to transit n/s connection South of powell. There is nothing close for the Holgate/Woodstock/Johnson Creek corridors</p>	9/4/2014 10:45 AM
138	<p>balance uses Please make a larger bike lane when adding a more frequent transit line. Powell is pretty unsafe for pedestrians and bike riders. But I think a lot of that would be alleviated with the new line.</p>	9/4/2014 10:41 AM
139	<p>balance uses fewer, no transfers maintain/+ bus service I would be highly disappointed if the Powell bus were removed completely, as I imagine a lot of other people would feel the same. I'm kind of on the fence really if it should cross the Ross Island or Tilikum. As long as it doesn't add more time to my commute and/or cause me to have to transfer to another bus/MAX, I suppose it doesn't really matter to me.</p>	9/4/2014 10:40 AM
140	<p>Accessibility connect to transit permanence/flexibility route service hours station spacing vehicle capacity Flexibility of the route, regarding where stops will be placed along the route. The amount of riders at any given time if more riders are waiting than are "allowed" on a bus, perhaps another bus could pick them up sooner than later - I'm referring to the high school kids that ride from Cesar Chavez and Powell Blvd to Cleveland High School. There also could be an extra bus devoted to pick up all the kids after school as well, maybe? (Perhaps a Shuttle bus or something.) The amount of people using mobility devices per bus should be taken into consideration, as well. A good snow route, that is clearly marked... please.</p>	9/4/2014 10:39 AM
141	<p>maintain/+ bus service Please keep bus stops on powell before ross island bridge.</p>	9/4/2014 10:38 AM
142	<p>route Gresham City Hall access</p>	9/4/2014 10:32 AM
143	<p>frequency maintain/+ bus service safety and security walkability Though I don't think the line should run along outer Powell, Frequent Service needs to be maintained. Additionally, outer Powell desperately needs sidewalks and safe crossings. I know this is ODOT's jurisdiction, but there are too many people walking along the shoulder and crossing dangerously along outer Powell.</p>	9/4/2014 10:27 AM
144	<p>balance uses neighborhood effects traffic Pedestrian and cyclist safety. Preventing further congestion on Division and its nearby streets and neighborhood greenways.</p>	9/4/2014 10:27 AM

Powell-Division: Survey 2

145	amenities Sufficient bus shelters and seating at stops is important to me.	9/4/2014 10:25 AM
146	balance uses Maintain travel lanes I am concerned that if Division east of I205 to approximately 190th (Near the Cascade Athletic Club) is reduced to 1 traffic lane each way via the "traffic calming" design without the ability to pass slower cars, it will adversely affect personal vehicle drivers who find the bus system just not suitable for their needs between Portland and Gresham during non-commute hours. Please maintain the ability to pass in this stretch.	9/4/2014 10:23 AM
147	frequency ridership Well, what you've already covered; frequent service has to be the biggest consideration, I feel, but it has to be tailored to ridership, of course.	9/4/2014 10:23 AM
148	access to transit connect to transit equity neighborhood effects safety and security traffic walkability It is difficult to get from Outer Powell to Gateway, making connections to Airport/NE Portland, etc. The Powell/MAX connection is exasperating - two crossings of five-lane streets, and a climb up the hill. Alternative is Line 71 to the Burnside MAX stop, of course. Most serious and dangerous is the general condition of Powell, with missing sidewalks, often no left-turn lane, causing cars to use the bike lane/pedestrian area for passing on the right. I'm an impaired senior who has been nearly hit twice. It is enormously confusing to me, to have participated in an Outer Powell community forum, to see the street repaved and re-striped in complete disregard for the plan. My stop, Naegeli, has no light (the plan says it's pre-existing), and crossing Powell is dangerous. I know there are different jurisdictions, but the improvement of Powell transit really needs to fit into a master plan that is actually going to be followed.	9/4/2014 10:23 AM
149	fewer, no transfers trip duration less stops for faster trips	9/4/2014 10:22 AM
150	access to transit connect to transit equity housing neighborhood effects ridership Good connections to other bus lines, serving high residential density areas, serving low-income and minority communities (and service providers), and serving medical providers (important for the elderly).	9/4/2014 10:21 AM
151	general support ask yourselfs this question is this new transit route going to improve service or make it worse if i was answering this question my self id say its worth considering the doing	9/4/2014 10:20 AM
152	access to transit connect to transit equity both routes are serve elderly, challenged and economic disadvantaged areas, and there are areas that if you don't have a car you are going to have to walk long distances to get to the bus if the route changes.	9/4/2014 10:17 AM
153	frequency service hours Frequency of service - it would be great to have service every 10 minutes during morning and evening commute times and every 15 minutes all other hours	9/4/2014 10:15 AM
154	equity neighborhood effects Trying to be equitable to the brooklyn and division neighborhoods!	9/4/2014 10:13 AM
155	connect to transit n/s connection safety and security trip duration Convenient (easy, safe, fast) transfers from north-south lines.	9/4/2014 10:13 AM
156	development opportunity housing neighborhood effects route Stops near schools and grocery stores; park and ride spaces to encourage drivers to take transit; new commercial and residential development plans;	9/4/2014 10:11 AM
157	connect to transit Connect to the MAX green and orange lines where they cross at Division.	9/4/2014 10:11 AM
158	balance uses Ensure that bicycle and pedestrian facilities are included for better coordination of transit and active transportation. Don't push bicycles to secondary roads - link bike routes to businesses and other destinations.	9/4/2014 10:08 AM
159	frequency frequent	9/4/2014 10:06 AM
160	fewer, no transfers express service fewer stops.	9/4/2014 10:04 AM
161	route Why can't you do a straight shot.	9/4/2014 10:04 AM
162	equity ridership I honestly feel that I don't have enough information to make suggestions like this. This is what transit modeling is for. Without knowing the current and potential future ridership along each section of the route, I suspect this page of the survey will just get various people along the route lobbying for the closest places to them -- or the places they personally travel to. And no doubt neighborhoods (or destinations) with more politically engaged residents (usually wealthier and whiter, too) will get the most votes. We should not be planning transit by special interest group but rather by actual potential ridership.	9/3/2014 4:51 PM
163	route It should avoid the 2-lane sections of Powell and Division.	9/3/2014 1:37 PM
164	balance uses more traffic lanes, not just buses and trains	8/30/2014 12:30 PM
165	cost Expenses. We cannot afford light rail, BRT is cheaper. No more choo-choos.	8/30/2014 10:20 AM

Powell-Division: Survey 2

166	amenities safety and security Flashing lights on pedestrian crossing at 156th? And Division.	8/30/2014 8:46 AM
167	amenities balance uses traffic Work to engineer bus pull outs, out of traffic at stops. Also like the antique look of stops, with cover for rain/sun shade.	8/29/2014 11:31 PM
168	connect to transit cost dedicated lanes frequency neighborhood effects reliability traffic transit type trip duration It should not simply be a faster bus, it should be light rail or something dedicated and faster. If we do not have the financial means now then we should wait until we do or pool more resources. If this would alleviate traffic, pollution, and convenience then the longer option of a rail system is preferable.	8/29/2014 3:46 PM
169	frequency traffic transit type This is a high traffic area, I know many trimet riders who complain of how late the busses run in the Gresham area. Please have frequent trains come through!	8/29/2014 12:22 PM
170	development opportunity neighborhood effects traffic Giving the people who live in the Richmond neighborhood a tax break, this mess that the city created by letting all this building occur is unforgivable. Our neighborhood will never be the same, there is drunkenness and traffic every afternoon and night.	8/28/2014 8:16 PM
171	station spacing traffic Stops should not create bottlenecks and impede traffic, as much as possible.	8/28/2014 6:48 PM
172	design safety and security walkability Powell and Division desperately need sidewalks and beautification/trees. They are a huge safety hazard, and the community has been under-invested in.	8/28/2014 6:09 PM
173	equity future growth housing neighborhood effects safety and security traffic walkability A new transit route has no value if traffic increases and more apartment development ensues due to this. The issue with crime in Rockwood and now on Powell is directly related to this. As an east county native--58 years-it is appalling what has happened especially on Powell from 122nd to 174--no sidewalks just more housing. If the city is not committed to full development including sidewalks etc., then a new system is useless. No transit system should be considered if there is not specific security staff on board as part of the budget as well as a required pay system.	8/28/2014 4:25 PM
174	connect to transit equity route Try to catch areas not easily accessible to the Max	8/28/2014 2:34 PM
175	access to transit connect to transit frequency reliability route short/long trips station spacing trip duration making it as convenient as MAX, but offering other locations to connect to.	8/28/2014 12:08 PM
176	access to transit amenities safety and security short/long trips Few stops, easy & safe access to stops INCLUDING Sidewalks, turnouts & LANDSCAPING	8/28/2014 11:41 AM
177	general opposition I am against the transit route	8/28/2014 10:46 AM
178	development opportunity equity transit type Ensure it is a durable, long-term investment. Tracks in the roadway would be good. Better bus service is all well and good, but these areas need significant, far-reaching investment.	8/28/2014 10:09 AM
179	connect to transit short/long trips This needs to have a direct connect to the SW Corridor HCT. If that is BRT, then there can be a dedicated line running from Gresham to Deep SW while by-passing the central city.	8/28/2014 9:55 AM
180	Keep the route out of established neighborhoods, focused more on major streets	8/28/2014 7:30 AM
181	amenities bicycling Bike space available on buses an secure racks at bus stops, well lighted bus stops,	8/28/2014 6:36 AM
182	connect to transit connecting people to jobs/education/health/food services within Gresham area	8/28/2014 5:04 AM
183	dedicated lanes ridership traffic transit type trip duration If you want to increase ridership the single most important thing is to get people to their destination quickly. This means no shared lanes with car traffic. Car traffic is terrible on Powell, if people see the Light Rail whizzing by them while they are stuck in traffic they are much more likely to use it.	8/27/2014 11:18 PM
184	equity not cutting into West Gresham neighborhood	8/27/2014 9:31 PM
185	transit type MAKE IT RAIL. Or it really won't be worth it.	8/27/2014 9:25 PM
186	general opposition no doing	8/27/2014 9:18 PM
187	amenities reliability safety and security CRIME CRIME CRIME. Dirty unkept transit stops. As of now MAX does not run when it is to hot or if it is to cold. A new transit system must have respect for it customers and value their customers by controlling crime, maintaining their transit stations.	8/27/2014 8:48 PM
188	cost development opportunity Economic viability. Where is the financial study data to support this project? Most of the Tri-Met vehicles we see on Powell & Division weekdays and weekends are only 15-25% capacity.	8/27/2014 8:39 PM

Powell-Division: Survey 2

189	balance uses DO NOT remove any surface travel area already in use.	8/27/2014 8:34 PM
190	balance uses development opportunity Hopefully bike infrastructure could remain and local businesses would only do better.	8/27/2014 7:51 PM
191	general opposition Please don't do this to Division st. I've lived there for ten years.	8/27/2014 6:48 PM
192	transit type Why bus? Why not Streetcar?	8/27/2014 6:05 PM
193	access to transit amenities balance uses equity station spacing Accessibility for people with mobility issues including nearby curb cuts, lighting and safety for early morning, late nights. Support for combining with bike commuting. access to commuter parking	8/27/2014 5:21 PM
194	dedicated lanes signal priority That it has as many advantages over driving as possible (i.e. signal priority, exclusive lanes).	8/27/2014 4:10 PM
195	general opposition None. We has too much mass transit.	8/27/2014 4:08 PM
196	access to transit Where on division are you going to put it? Plus, Powell has more room and needs sidewalks and other infrastructure out east, so build it there.	8/27/2014 3:45 PM
197	balance uses development opportunity Improving the inner Powell retail corridor, making it more pedestrian and bike friendly.	8/27/2014 3:45 PM
198	frequency reliability Frequency, On Time Performance	8/27/2014 2:16 PM
199	access to transit balance uses station spacing traffic Close-in Division Street is only two lanes with little to no shoulder, having additional bus traffic where other traffic can't pass a bus stopped for loading/unloading may have a negative impact on traffic in those areas. Please make sure there is ample car and bike parking near the bus stops. Fewer stops farther apart means fewer people able to actually walk to the bus stop. If you want them to ride the bus, make it easy by providing parking by the bus stop.	8/27/2014 1:34 PM
200	connect to transit frequency n/s connection vehicle capacity Any possibility of increasing the frequency/capacity of existing routes and adding N/S connectivity on 122nd instead of duplicating route segments?	8/27/2014 12:33 PM
201	route Traveling on stretches of either road that have the least amount of congestion. I favor Powell because Division from the river to 60th is narrow. Ideal stretch would be Powell to 82nd, north to Division, out to Gresham Transit Center.	8/27/2014 10:18 AM
202	Seems to me your ridership survey info should be used instead of asking people for their opinions.	8/27/2014 9:05 AM
203	connect to transit n/s connection Cross routes to support the trunk, i.e. 148th, 162nd, 181/182nd, etc.	8/27/2014 8:05 AM
204	general opposition safety and security Please don't bring max and it's associated higher crime rates into our neighborhood.	8/27/2014 7:24 AM
205	dedicated lanes transit type Dedicated service lanes. Either light rail or bus rapid transit are good options.	8/26/2014 8:14 PM
206	connect to transit The Powell route get the tax payer more bang for the buck because you can connect Powell which is high transit as well as foster road which is high transit. The division route would only really serve division.	8/26/2014 7:45 PM
207	amenities safety and security station spacing There should be parking for park and ride east of 82nd. There should be clean, safe, well lit transit stops.	8/26/2014 7:36 PM
208	connect to transit future growth How will the future plans for Foster fit with this plan?	8/26/2014 6:21 PM
209	neighborhood effects traffic That it will be in a residential section for a significant amount of Powell in Gresham, and that it not add to traffic congestion that's already a problem on Powell.	8/26/2014 6:16 PM
210	cost dedicated lanes ridership short/long trips station spacing traffic transit type trip duration There is already too much traffic on both Powell and Division the most important consideration is not having the max on the street. A subway or overhead track are necessary to have a modern rail system in this city. I know that will cost more than the city is willing to spend but otherwise you are trading one form of congestion for another. I'd continue driving unless quick service downtown was offered this could be provided by either a subway or overhead track. Also a third rail should be put in to provide express service past less used stops. Basically use Tokyo's train system as a model for yours.	8/26/2014 6:06 PM
211	housing Please don't bulldoze my house.	8/26/2014 5:39 PM

Powell-Division: Survey 2

212	amenities Lighting! Trash receptacles! Platforms looked after by Tri-Met cleaning crews! (Some of the platforms along the MUP are filthy and nasty, where the cleaning crews can't really get to them)	8/26/2014 5:08 PM
213	short/long trips trip duration Speed. Minimal stops.	8/26/2014 5:07 PM
214	safety and security Safety is a key consideration. Making sure there are safe crossings and well-lit shelters and stops.	8/26/2014 1:51 PM
215	transit type trip duration More green line the wait is bad	8/26/2014 1:28 PM
216	transit type I would prefer BRT over Lightrail.	8/26/2014 11:58 AM
217	transit type if anything, a MAX line would be most beneficial. another bus line wouldn't be that helpful, in my opinion.	8/26/2014 11:51 AM
218	balance uses safety and security Don't make it too complicated. Make sure there is room for bikes away from cars, it is very dangerous out here on the East side for both. Make it safe for everyone to ride.	8/26/2014 11:34 AM
219	route I think that conveniently serving outer Division is important, but that running down inner Division may not be feasible.	8/26/2014 11:32 AM
220	cost Who the heck is going to pay for this brain fart?	8/26/2014 11:30 AM
221	service hours trip duration vehicle capacity Getting from East-West or West to East quickly isn't easy. A faster ride with less crowding would be great. Also, please consider running it even on a limited basis on weekends.	8/26/2014 10:40 AM
222	frequency traffic trip duration It needs to be fast and frequent! We're left depending on busses that maybe run every 20 during rush hour.	8/26/2014 8:22 AM
223	route Future consideration for a Easy West line on Glisan, Halsey & /Or Sandy blvd. Better North South connections on 148th, 162nd Or 172nd 181st, Eastman Parkway and Hogan	8/26/2014 7:32 AM
224	future growth Long term solutions such as an elevated rail line.	8/26/2014 12:21 AM
225	cost light rail option costs too much and does not provide any future flexibility	8/25/2014 11:30 PM
226	reliability trip duration Travel time reliability!	8/25/2014 10:47 PM
227	route traffic Division is already really congested from 39th to the river. Powell Blvd. has higher capacity for change without completely inhibiting traffic.	8/25/2014 10:29 PM
228	service hours I think the hours it runs are important. Many people in those areas don't work typical hours and may start very early or end late. Their days probably do not follow at M-F workweek, so Sundays and Saturdays are a must.	8/25/2014 9:58 PM
229	balance uses Division has been disrupted considerably in southeast Portland by going to one lane from 60th to 82nd. I hope that a new transit line wouldn't cut down traffic flow on an already congested street.	8/25/2014 9:46 PM
230	connect to transit n/s connection route transit type Build a MAX line from Tilikum to 205. A Rapid transit frequent bus can connect from 205 to Gresham. A max along Powell from 205 to Tilikum will allow for a new Portland max loop and /or it could be used to create a new line from either Gresham (along current blue), airport or Clackamas to south downtown areas like OHSU and PSU. A new max along Division east of 205 is unnecessary, better off adding a new line that complements the existing blue but instead heads south to downtown via Powell, then connect areas along Division east of 205 to new the max line via more frequent buses on either Division/Powell or via north-south lines. I believe for more suburban areas (like those past 205) it is more useful to combine frequent transit options into one convenient area then to spread connectivity (like how red and blue overlap in Washington County). In urban areas west of 205, on the other hand, it probably makes more sense to connect as many neighborhoods as possible.	8/25/2014 9:18 PM
231	connect to transit short/long trips trip duration Being able to transfer at easy spots to other bus lines that would get you elsewhere. Knowing whether this is just an expedited route into downtown or a more efficient faster route to travel east/west.	8/25/2014 3:37 PM
232	making sure transit stations have safe, visible connections to surrounding neighborhood (e.g., unlike the Green Line at Lents, where you have to walk up a secluded path along the highway to get to the transit stop---that makes me feel unsafe and I avoid that stop at times when it would actually be theoretically convenient for me)	8/25/2014 3:02 PM

Powell-Division: Survey 2

233	dedicated lanes ridership route traffic transit type trip duration Will this investment result in significantly increased ridership and/or significantly better/faster service? I think dedicated right of way is necessary to achieve significantly faster service on Powell between 82nd and Brooklyn, where traffic is the primary cause of delay, not stops for passengers.. Rail would provide higher service quality.	8/25/2014 2:21 PM
234	access to transit equity neighborhood effects Disrupting the character of the neighborhoods along the way. I do not want to be displaced from my neighborhood by development resulting from a boutique slow streetcar. This should be a rapid line built to meet the needs of the working people of Southeast Portland and Gresham. The needs of residents of Happy Valley/North Clackamas area should also be taken into account since their bus services took a major hit several years ago.	8/25/2014 1:58 PM
235	general opposition I do not support this.	8/25/2014 1:38 PM
236	route Division between 50 & 11 is far too narrow now for buses.	8/25/2014 1:08 PM
237	neighborhood effects Quiet but efficient	8/25/2014 12:43 PM
238	trip duration SPEED!	8/25/2014 12:11 PM
239	transit type Southeast NEEDS a max!	8/25/2014 12:10 PM
240	dedicated lanes If it can get stuck in rush hour traffic, that's not as attractive as a dedicated lane option.	8/25/2014 11:32 AM
241	transit type Rail!	8/25/2014 11:22 AM
242	bicycling Bicycle stowage. Currently hard to snag a bicycle rack...	8/25/2014 11:20 AM
243	balance uses transit type Go big and bold: streetcars, light rail, or (if the political courage isn't there) BRT. And make sure to follow through with connecting east county with meaningful mass transit options and amenities. If the nicest stations are only west of 82nd, this'll feel like a scam. Honor East Portland in all this. Lastly, make sure this all connects well with existing and planned bicycle infrastructure. Bicycle paths/lanes/blvds and mass transit are both used more when they're connected thoughtfully.	8/25/2014 9:56 AM
244	access to transit cost equity There are very little resources for homeless people outside of downtown, they should be able to feet downtown very easily. Also, connecting low-income families in east county to quick ways to get to other areas of the city for work is very important.	8/25/2014 9:26 AM
245	transit type Street car!	8/25/2014 9:25 AM
246	connect to transit frequency Frequent Service interconnection with other routes	8/23/2014 1:04 PM
247	balance uses short/long trips trip duration There should be an express route from east county to get downtown in less than an hour. There should be bike racks, parking and room for zip cars at some stops.	8/23/2014 11:57 AM
248	neighborhood effects safety and security walkability Pedestrian safety. Maintaining neighborhood charm. Noise level through neighborhoods.	8/23/2014 8:46 AM
249	Brooklyn, if developed, could create jobs and connect inner southeast Portland.	8/23/2014 8:32 AM
250	balance uses general opposition How about this.Enough already.Havnt you messed up this town enough with your bike lanes taking away street parking and shrinking streets so less cars can use the streets we pay for!	8/22/2014 11:35 AM
251	balance uses route safety and security walkability If there were to be a rapid transit line on Powell, it would be great if one of the traffic lanes could be eliminated to give more space for sidewalks and bike lanes and maybe put in some more crosswalks for safety.	8/22/2014 9:54 AM
252	safety and security safety	8/22/2014 9:27 AM
253	connect to transit cost frequency trip duration Frequent service, low cost, lots of transfer options that don't involve a long wait.	8/21/2014 11:58 PM
254	balance uses station spacing Stop at Powell and Cesar Chavez. Can load bikes in back door.	8/20/2014 11:05 PM
255	connect to transit frequency route trip duration Fast, frequent connections to the downtown bus mall, including PSU! Thanks	8/20/2014 9:38 PM
256	neighborhood effects route transit type trip duration Division is so residential, a train running along would disrupt the quiet neighborhood feel. Powell is already busy and would be a great fast commuter line that is easy to get to.	8/20/2014 8:02 PM
257	Bus rapid transit on Powell would be awesome!	8/20/2014 7:11 PM

Powell-Division: Survey 2

258	balance uses route short/long trips trip duration filling in transportation needs for areas where sidewalks and pedestrian/bike infrastructure is less good. Expediting trips from low-income areas in East Portland to downtown for work, medical appts, etc. Service to parks and natural areas.	8/20/2014 7:07 PM
259	reliability route short/long trips station spacing traffic trip duration The current Division route is much too long; buses get behind schedule on the turn-around, making the rush hour commute east from downtown take much longer than it should. The #4 buses are so frequently delayed prior to even getting downtown during the afternoon rush hour. These new routes should run to downtown Portland and back out to Gresham, and should definitely have limited stops. The new route should not snake around north or northeast Portland.	8/20/2014 5:45 PM
260	High frequency during off peak times	8/20/2014 5:02 PM
261	access to transit connect to transit frequency route station spacing Legibility of continuous Powell is valuable, and outer Powell now has the density. In SE Portland S of Powell, MAX is too far north to be an attractive transit path into downtown. Design this service so that it is the logical thing to ride north to connect to (for people on southern ends of N-S lines). Consider also options that provide a frequent trunk on inner Powell but can branch to cover both outer Powell, outer Division, and may be Foster. Consider an off-street transit center at Powell & Green Line to improve this dreadful transfer experience and possibly organize feeder services to both.	8/20/2014 4:42 PM
262	dedicated lanes route transit type Separated Right-of-Way. Routing should depend on the service type chosen. If the eventual preferred alternative is a mixed-traffic or mixed with limited separated sections BRT-lite, then Division through at least Chavez Blvd is the best choice as traffic delays will occur on Powell or Division. However, if this project becomes a majorly separated true BRT or rail project, Powell is obviously the only street wide enough to get dedicated lanes in the places where they matter.	8/20/2014 4:30 PM
263	route safety and security Make people actually have to pay to ride it. Keep it AWAY from springwater trail. We have too many homeless issues there already, without adding free transportation to it....	8/20/2014 3:10 PM
264	connect to transit How about connecting SE to the airport line as well?	8/19/2014 8:09 PM
265	balance uses equity traffic The route taking or disrupting the least amount of car/truck/local bus transportation lane capacity. Please do not take out any car lanes, particularly on Powell Blvd. Low income working poor need automobile capacity during rush hour to get from outer east Portland across down town via Powell Blvd. If one of your concerns is equity, you should maintain car lane capacity for those working poor requiring automobile travel to get to multiple job sites in a timely fashion.	8/19/2014 4:50 PM
266	reliability Viable alternative to MAX, especially when MAX service is disrupted. System lacks redundancy and resilience.	8/18/2014 9:18 AM
267	balance uses maintain/+ bus service neighborhood effects beefing up service along restaurant row on lower division is essential. even having a faux trolley along there would be fun. hopefully they will get some type of parking so as not to over congest the neighborhood and turn the area into a "ghost row"	8/18/2014 9:11 AM
268	traffic Traffic	8/18/2014 8:49 AM
269	this is the most confusing survey I have ever seen. Instruction are unclear and options don't make sense.	8/17/2014 11:42 AM
270	access to transit balance uses connect to transit future growth Parking- Using already established infrastructures - Making considerations for the growing elderly who need more access to services, medical clinics, grocery stores, and the youth who now use bicycles in a viable/commute with mass transit.	8/15/2014 2:26 PM
271	route traffic SE Powell is a congested nightmare now. It's vital this route, esp. nearing the river, is relieved. We should utilize the Tillicum crossing investment and avoid Ross Island Bridge. There is no room on that bridge any more. Also, if utilizing the Ross Island bridge, spend money on improving access, particularly on the west side. That is the most ridiculous messed up and inconvenient access to/from and interstate for a major traffic spur I've ever seen in any city. More direct on/off ramps to I5 would undoubtedly relieve some of the traffic pressure.	8/15/2014 10:56 AM
272	vehicle capacity Have enough capacity which the current #4 and #9 buses don't have. That's why I no longer ride them.	8/14/2014 5:53 PM
273	access to transit amenities connect to transit route Park and Ride near 182nd and Powell to capture Pleasant Valley and Damascus commuters. Easy transfer to Green Line. Easy access to South Waterfront, OHSU and Auditorium District.	8/14/2014 1:09 PM
274	Metro - We hate you!	8/14/2014 8:44 AM
275	ridership transit type Bus ridership from 2000-2014 has been flat. Light rail ridership has more than doubled since 1986. This project will not increase ridership if it is implemented with BRT for the entire route. This variable should be explicit in the planning.	8/13/2014 4:11 PM

Powell-Division: Survey 2

276	ridership Students.	8/13/2014 11:23 AM
277	dedicated lanes future growth Must have a dedicated lane! In the inner eastside, Division is currently a more transit-oriented neighborhood, but Powell has more opportunities for transformation.	8/13/2014 9:01 AM
278	dedicated lanes equity frequency service hours trip duration There be frequent service at as many hours as possible, because many people in East Portland are priced out of the core of town and cannot afford cars. If its a bus or a light rail, let there be a track or lane only for transit so that travel could happen more quickly.	8/12/2014 8:44 PM
279	balance uses Freight must also move. So the new transit route must not interfere with street traffic.	8/12/2014 2:06 PM
280	maintain/+ bus service Make sure there is frequent bus service on Division	8/12/2014 12:00 PM
281	equity Don't forget the little guys trying to get on along the route.	8/12/2014 9:12 AM
282	dedicated lanes traffic trip duration It needs it's own lanes, whatever mode it is . Do not make it mix with traffic or it won't be rapid . Stay off the Ross island bridge to avoid congestion . Travel congestion will slow it down on sloonw roads.	8/11/2014 11:48 PM
283	dedicated lanes Give it dedicated lanes!	8/11/2014 11:23 PM
284	route Make it possible to use high speed transit to Mt. Hood Community College from Downtown Portland and all East Side neighborhoods	8/10/2014 8:13 AM
285	access to transit connect to transit equity route Critical impotence is the same level of transit service WITHIN the city limits of Gresham that now exist within the city limits of Portland. Gresham is the 4th largest CITY in Oregon - the current transit service offered is woefully inadequate. Gresham is not a bedroom community for Portland.	8/8/2014 9:25 AM
286	route Powell is better equipped to handle a new transit line.	8/7/2014 4:06 PM
287	access to transit ridership transit type Light rail trains over buses: smoother, more accessible service that will attract new transit users.	8/7/2014 10:17 AM
288	amenities design walkability Streetscape improvements and crosswalk enhancements on Powell	8/7/2014 7:18 AM
289	balance uses route trip duration Speed seems more important than easy access. The new route should make travel times from Gresham to SE Portland more realistic than they are now. Make stops/stations further apart than two blocks. Also consider putting Clinton street on the table for a transit right of way with removed car traffic	8/6/2014 2:54 PM
290	balance uses safety and security Where they stop by rail lines	8/6/2014 10:01 AM
291	dedicated lanes fewer, no transfers trip duration A much separate, dedicated lane space as possible, with quick, easy stops for the transit vehicle	8/6/2014 9:40 AM
292	access to transit amenities design neighborhood effects I think it's important if this new transit can go through Powell Blvd, updates be made to the road and sidewalks that can enhance this very neglected street. West of 60th Street on Division seems to be doing just fine with street beautification projects.	8/6/2014 8:24 AM
293	balance uses traffic The buses on Division are already a major traffic disruption due to the recent narrowing of the stretch between SE 60th and 82nd to one lane, with no pullouts. They cut in front of bicycles in the bike lanes to get to the cut-out E of 82nd. At least some of the stops on Powell have cut-outs	8/5/2014 10:22 PM
294	safety and security Since Trimet = Crime, that should be a huge factor. Keep the crime away and Tri Met safe for riders.	8/5/2014 7:34 PM
295	trip duration Division from SE 7th to 82d is horribly slow in rush hour traffic. I can bike faster and sometimes walk almost as fast.	8/5/2014 11:55 AM
296	development opportunity future growth general support I'm glad to see this project getting up and running, but I hope that there will be some flexibility in the Jade District and Divison Midway areas. Both of those areas could be grown in ways that help recharge East Portland. I'd like to see the transit plan done in conjunction with that, not appended to a completed process ala innner Division.	8/5/2014 8:55 AM
297	connect to transit Connections to MAX	8/5/2014 8:12 AM
298	trip duration vehicle capacity Needs to be truly faster and higher capacity than current options, especially from 122nd in to downtown portland	8/4/2014 10:52 PM

Powell-Division: Survey 2

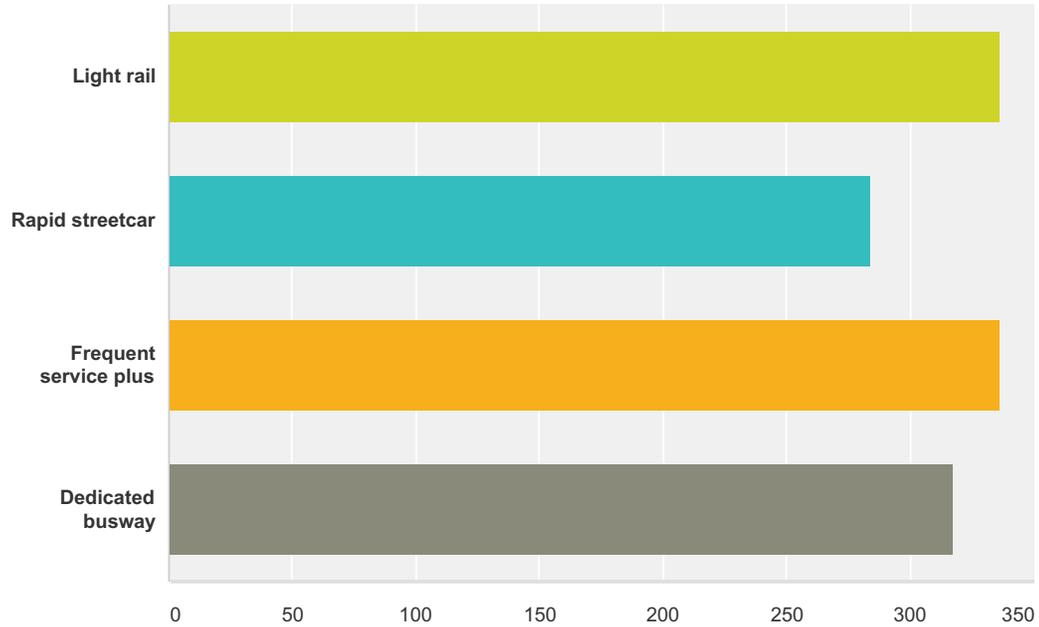
299	<p>balance uses connect to transit future growth neighborhood effects ridership route short/long trips transit type Need to balance high capacity (aka, high-speed, dedicated ROW) throughput against neighborhood-building characteristics. Getting people *through* an area is very different than getting people *into* an area in a way that supports live/shop/work scenarios that don't require cars. Attention should be paid to feeder or connector lines that could enable both—perhaps non-rapid streetcar on close-in Division that connects with lightrail at Powell, and the reverse in Gresham. That way, people could switch from low to high-speed modes and back as needed.</p>	8/4/2014 5:04 PM
300	<p>balance uses traffic trip duration Speed: consider elevated trains/monorail vs subway to minimize grade crossings/surface traffic interference and make it possible for crosstown bus lines to get across powell blvd in a timely fashion.</p>	8/4/2014 3:16 PM
301	<p>access to transit balance uses frequency future growth ridership station spacing There will be so many more people living on division below 50th before 2015. PLEASE provide very frequent service buses to serve all of these new residents so they can become accustomed to quality transit rather than driving everywhere.</p>	8/4/2014 3:05 PM
302	<p>traffic Calm traffic on Powell</p>	8/4/2014 3:02 PM
303	<p>route safety and security walkability Division is already enough of a nightmare for traffic that it's barely safe for pedestrians - and the cut ins for storm water runoff disable the two lane option at rush hour. powell has the infrastructure to take the additional traffic, but does need more & better ways for pedestrians to cross safely.</p>	8/3/2014 2:30 PM
304	<p>general support transit type walkability Im a bus driver. I think you should really get some pavement for folks who get off the back of the bus on the CURRENT Powell route. On powell MANY of the stops only have a slab for the front of the bus stop and then folks step into plants at the back of the bus which makes for unstable footing. If they trip are they going to sue trimet of the city of gresham? I LOVE driving a bus, however, I think you should have a max line running down powell. OMG so many people ride the bus out here. Of course I don't think either the city of portland or gresham would ever agree on that. job security for me! :-)</p>	8/2/2014 5:05 PM
305	<p>future growth Consider future growth as well as current needs. Seems obvious but we seem too often to try to catch up with need rather than plan for it.</p>	7/31/2014 9:49 PM
306	<p>trip duration Travel time is the most important design consideration</p>	7/30/2014 2:14 PM
307	<p>transit-dependence I live pretty close in, but I hope the new routes will help folks further out who are dependent on the bus for transportation.</p>	7/30/2014 11:54 AM
308	<p>frequency trip duration High speed, frequent service</p>	7/30/2014 9:57 AM
309	<p>equity housing How many homes will be destroyed and how many families will be displaced. With the homes so close to the new transit line how much will they loose in value.</p>	7/29/2014 8:58 PM
310	<p>balance uses route Lower division is already too congested with not enough room for cars and other modes. Move the bus route over to Clinton or make Clinton primarily for cars and trucks. .</p>	7/29/2014 4:37 PM
311	<p>design station spacing Special benches, signage that differs from the 4-Division St. & 9-Powell Blvd. route that stands out, shade trees, shelters of different color than regular stops, directional signs/maps to destinations, posted schedules (updated regularly)!</p>	7/29/2014 1:23 PM
312	<p>fewer, no transfers route Connecting the city North to South without having to make 3 bus changes to go four miles.</p>	7/29/2014 10:24 AM
313	<p>dedicated lanes traffic Important that it not impede traffic, particularly where landscape medians are in place - need to have turnouts.</p>	7/29/2014 9:56 AM
314	<p>cost dedicated lanes trip duration if brt considered, true lane-separated service is absolutely mandatory where space allows. tunneling or sunken grade separation is an investment worth considering at certain points and intersections vis a vis the bottom-line consideration of a transit trip that begins to rival an auto in terms of trip duration.</p>	7/29/2014 8:50 AM
315	<p>cost equity traffic Ability to cost effectively, and with minimum displacement of housing/businesses, secure right of way sufficient to jump traffic bottle necks.</p>	7/29/2014 7:01 AM
316	<p>dedicated lanes traffic Please consider exclusive transit lanes, particularly in the areas of heavy congestion (I recognize this may make existing congestion worse). Bypassing congestion is one key benefit of competitive congestion..</p>	7/29/2014 6:34 AM
317	<p>equity maintain/+ bus service viability of regular bus service on unserved corridors</p>	7/29/2014 12:20 AM

Powell-Division: Survey 2

318	<p>dedicated lanes route signal priority traffic Tilikum because Ross Island bridge is just congested too much, and will slow down this "rapid" transit.... Connect it well with other buslines Do not take out any capacity for automobiles because of this new transit line. Make it a "pull" into transit because of its attractiveness, not a "push" because driving is even worse...! Spend money buying some right of way near intersections, so that the bus can move to the front through a reasonable length dedicated lane when light goes green, and does not obstruct through traffic when pulled out at a stop. This does NOT require a fully dedicated lane full length of traject, but instead some strategically located portions of bus-only lanes, and some smart traffic-light control/influencing. Make sure it connects to Division and 82nd Avenue area, as that is the heart of jade district and also PCC campus.</p>	7/28/2014 9:27 PM
319	<p>safety and security Safety of riders</p>	7/28/2014 8:27 PM
320	<p>access to transit route traffic walkability Not affect vehicular capacity on Powell Blvd. Not affect western Division as a walkable shopping district. Park & Ride serving growing Pleasant Valley. Connecting as many medical facilities and colleges as possible. A large TC that would connect MAX Green Line, Bus #72, new HCT and any remaining Powell/Division Bus Lines.</p>	7/28/2014 6:30 PM
321	<p>development opportunity traffic It would be great for this to allow access to the new business development area on Division between 12th and 39th, but could it be done in a way that does not further impede the flow of traffic? That area is becoming very congested.</p>	7/28/2014 6:13 PM
322	<p>amenities neighborhood effects route transit does need to be new amenities but high capacity transit needs to move people efficiently - that's the point. With the recent and on-going conversion of Division to a slow speed, walkable "main street" like design type, quick transit will be constrained, considering the limited ROW available and no planned increase in lanes.</p>	7/28/2014 4:49 PM
323	<p>route I like that the #4 crosses the river on the Hawthorne bridge because it gives me access to the east side waterfront</p>	7/28/2014 4:34 PM
324	<p>neighborhood effects Mitigate impacts to residential areas that will experience higher amounts of diverted car traffic and increased bus noise levels.</p>	7/28/2014 4:33 PM
325	<p>general support ridership I live close in, in Brooklyn, and we are well-served here. The new transit route should improve or add service to a population in need.</p>	7/28/2014 4:31 PM
326	<p>route Foster Boulevard, Lents?</p>	7/28/2014 3:32 PM
327	<p>frequency reliability Headway and travel time reliability.</p>	7/28/2014 3:20 PM
328	<p>cost development opportunity housing walkability This should definitely be a development-oriented transit route, with the primary of the goal to induce urbanization along its alignment. Currently, nearly the entire potential alignment is auto-oriented (except the Division "main street" between SE 11th & SE 60th). The goal of the project should be to urbanize, pedestrianize, and add as much density of additional dwelling units and employment along the corridor as possible. One way to measure this might be to look at the net government "bottom line," with an eye towards "turning a profit" on the corridor by inducing enough additions to the tax rolls to more than pay for the initial capital as well as the ongoing operations & maintenance expenses of the alignment.</p>	7/28/2014 3:17 PM
329	<p>dedicated lanes transit type True BRT with a dedicated lane (emergency a cabs ok... Possibly freight trucks in lane ok?)</p>	7/28/2014 2:59 PM
330	<p>cost safety and security service hours Transit police presence in 5th Avenue downtown stops on Friday and Saturday nights, so that one can go the a play or a concert and then take a bus back home between 10:30 and 11:30 without encountering pan-handling or worse. Matinees performances are rare and staying "over" downtown gets very "pricey" on a fixed income.</p>	7/28/2014 2:57 PM
331	<p>access to transit route Connect poor residents to jobs on Airport Way</p>	7/28/2014 2:51 PM
332	<p>dedicated lanes traffic trip duration Speed/traffic. Would be ideal to have dedicated lanes, as traffic gets backed up on division and powell during rush hours.</p>	7/28/2014 2:50 PM

Q9 6. Which of these would you like to see studied for this route? (you may select more than one)

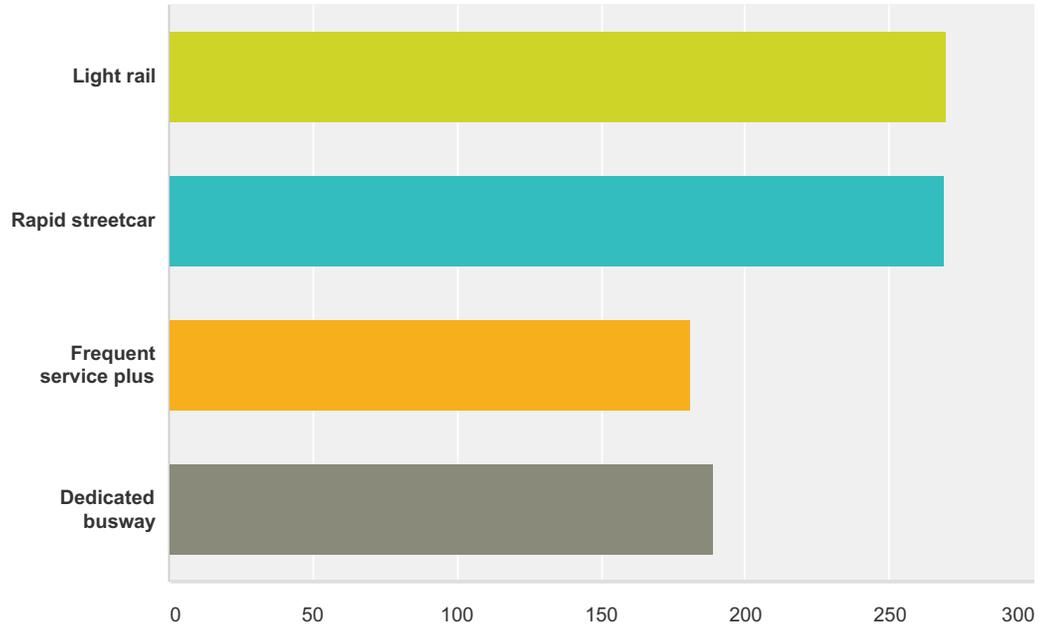
Answered: 664 Skipped: 47



Answer Choices	Responses
Light rail	50.75% 337
Rapid streetcar	42.77% 284
Frequent service plus	50.75% 337
Dedicated busway	47.89% 318
Total Respondents: 664	

Q10 7. Which of these would not be a good fit for for this route? (you may select more than one)

Answered: 577 Skipped: 134



Answer Choices	Responses
Light rail	46.79% 270
Rapid streetcar	46.62% 269
Frequent service plus	31.37% 181
Dedicated busway	32.76% 189
Total Respondents: 577	

Q11 8. Why did you choose or reject the transit types above?

Answered: 493 Skipped: 218

#	Responses	Date
1	balance uses A lightrail can run on the actual street (so cars can use the street too), but cars could not use the dedicated busway (as far as I know...)	9/21/2014 6:33 PM
2	general opposition LRT Light rail has already ruined Gresham-don't do more!	9/21/2014 5:41 PM
3	dedicated lanes development opportunity frequency ridership trip duration Anything sharing roadway with cars without dedicated lanes and signal priority would fail to reduce commute times that would encourage ridership or development along the line.	9/21/2014 4:31 PM
4	bus construction cost dedicated busway reliability "When it is icy or it is snowing, the bus gets you there." This is what I have heard from busriders. I think, personally, that the dedicated busway might be the fastest to install/erect, build, and maybe, it might be cheaper to build than the others. We don't need more wires overhead. I am thinking "earthquake" or some reason for the power to fail.	9/21/2014 3:06 PM
5	dedicated lanes Anything that doesn't have exclusive ROW the entire length should be eliminated.	9/20/2014 9:24 PM
6	cost Light rail is too costly	9/20/2014 4:34 PM
7	neighborhood effects light rail is too heavy in scale and impact to the neighborhoods, noise levels, etc	9/20/2014 3:31 PM
8	Frequent service buses don't bi-pass traffic, which defeats the purpose of rapid transit.	9/19/2014 10:37 PM
9	balance uses bus constrained Division cost dedicated busway dedicated lanes neighborhood effects right of way route vehicle type walkability I am mostly familiar with, and have a stake in the area west of 82nd. Rail and Street Car carry a very high infrastructure cost and will have a dramatic impact on the residential areas that are adjacent to Powell or Division. Division Street is a mixture of ground floor retail, apartments and bungalow housing built in the early 1900's. While I understand a street car use to be a feature of Division Street, much has changed and continues to change along the street. There appears to be 60' of right-of-way along a significant section of Division St, though I did not check the entire project length. Given the existing planter strips and sidewalks there is enough pavement width for parking on both sides and two travel lanes, at least west of 60th. A road diet project was recently finished to the east of 60th that has already expanded transportation options for the area, which has seen an increase in the amount of bike traffic (in the 7:00 - 7:15 a.m. range at least). The amount of right-of-way along this section limits the options to try and increase the capacity of transit service and there are homes and business built on or very near the ROW line making dedication impractical. Powell seems to be the logical alignment as there is at least 80' of right-of-way in the area. While the center landscape median is a nice aesthetic feature, it is not a functional feature. A dedicated bus lane or combination of a dedicated lane/regular travel lane in high congestion areas on Powell seems to be the most efficient manner to increase capacity. The line could be diverted a few times to Division St at high usage areas to accommodate residents and businesses in both areas. Division Street is exploding with growth, which I think great. I live directly on Division St and enjoy sitting on my front porch. I like walking down Division St to see what all the new goings on are. This is currently a very pedestrian friendly environment and has been crafted by the City as such as witnessed by the recent streetscape project. But it cannot do everything at once. Keep Division the pedestrian mecca west of 60th and utilize the amount of right-of-way in Powell to increase transit capacity. Also, have you thought about double decker buses to double capacity? (kinda a joke, kinda not though) Thank you. Jason Gottgetreu, 4623 SE Division.	9/19/2014 3:09 PM
10	cost expense	9/19/2014 11:50 AM
11	bus FS+ maintain bus service neighborhood effects Short/long trips signal priority station spacing Division and Powell have frequent close together stops. Having stops 1/2 mile or greater apart does not serve the community. The development and apartments are so close together you need a facility that works within the existing street system. The Frequent Service Plus seems best suited for this area with additions of bus priority treatment at signals.	9/19/2014 7:40 AM
12	Fewer, no transfers LRT rail Short/long trips vehicle capacity Light rail would be good because to relief over crowdy current lines between Rose Quarter and Gateway. The others would be top much hassles and more stops.	9/18/2014 11:25 PM

Powell-Division: Survey 2

13	bus neighborhood effects permanence/flexibility Max is too long, big and heavy for much of division st. street cars are inflexible.	9/18/2014 10:13 PM
14	bus dedicated busway dedicated lanes LRT rail Streetcar should only be branded as an urban circulator; frequent service doesn't have dedicated lane for transit.	9/18/2014 9:31 PM
15	cost permanence/flexibility Less expensive Flexible	9/18/2014 4:49 PM
16	Amenities reliability vehicle capacity looking toward the future this would serve the largest amount of people, most comfortable ride, also works the best in bad weather conditions.	9/18/2014 3:46 PM
17	BRT bus connect to transit dedicated busway dedicated lanes FS+ LRT rail vehicle capacity Light rail is the best choice, offering complete integration with existing MAX LRT network, and could offer an alternate route to Banfield line for Gresham/Gateway-to-Downtown trains during closures or major delays. Dedicated busway is the only correct way to implement BRT, which is the logical second choice to LRT. Frequent service plus is nice but isn't enough for this corridor. Rapid streetcar vehicles are probably too small to provide the ideal capacity for vehicles in this corridor at target frequencies.	9/18/2014 3:25 PM
18	cost right of way Light Rail was rejected because of the high cost of acquiring the dedicated right of way.	9/18/2014 1:52 PM
19	cost dedicated lanes development opportunity LRT neighborhood effects public perception rail streetcar All should be studied. Light rail/streetcar should absolutely be studied and should NOT be omitted out of hand purely based on speculative cost considerations. Frequent service plus does not appear to be real high capacity transit with substantial improvements over existing service due to a lack of dedicated ROW. Potential development benefits of light rail/streetcar increasing the desirability of neighborhoods and business corridors along the line should absolutely be considered over perceptions of the desirability of bus-based transit.	9/18/2014 5:16 AM
20	cost LRT rail streetcar Light rail or rapid streetcar make the most sense. Frequent service plus doesn't seem like an improvement whatsoever. And I doubt that Trimet will be able to implement a TRUE dedicated busway system (akin to Los Angeles's Orange line).	9/17/2014 3:16 PM
21	cost future growth permanence/flexibility very high cost to install, higher maintenance cost and lack of future flexibility!	9/17/2014 2:05 PM
22	balance uses Maintain travel lanes Because of those routes taking away more highway.	9/17/2014 1:14 PM
23	bus connect to transit Fewer, no transfers frequency neighborhood effects predictable travel time reliability Service hours station spacing I'm not sure which one of these would be better but would like the least disruptive to the surrounding communities. Less stops than current buslines and accurate, consistent service such as ever 15mins at all times w/ later service (such as 2AM)	9/17/2014 12:31 PM
24	bus cost FS+ permanence/flexibility Frequent service plus provides more flexibility and requires less up front infrastructure costs.	9/17/2014 12:25 PM
25	balance uses bus Equity FS+ neighborhood effects right of way It seems like a dedicated busway, light rail and streetcar would take away from needed car lanes or take property away from existing businesses and/or residential property.	9/17/2014 12:22 PM
26	balance uses dedicated lanes trip duration My main concern about dedicated lanes for anything is how much car traffic is going to be funneled, I think this is something that could be managed _if_ designed right. I really like the idea of making whatever the option ends up being to be faster than traffic to get downtown, dedicated lanes would make that much easier.	9/17/2014 9:04 AM
27	trip duration to cumbersome and slow	9/16/2014 7:19 PM
28	right of way Actual space on road. Ridiculous to think of division as an option for rail or streetcar	9/16/2014 5:13 PM
29	Short/long trips station spacing having stops 1 mile apart seems too far	9/16/2014 3:03 PM
30	rail ridership timing traffic I think that those living in the SE corridor are likely to give up their cars is there if a better option is presented. I feel that the dedicated busway would cause further traffic issues during rush hour while the frequent service plus plan isn't aggressive enough for a long term solution.	9/16/2014 1:29 PM
31	access to transit LRT rail streetcar trip duration Buses already exist in these corridors. Having a light rail or street car option will provide a faster, more accessible alternative to what already exists.	9/16/2014 11:37 AM
32	cost vehicle capacity The costs of dedicated busway are almost as much as light-rail and then operational costs are more (one train operator and move 2 or 3 times the number of people as buses can). Streetcars on the Powell Corridor is not HCT. Streetcars on the Division Corridor is not HCT.	9/15/2014 7:00 PM

Powell-Division: Survey 2

33	LRT rail I like light rail	9/15/2014 5:21 PM
34	access to transit bus frequency FS+ public perception rail reliability ridership streetcar trip duration Convenience will only be one reason people choose transit over driving. Speed will be another. A rapid streetcar or frequent service plus would not be too much of a departure from status quo to encourage the switch.	9/15/2014 4:34 PM
35	bus cost dedicated busway right of way route I have long been in favor of dedicated busways as a lower cost alternative to light rail or streetcar, and this may be a good place to implement it in Portland. The challenge will be fitting any of these alternatives into the Division business district. Powell may be a better fit in inner SE Portland	9/15/2014 10:44 AM
36	bus cost permanence/flexibility Bus is cheaper and more flexible.	9/15/2014 10:40 AM
37	accessibility dedicated lanes trip duration Light rail & dedicated busway = best options because they are quick, streamlined transit routes out of traffic and existing bus lanes that would actually fulfill the goals of this project. Giving them their own lanes helps create different spheres of transit, makes them safer and more accessible and actually works to reduce congestion. Rapid streetcar = worst choice because I can out-walk the streetcar and this is supposed to be faster and more efficient. Frequent service plus = not a terrible option, but if you're going to build it up and make it faster, do it right and give the transit it's own space to truly reduce congestion and get people where they need to go. Frequent service bus lines oftentimes just confuse people waiting for the bus and traffic.	9/15/2014 10:28 AM
38	bus dedicated busway dedicated lanes LRT rail vehicle capacity I choose light rail and dedicated busway because it should be fast and reliable. There is no other way to get that unless it has it's own right of way. I didn't include a streetcar because the vehicles need to have more capacity.	9/14/2014 4:49 PM
39	cost future growth traffic More large, aggressive busses on the roads during busy road times. Not as efficient for the future. Rising fuel costs, expendables such as wheels have lower initial costs, but need replacement more often.	9/14/2014 8:57 AM
40	rail From my own experience living in other cities, busways or BRTs are not effective enough to help the corridor	9/13/2014 5:04 PM
41	access to transit Short/long trips station spacing Light rail does not offer enough stops...	9/13/2014 3:47 PM
42	LRT rail route streetcar Light rail and rapid streetcar would work on Powell but not on lower Division Street.	9/13/2014 1:08 PM
43	LRT rail trip duration Light rail is faster.	9/12/2014 7:00 PM
44	Light Rail EATS up traffic lanes already fully loaded with existing traffic. The auto traffic will NOT decrease.	9/12/2014 5:23 PM
45	cost ridership right of way Space, expense, ridership.	9/12/2014 4:35 PM
46	cost construction costs of the light rail through this corridor would be higher	9/12/2014 3:59 PM
47	cost cost	9/12/2014 3:59 PM
48	balance uses bus connect to transit construction maintain bus service Maintain travel lanes neighborhood effects safety and security traffic We do not need more crime like what we have gotten from the MAX Lines which bring undesirables from all over to our neighborhoods. I have lived in southeast Portland and Gresham for over 60 years and have seen what this did to Rockwood and other areas. I think is easy enough to walk to a bus stop or drive to MAX. We do not need dedicated transit routes to narrow our streets. We do not need construction to impede traffic to our businesses in this down economy.	9/12/2014 3:32 PM
49	bus dedicated busway dedicated lanes traffic vehicle capacity streets are very busy with cars. buses need alot of seats and to be separated from car lanes	9/12/2014 3:10 PM
50	accessibility rail vehicle capacity would transit more people compared to buses and more handicap friendly	9/12/2014 9:58 AM
51	cost Equity neighborhood effects right of way trip duration They have a higher potential for higher risk traffic problems, they appear to necessitate great alterations which might negatively impact businesses, and have greater impact--I think negatively--on the looks of the area. I do not know the cost differences, but they certainly should be a factor.	9/12/2014 9:27 AM
52	general support anything will help !!	9/11/2014 9:07 PM

Powell-Division: Survey 2

53	<p>accessibility bus frequency vehicle capacity Powell blvd is a large corridor with room for an added bus lane throughout more of it. i am personally mostly in favor of buses of any type as i find streetcars and rail difficult to navigate with my disabilities. i require use of the ramp (or lift in old buses) and about 3 seats so i can position myself and my walker,, and the biggest help i have is being able to speak to the driver when i need to. So I am unlikely to vote for a rail or a streetcar. On Powell if they were to choose either it would be a rail MAX but it would not be something i would be likely to use. There is not room for any of these items on Division which is a narrow street and in places has only two lanes, so even the current frequent service bus service often has difficulty getting through. I am familiar with both #4 Division and #9 Powell routes from SE 82nd Ave to the river.</p>	9/11/2014 3:30 PM
54	<p>I don't care for light rail. Buses take a back seat and work better for the Gresham area</p>	9/11/2014 2:48 PM
55	<p>access to transit development opportunity future growth LRT public perception rail route Having a rail system in SE would change the dynamic of the community for the better. While busses do get the job done, it's clear that a rail system boosts the value and desirability of the neighbourhood significantly, aiding businesses and residents alike. A rail system would benefit Powell or Division st. exponentially, but I hope to see it on Powell. The lower south east neighborhoods, which are many, would be closer to a Powell st. rail.</p>	9/11/2014 2:16 PM
56	<p>bus permanence/flexibility Better flexibility with busses.</p>	9/11/2014 1:00 PM
57	<p>dedicated lanes needs a dedicated lane/space on the street</p>	9/11/2014 8:24 AM
58	<p>right of way We don't have room for more tracks on those streets.</p>	9/11/2014 2:00 AM
59	<p>cost Light rail installation costly.</p>	9/10/2014 1:23 PM
60	<p>cost Equity The cost factor!!! Transit does not pay it's own way costing taxpayers over 60 cents per passenger mile. Taxes are already too high in Portland> Transit fares (covering only 25 percent of the operating costs) do not cover infrastructure costs. Neither must it be drivers that pay for transit!!! .</p>	9/10/2014 12:51 PM
61	<p>environmentally friendly rail I never understood BRT. I feel we have great opportunities with our clean energy mix to really utilize MAX rail and make the largest impact with reducing greenhouse emissions. That and I just like trains!</p>	9/10/2014 12:46 PM
62	<p>cost neighborhood effects Too costly and disruption for residents.</p>	9/10/2014 11:49 AM
63	<p>access to transit right of way route safety and security traffic walkability Lightrail and Division Street is dangerous. Cars run through stop signs and not stop for oncoming Division traffic. Too many pedestrians cross 20 feet or less from designated cross walks and constantly in middle of block and usually very hard to see. If lightrail is here there is increased risk from peds with cars and train! Lower Division Street has no room for train and cars. If train runs one direction on Powell and the other direction on Division I would not use because if I had to walk to Powell down 136th Avenue it is not safe at all. only portion of sidewalk on that street and only partially on one side or other. Powell and Division are not close enough together for that.</p>	9/9/2014 8:04 PM
64	<p>cost cost</p>	9/9/2014 5:35 PM
65	<p>bus cost FS+ traffic Powell is already so congested (with the intersection at 39th failing a good chunk of the day), that I can't imagine removing a travel lane to accommodate light rail/streetcar/busway. Furthermore, I'm really concerned that TriMet can barely cover costs as it is, so they really shouldn't be investing in high-dollar infrastructure.</p>	9/9/2014 5:07 PM
66	<p>balance uses traffic These streets (Powell and Division) are already heavily trafficed. Adding more buses would make the congestion worse.</p>	9/9/2014 4:04 PM
67	<p>parallels light rail station spacing vehicle capacity Eastside MAX is already on Burnside. COMMENT: The survey leaves out information about how many passengers light rail and street car can carry...appears to be pushing us toward bus options, then fails to provide an idea of how far apart stations would be with both of those modes.</p>	9/9/2014 3:14 PM
68	<p>bus dedicated busway dedicated lanes FS+ Without a dedicated lane/line frequent bus service will be somewhat useless due to traffic delays on this route.</p>	9/9/2014 11:51 AM
69	<p>balance uses neighborhood effects right of way traffic Powell is already pretty congested, so a shared use method seems like a better fit for that route. Division is WAY too narrow/crowded to support a maxline. Anything to encourage travel on a transit option without increasing the congestion on these two routes would be the best option.</p>	9/9/2014 10:54 AM
70	<p>ridership because there are so many people on that route</p>	9/9/2014 8:25 AM

Powell-Division: Survey 2

71	frequency reliability ridership We already have bus lines on Division and Powell. A new bus line will not encourage new public transit riders. Also, bus lines tend to be much more unreliable in terms of frequency.	9/9/2014 5:04 AM
72	balance uses seemed the most amenable to work commute with the option of bike parking	9/8/2014 5:08 PM
73	bus dedicated busway dedicated lanes future growth LRT rail trip duration streetcar is too slow in portland. I anticipate future road congestion and want to prioritize mass transit movement so I'd advocate for dedicated lanes for buses or light rail ,	9/8/2014 3:51 PM
74	bus cost dedicated busway reliability right of way Short/long trips trip duration It seems like there might not be enough room to have a dedicated right of way for a train or bus but that seem like the only way to transport people faster and more efficiently the long distance to down town.	9/8/2014 3:34 PM
75	cost Be real. Who will pay for such a expensive investment.	9/8/2014 2:51 PM
76	bus cost permanence/flexibility timing Bus service is versatile and does not require the infrastructure of the streetcar, so the bus service could start almost immediately in comparison to major construction.	9/8/2014 1:19 PM
77	bus cost rail right of way vehicle type Light rail is effective but expensive, bus dedication is good if the buses run on diesel or? May not be enough room on roads	9/8/2014 12:05 PM
78	neighborhood effects right of way I don't want more MAX lines in SE and Gresham there's not enough room.	9/8/2014 10:46 AM
79	bus cost permanence/flexibility overall installation costs and lack of flexibility of route options (you can drive around accidents but can't take rail or streetcar off the track to by pass them)...	9/8/2014 9:37 AM
80	balance uses dedicated lanes predictable travel time reliability traffic In general I feel that transit options that have to compete with vehicular traffic are less reliable (especially in the afternoon rush hour). People are more likely to be willing to put up with longer commutes as long as the commute time is reliable and predictable. However, in the afternoon traffic makes this commute time very unpredictable.	9/8/2014 8:42 AM
81	balance uses Maintain travel lanes traffic reduce the number of traffic lanes, which are already insufficient during rush hour	9/8/2014 7:13 AM
82	balance uses cost Equity neighborhood effects right of way Insufficient right of way. The rejected alternatives would require removal of auto and bike lanes or removal of homes / businesses.	9/7/2014 10:57 PM
83	bus cost dedicated busway FS+ right of way route Cost for the streetcar; also, Division is a narrow street, there is no room for rails, but frequent buses would work well. A dedicated busway could work along Powell	9/7/2014 8:50 PM
84	cost FS+ LRT permanence/flexibility rail streetcar Light rail and Streetcars are a more permanent solution, frequent service is most affordable.	9/7/2014 3:53 PM
85	balance uses See my earlier comment re: ridiculous "road diets". A dedicated busway would further add to the gridlock on already busy streets.	9/7/2014 10:37 AM
86	dedicated busway My 1st choice is Dedicated busway. After that I am not sure.	9/7/2014 9:48 AM
87	balance uses neighborhood effects traffic I don't want a max near my home. A max would also take away road space for cars, we already have issues getting home from Powell and division.	9/7/2014 7:46 AM
88	access to transit bus public perception rail I don't quite understand the 'frequent service plus' concept, but it's hard to think of any of these as not being good for the route. It's also hard to say which would be best. Light rail and streetcar are more enjoyable rides, but I never trust them - my experience is that these rail lines are always too far away to make them a viable form of transportation for me.	9/7/2014 1:22 AM
89	bus dedicated busway dedicated lanes LRT rail traffic Streetcar not enough capacity, frequent plus still too many traffic issues.	9/7/2014 12:00 AM
90	right of way route Inner Division street is already narrow, with only one lane in each direction, now that swales have eliminated the use of the parking lane during rush hours.	9/6/2014 5:17 PM
91	balance uses bus Maintain travel lanes traffic streetcar seems to be slower. And neither Powell or Division seem like good candidates for the max line due to the heavy traffic. I would not want to see the lanes reduced down to 1 lane each way for the max.	9/6/2014 3:43 PM

Powell-Division: Survey 2

92	<p>balance uses bus Equity future growth neighborhood effects permanence/flexibility rail right of way streetcar traffic I prefer a vehicle that doesn't need a dedicated lane because (1) it allows other traffic to use the lane between buses, (2) it limits the need for more right-of-way from abutting property owners, (3) it doesn't put a barrier down the street (a complaint about the current MAX tracks), (4) there's a lot of community opposition in Gresham to a vehicle with a dedicated lane, (5) it's easier to make changes to the route to respond to future conditions.</p>	9/6/2014 3:13 PM
93	<p>bus frequency FS+ maintain bus service Good lord, where could you squeeze in light rail on either Powell or division? Or a "desicated busway". Just run buses more frequently.</p>	9/6/2014 2:22 PM
94	<p>bus cost maintain bus service Using the bus service routes already in existence would be more efficient and cost less to implement.</p>	9/6/2014 1:02 PM
95	<p>streetcar vehicle capacity I don't really know what would be the best. I would usually say rapid street car, but it doesn't seem like it would hold as many people and there are a lot of people moving on both Powell and Division.</p>	9/6/2014 11:56 AM
96	<p>balance uses traffic Traffic along Powell and Division is limiting</p>	9/6/2014 11:54 AM
97	<p>vehicle capacity Light rail is high capacity and comfortable to ride.</p>	9/6/2014 11:41 AM
98	<p>bus cost ridership timing vehicle capacity Light rail and street car take years and a lot of money to build, but don't serve as many riders</p>	9/6/2014 10:08 AM
99	<p>neighborhood effects right of way Less room and more clutter</p>	9/6/2014 9:33 AM
100	<p>bus FS+ USE EXISTING INFASTRUCTURE!</p>	9/6/2014 9:27 AM
101	<p>right of way we have enough light rail right now don't want to see anymore land used or taken up would like to see only existing used</p>	9/6/2014 9:09 AM
102	<p>bus cost FS+ LRT maintain bus service neighborhood effects rail traffic vehicle capacity I like streetcars, but I think they'd be disruptive to general traffic flow, plus they are the least high-density and perhaps among the most expensive. And the dedicated busway seems like overkill when we could simply enhance the already existing routes. I loved riding the Max when I lived close-in NE, and I like the high passenger rate.</p>	9/6/2014 8:47 AM
103	<p>bus cost dedicated busway neighborhood effects rail streetcar traffic trip duration It wouldnt be as "rapid" and wouldnt be as competitive with the car. Light rail would be to bulky and expensive. Rapid streetcar or dedicated busways would work (preferably rapid streetcar)</p>	9/6/2014 8:45 AM
104	<p>balance uses cost dedicated lanes neighborhood effects permanence/flexibility right of way I like the dedicated travel lane option best, but don't understand how the privately-owned land for this use can be acquired without huge amounts of money. The downside of dedicated travel lane option is the potential to permanently divide existing neighborhoods by blocking cross street access. Is it possible to underground the route in sensitive areas?</p>	9/6/2014 8:38 AM
105	<p>Short/long trips Not enough stops. Both of these streets are busy. People don't want to walk a mile or so to get to their stop.</p>	9/6/2014 5:44 AM
106	<p>None</p>	9/5/2014 7:01 PM
107	<p>trip duration Need a rapid way to connect Portland to Gresham. Buses will be slower than cars usually.</p>	9/5/2014 4:45 PM
108	<p>cost dedicated lanes Fewer, no transfers frequency neighborhood effects permanence/flexibility public perception rail right of way Short/long trips station spacing streetcar traffic trip duration Portland ALWAYS does things the most cheap way possible, and "frequent service plus" buses would never be good enough. They'd just be the regular buses in which we've been utterly disappointed. Rapid streetcar would be my favorite; they're smaller, more nimble, and easier to fit in a dedicated transit lane. The streetcar downtown (although LOOKING cool; I still love seeing it) is IMPOSSIBLY slow, and it takes forever to arrive. I've *always* been able to go from A to B faster by WALKING than by taking the streetcar. But the "rapid streetcar" option (like they have in Europe, Philly and numerous other places) is wonderful! I might even consider waiting 15 minutes for such a streetcar, because at least it would move QUICKLY once it arrived (and, again, SPACE the stops out much, much farther apart!).</p>	9/5/2014 3:57 PM
109	<p>connect to transit rail route rail is nicer, could extend out to Sandy and beyond</p>	9/5/2014 3:41 PM
110	<p>safety and security Creates more bad than good</p>	9/5/2014 2:57 PM
111	<p>bus cost frequency FS+ permanence/flexibility trip duration Streetcars in this city are slow and infrequent. Light rail would be expensive to build. Frequent Service Plus requires the investment in hardware - little building needed. Plus it has more flexibility when traffic problems arise (street closures, etc)</p>	9/5/2014 2:27 PM

Powell-Division: Survey 2

112	balance uses bus dedicated busway neighborhood effects safety and security walkability The dedicated busway seems more neighborhood friendly. Too many pedestrian accidents occur on Powell.	9/5/2014 12:59 PM
113	cost Would really like a careful examination of the cost vs. benefits of the proposed types of transit.	9/5/2014 12:38 PM
114	cost I don't know.....the data folks need to crunch the numbers.....don't throw this into the taxes...simple and practical is the word....	9/5/2014 11:36 AM
115	general opposition none	9/5/2014 11:18 AM
116	cost expensive	9/5/2014 11:12 AM
117	bus dedicated lanes LRT rail traffic vehicle capacity A dedicated transit lane (for bus or rail) is important to bypass traffic, which can be really heavy on Powell and Division. I think the heavy usage would justify light rail's greater carrying capacity (than street car).	9/5/2014 11:11 AM
118	accessibility bus dedicated lanes LRT predictable travel time rail reliability ridership streetcar traffic trip duration vehicle capacity Traffic along these busy, crowded corridors often creates huge schedule frustration for bus riders. For any system to be more efficient, it will need dedicated priority over other traffic. As an "Honored Citizen," light rail and streetcars are much easier and more pleasant to navigate even when crowded than buses.	9/5/2014 10:59 AM
119	construction cost Construction costs and road closures.	9/5/2014 10:56 AM
120	bus rail route vehicle type light rail and dedicated busway would not be suitable for inner division street, but would be suitable for Powell Blvd. Streetcar and frequent service plus would be best for inner division street.	9/5/2014 10:29 AM
121	accessibility balance uses bus connect to transit dedicated busway dedicated lanes future growth LRT rail ridership route traffic vehicle capacity walkability I rejected rapid streetcar because it has less seats, and this is an area with heavy transit use especially at rush hours (#9 in the morning and afternoons are always packed). I rejected 'frequent plus' because rush hours on Powell have gnarly traffic and having a transit-only lane would be very beneficial. I also think that crossing at Tilikum will alleviate some of that hold-up, since Ross Island will not have a transit-only lane in the foreseeable future. Also, Tilikum provides better and safer access to OHSU's waterfront campus. The current transfer from #9 to the tram is problematic for folks with disabilities and generally unpleasant to walk (on the freeway ramp).	9/5/2014 10:23 AM
122	traffic It would increase traffic congestion.	9/5/2014 9:31 AM
123	vehicle capacity The commute anywhere on Powell or Division has too many commuters for the small spaced Street Cars.	9/5/2014 9:29 AM
124	bus rail All options should be considered	9/5/2014 8:28 AM
125	balance uses neighborhood effects public perception rail ridership right of way streetcar trip duration People are more likely to use rail than road based transit, especially current non-transit users. There's no room, especially on Division, for a busway and regular bus service just gets stuck in traffic like everyone else, eliminating a possible perk. Light rail is too big for the urban scale of these streets.	9/5/2014 8:11 AM
126	cost timing Cost of construction for light rail and streetcar. Also, length of time to implement them.	9/5/2014 7:27 AM
127	balance uses bus cost FS+ neighborhood effects rail streetcar traffic Streetcar has the advantage of light rail without the disruption/expense. And cars can use the streetcar footprint. Cars wouldn't be able to use the dedicated busway.	9/5/2014 7:23 AM
128	vehicle capacity Street car too small	9/5/2014 6:47 AM
129	general opposition neighborhood effects I don't like any of them. This is the least intrusive.	9/5/2014 4:48 AM
130	It makes more sense	9/5/2014 3:03 AM
131	right of way route Division is now only one lane each way.	9/5/2014 12:01 AM
132	bus cost dedicated busway FS+ parallels light rail streetcar Light rail is already very close to another light rail system and is too expensive. The others seem more promising.	9/4/2014 10:33 PM
133	balance uses bus LRT rail traffic vehicle capacity Light rail hold more persons than a streetcar; dedicated busway would take too much of the roadway away from vehicular traffic.	9/4/2014 10:00 PM
134	access to transit Short/long trips There are many areas along Division and Powell that need transit accessibility, requiring more stops than appropriate for light rail or rapid streetcar.	9/4/2014 9:30 PM

Powell-Division: Survey 2

135	dedicated lanes future growth traffic Because with the traffic in the area now and the fact that the traffic is only going to get worse we need something that has its own right of way	9/4/2014 9:20 PM
136	Just look at the existing models in Portland!	9/4/2014 9:06 PM
137	bus Equity maintain bus service trip duration Street car too slow. Tired of bus riders bearing the brunt of system that favors light rail.	9/4/2014 8:44 PM
138	LRT rail trip duration light rail is faster	9/4/2014 8:44 PM
139	bus cost dedicated busway permanence/flexibility public perception rail streetcar Light rail is too expensive, and not flexible enough. Frequent service plus is not a high enough quality for this corridor.	9/4/2014 8:23 PM
140	cost permanence/flexibility cost, less flexibility	9/4/2014 8:12 PM
141	construction environmentally friendly neighborhood effects rail streetcar The light rail would cause too much disruption to this section of the city, whereas the streetcar would cause much less of a negative environmental impact on the residents and businesses.	9/4/2014 7:22 PM
142	bus FS+ maintain bus service permanence/flexibility Division/Powell (especially Division) aren't wide enough for rail/streetcar/busway and cars; I like having the option of buses being able to detour if traffic is backed up for any reason (construction/accident, etc.)	9/4/2014 7:18 PM
143	LRT public perception rail ridership streetcar Light rail or RSC are better more comfort. And more would use	9/4/2014 7:12 PM
144	balance uses right of way safety and security walkability Too many narrow streets & non-sidewalk areas making it more dangerous for pedestrians & bicyclists.	9/4/2014 7:08 PM
145	rail Rail is better	9/4/2014 6:54 PM
146	permanence/flexibility reliability Rail is always getting stuck. No potential to reroute.	9/4/2014 6:09 PM
147	BRT bus connect to transit LRT neighborhood effects rail route MAX in this corridor would connect several lines and expand existing network considerably. BRT or enhanced bus service would minimally disrupt existing street network and/or neighborhoods while most easily serving a non-linear route to the greatest number of significant destinations. Streetcar is ineffective transit.	9/4/2014 6:04 PM
148	Because they either do or don't make sense for the area they will be travelling.	9/4/2014 6:00 PM
149	construction neighborhood effects Way to much construction through neighborhoods.	9/4/2014 5:51 PM
150	bus dedicated busway dedicated lanes future growth LRT rail timing trip duration vehicle capacity Dedicated right of way will increase travel speeds but I don't think rapid streetcar makes sense because of the limited capacity of the vehicles. If we are going to invest in dedicated ROW, then we should maximize capacity for the long term.	9/4/2014 5:42 PM
151	balance uses bus dedicated lanes predictable travel time reliability traffic trip duration vehicle capacity Frequent service plus doesn't matter if the bus still has to share lanes with regular traffic. Essentially a bigger bus could take more passengers but still be stuck in traffic. The approach that would work for this corridor is to have separate dedicated lanes for transit. Commutes could be greatly improved while reducing the volume of cars with dedicate transit lanes. No one wants to take an hour long bus ride to sit in stop and go traffic.	9/4/2014 4:41 PM
152	bus vehicle capacity High capacity buses sound wonderful! The bus routes I use frequently (4,9,72) - often are filled to standing room only.	9/4/2014 4:34 PM
153	Amenities bus cost maintain bus service timing Cost! Light rail will take years, streetcar, also, a long time, as would the busway. Use money to upgrade all bus stops. They should all have some amenities!	9/4/2014 4:23 PM
154	bus cost dedicated busway permanence/flexibility trip duration rail is too expensive and permanent; dedicated busway is better than frequent service in order to increase speed	9/4/2014 4:15 PM
155	connect to transit route Current streetcars are not where I would use them.	9/4/2014 4:12 PM
156	bus construction neighborhood effects parallels light rail Short/long trips light rail rejected - too much impact in the years it would take to get going and not necessary with MAX. Light rail is better for occasional stops - this corridor has many necessary stops to meet the needs	9/4/2014 3:57 PM

Powell-Division: Survey 2

157	<p>balance uses Design neighborhood effects right of way route Division is an incredibly narrow street with very limited parking. Business owners really struggle with the parking issue. US26-Powell is very wide by Portland standards and often feels alienating or dangerous - both driving it and walking it - because of the huge mass of asphalt (getting better with more trees now, but still unfriendly). Would make sense to utilize the wider space and also possibly reduce that Urban Jungle feeling on Powell.</p>	9/4/2014 3:49 PM
158	<p>bus Equity route Transit-dependence trip duration When I think of the types of people that most frequently use mass transit, and rely on it for getting around town, it is the people that don't have other modes of transportation available to them. Making sure that they can get to where they need to go as quickly as possible without having to travel great distances to get to the bus I think would be very important.</p>	9/4/2014 3:42 PM
159	<p>bus permanence/flexibility predictable travel time reliability Light rail is getting affected more often with problems and can't run as promised. Buses don't have those same problems.</p>	9/4/2014 3:18 PM
160	<p>trip duration streetcar is the slower of the transit choices</p>	9/4/2014 3:15 PM
161	<p>right of way not enough room on the street.</p>	9/4/2014 3:02 PM
162	<p>Short/long trips PORTLAND IS LOCAL TRAFFIC NOT DISTANCE AND GENERALLY SHORT HOPS</p>	9/4/2014 2:38 PM
163	<p>balance uses bus cost Equity frequency future growth maintain bus service Maintain travel lanes neighborhood effects traffic trip duration Use small, nimble, quick, cheaper, frequent methods. Given population trends and transportation needs, DO NOT remove automotive/truck lanes, and minimize any more taking of commercial and residential property along the rights of way.</p>	9/4/2014 2:22 PM
164	<p>construction utility impacts hopefully could be built without digging up all the utilities</p>	9/4/2014 2:17 PM
165	<p>bus construction maintain bus service neighborhood effects traffic construction is not advised as traffic is already heavy on these streets and a diversion would be very inconvenient. Just add more bus lines to this route.</p>	9/4/2014 1:59 PM
166	<p>bus construction cost dedicated busway environmentally friendly FS+ permanence/flexibility reliability traffic vehicle type Rail involves too much expensive infrastructure and service disruptions along the entire route if just one vehicle has an issue. With a high capacity hybrid bus you would have less impact to the entire route if problems arise with a bus on wheels is easier to move out of the way than a vehicle on rail tracks. What's more with high capacity electric or hybrid busses it's great on the environment and less maintenance costs.</p>	9/4/2014 1:49 PM
167	<p>Amenities balance uses bus construction cost dedicated busway dedicated lanes frequency vehicle capacity walkability I think that this route has the ridership capacity to fill a light rail. However, light rail is expensive and has a lot of infrastructure improvements - so a frequent service, dedicated bus lane might be more appropriate. Something with dedicated stops, shelters, and transit stations is most appropriate. I think that any expansion of transit lines also needs expansion of sidewalks and bike connections.</p>	9/4/2014 1:48 PM
168	<p>???</p>	9/4/2014 1:39 PM
169	<p>public perception rail reliability ridership vehicle capacity More capacity. Better reliability. More people ride trains.</p>	9/4/2014 1:26 PM
170	<p>permanence/flexibility too permanent...</p>	9/4/2014 1:23 PM
171	<p>bus 1st 2 just make more sense for this part of the county and 3rd already too may wires overhead</p>	9/4/2014 1:22 PM
172	<p>right of way Insufficient roadway</p>	9/4/2014 1:01 PM
173	<p>construction permanence/flexibility station spacing timing It takes a long time to build. And light rail is definitely less flexible on stops.</p>	9/4/2014 1:01 PM
174	<p>bus right of way traffic Further impeding Division after 50th with railway tracks would be a traffic nightmare. There's no way to put rail down Division.</p>	9/4/2014 12:58 PM
175	<p>right of way Limited space for a transit only stop</p>	9/4/2014 12:42 PM
176	<p>bus cost permanence/flexibility vehicle capacity Street car will not provide enough seating, and is unable to detour around traffic accidents, dead street cars, etc. Light rail would be too costly.</p>	9/4/2014 12:41 PM

Powell-Division: Survey 2

177	<p>balance uses BRT bus connect to transit dedicated lanes frequency FS+ maintain bus service predictable travel time reliability Short/long trips station spacing traffic trip duration vehicle capacity</p> <p>More frequent stops are required along that route (based on extensive bus-riding on both powell and division) as the area between downtown and gresham is highly residential and many commuters take buses to avoid long walks after light rail commutes. Something somewhat outside of normal traffic would make a huge difference in commute times and overall usefulness and functionality</p>	9/4/2014 12:40 PM
178	<p>balance uses rail traffic There is already too much motor vehicle confusion and congestion in those areas. Adding,ore would be a nightmare. Rail is the way.</p>	9/4/2014 12:37 PM
179	<p>route station spacing Stations are too far apart. Would not be appropriate for the loop option I proposed</p>	9/4/2014 12:21 PM
180	<p>balance uses bus construction development opportunity Equity frequency LRT neighborhood effects rail ridership right of way route timing traffic vehicle capacity Powell and Division both need more frequent service with higher capacity. Rapid street car offers no benefits. Max would be great on Powell, but inner Division does not have room for it, and businesses and traffic on Division may not survive another round of multi-year construction.</p>	9/4/2014 12:16 PM
181	<p>bus cost dedicated busway dedicated lanes reliability The max breaks down too frequently, and I feel like it would be the most expensive option. I'm not super thrilled about busses that have to navigate in traffic either.</p>	9/4/2014 12:12 PM
182	<p>bus rail ridership right of way Corridor seems narrow for rail. Start with better bus. If ridership increases add rail.</p>	9/4/2014 12:10 PM
183	<p>bus dedicated lanes LRT public perception rail traffic vehicle capacity Streetcar would not provide the space required to transport the massive number of people in this corridor. Frequent service plus could be too easily affected by the high traffic of Division/Powell, but if in a dedicated right of way it would be more effective even during the rush hours. Light rail seems to be losing popularity in Portland, but it is still a viable option I think.</p>	9/4/2014 12:09 PM
184	<p>balance uses These choices seem to "dove tail" with current vehicle traffic most seamlessly.</p>	9/4/2014 11:49 AM
185	<p>balance uses cost development opportunity future growth neighborhood effects ridership trip duration</p> <p>This city is getting bigger and bigger and they keep building apartments with no parking so Trimet has to expand and accommodate all these people without cars. It is your chance to be a shiny example of making Portland a city that can get the masses around efficiently and quickly. You need to make people want to get rid of their cars.</p>	9/4/2014 11:41 AM
186	<p>LRT predictable travel time public perception rail reliability ridership streetcar vehicle capacity i've really found street car and light rail to be so much more dependable than our bus system. i would be more inclined to ride transit to work..i.e. street car, light rail than bus. bus system overcrowded and unpredictable.</p>	9/4/2014 11:40 AM
187	<p>bus cost permanence/flexibility trip duration Buses are more flexible, and in the end just as fast. The initial cost, as well as upkeep, makes rail of any kind not as attractive as buses.</p>	9/4/2014 11:40 AM
188	<p>bus construction cost neighborhood effects route Division is going through a major paving project right now and why would you tear it all up again to add new lanes or light rail or streetcar. BIG waste of taxpayer money.</p>	9/4/2014 11:38 AM
189	<p>BRT vehicle type Portland needs BRT and articulated buses.</p>	9/4/2014 11:34 AM
190	<p>balance uses bus connect to transit construction cost FS+ future growth maintain bus service neighborhood effects reliability ridership route traffic vehicle capacity least disruptive to street traffic and streets as they are now, I'm assuming least expensive Portland is so congested and will only get worse, do we want to tear up existing streets for this as I assume we'd have to do for the other transit types Please forgive me if I've missed something here, I'm not a traffic engineer just want to see better connecting service to line 72 and less crowded buses, especially on lin 9</p>	9/4/2014 11:28 AM
191	<p>vehicle capacity not enough capacity</p>	9/4/2014 11:27 AM
192	<p>bus connect to transit dedicated busway FS+ LRT maintain bus service predictable travel time rail reliability route Service hours trip duration More and better buses seems like a better idea to me. I do not think we need trains in these areas but I am not opposed to trains either. Anything is better than what we have now! We need more early morning service 7 days a week. I work weekends too and I can't afford to be late for work on weekends and Holidays. I live on Division and I work Security at the Oregon Zoo for Metro!</p>	9/4/2014 11:27 AM
193	<p>construction maintain bus service predictable travel time reliability traffic trip duration Less impact on current traffic congestion, reduce construction of new roadways which causes delays on current service and delays for riders. An example was LLoyd Center construction. Easier to communicate changes to the public.</p>	9/4/2014 11:26 AM
194	<p>bus cost Cost. Bus more cost effective.</p>	9/4/2014 11:25 AM

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195	dedicated lanes neighborhood effects traffic vehicle capacity I think that the roadway corridors of powel and division are already so wide in the outer-east side, and already so narrow in the inner-east side, that transit-only lanes and larger high-capacity buses wouldn't effectively "fit" in the roadway. And it would be much more likely for vehicles to violate the transit-only lanes for a bus, but much harder to violate a transit-only lane for a separated trackway.	9/4/2014 11:22 AM
196	general opposition route We don't need any more construction on Division.	9/4/2014 11:15 AM
197	cost neighborhood effects because it SEEMS a smaller more efficient way.	9/4/2014 11:12 AM
198	right of way Streets too narrow to accommodate.	9/4/2014 11:10 AM
199	balance uses bus cost permanence/flexibility traffic any rail project is too costly to maintain. Roads are much cheaper, and buses can be detoured if needed.	9/4/2014 11:08 AM
200	dedicated lanes Need dedicated routes	9/4/2014 11:07 AM
201	BRT bus construction cost dedicated busway FS+ neighborhood effects permanence/flexibility reliability timing vehicle capacity vehicle type Initial cost and construction time. A Frequent Service +/-BRT type line would be less "disruptive" to the surrounding area during construction and more flexible. Should one bus have a mechanical issue, it would not disrupt operation throughout the rest of the line as occurs with a fixed rail system. Tri Met should seriously consider high capacity articulated buses (similar to the models Seattle uses on it's "Rapid Ride" service) for this route which would help alleviate overcrowding and minimise the need for passengers to stand (which is an oft overlooked safety issue). Articulated buses also have a tighter turning radius than a standard 40 - 42' vehicle.	9/4/2014 11:06 AM
202	bus connect to transit construction development opportunity Equity future growth maintain bus service neighborhood effects Existing & future land use. Disruption due to construction. Would not want "different" buses - just another type to complicate fleet maintenance.	9/4/2014 11:05 AM
203	bus connect to transit construction dedicated busway Fewer, no transfers frequency FS+ n/s connections neighborhood effects Short/long trips traffic trip duration vehicle capacity Street car is too slow - seriously, it is too slow. Too small. Both streetcar and light rail requires too much new infrastructure and would be so incredibly disruptive. Division has become a complete mess with road narrowing, so much more traffic is diverted to Powell. A dedicated busway would be amazing, but again, too much infrastructure. I think the best option would be the frequent plus, that runs on an express stop route so that folks heading out past 82 don't have to stop at all the inner stops. that would also ease some of the slowing on Powell and Division. I think a Gresham Express might be useful, as well as some that meet up with north and south connections on the way - 39th, 50th, 82nd etc... Those could definitely operate frequently on commuter rush schedules with additional at various times to reduce the time for outer SE residents.	9/4/2014 10:59 AM
204	balance uses ridership traffic they will run as empty as the street cars. don't muck up traffic.	9/4/2014 10:58 AM
205	BRT bus cost dedicated lanes future growth LRT permanence/flexibility rail reliability traffic vehicle capacity BRT offers the most bang for the buck. Design it so that a conversion to light rail is feasible in the future if vehicle capacity becomes and issue. As stated above, the key is to ensure it has dedicated lanes in congested areas. Don't wuss out on transit reliability.	9/4/2014 10:57 AM
206	trip duration vehicle capacity Speed & capacity.	9/4/2014 10:57 AM
207	accessibility vehicle capacity Not enough seating & less comfortable seating for handicapped passengers on street cars.	9/4/2014 10:56 AM
208	traffic vehicle capacity Traffic for the bus and the streetcar seats so few.	9/4/2014 10:51 AM
209	general support Division and powell are hell so I need options.	9/4/2014 10:51 AM
210	accessibility balance uses bus dedicated busway dedicated lanes LRT rail ridership right of way route traffic vehicle capacity I like the idea of of getting the transit line out of normal traffic, which is why I chose the light rail and dedicated busway. With the number of aging residents, I do think there needs to be seating, which is why I ruled out the streetcar even though it does not integrate into traffic. The frequent bus service would be my most least favorite even with the turnouts. I think my favorite would be the light rail as long as it only ran on Powell. If there is a mix of Powell and Division, my favorite would be the dedicated busway because Division is so narrow in inner SE.	9/4/2014 10:50 AM
211	cost Design I rejected Light Rail and Rapid streetcar because of the cost. Also, the overhead lines for Light Rail and Streetcars become an issue in hot and very cold weather.	9/4/2014 10:48 AM

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212	<p>balance uses bus FS+ Maintain travel lanes traffic trip duration Traffic is already extremely congested. Removing a lane and dedicating to mass transit is counterproductive to commuters who don't have the option of using transit. (+ 2hr transit commute vs. 1/2 hour driving commute)</p>	9/4/2014 10:47 AM
213	<p>bus route vehicle capacity Because there would need to be a good snow route, and with the volume of riders between Division and Powell along Cesar Chavez and down Powell to Cleveland High School, adding a bus or two seems more plausible than developing a whole new streetcar system (although, I am not well versed in city planning or planning of transportation services).</p>	9/4/2014 10:43 AM
214	<p>bus Of the choices, I'm not really sure a streetcar would be the best option. I know it says rapid, but really, would it be faster than the bus?</p>	9/4/2014 10:42 AM
215	<p>balance uses bus connect to transit dedicated busway FS+ LRT neighborhood effects rail Light rail and buses are already in use and I think it will integrate smoothly into the SE commute scene. I believe the dedicated busway will help ease traffic along Powell and Division.</p>	9/4/2014 10:41 AM
216	<p>connect to transit cost frequency reliability route trip duration Cost, convenience</p>	9/4/2014 10:39 AM
217	<p>right of way No room for light rail on division.</p>	9/4/2014 10:39 AM
218	<p>balance uses general support route I am a regular commuter by bike, but utilize Trimet as my primary backup method of transportation (I never commute by car). I feel like all viable formats should be explored and could see any of these options as possibilities given the Tillikum bridge configuration which is optimized for transit.</p>	9/4/2014 10:38 AM
219	<p>bus cost dedicated busway FS+ LRT neighborhood effects reliability trip duration vehicle capacity I think the bus options will be cheaper, faster, and less disruptive than streetcar. I'm guessing light rail will be expensive and disruptive as well, but its speed and capacity makes it worth considering.</p>	9/4/2014 10:37 AM
220	<p>balance uses bus construction cost dedicated lanes Equity FS+ Maintain travel lanes neighborhood effects Short/long trips traffic trip duration Rapid Streetcar is an Oxymoron. I think that this is only suitable for downtown Dedicated Busway means that personal trips will be limited to 1 lane of travel which is a major congestion problem during non-commute (as well as commute) hours. Light rail - if located on either Division or Powell - would cause the same limitation as a dedicated busway. And I don't see how Trimet could acquire sufficient linked properties to run a route on or off a major street without a great expense, and great disruption of established small business. But I could be wrong, which is why I checked to "study" the route</p>	9/4/2014 10:36 AM
221	<p>Fewer, no transfers right of way Rejected because of right - of - way impacts to add in these services. Express service on bus would be very beneficial for Gresham riders.</p>	9/4/2014 10:36 AM
222	<p>cost Cost of building new transit infrastructure</p>	9/4/2014 10:35 AM
223	<p>bus cost dedicated lanes Equity Fewer, no transfers maintain bus service neighborhood effects permanence/flexibility reliability ridership Short/long trips traffic trip duration vehicle capacity Light rail would be invasive and expensive. Frequent service plus would get hung up in traffic. Rapid streetcar would be better, but I fear it would not be able to keep up with the demand and be expensive. Dedicated busway would be competitive with driving, be able to move faster than traffic, and have more flexibility than lightrail/ streetcar to deal with accidents, traffic jams and other issues. Frequent Service plus would most likely remove local service, and would get hung up in traffic. I'm afraid that with political concessions and pressures it would end up being a fancily branded "express" bus that gets hung up in traffic and ends up reducing local service for the elderly and disabled.</p>	9/4/2014 10:34 AM
224	<p>bus construction cost dedicated busway dedicated lanes FS+ route I think it would be easier and less expensive to implement the frequent service plus or the dedicated busway system. You should consider making a bus-only lane on Powell, similar to the northbound lane on SE 82nd Avenue north of Clackamas Town Center. This would be less expensive while still providing a mostly dedicated lane to keep buses moving.</p>	9/4/2014 10:32 AM
225	<p>BRT bus FS+ right of way There is probably not enough right of way for rail. BRT or Frequent+ are more appropriate for these corridors. BRT's time has arrived for Portland.</p>	9/4/2014 10:31 AM
226	<p>right of way Division is only so wide.</p>	9/4/2014 10:29 AM
227	<p>bus construction cost dedicated busway dedicated lanes permanence/flexibility predictable travel time reliability I think frequent service plus and dedicated busway would be the most cost effective choices and would seem easier to implement. Also, I have a friend in Japan who tells me their buses are ALWAYS on time. When I asked her how, she told me about the dedicated busways in their city. Of the four possibilities, my first choice would be dedicated busway service.</p>	9/4/2014 10:28 AM

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228	BRT bus permanence/flexibility right of way Rail seems dangerous to me, given the huge number of pedestrians along Powell, and the impossibility of finding space for dedicated right-of-way. Because the available width varies greatly on Outer Powell, BRT could take advantage of changing situations. The situation might be quite different for Division - I am less familiar with that.	9/4/2014 10:27 AM
229	Equity Maintain travel lanes neighborhood effects right of way Concern over removal of existing structures and road capacity.	9/4/2014 10:26 AM
230	bus dedicated busway dedicated lanes FS+ reliability traffic Dedicated busway seems the best because it is less expensive than rail but separated from other traffic, so that it will be reliable. The frequent service plus seems like a stop-gap and wouldn't help a lot (but it would help a bit).	9/4/2014 10:22 AM
231	Equity right of way requires dedication of real estate cutting into existing business and homes	9/4/2014 10:22 AM
232	Fewer, no transfers station spacing trip duration faster trips and less stops	9/4/2014 10:22 AM
233	right of way Powell and Division are too narrow to dedicate an entire lane to a busway.	9/4/2014 10:18 AM
234	cost cost	9/4/2014 10:18 AM
235	balance uses bus dedicated lanes traffic In my experience, it seems that buses, even with dedicated lanes, are heavily dependent on traffic. Putting more buses onto powell/division at commuting times will not improve flow.	9/4/2014 10:17 AM
236	rail Rail makes more sense	9/4/2014 10:17 AM
237	BRT bus FS+ LRT rail ridership trip duration vehicle capacity The Portland streetcar is pretty slow. For the high volume of riders BRT, Max or frequent service plus is the best option.	9/4/2014 10:17 AM
238	construction timing it would take too long to build	9/4/2014 10:17 AM
239	BRT cost Streetcar: most of the expensive of LRT but only half the benefits of a true BRT.	9/4/2014 10:16 AM
240	dedicated lanes frequency reliability ridership trip duration This corridor needs a dedicated, reliable service, if people are going to switch to transit, it needs to be frequent, and faster or at the very least on-par with driving a private car.	9/4/2014 10:15 AM
241	dedicated lanes right of way traffic Concerns about current traffic along Powell and Division and lack of space for dedicated transit only lanes. Am not a huge fan of the street car (hardly ever ride it)	9/4/2014 10:15 AM
242	cost timing Need a lower cost than LRT option. Find a way to get this done!	9/4/2014 10:15 AM
243	balance uses bus construction dedicated busway FS+ permanence/flexibility timing traffic Powell and Division have heavy auto traffic, adding rail lines seems like a nightmare in terms of planning and carrying out the installation. Also, I am uncomfortable driving over rail lines and I think other drivers are as well. Plus, adding rail lines is a permanent installation, something that is not easily changed whereas frequent bus service and dedicated bus lanes can easily be changed in the future.	9/4/2014 10:14 AM
244	Equity neighborhood effects too many homes and home values would be effected by a rail way in the middle of powell blvd between 122nd -Gresham transit center. which would bring down the feel of the neighborhood	9/4/2014 10:14 AM
245	connect to transit frequency predictable travel time reliability route trip duration Faster and more convenient	9/4/2014 10:14 AM
246	rail trip duration vehicle capacity Buses are too slow and not high capacity.	9/4/2014 10:13 AM
247	bus frequency rail right of way route Powell is a very narrow street - not room for Light rail. any other option will work as long as it runs often and out to Gresham	9/4/2014 10:12 AM
248	balance uses dedicated lanes traffic We need dedicated infrastructure that isn't subject to conflicts with traffic.	9/4/2014 10:10 AM
249	trip duration it is faster to walk than take street car	9/4/2014 10:08 AM
250	rail streetcar Light rail would NEVER fit up Division. Maybe extend the streetcar, but not Max.	9/4/2014 10:07 AM
251	connect to transit LRT maintain bus service rail buses are already in place and connection/growth to the light rail line is needed	9/3/2014 8:17 PM

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252	<p>cost future growth LRT public perception rail ridership I'm familiar with the various types of grade separated and semi-separated BRT, but the fact is: they're still buses. If we want to get the most people possible out of their cars and into transit, then the smooth ride and social acceptability (even cachet) of trains is simply the only way to go -- at least for a major urban transit thoroughfare like this corridor. In smaller cities (I'm looking at you, Eugene), BRT makes since, but with the growth expected in Portland in coming years, investing money in high capacity transit in the central city that's not rail seems like a waste of money. If we can't afford rail now, then we should save up until we can. I live along Powell, and the only thing (yes, /the/ only thing) that would increase my transit use from "occasional" to "often" would be the introduction of rail. I have ridden BRT before, and even when it looks and acts like a train, it simply isn't. It is a poor substitute and simply does not offer the same ride quality as rail. I feel like this is a case of theory vs. practice. In theory, BRT should be the same as LRT; some advocates will say it can do exactly the same thing for less cost (which itself is debatable over the long-term). But in practice, that's simply not the case; to attract people (like me) who are at the margins of transit ridership, rail is the only thing that will tip the balance. Period.</p>	9/3/2014 5:08 PM
253	<p>balance uses cost traffic Less disruption to present traffic flow and lower cost,</p>	9/3/2014 1:40 PM
254	<p>balance uses bus dedicated lanes rail streetcar I think a streetcar would be great for Division, though I don't think exclusive lanes would work due to the street width while retaining auto parking. Ideally on Portland main streets I'd like to see exclusive streetcar/bus lanes, 1 lane of auto traffic and a grade-separated cycle path. Perhaps Powell should be converted to such a configuration. Rarely do we need 4 lanes of auto traffic.</p>	9/2/2014 12:18 PM
255	<p>general support We need more service not just squeezing more into the same width/area.</p>	8/30/2014 12:32 PM
256	<p>bus environmentally friendly because it does not look too different from the buses that are currently running on powel and division. I would prefer more energy efficient travel than more amenities as that seems to be the biggest difference.</p>	8/30/2014 12:26 PM
257	<p>bus cost Equity trip duration Light rail is slow and expensive. I am bitter about the street car to the point that I wish East Portland could become part of Gresham. BTW- I think that it is dishonest of the city to feature street cars and light rail as options when anyone in Brentwood-Darlington knows that we will never, ever get fancy infrastructure. Finally, I am suspicious of anything that comes from PBOT. They lied about having a bike share sponsor and that suggests that they could lie abut other matters of civic importance.</p>	8/30/2014 10:27 AM
258	<p>balance uses bus connect to transit cost environmentally friendly neighborhood effects parallels light rail ridership traffic vehicle capacity Tracks down Powell in the Gresham area would disrupt the feel of the neighborhood. There are many older homes in that part of town. In Gresham we have a Max line one block off of Division. If more transit is needed add more trains to that line. It seems like a waste of tax money to build another rail line anywhere in Gresham. I look at the buses and most of them have a few riders on them. If there is a need for a more empress route, it could be done by designating some of the existing routes as express. That could be done without adding more unnecessary buss which would contribute to more pollution, and congestion.</p>	8/30/2014 10:00 AM
259	<p>cost timing Light rail would likely be too expensive and take too long to develop</p>	8/30/2014 8:51 AM
260	<p>cost neighborhood effects cost, noise and disruption of existing roads and neighborhoods</p>	8/30/2014 8:48 AM
261	<p>balance uses dedicated lanes development opportunity LRT public perception rail streetcar traffic trip duration vehicle capacity There are already buses that service these streets, these are high traffic streets that would benefit from a dedicated rail or street car, and have room for it depending on where it is. Powell Boulevard is also known has highway 26 and if this freed up traffic or brought more business to Powell that would be amazing. Many people who will ride light rail or street cars do not choose to take the bus because they find it difficult or confusing (despite it actually being moderately easy) and those that do ride the bus dislike the travel time, room, and wait times. Moving Portland into the future will take a dedicated rail system!</p>	8/29/2014 3:51 PM
262	<p>predictable travel time reliability I need a consistent and reliable way to get to and from work.</p>	8/29/2014 12:23 PM
263	<p>traffic We have not answered some ? because we are not sure. Traffic on Division is awful. A transit system would make it worse.</p>	8/28/2014 9:17 PM
264	<p>We do not need to reinvent the wheel again.</p>	8/28/2014 8:18 PM
265	<p>balance uses walkability I wouldn't be in favor of a solution that further reduces sidewalks, bike lanes or shoulders used by pedestrians in the absence of sidewalks.</p>	8/28/2014 6:54 PM
266	<p>balance uses bus cost walkability Trains cost too much in up-front capital, and they are being rejected by the community (see: Clackamas, 2013). Powell and Division need sidewalks and beautification.</p>	8/28/2014 6:10 PM

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267	balance uses cost traffic Light rail is too expensive and would create major disruptions. Get the buses off the main thoroughfares. I often get stuck in an intersection with the bus stops on the opposite of the intersection.	8/28/2014 4:28 PM
268	bus dedicated lanes rail traffic Powell Blvd is single lane and very congested in some areas. A dedicated lane or tracks would help alleviate that problem, while a bus sharing existing lanes would make it worse.	8/28/2014 2:39 PM
269	traffic Transit needs to not get stuck in traffic	8/28/2014 1:28 PM
270	LRT Light rail already comes in to Gresham.	8/28/2014 1:07 PM
271	bus connect to transit cost LRT ridership route trip duration The cost and community interruption of building light rail or rapid streetcar. The only consideration for light rail would be if it extended to Mt. Hood CC and Legacy Mt Hood hospital. Where it ends in Gresham doesn't make much sense. How will the new options move faster? I drive Division and Powell often and the buses are doing the speed limit. Except for peak times there are not many riders in the Gresham area. Will we be getting rid of a enough cars to compensate for additional buses?	8/28/2014 12:59 PM
272	permanence/flexibility more flexibility for future changes	8/28/2014 12:10 PM
273	cost frequency reliability trip duration Fastest, frequent, efficient and most comfortable options are the best.	8/28/2014 11:42 AM
274	None of the above	8/28/2014 10:46 AM
275	development opportunity rail This route needs investment and commitment. HCT in the form of rail will pay off in the long run.	8/28/2014 10:10 AM
276	balance uses BRT bus cost dedicated lanes LRT permanence/flexibility rail reliability station spacing streetcar traffic Portland has an unstable street network. By unstable, I mean if there is a major accident somewhere, the system tends to seize up. This is because we have not "over built" our freeway system like most major cities since livability trumped speed. Hence, any functional High Capacity transit system needs dedicated right of way, so the "relief valve" in case of trouble is not affected. I would also nixed Light Rail over cost versus convenience. The rapid streetcar can act like light rail in the lower density neighborhoods, but also BRT has the advantage of not being on rails, so not only is it cheaper but bikes and buses could share the lane. I know this has not been tried in Portland, but it worked very well on State Street in Madison, Wisconsin in the 1990s, this with many more buses than this route would have. The route would also include turn outs for the buses at stations, thus there would be places for the bikes/buses to pass each other. Hence, the suggestions for study would be "no build, light rail, frequent streetcar and BRT with the possibility of a shared bus/bike lane. This last option I think will find to be the most flexible with the least cost.	8/28/2014 10:08 AM
277	cost public perception Buses cost more in regular expenses, people often need exact change to ride, and don't give the overall nice feel for public transportation... I would like the new transit to be appealing to business personnel, college students, and families.	8/28/2014 7:34 AM
278	cost Too expensive for Portland	8/28/2014 6:39 AM
279	balance uses bus FS+ traffic Frequent service plus with turnouts so normal traffic is not impaired No fixed ie rail or dedicated busways -- too many road diets to lose another traffic lane	8/28/2014 5:07 AM
280	dedicated lanes traffic I don't believe that dedicated busways will be truly dedicated. I am pretty sure they will get stuck in traffic like everyone else which completely defeats the purpose of "Rapid" transit.	8/27/2014 11:20 PM
281	balance uses trip duration Would reduce a traffic lane on division. Powell in East county already one lane that is slow going!	8/27/2014 9:56 PM
282	neighborhood effects Don't ruin one of the nicest neighborhoods in Gresham so whichever will not do that.	8/27/2014 9:33 PM
283	traffic because a faster bus still gets stuck in traffic and is sum-zero benefit.	8/27/2014 9:26 PM
284	cost to much \$	8/27/2014 9:18 PM
285	reliability safety and security I find many flaws with the current MAX system, crime, filthy stations, not running in heat or cold weather.	8/27/2014 8:54 PM
286	balance uses construction dedicated lanes neighborhood effects traffic I lived on SE35th & Division for 10 years. traffic on these streets is congested enough. Adding larger vehicles with their own lanes will only take away from space for cars. We need a transit system that doesn't get stuck in traffic or make traffic worse. Elevating from RI to 82nd can be done w/o too much impact to current traffic patterns. East of 82nd/205 there is more flexibility in widening the roads. Also an elevated track can be manufactured else where and lifted into place in pieces overnight.	8/27/2014 8:41 PM

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287	public perception rail Rail always feels a little nicer for some reason.	8/27/2014 7:52 PM
288	cost parallels light rail Light rail runs parallel with Division and Powell - this would be an incredibly expensive duplication of services.	8/27/2014 7:09 PM
289	balance uses neighborhood effects traffic I don't want to lose a further lane of traffic for cars. Car lanes are already lacking and the ill conceived road diet for Division Street has forced the cars onto the neighboring bike streets.	8/27/2014 6:07 PM
290	bus dedicated busway environmentally friendly traffic I want to build low carbon infrastructure, I think traffic will still impede frequent service or dedicated busway (less so for dedicated busway), but still traffic is king.	8/27/2014 5:24 PM
291	balance uses integration with other transport modes - bicycling and walking	8/27/2014 4:39 PM
292	BRT bus FS+ A rail option doesn't seem necessary if we can accomplish the same objectives with BRT. Frequent Service Plus sounds like what service should be for Frequent Service, but just a little flashier on the outside. In the end it's the quality of service that matters most to riders.	8/27/2014 4:22 PM
293	bus dedicated lanes rail If you're going to install a dedicated busway, you might as well install rails.	8/27/2014 4:13 PM
294	cost Because there's too much money spent on mass transit that could be used elsewhere.	8/27/2014 4:09 PM
295	bus dedicated lanes development opportunity rail traffic Traffic on Powell is bad enough, but busses don't improve the tax base, and make traffic worse unless they are in dedicated lanes.	8/27/2014 3:48 PM
296	cost traffic Don't waste money on a rapid bus. It will still sit in traffic.	8/27/2014 3:46 PM
297	vehicle capacity High Capacity	8/27/2014 2:20 PM
298	environmentally friendly Use of vehicles not using gas/expelling further exhaust fumes	8/27/2014 1:57 PM
299	environmentally friendly LRT public perception rail reliability streetcar trip duration Our city is a model for the revival of light rail and streetcars in North America. They provide a fast, clean, quiet and smooth commute and most people seem to prefer them over buses.	8/27/2014 11:32 AM
300	bus cost FS+ neighborhood effects rail streetcar traffic Streetcar allows for some traffic mingling. Frequent service plus would be the least impactful and likely cheapest. Light rail does not. Burnside suffered from the MAX line, but it had Glisan and Stark to take the extra load. Dedicated busway was a huge boondoggle for Eugene.	8/27/2014 10:19 AM
301	bus trip duration Powell? Division? Streetcar or light rail? You must be joking to even think about including those. There's no space for light rail, and streetcars (which are horribly slow already) would just get stuck in traffic.	8/27/2014 9:09 AM
302	not much better than existing service	8/27/2014 8:30 AM
303	bus permanence/flexibility station spacing Rail inflexible. Too many stops equal slow train. Bus can maneuver around obstructions to continue service.	8/27/2014 8:07 AM
304	balance uses Let's encourage people to ride bicycles to work	8/27/2014 7:25 AM
305	bus From their own screwed numbers at TRY-MESS only around 5 to 7 percent of daily commuters take public transportation and of that only around 1% of the public commuters take rail (trolley, street car, light rail) I say they need to stop spending OPM of crap that next to no one uses and get back to real public transportation of rubber tired buses. Oh and that Bus rapid transit crap look at Eugene they have it for a 5-7 mile stretch of road and it's limited to a top speed of 19 MPH in a 35 mph corridor.	8/26/2014 10:06 PM
306	vehicle type It just feels like the same offerings as what is currently available wrapped in a different package. This part of town needs an option outside of simply buses.	8/26/2014 9:18 PM
307	bus dedicated lanes development opportunity rail traffic Rail improves value of neighborhoods, generally. Need dedicated line for whatever service to increase ridership by bypassing traffic congestion	8/26/2014 9:18 PM
308	bus dedicated lanes LRT rail reliability ridership traffic trip duration I would like to see any of these, although i'd prefer light rail. Rapid streetcar seems too slow for the investment to this area. But i like those options because they have dedicated lanes. Frequent service exists but without the dedicated lane it would get swallowed in traffic. People need an incentive to give up driving and take public transit. if they are on a bus in the same traffic they will continue to drive. Fast service is that incentive	8/26/2014 8:18 PM
309	cost rail reliability traffic Light rail and streetcar are more reliable and more cost effective. A dedicated bus lane would likely add to congestion.	8/26/2014 7:47 PM

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310	bus cost dedicated lanes permanence/flexibility Rail options are too expensive, less flexible. Bus options should have means to avoid getting stuck in traffic.	8/26/2014 7:40 PM
311	traffic The traffic itself would negate any positive effects from more buses.	8/26/2014 7:28 PM
312	bus The infrastructure on lower Division would not support light rail or streetcar, but could certainly handle more regular bus service.	8/26/2014 7:20 PM
313	dedicated lanes traffic Traffic is so bad in the area that I don't think more frequent buses that share roads with traffic are a good idea.	8/26/2014 6:28 PM
314	balance uses rail Hopefully rail, but definitely something that shares the road with cars.	8/26/2014 6:23 PM
315	bus construction cost neighborhood effects ridership safety and security vehicle capacity Either of the bus options would not significantly impact the road construction, could be more cost effective and would be quieter in residential areas. Additionally, the bus stops along Powell really need to be updated and bigger; I believe they are a safety hazard. I think the streetcar would be the poorest choice. It could not handle the sheer volume of riders along Powell.	8/26/2014 6:20 PM
316	balance uses traffic Too much traffic already on these streets taking away lanes is the opposite of what you should be doing	8/26/2014 6:07 PM
317	balance uses I think we should evaluate all options. Most would result in decreased lanes unless a light rail or street car alignment ran down the center of the street- not very supportive of reducing lanes/auto capacity on Powell.	8/26/2014 5:52 PM
318	balance uses bus dedicated lanes frequency predictable travel time reliability traffic trip duration vehicle capacity The bus already comes down SE Powell fairly often during peak ride times, and it's always overcrowded. We are always packed in like cattle. It deserves higher capacity and faster delivery to downtown. Only a dedicated line, separated from the parking lot that SE Powell can be, can help that.	8/26/2014 5:48 PM
319	Need data to determine best option	8/26/2014 5:37 PM
320	balance uses Dedicated busway takes up too much room on the street. If it goes down Powell then it will need a bike lane and some parking.	8/26/2014 5:25 PM
321	balance uses bus connect to transit rail station spacing traffic trip duration vehicle capacity I like the idea of MAX moving as many people as it does, and connecting the far-flung locations quickly (OHSU to Gresham? awesome! downtown to SE 82nd? beautiful!). I also like that the bus options allow for closer-spaced stops, which means less walking between your stop and your destination, which will get more people actually using it. I also like that all of the options except the dedicated busway can be integrated (to differing degrees) with existing traffic. I suspect that any of these options could also be integrated with non-motorized vehicle traffic, making safer & more useable bike lanes.	8/26/2014 5:15 PM
322	cost Light rail is too expensive.	8/26/2014 5:09 PM
323	traffic vehicle capacity Streetcar would not transport enough passengers. Busway would affect traffic.	8/26/2014 4:05 PM
324	too small	8/26/2014 3:08 PM
325	cost LRT ridership safety and security Light rail, while more expensive up front, is a safe, reliable way to get people to their destinations. I think this option encourages more riders as well as it is a smoother ride than a bus.	8/26/2014 1:54 PM
326	bus No more max needed better bus	8/26/2014 1:29 PM
327	balance uses bus cost FS+ permanence/flexibility traffic I would reject any "new" transit service that takes away roads that traffic is already congested. Frequenting bus services is the least expensive and more versatile option.	8/26/2014 12:17 PM
328	BRT bus dedicated lanes LRT rail trip duration The 12 mile distance from Tilikum Crossing to Gresham Transit Station, it would make the most sense to have either light rail or bus rapid transit. Having dedicated lanes would speed up the commute from those two locations.	8/26/2014 12:02 PM
329	dedicated lanes LRT rail traffic trip duration buses without fail have traffic issues. the point of the new line would be to avoid the traffic issues and provide more timely service. i feel a light rail is the best option for this.	8/26/2014 11:52 AM

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330	balance uses dedicated lanes ridership traffic trip duration I think that the East side needs an easy and fast way downtown. We have only one option if we want to ride the Max and it involves adding a ton of extra time to our travel just to ride Max. Going straight to our destination would be much more ideal and may encourage more drivers to leave their cars at home. Adding another vehicle to the road without a designated lane would be more dangerous for an area already full of angry drivers and terrified bikers.	8/26/2014 11:37 AM
331	cost general opposition maintain bus service Keep the buses on Division and Powell. They are bought and paid for. Stop driving tax paying home owners to drink with all of these new projects for us to pay for. We can't handle any more!!!	8/26/2014 11:31 AM
332	dedicated lanes trip duration streetcar is slow. Either use buses or light rail, which has a dedicated lane.	8/26/2014 11:28 AM
333	cost permanence/flexibility right of way Rejecting rail service due to lack of flexibility. Rejecting busway because of ROW issues and expense.	8/26/2014 11:18 AM
334	bus frequency trip duration vehicle capacity I feel like streetcar would just be too small and too crowded. High capacity is a real need. Also, the max is not fast enough. A fast frequent bus is ideal.	8/26/2014 10:43 AM
335	dedicated lanes traffic Frequent service bus w/ dedicated lane will add to congestion on Powell, not giving sufficient people reason to switch to public transit. Dedicated bus lane avoiding congestion or isolated MAX tracks are the only thing that makes sense. Streetcar is a joke.	8/26/2014 8:29 AM
336	construction cost neighborhood effects Light rail and Street car would be more expensive to build and both seem to have more problems in extreme weather conditions when rapid transit is really needed. Both would disrupt larger land areas both during and after construction.	8/26/2014 7:36 AM
337	vehicle capacity Streetcar does not fit the requirement of passenger volume.	8/26/2014 12:23 AM
338	cost traffic cost, and disruption on car traffic	8/25/2014 11:31 PM
339	Maximum seating/standing room	8/25/2014 11:01 PM
340	future growth rail traffic Light rail and street car options allow for the greatest change. The 9 helps, but is already a pretty effective bus line. Adding to it wouldn't change traffic patterns as much as rail or street cars would.	8/25/2014 10:31 PM
341	connect to transit dedicated lanes development opportunity I feel like there are plenty of buses in that area. I think that a dedicated fixed line system spurs on development and is easy to use. Also can be integrated in the system already in place, easily. I also think that the dedicated busway is good, but we already have buses, MAX and the streetcar system. I think adding in a fourth system would be be more complicated than purposeful. Imagine if you are trying to take the dedicated busway to the max then to the airport, when one MAX line might work the best.	8/25/2014 10:03 PM
342	balance uses route traffic vehicle type I am not against any of the above options, but I am worried about removing transit lanes. If Powell is to be used east of 92nd, it means Frequent Service Plus is really the only option (two lane road), so it seems like Division would be the best choice for use of Light rail or Rapid streetcar. I am worried that this will take one more way to get from east county to downtown Portland and eliminate lanes for auto travel.	8/25/2014 9:50 PM
343	dedicated lanes Could run mostly in traffic with some transit priority treatments = useless	8/25/2014 9:20 PM
344	construction cost Expense of construction and operations.	8/25/2014 7:41 PM
345	trip duration Street car is too slow for area	8/25/2014 7:14 PM
346	bus connect to transit cost FS+ neighborhood effects station spacing traffic Frequent service plus is the cheapest and has the smallest impact on the traffic of the streets it runs on. It would not require any streets to be widened which can be disruptive to neighborhoods, would be able to have more stops to serve more people making an easier transition from current bus service, and would fit in easiest with the rest of our transit system.	8/25/2014 5:29 PM
347	bus no need for max light rail and people would thrash the street-car.	8/25/2014 4:46 PM
348	traffic Traffic is a major factor.	8/25/2014 4:01 PM
349	BRT bus cost gentrification LRT public perception rail our current streetcars are slow, not fast, and I'd like to reduce my commute time rather than extend it. Light rail isn't bad, but from what I know about it, it seems like you get less bang for your buck. Also, I personally think that bus-rapid-transit is more likely to actually improve commutes while spurring less gentrification, because buses still don't have the cache that said gentry are seeking.	8/25/2014 3:05 PM

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350	dedicated lanes traffic Traffic is congested enough to include more buses in car lanes	8/25/2014 2:45 PM
351	dedicated lanes development opportunity ridership trip duration Speed of transit really matters, especially along this long corridor. Any choice that does not include lots of dedicated right of way will not increase speed by enough to provide significantly better service and thereby increase ridership and spur development.	8/25/2014 2:22 PM
352	gentrification neighborhood effects trip duration vehicle capacity Streetcar service has done nothing but clog traffic in downtown and the inner Eastside. It does not accommodate enough people to be practical for working commuters and to replace the current 4 and 9 buses with slower streetcars would be very detrimental to residents' needs. The change in character of Northwest's neighborhoods since the construction of the streetcar is also something to consider. I do not want to be driven out of my neighborhood by the rising costs associated with the influx of boutique outlets and nouveau-riche types looking for the next "up and coming" neighborhood.	8/25/2014 2:02 PM
353	bus general opposition safety and security traffic Trimet needs to stop expanding the max train line. It us taking away from bus service, increasing crime around the max stop areas (whether you want to admit to it or not), and decreasing lanes of traffic for vehicles. Trimet continues to put in new lines even when a community bites against it. I'm tired of max lines in my neighborhood, and more people riding for free on the lines.	8/25/2014 1:41 PM
354	cost Light rail is a waste of money for what it costs and it will never pay for itself.	8/25/2014 1:23 PM
355	neighborhood effects Does rapid streetcar even exist?!?! Seems incredibly slow - slower than walking. Dedicated busway seems like a bus would just fly through the neighborhoods, further creating less of a sense of neighborhood.	8/25/2014 1:10 PM
356	LRT rail right of way Light rail is better than rapid streetcar. Streets are not wide enough for dedicated busway.	8/25/2014 12:23 PM
357	balance uses connect to transit cost future growth traffic The 50-year population forecasts keep rising. 4 million people in the metro area by 2060? Putting in a rail system stages this corridor for future growth, whether you choose rapid streetcar for the near-term future or light rail for the long-term. A bus system without dedicated lanes would be significantly impeded during rush-hour on Powell or Division. Adding transit systems that differ from our existing system, such as articulated busses similar to Eugene's EmX system may increase costs of maintenance from having dissimilar systems? Bicycle storage on busses will always be lower than the light rail. :(8/25/2014 11:30 AM
358	balance uses bus connect to transit cost environmentally friendly I understand the cost of light rail may be prohibitive, but we must continue to invest in serious transit to support population increases while maintaining mobility and low VMT. More standard bus lines (frequent service or no) just won't cut it.	8/25/2014 11:25 AM
359	trip duration The current streetcar system moves too slowly to make this route time-saving or helpful.	8/25/2014 11:07 AM
360	bus permanence/flexibility Although I love the idea of lightrail, the truth is that non-rail transit is more flexible in the long run than services that require the establishment of permanent/not-easily moved tracks.	8/25/2014 10:34 AM
361	development opportunity LRT public perception rail ridership route streetcar vehicle capacity Quite frankly, streetcar is the classiest option. You are likely to get more people interested in riding a streetcar versus a bus. Light rail is good, too, and would offer the class and greater capacity which might be important as the city's population is growing rapidly. Please remember that Foster road would be a great option for a street car!	8/25/2014 10:28 AM
362	trip duration Bus from SE takes way too long.	8/25/2014 10:14 AM
363	connect to transit development opportunity rail Rail and street car are compatible with the existing rail investments in the Portland metro area and would extend this important network to the SE, creating a more connected and transit accessible Portland for the future. Rail is more effective in leveraging economic development and other investment strategies along the corridor than other modes.	8/25/2014 10:11 AM
364	cost LRT public perception rail streetcar Light rail and rapid streetcar bring a level of comfort and delight that Portlanders can be proud of. At the same time they send a strong message that big-commitment public mass transit options are part of the future we want to see. Streetcar, for the record, is what I'm most excited about: the delight of MAX with a much lower price tag.	8/25/2014 10:04 AM
365	bus cost dedicated busway rail streetcar timing I didn't choose light rail because there are too many intersections and I feel it would be VERY costly. I like the idea of a dedicated busway the best followed by rapid streetcar. I feel as though these two options will provide the best service. The bus is most likely the least costly and construction for implementation would be less than light rail and streetcar.	8/25/2014 9:40 AM

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366	<p>construction gentrification rail ridership vehicle capacity If you're going to be doing conduction on Powell or Division for any one of these options, you may as well really just go for it and do the option that will move the most people. The busses at rush hour are terrible, so packed with people, getting in the way of car traffic; light rail or streetcar is definitely the way to go. Especially if you're thinking long-term. More and more people will be moving into east county areas as prices of homes in the city rise and more people move to the area.</p>	8/25/2014 9:31 AM
367	<p>bus cost dedicated busway dedicated lanes LRT rail I chose the dedicated busway because the dedicated lane allows it to move quickly even when there is traffic congestion, but it still has the flexibility for future route changes afforded by a bus. Lower infrastructure cost than either rail option. I chose the rapid streetcar as the worst option because I think if there is enough transit demand to justify building rails then we should just build the light rail to provide higher capacity and a route separate from traffic.</p>	8/25/2014 8:26 AM
368	<p>BRT bus cost permanence/flexibility Rapid bus service is cheap and flexible.</p>	8/23/2014 2:46 PM
369	<p>connect to transit A third style of tracks means you cant connect to either of the existing two styles you currently have, which you may wish to do I m the future.</p>	8/23/2014 8:54 AM
370	<p>bus permanence/flexibility Buses are a more flexible option if populations shift and change.</p>	8/22/2014 5:26 PM
371	<p>general opposition Not needed</p>	8/22/2014 11:35 AM
372	<p>frequency reliability traffic trip duration All of them are good options. My main concerns are speed and convenience, and getting car traffic off of Powell.</p>	8/22/2014 10:11 AM
373	<p>bus construction permanence/flexibility Bus wouldn't require a complete overhaul of infrastructure? And has the flexibility to alter route in case of emergency or route disruptions</p>	8/22/2014 10:04 AM
374	<p>bus traffic trip duration Ideally, having a rapid transit route to Gresham would reduce the total amount of auto traffic on this route, but having a bus that runs in regular traffic, even if it has less stops, will still have a tendency to get stuck in that traffic, making the route not actually that much faster than a regular bus. The streetcars I have been on are very slow, and although you suggest a rapid streetcar, I'm not sure how fast it could actually be. Plus, the infrastructure for that is much more costly than a dedicated transit lane for a high-capacity bus.</p>	8/22/2014 9:58 AM
375	<p>bus FS+ LRT rail vehicle capacity Street car seating isn't up to the task. The #4 and #9 are always packed. Lightrail and frequent service plus have more seating.</p>	8/22/2014 9:30 AM
376	<p>balance uses neighborhood effects I did not want to see a reduction in usable street size (walking, car, or bike). I live just off Division and am concerned about noise from more busses and light rail.</p>	8/22/2014 8:46 AM
377	<p>bus gentrification permanence/flexibility Lightrail of all types is freaking stupid when you have an option to run lots of busses more frequently along the same or similar route. Buses can change routes when population requires; they don't typically lead to gentrification; and one problem with one bus doesn't f up an entire system.</p>	8/22/2014 12:02 AM
378	<p>dedicated lanes Whatever is built on that stretch needs to have its own right of way to be useful, especially over such long distances.</p>	8/21/2014 3:37 PM
379	<p>BRT bus rail route streetcar I would be in favor of streetcar or bus rapid transit on Powell. If on Division then streetcar would be best. Light rail max would be too bulky and fast for either street.</p>	8/20/2014 11:10 PM
380	<p>bus cost Light rail is so expensive. Streetcars have just not impressed me so far.</p>	8/20/2014 11:10 PM
381	<p>balance uses bus construction dedicated busway LRT rail route My preference would be light rail but I don't know if the construction required is possible on Division. Dedicated busway could be nice, especially if it means buses would no longer weave in and out of the bike lane.</p>	8/20/2014 9:49 PM
382	<p>dedicated lanes rail traffic trip duration Traffic is terrible during peak times. Any method that does not involve dedicated lanes/rails will not improve service. What is a 15 minute commute down Powell without traffic becomes a 45 minute drive during peak times. A rail line that would get me out of traffic would be so helpful!</p>	8/20/2014 9:40 PM
383	<p>bus dedicated busway traffic trip duration I was recently in Mexico City and dedicated bus lanes were fast and moved us pass the terrible traffic there.</p>	8/20/2014 7:12 PM
384	<p>trip duration vehicle capacity rejected streetcar because of lower capacity; also dubious about the "rapid" part</p>	8/20/2014 7:09 PM
385	<p>bus cost LRT rail trip duration What was not mentioned is how quickly each option would travel in comparison to one another. I would like to see the light rail studied because I assume it would be the fastest. I would also like to see the bus options studied because they will be more affordable to implement. Street car would be too slow for this purpose.</p>	8/20/2014 6:09 PM

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386	accessibility bus cost Light rail is too significant an investment. Rapid streetcar would not be "rapid" enough to justify the added infrastructure. There are many handicapped riders on the current Division and Powell routes, and loading, securing and unloading wheelchairs is a frequent cause of delayed buses. Buses on this new route should make loaded disabled riders easier and faster.	8/20/2014 5:47 PM
387	BRT bus LRT permanence/flexibility rail route Rail transit mixed with car traffic is a disaster. If you're going to be stuck in traffic you need the maneuverability of a bus to get around all the stupid stuff that happens in a traffic lane. I choose BRT because I can't imagine you're going to find the space for continuous transit lane west of 39th on either Div or Pow. Open to LRT if you can pull that off.	8/20/2014 4:44 PM
388	dedicated lanes Dedicated Right-of-Way is the critical component to a successful project on the scale of any of the MAX lines. It doesn't matter what type of vehicle is running in the lane, as long as no personal automobiles are competing for space with the transit vehicle.	8/20/2014 4:31 PM
389	bus safety and security I'm all for mass transit if PEOPLE HAVE TO PAY to ride it. Otherwise, we'd just double all the problems that we currently have in Gresham because of MAX. I would much rather ride a bus these days than max because of safety and security issues. A paying ridership is going to be safer than a transit that encourages theft (stealing a ride).	8/20/2014 3:16 PM
390	bus dedicated lanes neighborhood effects rail streetcar I think light rail is out of scale for the feel of the neighborhoods - bus or rapid streetcar would fit better and if in a dedicated transitway could be a viable option to driving.	8/20/2014 9:11 AM
391	balance uses traffic I think a dedicated lane or lightrail would take up an entire lane, thus congesting existing traffic even more.	8/19/2014 8:12 PM
392	balance uses permanence/flexibility ridership I don't want car/truck lanes taken out for a fixed route, inflexible transport mode. 70% of all commuters are still using the automobile with only a flat trending fraction commuting by light rail.	8/19/2014 4:52 PM
393	cost Extreme costs to the community	8/18/2014 2:35 PM
394	construction cost right of way Right-of-way acquisition too expensive and disruptive to businesses.	8/18/2014 9:22 AM
395	route i guess i am thinking not so much of getting back and forth to work or school, but having a way to get around the neighborhood	8/18/2014 9:17 AM
396	bus permanence/flexibility Rail is a proven loser and is not flexible at all.	8/17/2014 11:44 AM
397	cost cost better service	8/16/2014 4:25 PM
398	rail traffic vehicle capacity The population of Portland Metro is increasing at a very rapid rate. More cars/buses on the road will be part of the congestion that is currently increasing at all times of day on the freeways and main arteries of the Downtown-East County areas. European style people movers make better sense unless the buses will become two levels and multi car.	8/15/2014 2:29 PM
399	environmentally friendly frequency LRT rail reliability station spacing trip duration Light rail is far and away the most convenient and environmentally sound option. It doesn't make sense to add more gas burning buses. If the choice were a dedicated busway, why not make it light rail?	8/15/2014 10:59 AM
400	ridership Need for higher capacity riders	8/14/2014 9:01 PM
401	balance uses Would allow continued car use of the currently limited lanes along Division. The ill-concieved Division road diet has resulted in significantly increased car traffic on parallel biking streets (Clinton and Lincoln).	8/14/2014 5:57 PM
402	cost environmentally friendly LRT rail ridership route vehicle capacity Excuse the pun, but the Max line between Gateway and Steel Bridge is "Maxed" out. I ride that corridor frequently during rush hour and it's standing room only. You can't fit more trains through that corridor. You can't have longer trains. And Portland Metro is expected to add another 1 million people in the next two decades. We need another Max line for East metro to get to downtown Portland that doesn't use the existing line. In addition, the existing Max line is inconvenient for accessing OHSU and South Waterfront from the Eastside, a new Max line through this corridor would fix that. Buses and streetcars will never match the capacity of Max, even if you use articulated buses. Max is more expensive to build out, but a third of the cost to operate. Plus, Max uses locally generated electricity and don't pollute like diesel buses.	8/14/2014 1:17 PM
403	Metro - We hate you!	8/14/2014 8:44 AM
404	cost permanence/flexibility rail Light rail is too expensive per mile and does not allow for much flexibility--I like the idea of streetcar, although it carries some of those same qualities.	8/14/2014 8:25 AM

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405	<p>bus connect to transit right of way route trip duration Inner Powell from the Ross Island Bridge to 39th has consistent, heavy traffic. The only option to make this route rapid and pragmatic for car commuters to downtown to switch to transit is to acquire ROW. Other sections of Powell from 39th East have plenty of space to acquire ROW. This corridor needs only to acquire ROW from the existing Milwaukie light rail station at Rhine across the Brooklyn yard, East through the Fred Meyer parking lot, Rhone St., and East along Powell. This will in effect, create transfer points for the 4, 9, 14, 10, 17, and create two new lines along existing track to Clackamas and Gresham, cutting time from Clackamas to downtown by 15 minutes. It would also provide an alternative to the Steel Bridge bottleneck when problems arise. It would be folly to implement BRT along the entire route. Please reconsider the planned BRT project, and the boundaries for this corridor, which do not reflect the true needs in this region of tri-met's service.</p>	8/13/2014 4:20 PM
406	<p>balance uses cost general opposition The Street Car is too expensive. Ditto light rail. Our streets suck, so I want those fixed first.</p>	8/13/2014 11:24 AM
407	<p>bus dedicated lanes permanence/flexibility rail traffic vehicle capacity Frequent service plus does not feature a dedicated ROW. I would give preference to rapid streetcar or light rail due to the increased vehicle capacity, but I think dedicated busway is worth studying because a.)some bus styles can come close to streetcar capacities, and b.)the flexibility to run in mixed traffic could be useful in the outer segments where traffic may not be as heavy.</p>	8/13/2014 9:30 AM
408	<p>balance uses cost dedicated lanes frequency reliability traffic Any of the options would be fine, as long as costs are not excessive and service is frequent/reliable. Whichever type is chosen, transit needs its own separate track or lane. Division and Powell are already very congested with cars because there is no I-84/freeway alternative running west-east.</p>	8/12/2014 8:50 PM
409	<p>bus cost dedicated busway environmentally friendly permanence/flexibility right of way station spacing traffic vehicle capacity Light rail does not serve enough stations. Light rail removes too much space from existing roadways. Light rail is crazy expensive. Streetcars have not proven to be a success in Portland. Rather they seem to be a government boondoggle and a showcase for media. They don't have the capacity of bus or light rail. Their tracks injure countless cyclists. A dedicated busway would not suffer from traffic congestion and cost less than rail. It also could use electric buses. It would use up less roadway.</p>	8/12/2014 2:11 PM
410	<p>balance uses bus frequency ridership Frequent bus service would intergrate better with the local traffic patterns. It would also be more convenient for the transit public.</p>	8/12/2014 1:04 PM
411	<p>route vehicle type Provide HCT on Powell with frequent bus on Division</p>	8/12/2014 12:01 PM
412	<p>neighborhood effects right of way I live along Powell, it's already restricted enough without a busway.</p>	8/12/2014 9:12 AM
413	<p>bus dedicated lanes It needs dedicated lanes or it will be no better than bus route 9. Don't bother if you aren't going to give it the right of way in its own lanes</p>	8/11/2014 11:50 PM
414	<p>cost traffic It's just going to get stuck in traffic no matter what you do. If you are going to invest all this planning time and money, get the most out of it.</p>	8/11/2014 11:24 PM
415	<p>balance uses dedicated lanes environmentally friendly safety and security traffic Busses are polluters and cause traffic back-ups. Pulling in and out of traffic makes the busses dangerous to drivers, bicyclists, and pedestrians. Whatever option is selected needs to have its own dedicated lane or space.</p>	8/10/2014 8:18 AM
416	<p>balance uses bus safety and security Absolutely nothing involving rails or a 'segregated' driver for obvious security reasons. No paid fare = no free ride. Cannot take traffic lanes away from automobiles, school buses, emergency vehicles which must be able to get through traffic at a high rate of speed without any transit impediments.</p>	8/8/2014 9:33 AM
417	<p>accessibility development opportunity LRT rail Light rail trains are easier to board and de-board for people with disabilities, they provide both smooth and quiet transit service, and can serve as catalysts for development along the corridor.</p>	8/7/2014 10:18 AM
418	<p>bus cost permanence/flexibility right of way Cost of ROW too expensive for streetcar and lightrail, also reduces ability to adapt to changes in the future as the area changes.</p>	8/7/2014 10:07 AM
419	<p>bus cost dedicated busway development opportunity route True BRT would be a great fit. The expense and design challenges of LRT are too immense. At a minimum transit plus improvements would have a great impact. Powell needs a catalyst project like this to aid redevelopment.</p>	8/7/2014 7:20 AM
420	<p>parallels light rail permanence/flexibility There's already a light rail service that runs through Gresham. The other options seem more flexible.</p>	8/6/2014 6:57 PM

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421	trip duration The streetcar in Portland has frequently been considered "a pedestrian ammenity" While it may be flashy, it suffers from the fact that it shares a lane with car traffic and is thus subject to traffic conditions and cannot adjust for obstructions, it thus fails to increase the speed of service.	8/6/2014 2:58 PM
422	balance uses frequency LRT rail route traffic I believe that we need another rail line that connects downtown, southeast Portland to east Portland and Gresham. The light rail is faster and has more room for people and bikes. I believe this may reduce the number of cars on the road more than buses would. However, a frequent service plus bus sounds like a good idea as well. A dedicated busway would be nice but I can see that taking away too much of the road without reducing traffic or the number of cars.	8/6/2014 10:06 AM
423	public perception rail streetcar Street car is the most appealing, less intrusive type of travel. People are more reluctant to ride the bus than street car or light rail.	8/6/2014 10:04 AM
424	dedicated lanes predictable travel time reliability station spacing trip duration Frequent service plus does not ensure realiable transit times in traffic, or that the bus won't make too many stops. I worry that lack of separate right of way will mean nice buses stuck in traffic.	8/6/2014 9:42 AM
425	bus dedicated busway frequency general support LRT rail route trip duration Light rail is a must for Powell -- it's the perfect opportunity for this street. Powell has plenty of lanes and needs help to improve traffic flow. Only picked dedicated busway because it's the best 2nd option to light rail, can be just as fast. Frequent Service is something Powell and division already have -- I almost never wait more than 5 minutes for the 9. The street car is perfect downtown -- slow and scenic for tourist. It's not a viable option for commuting across long distances -- I can walk faster than it.	8/6/2014 8:30 AM
426	trip duration lessened trip duration of highest import. streetcar and bus in mixed traffic don't satisfy this need.	8/5/2014 11:32 PM
427	development opportunity neighborhood effects rail station spacing streetcar walkability Rail will lead to better development and use as the city grows. MAX is great for being high density; the more frequent stops of streetcar could be good for a more neighborhood feel and for allowing more people to live within walking distance of a stop.	8/5/2014 11:24 PM
428	balance uses It's too difficult to get across light rail routes for pedestrians, bicycles or cars but especially if the design involves a lot of one-way streets with limited turns and no parking	8/5/2014 10:28 PM
429	LRT public perception rail In my experience, light rail feels faster and more comfortable to ride than the other options.	8/5/2014 11:58 AM
430	traffic Division is already too congested with autos and trucks.	8/5/2014 11:57 AM
431	cost frequency permanence/flexibility station spacing East Portland needs transit that is flexible and frequent. Light rail is costly, and once you get past 50th Avenue, the destinations and needs fragment greatly.	8/5/2014 8:58 AM
432	cost low bang for buck	8/5/2014 8:31 AM
433	traffic trip duration Busses can get caught in traffic and would mean a longer commuter time	8/5/2014 8:14 AM
434	cost ridership BRT compromises will make it less effective than optimal. Although rail options are costly and more complicated they will ultimately better serve the future needs of residents and community development efforts	8/4/2014 10:55 PM
435	bus cost dedicated busway dedicated lanes rail streetcar traffic trip duration I think there's too much traffic and not enough right of way for light rail. The streetcar downtown is slow, so I'd like to see how the rapid streetcar would work. Frequent service plus buses seem like they'd definitely work, but I'm not sure it's the best option. I think the dedicated busway may be the best balance of speed and cost. I'd probably prefer riding a rapid streetcar..	8/4/2014 7:00 PM
436	dedicated lanes Rail options boost investment and offer best ROI for taxpayer dollars; they convey permanence and long-term investment to private developers. They generate transit-oriented development. They offer the lowest carbon footprint, greatest speed and greatest reliability. Electric rail transit offers the most compatibility with locally-focused live/work/shop/play mobility options. With dedicated ROW and signal-priority, they bypass traffic congestion, now and in the future.	8/4/2014 5:10 PM
437	cost frequency trip duration Need to make sure we are getting speed and frequency for the investment. Rapid streetcar and frequent plus don't seem that much different than light rail or dedicated busway to justify any potential cost savings.	8/4/2014 4:04 PM
438	environmentally friendly rail trip duration Speed. Also, to minimize diesel exhaust, line should be electrified, whatever vehicle style is chosen. Again, heavy rail would be much better solution.	8/4/2014 3:18 PM

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439	general support anything listed would be better than what is presently there.	8/4/2014 3:17 PM
440	bus rail Rail is always preferable, but if it isn't possible, fancy express busses would work.	8/4/2014 3:04 PM
441	bus cost dedicated lanes rail streetcar trip duration My understanding of the relative expense and right of way impacts lead to a preference for either a street car system or busway. Frequent service plus, unless structured with a great deal of dedicated area, would be a difficult traffic impediment on these roads.	8/4/2014 1:52 PM
442	LRT rail I don't really see the point of streetcar, when it seems that MAX is better in nearly every capacity	8/3/2014 3:26 PM
443	development opportunity traffic trip duration vehicle type streetcar is too slow: downtown, I walk faster than it moves. the only plus seems to be for the businesses who get the contracts for its development. dedicated busway ties up traffic lane.	8/3/2014 2:34 PM
444	development opportunity neighborhood effects public perception rail I like the look of the Max train and the streetcar and believe that it adds advantages to the neighborhood.	8/3/2014 8:57 AM
445	environmentally friendly vehicle type Dedicated busway is half trying to be light rail or streetcar without the no point-source carbon emissions advantage.	8/2/2014 2:06 PM
446	bus Bus-based options seem more appropriate for this corridor.	8/1/2014 9:37 AM
447	cost vehicle type Light rail very expensive and would require more right of way room than buses.	7/31/2014 9:53 PM
448	balance uses branding frequency permanence/flexibility vehicle type walkability I don't travel in the corridor much, and for the parts I do travel in, I either drive or ride my bike. I like using MAX, which is very convenient to connect me from where I live to where I work. I lived in Eugene for a while too and liked using the EmX to connect from school to downtown, and I often walked between stops while waiting for the bus. Frequency for both is incredibly important in my choice to ride. I never have to look at a schedule, but I know a ride will be there soon, even if I just miss my stop. The branding and permanence of all options makes it easier for out of area visitors to ride the system.	7/31/2014 2:55 PM
449	cost dedicated lanes parallels light rail vehicle type Cost is a major concern with the public. The more dedicated bus service provides the best initial investment return. Light rail seems too big to be nimble in this type of setup, and will run to Gresham, which already has MAX.	7/31/2014 6:36 AM
450	balance uses I don't know what a dedicated busway is, but I still want to be able to drive cars on these streets.	7/30/2014 3:04 PM
451	station spacing vehicle type I like Light Rail, but the distance would between stops would make it less useful for getting around my area.	7/30/2014 12:01 PM
452	trip duration Too slow	7/30/2014 10:46 AM
453	cost dedicated lanes trip duration I have seen dedicated busways work in places like Leon, Mexico and Eugene, Oregon. Rail is expensive and can be slow.	7/30/2014 9:59 AM
454	neighborhood effects public perception safety and security Too disruptive to home owners . I have seen the type of people who travel back and forth on light rail other than workers and students thats why I wont ride light rail and I don't want light rail near my neighborhood.	7/29/2014 9:07 PM
455	rail reliability Light rail or street car are more respectful of commuters	7/29/2014 7:27 PM
456	cost permanence/flexibility cost and flexibility	7/29/2014 5:30 PM
457	cost The price tag. Transit is already taxpayer subsidized at over 60 cents per passenger mile. Fares cover only 25 percent of the operating costs and do not pay for infrastructure. Compare that to driving where the gas tax subsidizes both transit and bicycle specific infrastructure freeloading bicyclists With all the social engineering, equity is totally absent.	7/29/2014 4:44 PM
458	dedicated lanes utility impacts Buses can maneuver Division St. west of SE 60th Ave. Light rail & street cars cannot. Cannot build light rail on top of Water Bureau Conduits 1, 2, 3, & 4. (Conduits 1 & 2 are under the north & south side of Division St., & Conduit 3 is under Powell Blvd. under the north side of Powell Blvd.) Please consult the Portland Water Bureau maps regarding Conduit locations. The condition of the conduits is poor in some locations. Extra vehicular weight above them could cause them to break. Heavy vehicle vibrations are a concern. No room for dedicated bus lane on Division St. west of 60th Ave.	7/29/2014 1:31 PM
459	right of way ROW	7/29/2014 12:43 PM

Powell-Division: Survey 2

460	right of way traffic I think a light rail would be great, but there is no good way to put it in the roads that you are proposing. With all of the ridiculous construction on Division, there is no where for a light rail to go. And the street isn't wide enough for a big bus anymore. All of the construction may be great as far as construction jobs go, but it is limiting the people who can go over there to go to any of the businesses that have been put in. I've been avoiding going down Division at all for months and I live just off of it. Anything you construct should be better for traffic than what is currently happening.	7/29/2014 10:28 AM
461	cost right of way Light rail is not affordable and would require acquisition of large right of way areas	7/29/2014 9:57 AM
462	dedicated lanes station spacing trip duration vehicle capacity If we do BRT, the busway needs to be dedicated, otherwise this would be a service reduction because you'd essentially be getting the 4 and/or the 9 with wider stop spacing for without much improvement of travel times. Rapid streetcar just wouldn't have enough capacity.	7/29/2014 9:36 AM
463	cost dedicated lanes development opportunity frequency developers and investors respond well to light rail. brt is less expensive option. above all lane separation is mandatory. more frequent bus service is a non-starter.	7/29/2014 8:56 AM
464	construction cost parallels light rail Cost both of construction and right of way acquisitions. Light rail runs parallel to much of existing MAX Blue line. Streetcar does not offer significant throughput improvements over bus options.	7/29/2014 7:05 AM
465	development opportunity ridership Rail has shown to be more effective at attracting riders and at shaping development. These are both key goals of the plan.	7/29/2014 6:37 AM
466	ridership right of way station spacing traffic Both Powell & Division have current high ridership based on stops being quite close together (2-5 blocks typically, depending on where). Spacing stops out to 1 mile would lead some riders to opt for non-transit transportation as the commute to a MAX stop would be much further. Also don't like the idea of removing a transportation lane in the corridor to support MAX speeds. Prefer options that allow for the best tradeoff between passengers carried vs exclusive right-of-way. I think it's going to be hard to sell residents that giving up a traffic lane on either Powell or Division is going to be a good thing for some people, let alone most.	7/29/2014 12:31 AM
467	cost dedicated lanes permanence/flexibility right of way traffic trip duration vehicle capacity walkability I like rapid streetcar if it has dedicated lanes, does not get stuck in traffic, or create more traffic, and is indeed faster than buses. Dedicated busway sounds like it would be the most efficient in terms of travel time, and the buses can be flexible in terms of route if necessary. Traditional bus service is not adequate (does not meet peak demand). Light rail is too expensive and relies on rights of way that are harder to develop around or access as a pedestrian.	7/28/2014 11:58 PM
468	bus cost dedicated lanes development opportunity frequency permanence/flexibility rail trip duration Max and Rapid Streetcar show a long-term commitment that others can rely on for their long-term plans (schools, business districts, large employment centers) and those who will have to spend hundreds of millions to locate or grow those somewhere. If it's just a (special) bus, then after one invests \$\$\$\$\$, the route/service can be changed on a whim, and therefore it's not a good basis to invest real high amounts. Frequent service plus is just a dressing-up of regular transit, which will not really make a difference for true travel times, convenience, or guarantees. Dedicated bus lanes are a decent in between, with some benefits, but not all. (Yes, I know it's cheaper than rail, but rail is just MUCH better, so overall still a better value or value to cost!	7/28/2014 9:36 PM
469	environmentally friendly rail Light rail/streetcar need less maintenance costs over time. They are more green.	7/28/2014 8:29 PM
470	dedicated lanes trip duration Street cars all move too slow. Transit needs it's own road, separate from car traffic	7/28/2014 7:25 PM
471	bus connect to transit cost LRT trip duration vehicle capacity Another Light Rail line would easily integrate into the existing MAX system. Provided the highest capacity and fastest times of all the options. I would only explore Frequent Service Plus if we couldn't afford light rail. I don't see the benefit of a streetcar line. Why pay the cost of track and overhead wiring when you only get the capacity of a bus?	7/28/2014 6:34 PM
472	construction traffic Ease of construction given active roadways already in existence (Powell and Division).	7/28/2014 6:24 PM
473	bus rail route traffic vehicle type My answer would depend on the route selected. I think light rail would be good for Powell. Streetcar or frequent service bus would be better for Division, but I would be concerned about the traffic impacts.	7/28/2014 6:14 PM

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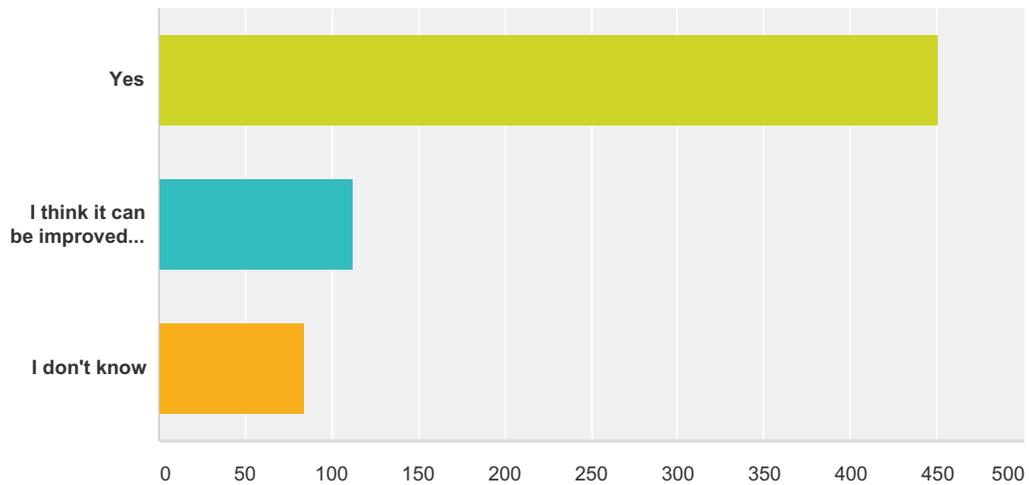
474	<p>bus connect to transit cost dedicated lanes permanence/flexibility traffic trip duration Rail lines are way too costly and less flexible. Dedicated busway can be as efficient as rail without the disruption of car travel that regular buses cause. Frequent service plus seems like it would have the same disadvantages of traffic confusion and frustration for drivers without significantly speeding travel for bus riders. Bus Rapid Transit has received positive reviews in other cities and seems like a good option here. BUT there must be good connections between regular bus routes and the dedicated busway to make it convenient enough for commuters AND the less consistent bus riders (those of us who ride buses all the time but not at commute hours).</p>	7/28/2014 6:11 PM
475	<p>bus cost dedicated lanes I rejected light rail because of the infrastructure needed & cost. I also don't like that the proposal for rapid streetcar or dedicated busway requires dedicated lanes of travel.</p>	7/28/2014 5:08 PM
476	<p>cost general opposition permanence/flexibility ridership Too expensive, I moveable, not supported by actual fares, too subsidized by taxpayer who don't use it. Corruption at city hall and developers. Look at cities in the ne - light rail should be for a bigger system and commuters, not like a subway. Sheesh people - wake up! Streetcar is useless, slow, corrupt and badly run. Ridiculous.</p>	7/28/2014 4:55 PM
477	<p>bus cost rail vehicle capacity Light rail could work on Powell (impossible for Division) but the cost is over the top, esp considering Federal transportation dollars drying up for this travel mode. Streetcar could be good but does it really move that many people. enhanced bus transit is the way to go</p>	7/28/2014 4:51 PM
478	<p>construction I think that Frequent Service plus could be put in place quicker than any of the other options that require large infrastructure improvements. The need is great now - not 20 years from now.</p>	7/28/2014 4:47 PM
479	<p>bus rail right of way vehicle type If service would go along Inner Division, there aren't enough lanes. If use light rail can use Powell. I can imagine frequent service plus would work where street width is narrower. I also just like the idea of BRT (bus rapid transit).</p>	7/28/2014 4:40 PM
480	<p>development opportunity LRT public perception rail timing It doesn't matter how awesome transportation planners know Bus Rapid Transit to be, buses of any kind will always have a stigma for regular folks, especially those potential "swing" riders who are still commuting by car. Streetcar is an economic development tool first and foremost, and that is not what is needed along Powell-Division. Light rail is an investment for now and for future generations.</p>	7/28/2014 4:37 PM
481	<p>As a lay person, i would study all the options because I don't know what is the best option.</p>	7/28/2014 4:34 PM
482	<p>Buses are dirty.</p>	7/28/2014 3:50 PM
483	<p>cost neighborhood effects right of way Not enough land to build it without causing problems for home owners in the area and it is very expensive</p>	7/28/2014 3:35 PM
484	<p>vehicle capacity vehicle type It seems the buses in the outer east corridors are very crowded, always. The options of a rapid streetcar and/or frequent service plus buses might alleviate this situation.</p>	7/28/2014 3:33 PM
485	<p>connect to transit This needs to be tied in to the existing high-capacity system.</p>	7/28/2014 3:20 PM
486	<p>environmentally friendly rail trip duration vehicle capacity My first goal is to select the technology with zero carbon emissions. Unless electric bus technology advances extremely quickly over the next half-decade, this narrows it to streetcar or light rail. Then, the next goals are capacity and speed. Speed is likely a draw, as this corridor probably doesn't allow for speeds higher than the 35 mph maximum design speed of streetcar along most of its length. This leaves capacity, and LRT has the highest capacity per operator of all the alternatives.</p>	7/28/2014 3:17 PM
487	<p>bus construction cost timing Putting in light rail or streetcar is going to call for major construction, could be very costly for taxpayers, and take a long time. At 76 years of age, I'd like to see something happen sooner as opposed to later.</p>	7/28/2014 3:02 PM
488	<p>cost rail ridership Long term, rail moves more people and costs less even though initial capital costs are higher.</p>	7/28/2014 3:00 PM
489	<p>cost dedicated lanes right of way trip duration The dedicated busway seems like the fastest and cheapest option. The rapid streetcar just will end up being slow and costly. Light rail would be fine, but I don't see how you could build it without taking a whole bunch of right of way.</p>	7/28/2014 2:55 PM
490	<p>public perception Streetcar is a tourist trap. A transit joke, paid for using City of Portland funding.</p>	7/28/2014 2:53 PM
491	<p>rail traffic Wary of dedicated busway getting bogged down in rush hr traffic in spots where traffic comingles. Light rail and rapid streetcar seem most promising to avoid the ever-increasing traffic pattern problems, only to get worse with population growth.</p>	7/28/2014 2:52 PM

Powell-Division: Survey 2

492	rail reliability I like the investment of light rail or street car and believe they will give a higher quality and more reliable transit system to the neighborhoods they will serve.	7/28/2014 2:52 PM
493	dedicated lanes development opportunity traffic Light rail and dedicated bus take up a lane of traffic, even when train car or bus are not using the ROW. These are also important freight routes and with the growth in the commercial activity, only more truck and smaller delivery vehicles will need access. Emergency vehicles are also a consideration.	7/28/2014 2:45 PM

Q12 Do you think this is a good purpose and need statement?

Answered: 649 Skipped: 62



Answer Choices	Responses
Yes	69.49% 451
I think it can be improved (explain below)	17.41% 113
I don't know	13.10% 85
Total	649

#	It can be improved by:	Date
1	housing neighborhood effects There are family homes along Powell that will have their property ruined	9/21/2014 5:42 PM
2	reliability traffic I think that everything is fine. I am just thinking that "Travel time reliability throughout the day..." needs to be changed to reflect the current state of traffic and lack of access. "Travel time reliability needs to be improved." Even at times late in the day the traffic is horrible. I am referring to both SE Powell Blvd. and SE Division. I don't drive. I notice when someone is kind enough to give me a ride. Thank you.	9/21/2014 3:15 PM
3	maintain bus service Half the No. 9 runs end at 98th! You can add capacity and frequency by running all No. 9 runs all the way to Gresham TC!!!	9/19/2014 7:43 AM
4	safety and security I travel that area and do not find those lack of infrastructure and crossing gaps for bikes and pedestrians, no barriers to access. Unsafe crossing condition are due to lack of enforcement related to ongoing reduction in traffic enforcement. I see less and less traffic enforcement every year, with the results of the streets becoming less safe. So the bottom part of the above needs is wrong.	9/17/2014 2:12 PM
5	design The lack of "place" in East Portland and West Gresham could also be addressed and this project could help with the wildly incoherent and de-humanizing zoning/building pattern.	9/17/2014 9:10 AM
6	route transit type Without a dedicated line (elevated MAX) from 17th to 52nd, none of the money spent on this corridor will do what these statements are saying. So be truthful would be my suggestion.	9/15/2014 7:11 PM
7	development opportunity statement feedback The economic element needs to be better highlighted. Business owners will be more likely to support it if they understand a better transportation network = more customers.	9/15/2014 4:36 PM
8	trip duration I think the project purpose should also include "fast" service, in addition to efficient and frequent service.	9/14/2014 4:53 PM
9	general opposition statement feedback Planners write what Planners want to hear and want to study.	9/12/2014 5:24 PM

Powell-Division: Survey 2

10	balance uses neighborhood effects safety and security Better/safer park-n-ride lots. Better/higher accuracy video surveillance with remote monitoring, both at stations and on each car. Higher capacity cellular bandwidth to stream active remote monitoring and video storage. More transit police on the actual trains, less driving around in cars on city streets, going nowhere.	9/12/2014 4:39 PM
11	connectivity statement feedback Way too much stuff. And all mom and apple pie. I still don't know if the primary focus is as stated: to connect Gresham and Portland, or as I heard at a live presentation to redo the entire corridor. Different projects.	9/11/2014 1:06 PM
12	access to transit cost equity "Equity" needs to be revised to include requiring the transit option to be financially self-sustainable.	9/10/2014 12:53 PM
13	bus frequency traffic trip duration vehicle capacity Present system (bus lines 9 and 4) is not meeting the demands place on it-- overcrowded and too-infrequent buses, delayed by traffic volumes on Ross Island Bridge and elsewhere.	9/10/2014 8:00 AM
14	general support statement feedback It sounds good but would it work in the real world?	9/9/2014 8:05 PM
15	bicycling safety and security traffic walkability I would like to see a stronger endorsement of alternative modes of transportation including increasing pedestrian and bicycle safety as a priority for this project, in addition to lowering automobile congestion.	9/9/2014 10:57 AM
16	bicycling development opportunity safety and security walkability A rapid transit system is only as strong as its destinations. Any new rapid transit system should be paired with new development and renewal so as to promote safe and efficient walking/cycling from the station to the rider's final destination. Areas around train stations and streetcar stops should be space-efficient commercial and residential centers with higher than average density. These things should also be addressed.	9/9/2014 5:09 AM
17	bicycling Add more emphasis to incorporating bicycle facilities into the statement.	9/8/2014 8:43 AM
18	balance uses frequency housing ridership Population/housing increases in inner SE Portland mean that congestion could/will get much worse if there isn't a viable alternative to driving. Currently service along Powell & especially Division isn't rapid enough to make people choose to ride vs. driving.	9/7/2014 8:53 PM
19	Opposed to LRT Want an opportunity to comment on Max service: I would NEVER want to have to depend on Max to get to work, etc. One cannot count on it either during heat waves (approx. 85 degrees and higher) and in cold temperatures.	9/7/2014 10:40 AM
20	equity gentrification housing "There is a commitment to prevent market-driven involuntary displacement..." I don't understand: Who will make this commitment?	9/6/2014 4:42 PM
21	accessibility equity safety and security Enforcing policies on cell phone usage, talking too loudly, and STOP the use of the priority area for seniors and people with disabilities by people with babies and small; who block the entrance with their strollers. Also, stop riders from standing next to the drivers and engaging in long conversations. Drivers should feel confident in enforcing the policies and rules.	9/6/2014 1:08 PM
22	connectivity reliability safety and security trip duration I think "connecting Portland and Gresham" should be expanded to also emphasize the importance of reliable, safe, high capacity travel between local stops in East Portland, which it seems the project would also facilitate.	9/6/2014 11:43 AM
23	balance uses maintain travel lanes route Not eliminating car lanes. Use a dedicated east-west route halfway between Division and Powell.	9/5/2014 7:04 PM

Powell-Division: Survey 2

24	<p>cost frequency reliability I like the statement! But the public needs to be reassured that high-capacity transit service will arrive *consistently* every 10 minutes--not a "goal" of every 15 minutes, which ends up being 20-25 minutes during peak times and at best twice hourly during non-peak times. The problem with our current system is that anyone who's in any kind of hurry can NEVER take the bus, even during peak times. They simply don't show up often enough--and they never arrive at the scheduled time, anyway. Rather, by having buses (and *rapidly moving and far less-frequently-stopping* buses) arrive every 10 minutes or less, you don't even need to provide a schedule! That's because a person wishing to take such a bus (or, *much* better yet, the rapid streetcar!) would simply go to a designated stop and wait, on average, 5 minutes or less!! All the headache of setting (totally unreliable and always useless) schedules would be completely eliminated! Plus, with GPS technology, you always know when the next streetcar or bus is arriving, anyway, so you can plan a little if it looks like it'll be over 8 minutes before the next one arrives. Remember: Powell is a REALLY ugly street, and NO ONE wants to be waiting for a supposedly "rapid" transit bus or streetcar for more than 10 minutes--ever! But if (for some completely miraculous reason--and, again, I have zero reason to have any confidence that this will ever, ever, ever happen) we could actually provide RAPID transit on Powell every 10 minutes or less throughout the day, then: we will see an IMMEDIATE, DRAMATIC improvement of SE Powell Blvd!! You can't even imagine the difference it would make in every possible aspect of that street!! The bottom line is: INVEST in SE Powell! (Division doesn't have the room, and it needs to become more of a BIKE-centric street, anyway). Pay the BIG \$\$\$\$ up front, and you will see the investment pay for itself MANY times over!!!! It will make a bigger difference than just about anything else city-planning-wise that we would possibly do in Portland!!</p>	9/5/2014 4:06 PM
25	<p>neighborhood effects Effect on neighborhoods it passes through.</p>	9/5/2014 2:58 PM
26	<p>statement feedback survey is complete for sure, but it should be thought out and made simple for the basic person...did you know the average reading level for people in the us is the 6th grade.....clean it out financially and practically before going to a survey</p>	9/5/2014 11:38 AM
27	<p>trip duration Travel time improvements throughout the day should be noted as part of the purpose statement.</p>	9/5/2014 11:08 AM
28	<p>access to transit development opportunity statement feedback well-being I don't care for "well being". What are you after ? Economic Development? Access? Institutional development? This is a really important factor but I don't think méris captured with "well being".</p>	9/4/2014 10:21 PM
29	<p>bicycling Maybe something about bicycles</p>	9/4/2014 8:46 PM
30	<p>statement feedback This phrase: " including efficient and frequent high capacity transit service that enhances current local transit service " - what does the current local service have to do with this? I suggest clarifying this relationship.</p>	9/4/2014 8:24 PM
31	<p>bicycling safety and security walkability Needs to address the issues of darkness, pedestrians, bicyclists; basically the safety of those not riding transit or waiting for transit as well. I noticed lately that those that have been injured or killed on these two streets were in the dark, on the street, in areas they were not really protected from traffic including transit.</p>	9/4/2014 7:14 PM
32	<p>cost equity maintain bus service The first three items under the project purpose statement - especially equity - have not been delivered by Trimet but are repeated with each new big-ticket project. Fiscal responsibility and commitment to preserving existing service should be explicit project priorities.</p>	9/4/2014 6:07 PM
33	<p>statement feedback The definition of efficiency is vague. Is this fiscally efficient, efficiency based on community acceptance and ridership?</p>	9/4/2014 4:50 PM
34	<p>statement feedback The 6 pictures on the opening page are so small, that it's almost impossible to decipher them. That needs to improve, if anyone is to make an intelligent decision.</p>	9/4/2014 4:28 PM
35	<p>balance uses safety and security statement feedback "lack of infrastructure" is not a "need". Perhaps say "safer and more accessible infrastructure, such as..." Also limitation is not a need. "increased transportation options to exoand the currently limited options". The real need is for a professional writer.</p>	9/4/2014 3:57 PM
36	<p>cost safety and security The problems of creating a better payment system so that each person pays their fair share per ride is still a problem with the max line in particular that needs to be resolved. Also the criminal factor. The ease of getting on and off without detection, crime at bus stops, and on such a fast moving vehicle how do we abort criminal activity on the bus while it is in motion?</p>	9/4/2014 3:46 PM
37	<p>connect to transit route transit type See previous suggestions about types of transit (and what not to do), and need to reinforce the adjacent transportation grid both N-S and E-W.</p>	9/4/2014 2:23 PM
38	<p>statement feedback Need more information like how is this going to work?</p>	9/4/2014 12:44 PM

Powell-Division: Survey 2

39	LRT safety and security well-being Expounding on an argument of safety to well being. A light rail would help to create more of an element of safety to travelers and the communities in those outer neighborhoods in a variety of ways which should be in the publics best interests	9/4/2014 12:39 PM
40	frequency ridership The elimination of frequent stops may be a problem for those of us who take the bus regularly. If the new big efficient buses had the same relative schedule as the expresses do now, it might be a great improvement.	9/4/2014 11:45 AM
41	You need to do this for ALL the city transport routes.	9/4/2014 11:42 AM
42	development opportunity future growth Encourage continued community in development of future enhancements to the system and provide communication for future changes.	9/4/2014 11:31 AM
43	environmentally friendly future growth ridership better include something about sustainability, future with fewer cars, more people using transit making Portland green and keeping it's reputation as a sustainable city	9/4/2014 11:31 AM
44	statement feedback well-being make it shorter. take out the well-being part. if you think mass transit will accomplish this, you're dreaming	9/4/2014 11:29 AM
45	amenities design safety and security Well lighted streets with lots of activity create safer transit options.	9/4/2014 11:13 AM
46	bicycling you're ignoring Portland's best commuting method; bicycles.	9/4/2014 10:58 AM
47	access to transit development opportunity equity future growth I agree with everything expressed. But given recent studies of East Portland, commercial and business development have stagnated due to the "lower education" demographic stigma. Agencies like the PDC - or more effective ones - need to be brought into the equation and there needs to be a major effort to support both established companies and promote grass roots entrepreneurial businesses, so that there is not a perceived "wasteland" between "thriving" Central East Portland and Gresham.	9/4/2014 10:44 AM
48	statement feedback I don't have time to read all of this. Maybe that's how it can be improved.	9/4/2014 10:31 AM
49	general opposition statement feedback what is wrong with the existing service?	9/4/2014 10:23 AM
50	statement feedback If this has to be so wordy, can you find a simpler 3 sentence way to describe this so it resonates with me and others? I'm a supporter and all these words just make me want to glaze over.	9/4/2014 10:17 AM
51	balance uses bus frequency transit type The current options for travel in this corridor (bus and car) are very slow and require frequent stops.	9/4/2014 10:15 AM
52	future growth walkability Would love more elaboration on future growth and unmet need with current infrastructure. That seems like the most vital argument overall. Of course, the corridor is also severely lacking as far as pedestrian infrastructure goes, so improving that is an important piece of the puzzle as well.	9/3/2014 5:14 PM
53	cost general opposition traffic This is a complete waste of money. The only improvements needed that will improve mobility and traffic would be for expanded automobile use.	9/3/2014 8:56 AM
54	development opportunity frequency statement feedback Strengthen the part about connecting major shopping & employment areas within the city via high capacity/rapid transit.	9/2/2014 12:24 PM
55	safety and security traffic transit type Less high-sounding words and more direct sentences, such as : We will build more traffic lanes and dedicated bus and/or trolley lines.	8/30/2014 12:34 PM
56	equity general opposition safety and security statement feedback walkability Substitute the following: "Portland planners have created a planning disaster in East Portland that contributed to several pedestrian deaths, The city now promises to halt infrastructure projects downtown and reverse the decades of unfair transit decisions that have polarized Portland and detracted from the quality of life for the majority of Portlanders." BTW- whoever drafted this survey was unprofessional in that they did not allow a response "is this a good statement" "No," It is not a good statement and this is not a well-drafted question.	8/30/2014 10:35 AM
57	cost frequency LRT safety and security transit type Making Max more user friendly. Go back to validating your ticket so you can ride the Max when you want instead of having to buy a monthly or weekly ticket that you have to use every day. I ride my bike to work on some days and not being able to choose when to use my weekly of monthly ticket when I want is inconvenient. It would go a long way as an improvement to lower the fair on Max between Gresham and Portland and adding more cars to address overcrowding. Use the money that is going to be spent on this unnecessary transit project to improve the existing Max line.	8/30/2014 10:12 AM

Powell-Division: Survey 2

58	cost flexibility statement feedback What about cost? The statement should take into consideration the overall cost to build and operate the system. Also, flexibility. What if something goes wrong on the route -- can the system be diverted to an alternate route when needed? That should be included in the requirements / purpose statement.	8/28/2014 6:12 PM
59	cost design neighborhood effects traffic Include something about societal savings in gasoline by encouraging more public transit, more pleasant neighborhoods with less car traffic, savings on road repair, bringing communities closer together	8/28/2014 2:42 PM
60	balance uses future growth ridership traffic Include something about reduction of automobile dependence	8/28/2014 1:30 PM
61	safety and security More police and trimet presence. There is too much crime associated with transit in Gresham as it is	8/28/2014 1:08 PM
62	balance uses bicycling design route safety and security walkability I believe it is essential that the corridor improve the safety and comfort of those using in the corridor. This would include SIDEWALKS & LANDSCAPING & Lighting East of 92nd on either proposed route. It is also important that pedestrian and bicycle access/arterial/feeder routes to the transit corridor be significantly improved.	8/28/2014 11:48 AM
63	general opposition route I am against the transit route	8/28/2014 10:47 AM
64	access to transit equity ridership I like this statement, but included from my last comment I would like the appeal to be to not only low income and youth, but a transit that is appealing to business personnel, college students and families etc.	8/28/2014 7:37 AM
65	connectivity statement feedback recognizing people need to be connected/have good transportation within their local area -- just moving folks between Gresham/Portland is missing the point/leaves way too many gaps in service	8/28/2014 5:10 AM
66	bicycling neighborhood effects It's a start and glad you are also focusing on bicycle safety as well as not ruining really established neighborhoods. There are lots of streets that are already carved up. Don't carve into well established healthy neighborhoods.	8/27/2014 9:34 PM
67	general opposition not doing it	8/27/2014 9:19 PM
68	housing neighborhood effects Opposed to LRT safety and security This appears to be what has been said about MAX for years. A great example of what MAX has done for neighborhoods is SE Burnside from 102nd to 182nd these areas prior to MAX were clean with many well maintained homes, now these same areas are incredibly rundown. This MAX route is now an incredibly undesirable area to live. Why would any community want to add MAX to their area? Cities have voted against MAX repeatedly and it continues to be pushed upon the citizens. If crime can not be addressed and resolved and if the stations can not be maintained we should not have MAX forced upon our communities.	8/27/2014 9:07 PM
69	future growth housing trip duration Discussion of supporting maintenance of the Urban Growth Boundary by providing rapid transit between commerce centers and high density housing developments which would be encouraged along rapid transit routes.	8/27/2014 8:46 PM
70	statement feedback The first paragraph would be snappier if it were more concise. It emphasizes policy too much. I really like the bullet points.	8/27/2014 7:56 PM
71	access to transit accessibility cost environmentally friendly equity safety and security Should articulate environmental conditions promoting low carbon options. Explicit commitment to high quality safe transport for kids, people with disabilities and seniors. Also AFFORDABILITY AND SUSTAINABILITY.	8/27/2014 5:27 PM
72	general opposition Eliminate it. Portland doesn't need it. The roads are too clogged right now!!!	8/27/2014 4:10 PM
73	development opportunity statement feedback walkability well-being The Well Being component should be strengthened to making pedestrian friendly economic opportunity a priority.	8/27/2014 3:49 PM
74	equity frequency safety and security statement feedback trip duration well-being Delete Well being and Equity component. Concentrate on providing safe, rapid and frequent service, and people will use it.	8/27/2014 8:11 AM
75	bicycling Opposed to LRT safety and security Please don't bring max and it's associated higher crime rates into our neighborhood. People should be bike commuting. How about a covered bike way instead?	8/27/2014 7:26 AM
76	bus frequency maintain bus service Buy more buses, hire more drivers, and repair the god damn roads.	8/26/2014 10:09 PM
77	statement feedback Make it more brief. People don't read that much. I like the italics.	8/26/2014 8:19 PM

Powell-Division: Survey 2

78	amenities Powell route safety and security addressing the safety issues of some stops along the Powell-Division corridor: namely the stops along Powell, closer to Gresham.	8/26/2014 6:21 PM
79	balance uses bicycling design Powell route safety and security walkability Making SE Powell a more accessible district to foot and peddle traffic. It's a real neighborhood divider, and only promotes people to drive fast through those neighborhoods. Improvements need to really put forth some effort to make it a safer for walkers, bikers, transit riders and automobiles. Adding a couple of crosswalks are not a measurable improvement.	8/26/2014 5:56 PM
80	statement feedback Reframing in "everyday" language - lots of jargon here.	8/26/2014 5:52 PM
81	access to transit equity future growth noting benefits of accessibility to services (schools, shopping, health care) for growing low to mid income population of east Portland.	8/26/2014 4:06 PM
82	statement feedback Where are there "NO" options on this survey. Very interesting!	8/26/2014 11:32 AM
83	bicycling statement feedback drop that lack of infrastructure, there are no real gaps, I walk and ride my bike from 92nd out to Gresham three or four times a week.	8/25/2014 11:35 PM
84	access to transit cost equity I like that equity statement! I kind of wish it could say something about transit being affordable to riders too, but that's kind of outside the scope of a capital project, huh?	8/25/2014 3:09 PM
85	access to transit equity reliability statement feedback trip duration Changing "Travel time reliability" to "Travel time speed and reliability" in the first bullet point of the second section would account for residents' need to get places quickly. Many people are increasingly time-poor, and this is worst for those who are materially poor. We need to make transit faster in the Portland area to increase its mode share.	8/25/2014 2:24 PM
86	access to transit equity neighborhood effects ridership In the equity section, include statements about the needs of working people already residing in these neighborhoods. I want this in no uncertain terms, not a weak-willed and unspecified "commitment." This would be improved also by putting it at the top and in 72 point font.	8/25/2014 2:05 PM
87	bus cost maintain bus service Buses are already there, use them to save money.	8/25/2014 1:24 PM
88	environmentally friendly traffic Add that it addresses the need to reduce auto traffic and cut carbon emissions.	8/25/2014 10:06 AM
89	statement feedback It's okay. Work on that efficiency statement.	8/25/2014 9:48 AM
90	access to transit connectivity Highlight further how this plan can improve the lives of those living in east county areas. This purpose statement touches on it but I think it's important for everyone to know how much it will impact the people who need more access to the city.	8/25/2014 9:35 AM
91	connect to transit equity gentrification trip duration Transit benefits should be focused toward already high density, lower income areas, not areas already gentrified. Travel time is key, so it will need to feed into other systems at the right time, to allow residents to commute to downtown in less than an hour (in addition to getting around the neighborhood for medical, shopping, school).	8/23/2014 12:03 PM
92	general opposition statement feedback No	8/22/2014 11:35 AM
93	access to transit cost future growth ridership well-being Well, one example is: "Well-being: Future development and transit improvements create safe, healthy neighborhoods" -- which could rather address the needs of the population NOW. Future transit improvements could address the current thirst of neighborhoods for useful and affordable transit options, whether for work or school or recreation or childcare or more. This statement should be more rooted in who needs these services now, which would lead to better service. Look at who uses transit rather than dreaming of how you can whitewash "unsafe and unhealthy" neighborhoods.	8/22/2014 12:07 AM
94	balance uses development opportunity future growth traffic You could explicitly emphasize that, given all the development going on, high-capacity transit should be available to make it easier to live without a car.	8/21/2014 3:39 PM
95	environmentally friendly neighborhood effects adding criteria of reducing fossil fuel use and noise pollution	8/20/2014 7:10 PM
96	access to transit statement feedback well-being Emphasize access over transportation. Access to economic, social and recreational opportunity (which you've hidden under "well-being") is the only point of transportation services. Put that out front so that people see the connection with jobs, opportunity, and even liberty, not just with "well being," whatever that is. Choose words that resonate across political spectrum, not just on the touchy-feely left.	8/20/2014 4:50 PM
97	bus environmentally friendly general opposition The project should be dropped entirely. If Metro and local government need to continually blow money as seems routine, than make it a project for experimenting with all electric buses in place of conventional buses.	8/19/2014 4:54 PM

Powell-Division: Survey 2

98	<p>balance uses bus future growth LRT Opposed to LRT Powell route traffic transit type It is important to include some statement on relieving the growing automobile congestion on these busy streets. Consider the recent development on Division in SE. Adding bus or train to that already narrow and congested street would be a nightmare, and traffic can be expected to grow with increased housing and business in the area. Adding buses will only slow traffic. Traffic on Powell is already a disaster. It is begging for relief. I'd like to see some sort of light rail extended along the I5 south corridor. 3 lanes and traffic is still at a stand-still. Light rail worked for 26 West, why not I5?</p>	8/15/2014 11:03 AM
99	<p>general opposition Metro - We hate you!</p>	8/14/2014 8:45 AM
100	<p>connect to transit connectivity dedicated lanes development opportunity equity LRT reliability route traffic It is much too vague to be helpful. For example, the use of the word "efficiency" with the word efficiently in its own definition. What does this mean? Change and make explicit the definition of "high-capacity transit" to "transit with its own ROW for its ENTIRE length." BRT along the route will only solidify disparity and lead to little or no development along the inner SE corridor. Reliability will be not be changed. The length of the line and the necessity for it to wait in traffic, will detract from its ability to be an appealing alternate choice to SOVs. There would be virtually no incentive for people riding other lines to transfer on to this new line to go downtown. For example, if someone were on the 14, it would not make sense to transfer to BRT to downtown, as it would travel the virtually the same speed. Neighborhood connectivity would not improve. For example, Lents could have a direct MAX link to the Clackamas, the Jade District and Downtown if a MAX were built. Lents will have no benefit from BRT. The Jade district would have a direct link to Gateway and Downtown. Running a MAX line along existing track down I205 and West on Powell would be much faster and connect to many more neighborhoods. Please reconsider the planned BRT for this corridor. BRT will ensure the corridor continues to be an insular, lower-income sliver of Portland, rather than a series of connected and independent neighborhoods with a true alternative to the car. BRT will not be useful.</p>	8/13/2014 4:36 PM
101	<p>development opportunity environmentally friendly gentrification housing neighborhood effects statement feedback Thanks for not giving me an option: "Poorly drafted, and the city and county never follow through anyway." This statement is just mush. Speak English: "We will stop pleasuring developers and instead preserve the existing older homes that Portland residents love." Here's something to add: " In the past, the voices of campaign contributors has drowned out the voices of the average member of the community, who likes a car and a SFH. Metro has pledged to pursue a new vision, based on preserving Heritage trees and keeping density to a reasonable level- not the density dumping we saw on SE Division"</p>	8/13/2014 11:28 AM
102	<p>frequency reliability Needs should include transit frequency, not just time reliability.</p>	8/13/2014 9:32 AM
103	<p>design safety and security walkability More emphasis on sidewalk improvements. People can't safely get to transit in East Portland/Gresham because there aren't any sidewalks.</p>	8/12/2014 9:14 AM
104	<p>access to transit cost equity n/s connections ridership route service hours Transit service within Gresham is a priority - north/south - not all roads lead to Portland. Portland Public Schools use of transit as their school bus system needs to be examined -- youth should not have a free pass to roam the entire Metro region 24 hours a day.</p>	8/8/2014 9:39 AM
105	<p>bus cost LRT statement feedback the term "efficiently implemented" seems to unfairly favor a cheap bus improvement over light rail.</p>	8/7/2014 10:18 AM
106	<p>access to transit equity ridership route Including a specific mention of East Portland and Gresham as being under serviced areas that require a heightened focus.</p>	8/6/2014 3:01 PM
107	<p>access to transit safety and security walkability Highlight having better and safer access to schools by better walkways and safer transit areas.</p>	8/6/2014 10:09 AM
108	<p>access to transit connect to transit cost equity service hours short/long trips trip duration Addressing equity relating to cost (transfers/short trips) and hours early and late enough for people working shifts</p>	8/5/2014 10:29 PM
109	<p>access to transit connect to transit connectivity statement feedback transit type This shouldn't be thought of as a connection between Downtown Portland and Gresham, as the first sentence implies. That makes it sound like a light rail project. Reverse the two: This is a project that needs to service a wide range of people and needs BETWEEN Portland and Gresham.</p>	8/5/2014 9:02 AM
110	<p>connectivity neighborhood effects statement feedback I'd add "neighborhoods in" before "Portland" because a big part of it is connecting areas within Portland and Gresham, not just Portland to Gresham. I feel like this is the emphasis with the existing purpose.</p>	8/4/2014 7:05 PM

Powell-Division: Survey 2

111	<p>balance uses bicycling design development opportunity environmentally friendly future growth safety and security walkability Addressing the following additional purposes: * Reduce city-wide carbon emissions, despite increased population * Reduce air pollution * Reduce the percentage of the city dominated by auto-dependent development * Improve non-automobile transportation options for citizens in the area * Increase incentives for privately-financed redevelopment which increases neighborhood walkability and reduces the need of citizens to go outside their neighborhood for work/shop/play, while preserving or enhancing neighborhood character and historic resources * Reduce the likelihood that new development (residential, commercial and industrial) follows auto-dependent design patterns * Decrease per capita vehicle-miles-traveled * Improve pedestrian and bicycle safety * Reduce average and peak automobile speeds</p>	8/4/2014 5:23 PM
112	<p>connect to transit design development opportunity environmentally friendly equity housing n/s connections neighborhood effects Powell route traffic 1.) Statement should address global warming/carbon burden. 2.) Statement should address impacts to crosstown traffic: ie, bus travel N & S on SE 39th is significantly delayed by existing Powell Blvd traffic snarl. 3.) SE Powell Blvd is a planning disaster: it is a wasteland of barrier walls and parking lots where the city needs a real commercial strip -- and there is a crisis of affordable housing in the neighborhood and in the region as a whole. Statement should make a priority of small-footprint, high-density infill development with low-income housing along corridor.</p>	8/4/2014 3:23 PM
113	<p>development opportunity neighborhood effects Powell route You should include improvement of neighborhood retail along Powell</p>	8/4/2014 3:05 PM
114	<p>statement feedback The needs section is sloppy, and the needs aren't necessarily the things that are addressed in the purpose.</p>	8/3/2014 3:30 PM
115	<p>balance uses bicycling bus connectivity n/s connections route on the eastside, the weakest link for cyclists and buses is not east-west, but north-south. (the riverfront, 7th ave/milwaukie and 92nd with small routes at 42nd and 52nd leaves Lots of gaps for cyclists.) this draft statement continues with a downtown (pdx) to downtown (gresham) focus instead of looking at the east side's transportation issues as more of a web.</p>	8/3/2014 2:44 PM
116	<p>bus frequency LRT maintain bus service The current light rail and buses is sufficient especially if they run more often</p>	7/29/2014 9:10 PM
117	<p>access to transit cost equity Once again equity is missing. Local match dollars need to come from the transit users through the farebox - not from siphoning off and poaching declining gas tax revenues that drivers pay. A financial equity statement needs to be included with the expectation transit fares will be applied to fund he project in addition to contributing to the Federal Highway Trust Fund from which the federal transit dollars are drawn.</p>	7/29/2014 4:52 PM
118	<p>access to transit development opportunity equity gentrification housing neighborhood effects If you can know how to "prevent involuntary displacement of current residences & business" with new development (gentrification), that would be interesting to know. I don't know how you intend to "prevent" or "control" market driven involuntary displacement. Current residences & businesses would have to earn more income to remain in place or they become priced out of their neighborhoods. They must have access to places where they can learn new job skills to increase their wages/salaries. Majority of owner occupancy vs. rental housing is key.</p>	7/29/2014 1:39 PM
119	<p>general support statement feedback I'm not sure this is where you need to be focusing, but it does say what I think you're getting at.</p>	7/29/2014 10:29 AM
120	<p>statement feedback trip duration I think the statement about travel times should be strengthened to say "significantly improved".</p>	7/29/2014 9:37 AM
121	<p>statement feedback trip duration Consider adding something about Travel time competitiveness during peak hours.</p>	7/29/2014 6:38 AM
122	<p>general support statement feedback Decent.....</p>	7/28/2014 9:38 PM
123	<p>statement feedback Shorter, less wordy, and clearer. It reads like it has had too many ideas thrown together.</p>	7/28/2014 7:27 PM
124	<p>cost development opportunity equity future growth housing neighborhood effects trip duration I don't agree with the Equity clause. This seems like political appeasement, which is fine, but I sincerely hope after all this cost it brings in more/denser housing, more businesses, more jobs and safer neighborhoods. All these things create a more desirable neighborhood which increases property values. Also, I don't see anything on speed. The biggest reason why I don't take transit as often as I like is because it's often faster to sit in rush hour traffic than to take transit. You provide a speedier service and you'll get more people on transit.</p>	7/28/2014 6:45 PM
125	<p>equity general support neighborhood effects statement feedback I especially like the equity and benefiting current residents statements. The need statement acknowledges the issues I'm concerned about.</p>	7/28/2014 6:17 PM

Powell-Division: Survey 2

126	general opposition safety and security City of portland keeps moving its problems to Gresham , like poverty and gangs. Stupid ideas.	7/28/2014 4:56 PM
127	access to transit development opportunity equity neighborhood effects The equity portion is meaningless. We WANT transportation to help improve neighborhoods, bringing them from poverty to the middle class, and transportation helps that by allowing greater access to well-paying jobs in other areas.	7/28/2014 3:32 PM
128	access to transit bicycling neighborhood effects safety and security statement feedback walkability well-being Under "Well-being", change to read: "...create safe, healthy, and active neighborhoods...". Emphasize that transit affords physical activity in addition to safety and access.	7/28/2014 3:25 PM
129	access to transit development opportunity housing neighborhood effects trip duration vehicle capacity walkability Adding mention of a goal to induce as much additional urbanization and walkable growth in the corridor as possible, of both additional dwelling units and floorspace of employment; this should be a Development-Oriented Transit line. The alignment should be chosen with the highest potential to cause existing auto-oriented uses to redevelop into walkable mixed-use development. Travel time from end to end of the corridor should be minimized (focus on the fastest trip possible), transit capacity should be maximized, and partnerships explored with local governments and property owners to maximize development opportunities along the entire alignment.	7/28/2014 3:20 PM
130	balance uses bicycling safety and security trip duration walkability There is an obvious conflict between rapid transit and safe and frequent pedestrian and bike crossings.	7/28/2014 2:55 PM



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

EQUITY WORK GROUP

September 3, 2014 | 4:30 to 6 p.m. | Midland Library, 805 SE 122nd Ave, Portland

KEY THEMES AND OUTCOMES

Community members, advocacy organizations, professionals working on issues related to equity, staff from TriMet, Portland, Gresham, Multnomah County, the Oregon Department of Transportation, Metro and members of the Powell-Division Steering Committee convened on September 3. This equity work group meeting was the beginning of a multi-year effort to incorporate into a transit project ways to increase the prosperity and opportunities for people who live and work in these places today and in the future, while confronting the challenges that new investments can sometimes create.

- There is strong interest in capitalizing on the transit project to advance desired community outcomes, including: mixed income neighborhoods; intentional affordable housing; safer, more welcoming streets and community spaces; new local jobs that hire local workers; protecting existing small businesses especially ethnic businesses that are the heart of communities throughout the corridor.
- People readily identify places that could be made safer, more welcoming and better connected, and these improvements would present opportunities for business development and community building.
- The current challenges faced by communities in Southeast Portland, East Portland and Gresham differ. The solutions need to be context-specific rather than one size fits all.
- People want to see strategic coordination among the jurisdictions in the corridor to make the most of investments.
- Better transit will be welcome, and it should complement (and not reduce) local transit service.

Participants (* indicates Powell-Division Steering Committee members)

Alan Lehto	TriMet	Kirsten Tilleman	Parsons Brinkerhoff
Amy Fleck-Roset	Portland Development Commission	Kim McCarty	Portland Bureau of Housing
April Bertelsen	Portland Bureau of Transportation	Leah Treat	Portland Bureau of Transportation
Beth Cohen	Metro	Leslie Lum	Bureau of Planning and Sustainability
Betty Dominguez	Home Forward	Lore Wintergreen	East Portland Action Plan
Bob Stacey*	Metro	Lori Boisen*	Division-Midway Alliance
Brian Martin	City of Gresham	Lori Stegmann*	Gresham City Council
Brian Monberg	Metro	Mary-Margaret Wheeler-Weber	Multnomah County
Camille Freestone	Metro	Matt Wand*	East Metro Economic Alliance
Dana Lucero	Metro	Miranda Bateschell	Metro
David Hampsten	East Portland Action Plan	Nicole Johnson*	OPAL Environmental Justice
Deb Meihoff	Communitas	Pamela Benoit	Human Solutions
Dena Marshall		Raahi Reddy*	Asian Pacific American Network of Oregon
Hannah Ritchie	TriMet	Ramona Perrault	Metro
Heidi Beierle	Metro	Roger Anthony	
Jake Warr	TriMet	Sharon White	Portland Bureau of Transportation
Jessica Horning	Oregon Department of Transportation	Shirley Craddick*	Metro
Joanna Valencia	Multnomah County	Tiffany Thompson	Oregon Tradeswomen, Inc.
John Bildsoe*	Gresham Coalition of Neighborhood Associations	Tim Brunner	East Metro Economic Alliance
Jon Williams	Metro	Tim Lynch	Montavilla Neighborhood
Juan Carlos Ocaña-Chiu	Metro	Todd Struble	Asian Pacific American Network of Oregon
Katherine Kelly	City of Gresham	Vivian Satterfield	OPAL Environmental Justice
Kelly Betteridge	TriMet		
Kem Marks*	East Portland Neighborhood Office and East Portland Action Plan		

Meeting purpose

- Overview of the transit project’s goals and how the Equity Work Group information will be used by the Steering Committee in its upcoming decisions.
- Begin building a shared knowledgebase of what the transit project could do to bring equitable access to opportunities, attain mixed-income neighborhoods, and avoid involuntary displacement from communities of the Powell-Division corridor. Identify the opportunities, challenges, potential tools and partners that will contribute to meeting the Steering Committee’s equity and well-being goals.

Questions posed to the work group

- **Opportunities:** What are the opportunities for community revitalization that could come with the new transit and station area investment?
- **Challenges:** What challenges are there to achieving the equity and well-being goals, as these places experience new investment and physical change?
- **Tools:** What ideas do you have about the policies, incentives, or tools that could help to leverage the opportunities and redirect the challenges?
- **Partners:** What resources and/or community partners are special to this place that will be instrumental to achieving our project goals?

SOUTHEAST PORTLAND

<p>Opportunities</p>	<ul style="list-style-type: none"> ▪ Great schools, parks, amenities for families ▪ Multi use zoning changes – right size supply and demand ▪ Accessory dwelling units ▪ Powell- deepened development sites, adjacencies that may work better than Division for taller buildings ▪ Parklet pull outs , used for station ▪ Stations=small shops/services=economy ▪ North/South connections are really important between Powell and Division as well as to Foster. ▪ Would like to see investment starts from the East and head West especially along the inner Division / Powell segment
<p>Challenges</p>	<ul style="list-style-type: none"> ▪ Providing housing for low income families (2-3 bedroom) ▪ Not having a lot of options for connections N/S in outer East ▪ Lot of new housing and condos on Division making traffic really slow but you cannot widen the roadway. Powell cannot absorb all of the potential traffic. ▪ Careful, safe design at Division and 12th. Important and difficult intersection. ▪ Along 52nd, how many brownfields are in this area? There seem to be areas that are somewhat dead. Between Powell & Division on 52nd? Franklin High is also on 52nd: it is an important and busy place. How can this investment think about services and constructive activities for the students? Also, there appears to be a de facto bike lane there that really should be improved. ▪ 39th to 50th are rapidly developing, rents are already changing significantly – quickly
<p>Tools</p>	<ul style="list-style-type: none"> ▪ Zoning bonus for affordable family units ▪ Land banking

Partners

- Portland Housing Bureau
- Parts of the corridor have domestic violence services and agencies; it may be worth calling them to find out how to support and not negatively impact that population.

EAST PORTLAND**Opportunities**

- Jade Visioning work identified building out bus areas so there is a community place for people to gather while waiting for transit; make high traffic corners feel like community centers
- Better lighting coming from transit stops, linked to street lighting, good for community – feel safer
- 82nd/Division – community hub, people want investments in those transit stations
- Small businesses on 82nd are common places for people to meet. Unique, but people use them as common meeting places
- Opportunity to link the area just west of 82nd with Jade District all the way to 122nd
- Language neutral signage – pictures and visuals – all safety focused in non words
- Reduce traffic so that we can get more people walking without fear
- Fund Division/Midway connections – improve connectivity between neighborhoods to access transit stations – within walking, biking distance
- Improve pedestrian infrastructure, lighting, more seating, provide lots of covered space to make people feel safe
- Make station information-friendly by sharing community information
- Kiosks at stations highlighting businesses within walking distance – highlight local businesses
- Better access to stations – avoid puddles
- More room for bikes, groceries, strollers
- Thoughtful stops that make access to major destinations easy and safe; station placement is important
- Multimodal accommodations at transit stations – bike parking
- Include street trees, vegetation, which address health concerns (i.e., asthma) and reduces sound vibration and softens the hardscape of the street
- Design for stations should be place/community reflective, share in the identity of community
- Incentivize middle income people to move – jobs, schools, lower housing costs with high quality, tax credits, PDC grants and low interest loans (create good paying jobs in the area)
- Improve ADA access, sidewalks and utility pole placement so that they are not the middle of sidewalk

Challenges

- Increase income for people who are there. How do we get local hires in new jobs that move in? (i.e. loans with local hiring regulations)
- Look at existing laws and ordinances need to be changed to allow for local options, (i.e. inclusionary zoning, need right amount of business residential density to optimize project: identify what we need to do to get that)
- 82nd/Powell – threat to physical safety – more active stops (e.g. coffee shops)
Mix of people to make people feel safer

	<ul style="list-style-type: none"> ▪ Lacking in professional jobs ▪ Businesses on Powell want more local bus service to encourage local business utilization ▪ Sidewalks on Powell not safe from 122nd on, tricky due to zoning challenges
Tools	<ul style="list-style-type: none"> ▪ Revamp existing grants (i.e., Metro's Nature in Neighborhood requirements) so that public dollars can be available for softening hardscape, increasing appeal of streetscape, transit stops, strip malls –retrofitting auto orientation, commercial strips, stormwater designs ▪ Public investments to target small/medium businesses to relocate along the alignment, especially living wage jobs, construction jobs, maintenance jobs, (community assets around transit) ▪ Rent stabilization ▪ Land banking ▪ Limited equity housing ▪ Linkage fee ▪ Just case eviction ▪ Small business incubator – PDC, private? Keep rents down as they grow ▪ Artwork ▪ Inclusionary zoning ▪ Potential for land banking ▪ ODOT land transfer ▪ Housing affordability balance and choice – 2015 legislative effort
Partners	<ul style="list-style-type: none"> ▪ Division Midway Alliance will survey about what people want in local businesses to recruit employers that the community wants

GRESHAM

Opportunities

- Inexpensive land
- Book end downtown with transit
- North/south transit connections
- Connect Mount Hood Community College
- Connect corridor to light rail, jobs, education
- Connect Wood Village, Fairview, Troutdale, Vista
- Bike tourism: make it theme to promote trails economic development
- Bike share to supplement transit
- Opportunity to make station are special to promote “character”: bike tourism, downtown theme-trails, economic development tool
- Bike tourism element in Rockwood
- Ethnic markets: along Powell and Division “best place for Mexican food”
 - Food carts/encourage ethnic food carts
 - Buy/share space for restaurants
- Point people to downtown: how to find it? Identify – hard to find downtown Gresham
 - Arts plaza, art theme
 - Art incubator to reinforce cultural identity
 - Make an entranceway
 - Transit is great opportunity to enhance entrance and entryway to downtown - "you are in Gresham"
- Look at best designs around country

	<ul style="list-style-type: none"> ▪ Make icons to identify the cities brand and market ▪ Can this help Mount Hood Community College and Legacy Mount Hood Medical Center? ▪ Mt. Hood – full range, rung in economic opportunity ladder ▪ Connect corridor to light rail to increase options ▪ Connect to Wood Village and Troutdale – other bus routes with good connections ▪ Connect to TriMet's future network ▪ Gresham Vista Park – important to community college – people will have jobs and how to connect people to it ▪ Walking distance to work and shopping ▪ Rockwood – tons of pedestrian traffic there, 181st and Glisan-Powell limited bus line 86, once per hour ▪ Investments at node to create plaza, shopping – bus stops ▪ Connect with business owners 1 on 1 to develop plaza and cocreate vision ▪ Ethnic areas: Russian cultural identity areas, Mexican food carts
Challenges	<ul style="list-style-type: none"> ▪ Concentrated poverty ▪ Crime ▪ Over-abundance of low income housing ▪ Lack of local jobs ▪ Challenges to grocery ▪ Traffic congestion on Hogan/Stark and Hogan/Kane ▪ North/south transit connections in east county ▪ Better grocery access; in Rockwood people get on MAX to get to grocery store ▪ Farmland development pressures Stark and Troutdale Rd full multimodal, Sustainable Cities, Metro Natural Area; gap on north side, raise that priority for county
Tools	<ul style="list-style-type: none"> ▪ New market tax credits (state and fed) ▪ Create opportunities to walk, work/housing, executive, “middle income housing” ▪ Create plazas at nodes/stations ▪ Bike share
Partners	<ul style="list-style-type: none"> ▪ Downtown Gresham business association ▪ East Metro Economic Alliance ▪ Mount Hood Community College ▪ Connect with business owners one-on-one – provide resources ▪ Boeing

Other issues to explore

- There are considerations aside from equity regarding alignment. With so many stakeholders and considerations, equity could be pushed to the side.
- There are going to be a lot of construction opportunities along the corridor. Particularly interested in community benefit agreements and equitable workforce opportunities – bring community agencies ahead of time so they can predict jobs and train their workforce correctly. Oregon Tradeswomen, MAWE, Emerald Cities Portland (local affiliate of national organization working at the intersection of green/sustainability and workforce).

- Opportunity to look at public land that is available all along the corridor and plan those parcels in synergy – think about the balance of investments that take place, including affordable housing.
- Bus rapid transit fits in current infrastructure better and would not affect other structures and right-of-way as much.
- Are express buses that only stop a few times along Division possible?
- How will this project relate to transit existing service?
- How will the public involvement strategy evolve as the project moves forward to keep people engaged?
- Light rail in Seattle (South through Rainier valley) had a great business model with a large fund to mitigate business impacts. How was it funded?
- TriMet is creating equity index to evaluate transit options quantitatively.
- Business service – could bars provide incentive for patrons to utilize transit?

Messages back to Steering Committee

- There are very different needs and solutions in all the different areas. Southeast Portland, East Portland and Gresham are different and the solutions will need to be different. It can't be one-size-fits-all.
- Downtown and Southeast Portland need increased access to affordable housing for families; Gresham and East Portland need local jobs and economic opportunity.
- There is a lot of multifamily housing in eastern part of corridor, but gentrification could make that housing transition. We need to protect/preserve affordable housing as well as build mixed income neighborhoods.
- Enhancements to transit should not negatively impact local service and north/south travel and transit service is important throughout the corridor.
- Align investments as much as possible -- both publicly between roads, affordable housing, utilities, but also with the local businesses and schools to support them and conserve resources. Communication is key.

What would improve your bus ride?

¿Qué mejoraría su experiencia de desplazarse en el autobús?

以下哪些方面能够改善您乘坐巴士的体验？

Что поможет улучшить Вас проезд на городском автобусе?

Yếu tố nào có thể sẽ giúp cải thiện trải nghiệm đi xe buýt của quý vị?

<p>Easier to get to bus stop from my home Que fuera más fácil llegar a la parada del autobús desde mi casa 从我家能够方便地去往巴士车站 Легче добраться до автобусной остановки от моего дома Dễ dàng hơn khi đi từ nhà tới trạm xe buýt</p>	<p>Bus comes more often Autobuses que pasen con mayor frecuencia 巴士到站频率更高 Частое прибытие автобусов Xe buýt tới với tần suất thường xuyên hơn</p>
<p>More comfortable bus stop Parada del autobús más cómoda 巴士车站能够配备更为舒适的设施 Более комфортабельная автобусная остановка Trạm xe buýt thoải mái hơn</p>	<p>Predictable amount of time to get me to my destination Cantidad de tiempo predecible para llegar a mi destino 可以预估我到目的地时所需的时间 Точнопредсказуемое время моего прибытия к месту назначения Thời gian để tới điểm đến có thể dự đoán trước</p>
<p>On-schedule arrivals Llegadas puntuales 按时抵达 Пребывание автобусов вовремя Xe buýt đến đúng giờ theo lịch trình</p>	<p>Quicker trip Desplazamiento más rápido 行车更快 Ускоренные проезды Thời gian hành trình ngắn hơn</p>
<p>Fewer or no transfers Menos conexiones o ninguna 少转车或不用转车 Меньшее количество пересадок Ít phải chuyển xe hơn hoặc không phải chuyển xe</p>	<p>Less crowded bus Autobús menos abarrotado 车上不再拥挤 Менее переполненные автобусы Xe buýt ít người hơn</p>
<p>If I felt safer Si me sentía más seguro 如果我感觉更安全 Если бы я чувствовал себя более безопасным Nếu tôi cảm thấy an toàn hơn</p>	<p>Other ideas? Otras ideas? 其他的想法？ Другие идеи? Ý tưởng khác?</p>



Help make transit better in your community.



Powell-Division Transit and Development Project

The Powell-Division Transit and Development Project seeks to bring important investments to Gresham, East Portland and Southeast Portland, supporting and improving our communities and making it easier for people to get around.

What can you expect?

- A more robust transit connection between Portland and Gresham including improved service and new station areas along a new route to be determined on portions of Powell Boulevard and Division Street.
- An economic development strategy for key places where additional jobs, housing and shops are desired and could be accommodated, based on community input and existing plans.



Partners include the cities of Portland and Gresham, Multnomah County, the Oregon Department of Transportation, TriMet and Metro.

Learn how you can shape the project, sign up for updates and take a survey now!

www.oregonmetro.gov/powelldivision



Southeast Portland, East Portland and Gresham are home to growing communities, diverse cultures and commercial areas, and many educational institutions. Higher capacity transit with new stations will create faster, more reliable trips for people at a lower cost to operate over time.

Making choices

Planning for enhanced transit and neighborhood development in Portland and Gresham will involve generating lots of good ideas and refining those choices based on community input, the physical environment, cost and other considerations. Where do we want to see change in our community and what do we want to remain the same?

Station areas and development opportunities A station area is more than just a transit stop. Community input can shape a station area into a neighborhood asset by protecting the things people value and planning for changes people want to see. We will identify station locations along with development strategies that meet community and businesses needs.

Route Powell Boulevard and Division Street look very different depending on where you are in the corridor. We will determine a route that meets the needs of transit riders, complements existing neighborhoods and serves commercial areas and major destinations, such as Portland State University, Portland Community College and Mount Hood Community College.

Transit type We will consider the type of transit, or mode, that best complements the neighborhoods along Powell Boulevard and Division Street. We will evaluate some familiar modes, such as light rail and streetcar, and others that would be new to our region. Bus rapid transit is a mode that can take many forms. It differs from standard bus service with larger buses and stations designed for high capacity, such as larger shelters and real-time arrival information.

Timeline

	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 and summer 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	■						
Fall 2014 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		■					
Winter 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						■	■

Public input and decision-making

Your input is critical. There will be public input opportunities before each decision-making milestone shown above. The project's Steering Committee – made up of elected leaders and community members – will weigh public input and technical information to craft a transit project and related package of investments that has community support and can be implemented.

The Steering Committee will meet five to six times between 2014 and early 2015. People are welcome to attend and share thoughts directly with committee members. Find information about the Steering Committee members, meeting dates and other opportunities to participate on the project website.

Other improvements to transit service

What other changes would make transit better? TriMet wants your input to help plan improvements to transit service, access, stops and crossings in your community. Between 2013 and 2015, TriMet will ask riders, residents, neighborhood groups, governments, schools and businesses for feedback to create a long-term vision for transit service that identifies and prioritizes transit improvements and changes that make it easier and safer to walk and bike to transit.

TriMet and Metro will partner on participation opportunities to make the most of your time. With joint surveys and workshops, your input will shape both projects. Learn more about TriMet's service enhancement plans at www.trimet.org/future.

About Metro

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 Kathryn Harrington, District 4
 Sam Chase, District 5
 Bob Stacey, District 6

Auditor

Suzanne Flynn

www.oregonmetro.gov/powelldivision





Help make transit better in your community.



Proyecto de Transporte Público y Desarrollo de Powell-Division

El Proyecto de Transporte Público y Desarrollo de Powell-Division quiere traer importantes inversiones a Gresham, al este de Portland y al sudeste de Portland, apoyando y mejorando nuestras comunidades y facilitando el movimiento de las personas.

¿Qué es lo que puede esperar?

- Una conexión más robusta de transporte público entre Portland y Gresham, incluyendo mejor servicio y nuevas áreas de estación a lo largo de la una nueva ruta por determinarse, en partes de bulevar Powell y la calle Division.
- Una estrategia de desarrollo económico para los lugares claves donde se quiere y es posible acomodar nuevos trabajos, viviendas y tiendas, a partir de las ideas de la comunidad y de los planes existentes.

Los socios en el proyecto son las ciudades de Portland y Gresham, el condado de Multnomah, el Oregon Department of Transportation, TriMet y Metro.

¡Conozca cómo puede ayudar a dar forma al proyecto, apuntarse para recibir noticias actualizadas y tomar una encuesta ahora mismo!

www.oregonmetro.gov/powelldivision



El sudeste de Portland, el este de Portland y Gresham son el hogar de comunidades en crecimiento, diversas culturas y áreas comerciales, y muchas instituciones educativas. El transporte público de mayor capacidad con nuevas estaciones creará viajes más rápidos y confiables, de menor costo operativo al pasar el tiempo.

La elección de alternativas

La planificación de transporte público mejorado y de desarrollo en los barrios en Portland y Gresham necesitará de la creación de muchas buenas ideas, y de la refinación de alternativas a partir de las ideas de la comunidad, el entorno físico, costo y otras consideraciones. ¿Dónde queremos ver cambios en nuestra comunidad y qué queremos que se mantenga igual?

Áreas de estación y oportunidades de desarrollo Un área de estación es más que una parada de un transporte público. La participación de la comunidad puede hacer que un área de estación se convierta en una valiosa parte del barrio, protegiendo las cosas que la gente valora y planificando los cambios que la gente desea ver. Identificaremos la ubicación de las estaciones junto con las estrategias de desarrollo para satisfacer las necesidades de la comunidad y de los negocios.

Ruta El bulevar Powell y la calle Division tienen muy diferente aspecto según en qué parte del corredor usted se encuentre. Vamos a determinar una ruta que llene las necesidades de las personas que usan transporte público, complemente los barrios existentes y ofrezca servicio a las áreas comerciales y destinos principales, como Portland State University, Portland Community College y Mt. Hood Community College.

Tipo de transporte público Consideraremos el tipo, o modo, de transporte público que mejor complemente a los barrios a lo largo del bulevar Powell y la calle Division. Estudiaremos algunos modos conocidos, como el tren ligero y el tranvía, y otros que serían nuevos en nuestra región. El autobús de tránsito rápido (bus rapid transit) es un modo que puede tomar muchas formas. Se diferencia del servicio de autobús normal porque tiene autobuses más grandes y estaciones más separadas entre sí, con equipamientos como refugios más grandes e información en tiempo real sobre la llegada de los autobuses.

Calendario

	2014	2015	2016	2017	2018	2019	2020
PLANIFICACIÓN							
Invierno del 2014 Llegar a un entendimiento común sobre las necesidades de y oportunidades para el transporte público y el desarrollo en el corredor	■						
Primavera y verano del 2014 Estudiar los tipos de transporte público que sean posibles y deseables en el corredor, escuchar ideas sobre a dónde debería ir e identificar lugares que serían áreas de estación seguras y activas	■						
Otoño del 2014 Tomar los elementos que sean los más apoyados y viables y crear una recomendación sobre el tipo de transporte público, la ruta y las estrategias de desarrollo en las áreas de estación		■					
Invierno del 2015 Refinar la recomendación y presentarla a las autoridades elegidas locales y regionales para su consideración y aprobación		■					
DISEÑO							
2015 to 2017 Crear el diseño detallado de la nueva línea de transporte público y de las áreas de estación, y completar la revisión ambiental y la obtención de permisos			■	■	■		
CONSTRUCCIÓN							
2018 to 2020 Construir la línea de transporte público y áreas de estación e iniciar el nuevo servicio					■	■	■

Participación pública y toma de decisiones

Su participación es crítica. Habrá oportunidades para la participación y aporte de ideas por parte del público antes de cada hito en el calendario detallado arriba. El Comité Directivo del proyecto – compuesto de autoridades elegidas y miembros de la comunidad – considerará las ideas aportadas por el público y la información técnica para crear un proyecto de transporte público y su consiguiente paquete de inversiones que tengan apoyo de la comunidad y que puedan ser implementados.

El Comité Directivo se reunirá entre cinco y seis veces durante el 2014 y principios del 2015. El público es bienvenido a asistir a las reuniones y compartir sus ideas directamente con los miembros del comité. Puede encontrar información sobre los miembros del Comité Directivo, fechas de las reuniones y otras oportunidades para participar en el sitio web del proyecto.

Otras mejoras al servicio de transporte público

¿Qué otros cambios mejorarían el transporte público? TriMet quiere sus ideas para ayudar a planificar mejoras al servicio de transporte, acceso, paradas y cruces peatonales en su comunidad. Entre el 2013 y 2015, TriMet solicitará la participación e ideas de los usuarios, residentes, grupos barriales, entidades de gobierno, escuelas y negocios para crear una visión a largo plazo para el servicio de transporte público, que identifique y priorice mejoras al transporte y cambios que hagan más fácil y seguro el caminar y montar bicicleta hasta el transporte público.

TriMet y Metro trabajarán en sociedad en oportunidades de participación para aprovechar de mejor manera su tiempo. A través de encuestas y talleres conjuntos, su participación e ideas darán forma a los dos proyectos. Conozca más sobre los planes de mejoras de servicio de TriMet en www.trimet.org/future.

Acerca de Metro

La limpieza del aire y el agua no termina en los límites de las ciudades ni condados. Tampoco las necesidades de empleos, una economía próspera y las opciones sostenibles de transporte y vida para las personas y empresas de la región. Los electores solicitaron la ayuda de Metro para los desafíos y oportunidades que afectan a las 25 ciudades y 3 condados del área metropolitana de Portland.

Cuando se trata de prestar servicios, administrar lugares y tomar decisiones sobre cómo puede crecer la región, resulta lógico adoptar un enfoque regional. Metro trabaja junto con las comunidades para respaldar una economía sólida, mantener a la naturaleza cerca y responder ante el clima cambiante. Juntos estamos construyendo un lugar grandioso, ahora y para las próximas generaciones.

Presidente del Consejo de Metro

Tom Hughes

Miembros del Consejo de Metro

- Shirley Craddick, Distrito 1
- Carlotta Collette, Distrito 2
- Craig Dirksen, Distrito 3
- Kathryn Harrington, Distrito 4
- Sam Chase, Distrito 5
- Bob Stacey, Distrito 6

Auditores

Suzanne Flynn



Powell-Division Transit and Development Project

Proyecto de Transporte Público y Desarrollo de Powell-Division

El Proyecto de transporte público y desarrollo de Powell y Division de Metro es un esfuerzo comunitario para traer una nueva inversión de transporte público regional al sudeste de Portland, este de Portland y Gresham. Las líneas de autobuses que circulan por esas calles principales, las líneas 4 y 9 de TriMet, son dos de las líneas más usadas de la región. El proyecto evaluará opciones de transporte público de mayor capacidad que puedan transportar más pasajeros a costos reducidos y mejorar la experiencia del pasajero mediante un servicio más rápido y confiable. Metro y sus socios trabajarán junto con la comunidad desde ahora hasta la primavera de 2015. Para conocer más, visite oregonmetro.gov/powelldivision.



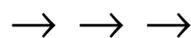
Powell 和 Division 交通运输

波特兰大都会地区政府的 Powell-Division

交通运输和开发项目是以社区为基础的，各社区共同努力为波特兰东南区、波特兰东区，以及格雷沙姆 (Gresham)

带来新的地区交通投资。公交线路将在这些主要大街上运营，TriMet 9 和 4

是该地区最主要的两条公交线路。该项目将对承载量更高的交通运输方案进行评估，此类方案可以更低成本运载更多的乘客，并通过提供更快捷、更可靠的服务来提升乘客的出行体验。波特兰大都会地区政府及其合作伙伴将从现在开始直至 2015 年春季就这一交通服务改进事宜与社区开展协同合作。想要了解更多信息，请访问网站 oregonmetro.gov/powelldivision。



Việt русский

Vận chuyển công cộng tại khu vực đường Powell và Division

Dự án Vận Chuyển Công Cộng và Phát Triển vùng Powell-Division của Metro là một nỗ lực dựa vào cộng đồng nhằm mang lại nguồn đầu tư mới về vận chuyển công cộng cho Khu vực Đông Nam Portland, Đông Portland và Gresham. Các tuyến xe buýt chạy trên những tuyến đường chính này, tuyến TriMet 9 và 4, là hai trong số các tuyến được sử dụng nhiều nhất trong vùng. Dự án sẽ đánh giá các lựa chọn phương tiện vận chuyển có tải trọng cao hơn và có thể chở nhiều người với chi phí thấp hơn và cải thiện cách phục vụ hành khách bằng cách cung cấp phương tiện phục vụ nhanh và đáng tin cậy hơn. Metro và các đối tác sẽ làm việc với cộng đồng từ nay đến hết mùa xuân năm 2015. Để biết thêm chi tiết, xin vào oregonmetro.gov/powelldivision.

Транспортное сообщение улиц Powell и Division

Проект Развития и Транспортного обслуживания улиц Powell и Division

является общественными усилиями с целью привлечения новых инвестиций в региональное транспортное обслуживание в Southeast Portland, East Portland и Gresham. Автобусные маршруты, которые проходят по этим основным улицам, маршруты TriMet 9 и 4, являются двумя наиболее востребованными маршрутами региона. Проект оценит возможности транспортного обслуживания с большей пропускной способностью, которое позволят перевозить большее количество пассажиров по более низкой стоимости и улучшить качество проезда, предоставляя более быстрые и надежные услуги. Город и партнеры будут работать с местной общественностью с настоящего времени до весны 2015. Для более подробного ознакомления посетите oregonmetro.gov/powelldivision.

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Stay in touch with news, stories and things to do.

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Auditor

Suzanne Flynn

MAKING A GREAT PLACE





POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT PUBLIC ENGAGEMENT REPORT

MARCH 16, 2015

About Metro

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Bob Stacey, District 6

Auditor

Suzanne Flynn

¿Le gustaría recibir información acerca de este proyecto?

Хотите получать информацию об этом проекте?

您是否希望收到關於本工程項目的資訊？

Quyù vò còu muoán nhaän thoâng tin veà döi àn naøy hay không?

503-813-7535

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Contact information

Powell-Division Transit and Development Project
www.oregonmetro.gov/powelldivision
powelldivision@oreongmetro.gov
 503-813-7535

Metro Regional Center
 600 NE Grand Avenue
 Portland, Oregon 97233

Dana Lucero, senior public involvement specialist
dana.lucero@oregonmetro.gov
 503-797-1755



ENGAGEMENT SUMMARY FOR SEPTEMBER 2014 THROUGH MARCH 2015

Purpose - Public engagement efforts for the Powell-Division Transit and Development Project between October 2014 and March 2015 focused on soliciting input on route alignments and station opportunity areas.

Input opportunities - Engagement activities are outlined on page 7. A summary of findings from input opportunities begins on page 13, with the full record appearing in the appendix.

- informational briefings to committees, neighborhood associations, business and advocacy organizations
- youth engagement
- Latino, Chinese, Vietnamese, Russian, Tongan, Bhutanese and Native American engagement
- local business engagement
- talk with staff sessions
- work groups focused on transportation, development, equity, and safety and security
- participation at community events and related projects' engagement events
- online map comment tool

Findings - Engagement during this report period focused on determining preferences for route options for the new bus rapid transit line. People were also asked to weigh in on what they would like to see in the eight station opportunity areas. Many of the themes people stressed in earlier engagement periods were reaffirmed. More detailed findings begin on page 13 and the record of comments in the appendix.

RIVER CROSSING

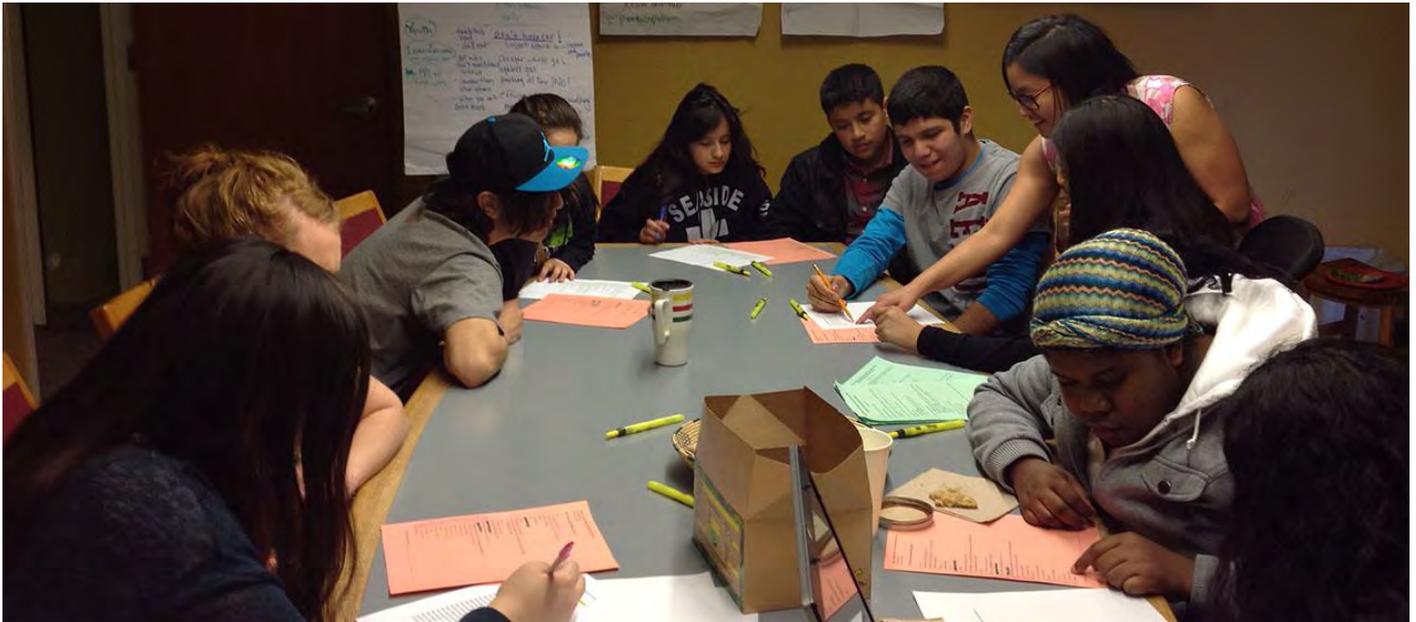
- People who weighed in overwhelmingly support using the Tilikum Crossing.

PORTLAND NORTH/SOUTH CROSSOVER OPTIONS

- People who weighed in overwhelmingly supported using 82nd Ave.
- People who weighed in thought the less promising options included Cesar E Chavez Blvd, 50th, 52nd and 92nd avenues.

GRESHAM NORTH/SOUTH OPTIONS

- People overwhelmingly support connecting to Mt Hood Community College.
- While fewer people weighed in on the Gresham options, those who did support Hogan Rd and, to a lesser extent, Kane Dr.
- People thought Powell Blvd south of downtown and Eastman Pkwy were less promising.



IMPORTANT THEMES

- People see the transit project as a means to advance **desired community outcomes**, including:
 - mixed income neighborhoods
 - intentional affordable housing
 - safer, more welcoming streets and community spaces
 - more jobs in the corridor
 - support communities of color
 - protecting existing small businesses especially ethnic businesses at the heart of communities
- People want **safer, more comfortable transportation** that includes:
 - safe sidewalks, crossings, bike facilities
 - continued or improved mobility for all road users
 - faster, more reliable transit
 - better access to transit
- There **are places that could be made safer, more welcoming, healthy and better connected**, which could present **opportunities for business development and community building**.

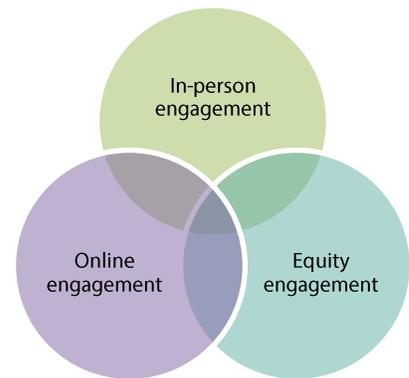
ENGAGEMENT APPROACH

A successful outcome is dependent upon engaging people who live or use services in the area in the development of the community-supported vision for new transit. The Powell-Division Transit and Development Project is a partnership of Metro, TriMet, the cities of Portland and Gresham, Multnomah County and the Oregon Department of Transportation.

Engagement principles and methods

Engagement will consist of in-person opportunities, online and mobile opportunities and targeted outreach to low-income and minority populations. The following principles will guide engagement strategies, activities and materials.

- *Use a person-first lens:* Relate to people the way they relate to the world, not through a project lens.
- *Make it easy for people to participate:* Meet people where they are and capitalize on opportunities for coordinated engagement.
- *Be clear:* Be clear about decisions, how input is a part of decision-making, who is making the decisions and when/what to expect as a result.



Engagement goals

The project team will strive to meet the following engagement goals. People were invited to comment on these goals via survey through the Powell-Division website beginning March 2013. Their comments shaped strategies, activities and evaluation metrics, see page 30.

- Goal 1: Communicate complete, accurate, understandable and timely information
- Goal 2: Gather input by providing meaningful opportunities to participate
- Goal 3: Provide timely public notice of opportunities to participate
- Goal 4: Facilitate the involvement of low income populations, communities of color and people with limited English proficiency

ENGAGEMENT METHODS AND ACTIVITIES

In-person engagement

There was broad reaching public engagement between October 2014 and March 16, 2015. Informational briefings were provided to:

- standing committees, such as the Gresham Public Safety Committee
- neighborhood associations
- business organizations, such as the Historic Downtown Gresham Business Association and the Portland Business Alliance

- advocacy organizations, such as Elders in Action
- city councils

Project-sponsored events and opportunities included:

- talk with staff sessions
- transportation work group meetings
- safety and security work group meeting
- developers roundtable
- equity work group meeting
- bus rapid transit 101 session
- youth engagement
- Latino, Chinese, Vietnamese, Russian, Tongan, Bhutanese and Native American engagement
- business canvassing by youth leaders
- hands on workshops and open houses



The project participated in other events, including:

- community events, such as the Division Midway Harvest Festival and Jade District roll out
- related projects' engagement events, such as the Outer Powell transportation safety project open house and the Portland SE quadrant open house

September 29 - Powell-Division Steering Committee meeting and open house

September 29 - Gresham Northwest Neighborhood Association meeting

October 8 - East Portland Action Plan technical advisory committee

October 12 - Division Midway Alliance harvest festival

October 14 - Powell-Division talk with staff session

October 14 - Gresham Coalition of Neighborhood Associations

October 16 - Mt. Hood Community College Community Forum

October 23 - Gresham Northeast Neighborhood Association

October 27 - Powell-Division corridor tour

October 28 - Powell-Division talk with staff session

October 28 - Powell-Division Rockwood meeting

October 28 - Gresham Public Safety Committee

October 30 - Gresham Central City Neighborhood Association

November 4 - Historic Downtown Gresham Business Association

November 4 - Elders in Action Transportation Committee

November 5 - Fairview City Council

November 7 - Wood Village City Council

November 18 - TriMet Service Enhancement Plan outreach at Reynolds High School
 November 18 - Powell-Division Project workshop, urban design panel
 November 19 - Powell-Division community forum at Rosemary Anderson High School
 November 19 - Improvements on SE 82nd Ave, ODOT open house
 November 20 - Transportation work group at Metro
 November 20 - Transportation work group at Gresham
 November 25 - Powell-Division talk with staff session
 December 1 - Bus rapid transit 101
 December 9 - Powell-Division talk with staff session
 December 9 - US 26: Outer Powell Transportation Safety Project open house
 January 12 - Safety and security work group
 January 13 - Powell-Division talk with staff session
 January 13 - TriMet Transit on Tap in Southeast Portland, sidewalks and walkability
 January 14 - East Portland Action Plan technical advisory committee
 January 20 - Jade District community vision event
 January 27 - Powell-Division talk with staff session
 February 5 - Powell-Division developer roundtable
 February 5 - Gresham Transportation Subcommittee
 February 7 - Creative community engagement arts grant workshop
 February 10 - Powell-Division talk with staff session
 February 10 - Gresham Coalition of Neighborhood Associations
 February 11 - Gresham Centennial Neighborhood Association
 February 11 - Powell-Division discussion group at Latino Family Night
 February 12 - Powell-Division workshop, Gresham
 February 12 - Powell-Division discussion group with Tongan community
 February 16 - TriMet Transit on Tap, Southeast Portland
 February 17 - Powell-Division workshop, East Portland
 February 19 - City of Portland Southeast Quadrant open house
 February 19 - Powell-Division discussion group with Latino Network
 February 20 - Port of Portland and ON Semiconductor briefing
 February 21 - Powell-Division discussion group with Bhutanese community
 February 21 - Powell-Division discussion group with Russian community
 February 23 - Powell-Division discussion group with Chuuk community
 February 23 - Gresham Planning Commission
 February 24 - Gresham Public Safety Committee
 February 24 - Powell-Division talk with staff session
 February 28 - Powell-Division workshop, Jade District
 March 3 - Elders in Action Transportation Committee
 March 4 - Powell-Division equity work group
 March 9 - East Multnomah County Transportation Committee
 March 10 - Powell-Division talk with staff session
 March 10 - Powell-Division Southeast Portland open house
 March 10 - Portland Business Alliance
 March 10 - Women in Transportation Seminar - bus rapid transit learning session

Equity engagement

Broad and inclusive engagement is essential to developing a community-supported transit solution. Metro and project partners work with residents and community organizations that serve communities of color, low income populations, youth, people with disabilities, and people who do not speak English well to provide early, regular and meaningful opportunities to influence decision-making and engagement efforts.

- Youth leader engagement of local businesses and community members
- Latino, Chinese, Vietnamese, Russian, Tongan and Bhutanese community discussions
- Powell-Division route alignment survey (Spanish)
- Route findings map (Russian, Chinese, Vietnamese)
- Jade District and East Portland hands on workshops (Spanish, Vietnamese, Chinese)
- Latino Family Night through TriMet Service Enhancement Plan at Reynolds High School (Spanish)
- Facebook campaign targeting youth
- Elders in Action Transportation Committee
- Division Midway Alliance Fall Festival
- Input board to improve bus experience (Spanish, Russian, Chinese, Vietnamese)
- PLACE Program interviews along Powell Blvd (Spanish, Chinese)
- Business engagement materials (Spanish, Russian, Chinese, Vietnamese)
- Powell-Division equity work group
- Youth engagement through TriMet Service Enhancement Plan at Reynolds High School (Spanish, Somali, Farsi, Hmong)
- Email updates to riders of the 4-Division and 9-Powell
- East Portland concert and East Portland Action Plan picnic
- Jade District community meetings and Night Market
- Native American Youth and Family Center Neerchokikoo Powwow
- Coordination with Portland African American Leadership Forum's People's Plan
- Targeted email outreach ask to distribute transit alternatives survey to constituents
- Spanish factsheet
- Multilingual factsheet (Spanish, Russian, Chinese, Vietnamese)

It is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise

subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Environmental justice principles considered in transportation planning and project development include:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income persons.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income persons.

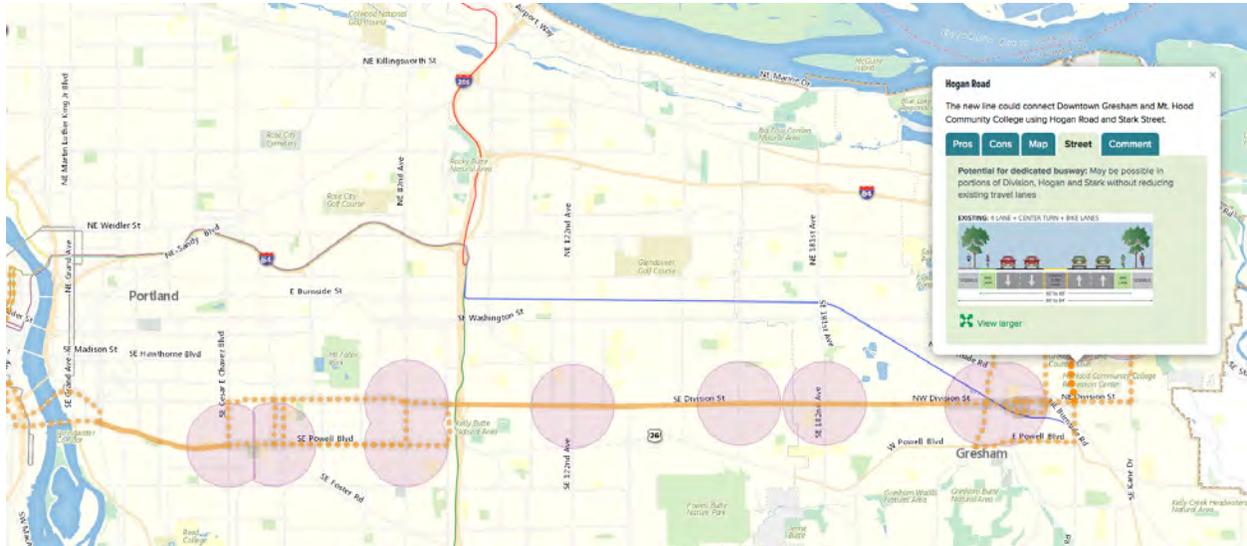
Metro respects civil rights. Metro fully complies with Title VI of the Civil Rights Act of 1964, which bans discrimination on the basis of race, color or national origin. For more information on Metro's civil rights program, or to obtain a Title VI complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. All Metro meetings are wheelchair accessible. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1536 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days in advance of the meeting to accommodate your request. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.



Online engagement

An online map comment tool invited people to weigh in on route options and station opportunity areas. Between February 13 and March 4, 2,634 people explored the map tool. It received 1,541 comments.



Project information and input opportunities were shared broadly through a variety of communication channels, including:

- Powell-Division email updates
- Powell-Division web pages (www.oregonmetro.gov/powelldivision)
- Metro transportation and planning and policy email updates
- Metro news digest
- Metro Twitter
- Gresham Neighborhood Connections email updates
- Gresham Facebook page
- Gresham Powell-Division web pages
- Gresham Area Chamber of Commerce email updates
- City of Portland email updates
- City of Portland Powell-Division web page
- City of Portland Facebook page
- City of Portland pedestrian and bicycle committee email updates
- Multnomah County pedestrian and bicycle committee email updates
- Multnomah County health service centers email update
- TriMet Riders Club email updates
- TriMet lines 4-Division and 9-Powell service alert email updates
- TriMet Service Enhancement Plan web pages
- Mount Hood Community College student government email update

- Portland Community College Southeast campus reader boards
- East Portland Action Plan email updates
- East Metro Economic Alliance email updates

PUBLIC ENGAGEMENT FINDINGS

The following summarizes what we heard during engagement activities between October 2014 and March 2015. A full account of comments received is found in the appendix.

ROUTE OPTIONS

The Steering Committee will be asked to advance route options they determine to be most promising. Engagement activities were designed to understand people's level of support for the following options.

Willamette River crossing options	Portland north/south crossover options	Gresham north/south options
<ul style="list-style-type: none"> ▪ Tilikum Crossing ▪ Ross Island Bridge 	<ul style="list-style-type: none"> ▪ Cesar E Chavez Blvd ▪ 50th Ave ▪ 52nd Ave ▪ 82nd Ave ▪ 92 Ave 	<ul style="list-style-type: none"> ▪ Gresham Transit Center ▪ Eastman Pkwy ▪ Cleveland Ave ▪ Hogan Rd ▪ Kane Dr ▪ Powell Blvd south of Downtown Gresham

People were asked to weigh in on route options for the new bus rapid transit line in a variety of formats, including:

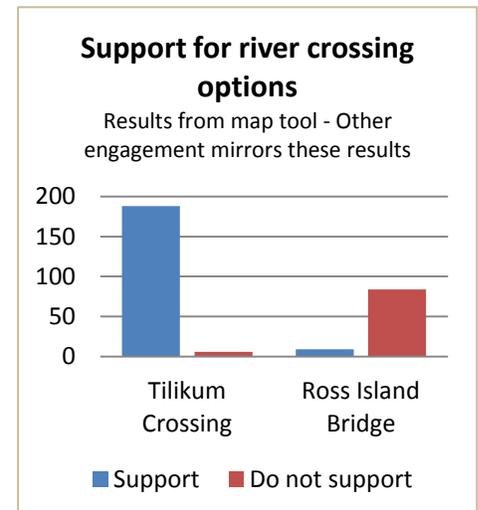
- online map comment tool, open between February 13 and March 4, 2015
- hands on workshops in Gresham, East and Southeast Portland
- equity work group
- Latino, Chinese, Vietnamese, Russian, Tongan and Bhutanese community discussions
- Spanish online survey

Willamette River crossing options

People who weighed in strongly support using the **Tilikum Crossing** for the new bus rapid transit route across the Willamette River, siting primarily:

- Speed and reliability from the dedicated transitway
- Leveraging investment in the new transit bridge

While support for this crossing option was nearly unanimous among comments received, a few people felt the impact of



routing buses over the Tilikum Crossing would create air quality concerns for bicyclists and pedestrians. People participating in the equity work group felt both river crossing options would have similar neighborhood impacts, but the benefit to transit riders with the Tilikum Crossing was more favorable.

People described the following reasons for not supporting the Ross Island Bridge option:

- Limited space for travel on the bridge
- Existing traffic and congested conditions
- New transit being neither fast nor reliable using this route

Some people expressed concern that bus stops and service on the west side of the Ross Island Bridge would be eliminated entirely, limiting access to the National College of Natural Medicine.

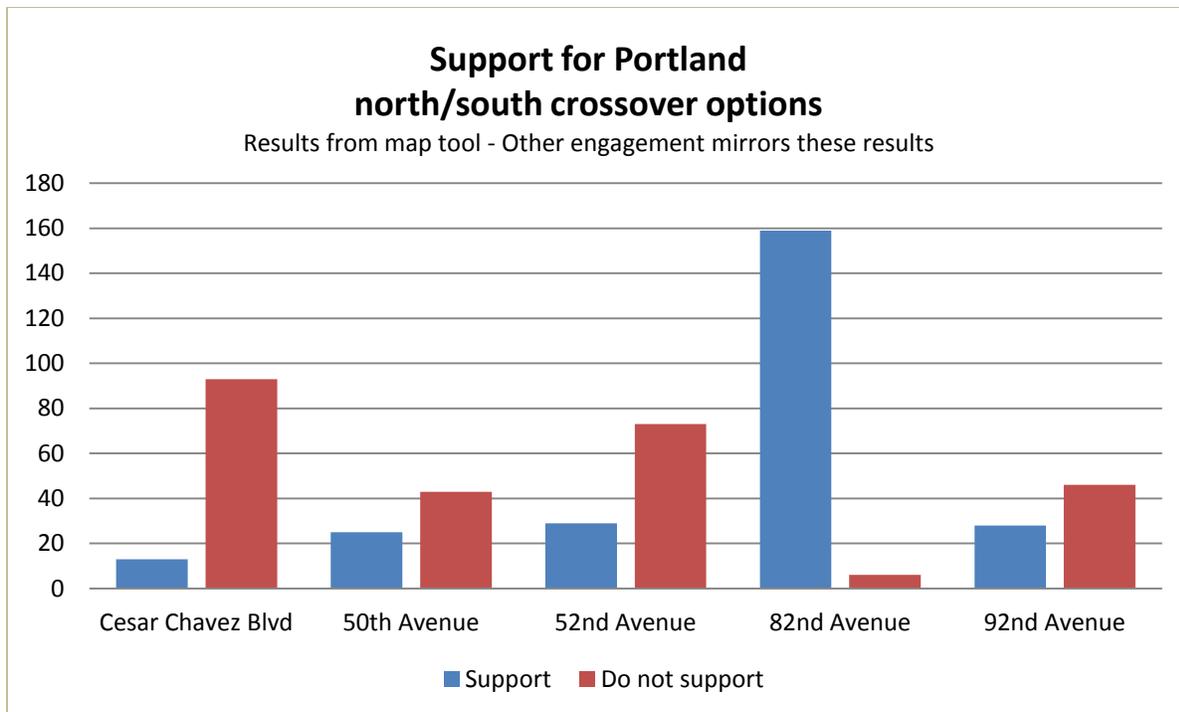
Portland north/south crossover options

Most people who weighed in support using **82nd Ave** as the transition between Powell Blvd and Division St in Southeast Portland. They gave the following reasons:

- Access to Portland Community College Southeast and the center of the Jade District
- Access to transit for communities of color and people with lower income
- Opportunity for needed roadway and pedestrian safety along Powell Blvd and 82nd Ave
- Development opportunities
- Access to transit transfer points
- Potential for dedicated busway

A concern shared by those that support the 82nd Ave option is the risk of displacement of businesses and residents that could be prompted by the public and potentially private investments that accompany new transit. The equity work group, participants at the Jade District workshop and members of the culturally specific community discussions stressed the importance of ensuring that current residents and businesses benefit from the transit project and that strategies that prevent displacement are pursued. Another predominant theme expressed by supporters of this option was the need to improve the pedestrian environment on 82nd Ave, which some described as hostile.

A few people did not support the 82nd Ave option expressing concern about traffic congestion on 82nd Ave and what that would mean to transit reliability.



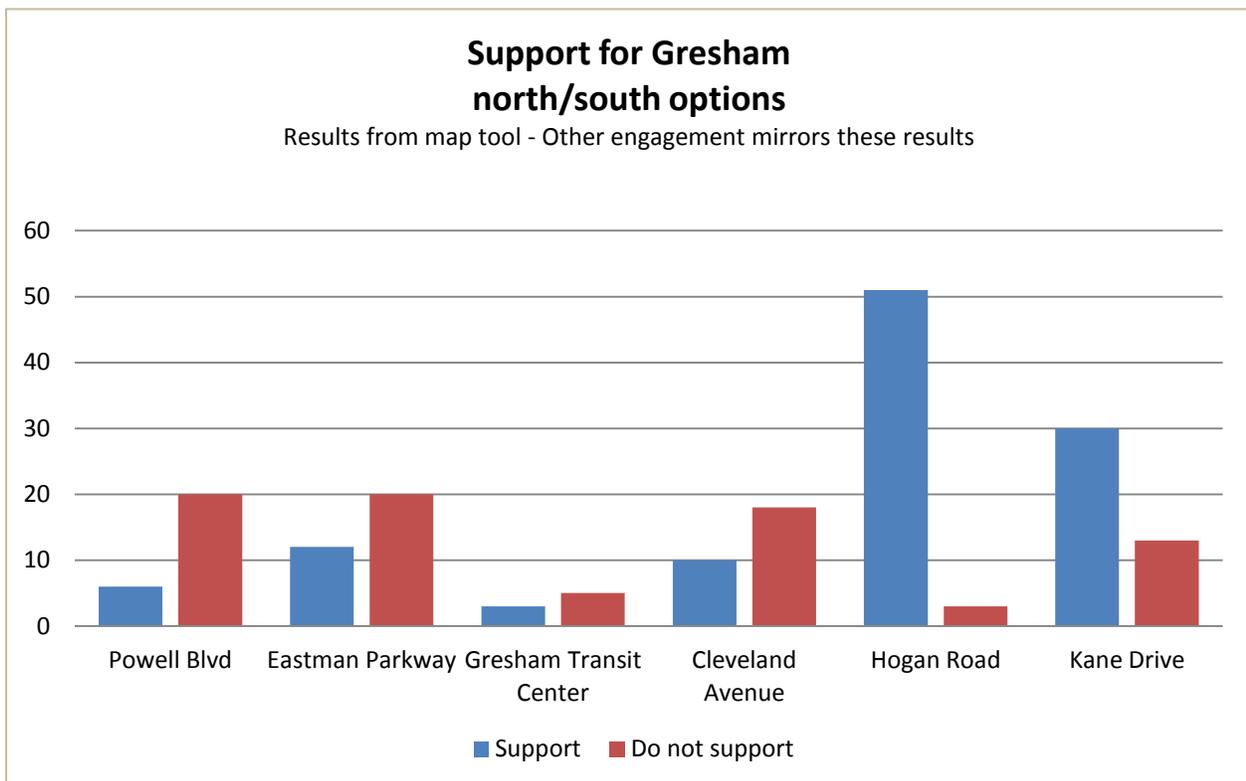
- **The other Portland north/south crossover options were less supported by people who weighed in.**
- **Cesar E Chavez Blvd** - There was no discernible support for this option. People who weighed in cited existing traffic and congestion and the relative absence of important community destinations.
- **50th Ave** - Of the people who weighed in, more did not support this option. They cited constrained road space, traffic, challenging transition with Division St, and the lack of serving communities of color and people with lower income. Those who did support this option cited access to educational institutions, such as Warner Pacific College.
- **52nd Ave** - Of the people who weighed in, more did not support this option. They cited conflicts with bike routes, lack of diversity, constrained road space and traffic on Division St west of 60th and 52nd avenues. Those who did support this option cited access to educational institutions, such as Franklin High School and Warner Pacific College, and the opportunity to improve access to and frequency of transit.
- **92nd Ave** - Of the people who weighed in, more did not support this option. They cited lack of convenient access to Portland Community College and other community destinations, less ridership than other options and bikeway conflicts. Those who did support this option cited improved travel time over 82nd Ave, and serving communities of color and people with lower income.

Gresham north/south options

Connecting to Mt Hood Community College was supported by nearly everyone who weighed in. The equity work group and people at the Gresham workshop stressed the importance of connecting to Gresham Vista Business Park, Legacy Mt. Hood Medical Center and serving Gresham’s needs for better connections to jobs, education and job training.

Hogan Rd was the most supported route to make that connection. People who supported this option cited the following:

- Connections to important destinations such as Mt. Hood Community College, Gresham Vista Business Park, Legacy Mt. Hood Medical Center, and other community destinations and employment areas
- Provides transit where there is none and connections to transit transfer areas
- Potential for dedicated transitway
- Greatest number of people served, especially those living in apartments and with lower incomes
- Development opportunities



Those who did not support Hogan Rd cite the consideration of its function as the north-south arterial between I-84 and US 26.

People who weighed in also supported the **Kane Dr** option. They cited the following reasons:

- Quickest, most direct route to Mt. Hood Community College
- Potential for dedicated busway
- Development potential
- Division more able to absorb traffic than Stark
- The number of people served, especially those living in apartments and with low incomes

People who did not support Kane Dr found other routes more promising. They cited the lack of connecting people living with low incomes to services, such as the hospital and it missing connections to the major employment areas on Stark.

The other **Gresham north/south options were less supported** by people who weighed in.

- **Powell Blvd south of Downtown** - Of the people who weighed in, more people did not support this option. They cited out of direction travel and increased travel times.
- **Eastman Pkwy** - Of the people who weighed in, more people did not support this option. They cited out of direction travel and increased travel times. The equity work group participants did support this option's potential to connect to many employment areas and Gresham High School.
- **Gresham Transit Center terminus** - Of the people who weighed in, more people did not support this option. They cited the lack of access to Mt. Hood Community College, employment areas and important community destinations.
- **Cleveland Ave** - Of the people who weighed in, more people did not support this option. They cited the potential for transit to disrupt the residential character of the street.

STATION OPPORTUNITY AREAS

On March 16, 2015 the project's Steering Committee will discuss emerging strategies for the project's station opportunity areas. These areas include:



- Powell Blvd and Cesar E Chavez Blvd
- Powell Blvd and Foster Rd
- Jade District (82nd Ave between Division St and Powell Blvd)
- Division St and 122nd Ave
- Division St and 162nd Ave
- Division St and 182nd Ave
- Division Ave and Eastman Pkwy/Main Ave
- Stark St and Hogan Rd/Kane Dr

People were asked to weigh in on what they want to see around the station opportunity areas through a variety of formats, including:

- online map comment tool, open between February 13 and March 4, 2015
- hands on workshops in Gresham, East and Southeast Portland
- Latino, Chinese, Vietnamese, Russian, Tongan and Bhutanese community discussions
- Spanish online survey

Key themes

Some themes were shared across all station opportunity areas. These include the following.

- People want **safer, more comfortable transportation** that includes:
 - safe sidewalks, crossings, bike facilities
 - more comfortable and convenient places to wait for transit
 - better access to transit
- People would also welcome **more inviting social spaces around stations**, including:
 - Gathering places for neighbors and families to meet and socialize
 - More businesses to shop or get services
 - Activities and temporary uses, such as markets, fairs, or food carts to enliven the neighborhood
 - More places to work
- **Powell Blvd and Cesar E Chavez Blvd** - The greatest expressed changes people would welcome relate to improved environments for walking and biking that feel safe and encourage a vibrant and social street environment.
- **Powell Blvd and Foster Rd** - The most welcome changes include support of, and additions to, the growing and eclectic business community. Hand-in-hand with this welcome change are improved places for walking and biking that provide connections to these businesses and that encourage a safe, welcoming environment for social activity.
- **Jade District (82nd Ave between Division St and Powell Blvd)** - An improved walking environment is the most important change that people would welcome in this area. Other changes people welcome are additional improvements that facilitate biking, street crossings, and active social gathering outdoors.
- **Division St and 122nd Ave** - The most important change people would welcome are improved, more comfortable and convenient places to wait for transit. Other changes that support comfortable access to transit include the addition of sidewalks, improved street crossings and a more people-oriented street environment.
- **Division St and 162nd Ave** - The most welcome changes would improve the transportation environment, improving the human scale, safety and comfort in the area.

The most important change would be for more comfortable and convenient places to wait for transit supported by infrastructure, such as sidewalks, to help people access these transit waiting areas.

- **Division St and 182nd Ave** - The most important changes for the area would improve the transportation environment for people to walk and ride bicycles. Safe and convenient access to neighborhood destinations are the first step toward larger neighborhood improvements, and adding sidewalks would be a tangible outcome of a first-wave effort.
- **Division Ave and Eastman Pkwy/Main Ave** - People consider the addition of places to work the most welcome change to the area surrounding Downtown Gresham and Gresham City Hall. Supportive social spaces for this station area make for an attractive work environment, and other changes that are welcome include safe places to ride a bike and the addition of outdoor gathering places, temporary uses and social activities.
- **Stark St and Hogan Rd/Kane Dr** - The most welcome changes would be to improve the comfort and convenience of transit stops. Outdoor, temporary, and neighborhood uses would contribute to improved transit waiting areas for employees, students, and people seeking services by providing interesting and engaging activities nearby transit stops.

OVERVIEW OF ENGAGEMENT OPPORTUNITIES

A full record of notes and comments appear in the appendix of this report.

Hands on workshops - More than 165 people contributed to discussions about the route options and eight station opportunity areas during hands on workshops in Gresham, East Portland and Southeast Portland. Participants came from diverse backgrounds. Youth leaders and Bhutanese and Tongan community leaders attended the Gresham workshop. Elders from the Asian Pacific Islander community participated in their native languages at the East/Southeast workshop. The workshops were a collaboration among the Division Midway Alliance, the Asian Pacific American Network of Oregon, the cities of Gresham and Portland, TriMet and Metro, Multnomah County and the Oregon Department of Transportation. This summary focuses on the discussion of transit and potential route options for the new bus rapid transit line.

- **Willamette River crossing options** - Participants overwhelmingly supported using the Tilikum Crossing.
- **Portland north/south crossover options** - Participants overwhelmingly supported using 82nd Ave.
- **Gresham north/south options** - Participants stressed the importance of connecting to Mount Hood Community College and employment centers along Stark St and supported the elimination of the Gresham Transit Center as the easternmost point of the new line, as well as the route option on Powell Blvd south of Downtown Gresham.

Transportation work group - Project staff met with interested parties at Metro and in Gresham to discuss transportation elements in the corridor that work well, that do not work well, and that could be improved with enhanced transit. In addition to public input gathered during this work group meeting, input from earlier project surveys (sign up for email updates, survey 1, and survey 2) relevant to the work group theme was summarized and analyzed to support work group findings. Key themes that emerged from the work group meeting include the following.

- Many places along the corridor have sufficient road space without constraints where traffic moves efficiently.
- Biking-specific infrastructure on streets with slower traffic speeds and fewer numbers of motor-vehicles feels safe and efficient.
- Areas of the corridor are congested, dangerous, or feel unsafe for all transportation modes.
- Considerations for enhanced transit should include safety improvements, improved connections, accommodation for bikes on transit, and express-type service.

Safety and security work group - This meeting explored participants' hopes and concerns for the new line related to safety and security. In addition to public input gathered during this work group meeting, input from earlier project surveys (sign up for email updates, survey 1, and survey 2) relevant to the work group theme was summarized and analyzed to support work group findings. Key themes that emerged from the work group meeting include the following.

- There is strong interest in using Crime Prevention through Environmental Design strategies to improve the feeling of safety on transit and in neighborhoods along the corridor. Among these design strategies, the most important are lighting, visibility, and clear sightlines. Also important are design features that delineate different spaces (i.e. platform, public space, private property).
- People also have very strong interest in street safety improvements: crosswalks (that may include signals, lights, flashing beacons, walk on demand, and light delay), bike facilities, and separation of modes.
- People want to see partnership and data sharing with neighboring entities and jurisdictions to improve response and anticipate issues.
- People are interested in improved security technologies.
- Participants recognize that public education will help raise awareness of safety behaviors, inform people of occurring safety and security measures, and teach people how to ride transit respectfully.

Equity work group - Community members, advocacy organizations, professionals working on issues related to equity, staff from TriMet, Portland, Gresham, Multnomah County, the Oregon Department of Transportation, Metro and members of the Powell-Division Steering Committee convened for a second work group meeting on March 4, 2015. The group was charged with applying an equity lens to the route choices that will go before the Steering Committee on March 16, and to continue the spirit of learning together and exploring opportunities to fully integrate community stabilization, equitable access, and anti-displacement ideals into decisions and implementation of the transit project and development project.

The equity work group meeting was publicized at community meetings and through the project website, targeted email invitations, the project's email update list and partner updates. More than 50 people participated.

Route options

- **Willamette River crossing options** - Participants recommend the Steering Committee strongly consider Tilikum for the benefits of speed, reliability, and direct connections to jobs and local transit service; but caution the committee pay attention to potential negative impacts and displacement pressures on the diverse business community in inner eastside. West and east side residential neighborhoods are perceived to have similar impacts with either crossing.
- **Portland north/south crossover options** - 82nd Ave. was predominantly viewed as the best crossing option to support the diverse business community, need to connect residents to jobs and training opportunities, and to serve the greatest number of vulnerable populations. Participants also said the benefits of 82nd Ave. would best be achieved with careful planning to mitigate displacement pressures on the small businesses, increase pedestrian safety investments, and improve and stabilize affordable housing, while balancing speed and reliability of the bus rapid transit. 50th and 52nd Ave. crossings were widely perceived to pose negative impacts on surrounding neighborhoods, without much positive return.
- **Gresham north/south options** - Participants stressed the primary importance of connecting to Mt. Hood Community College, Legacy Mt. Hood Medical Center, and Gresham Vista Business Park in order to expand access to jobs and educational opportunities. Eastman has the potential to connect to many employment areas and Gresham High School, while Kane and Hogan are perceived as having the ability to serve the highest number of residents and vulnerable populations. Participants noted concerns that service on Cleveland would not maximize ridership, given the lower-density neighborhoods in the area.

Potential actions and tools

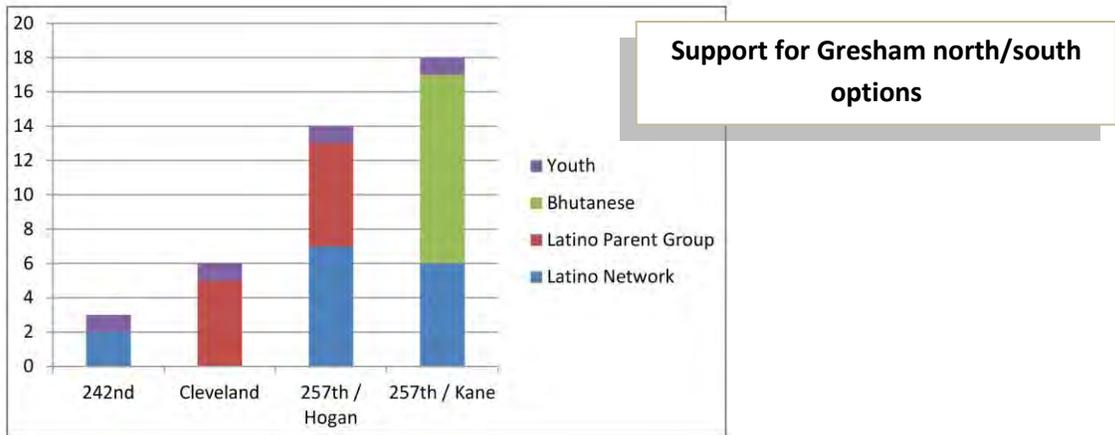
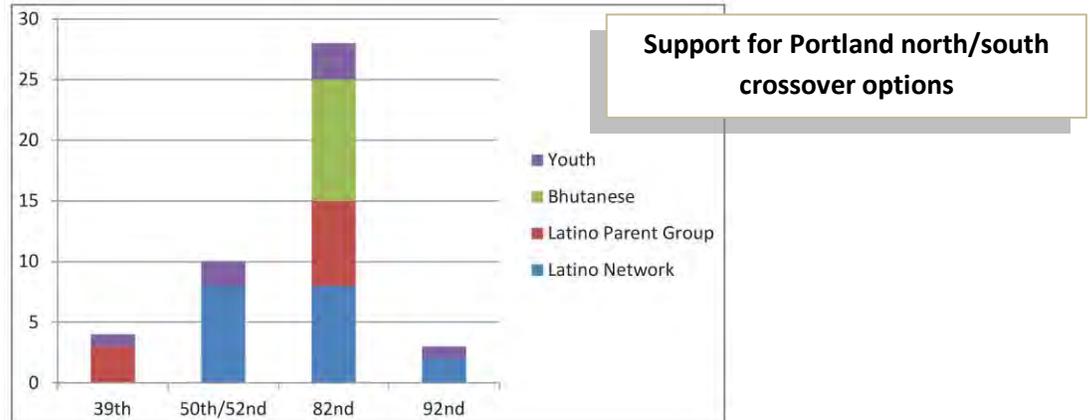
- Participants advise the project team and Steering Committee continue to track the studies underway in Gresham and Portland and be mindful of their findings and recommendations when available (late spring).
- There is excitement about the 'Community Stabilization Tools and Actions' (included in the appendix with the equity work group meeting summary) emerging from eastside communities and a willingness to continue exploring options and defining priorities that can be aligned with the transit project's needs and implementation schedule.
- Participants encouraged one another and the project team to continue researching best practices and others' experiences with tools in order to identify actions and methods that have been most promising in communities around the country.
- Participants expressed that now is the time to have these conversations and recommend continuing the equity dialogue specific to the Powell-Division corridor.

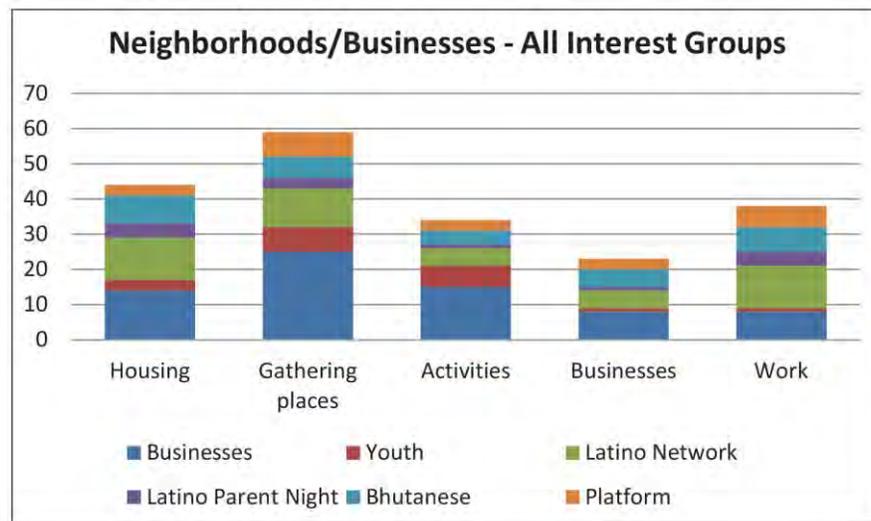
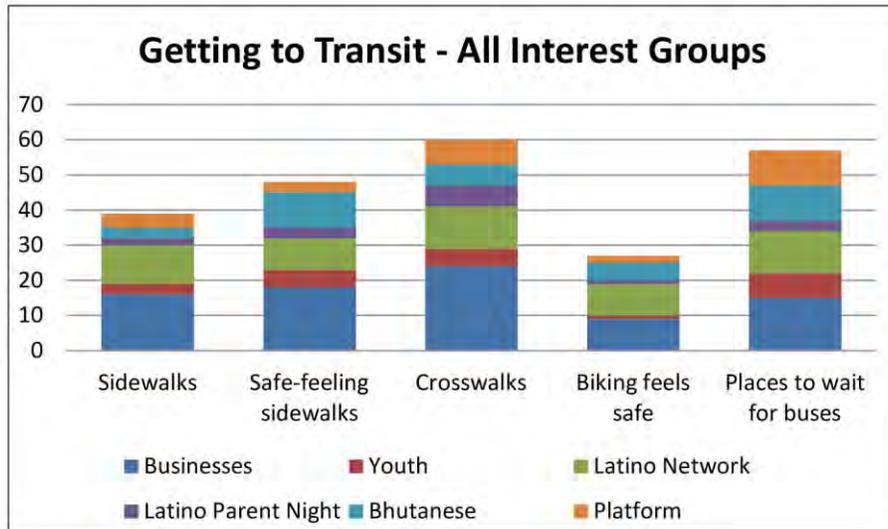
Developer roundtable - Real estate developers, redevelopment staff from the Portland Development Commission and the City of Gresham, and real estate staff from Portland Community College participated in a facilitated 1 ½ hour discussion surrounding development opportunities and challenges along the Powell-Division corridor. The discussion was organized around five themes including: building and streetscape design on high volume arterials, revitalizing underutilized shopping centers, preserving income diversity, serving campuses (including Gresham Vista Business Park, Legacy Mt. Hood Medical Center, and Mt. Hood Community College), and strengthening downtown Gresham.

Participants were invited based on their experience with the issues being discussed on the corridor and included large and small property owners, redevelopment agency staff, and developers with expertise in affordable housing, commercial office development, industrial development, shopping centers, apartments, and single family and innovative housing types. Input from this meeting, along with findings from public outreach and other analysis will help policy and investment strategies for the alignment and station areas being developed by the cities of Portland and Gresham. Major recommendations were focused on the following themes. The full account is found in the appendix.

- Design approaches on high volume urban arterials (focus on 82nd Avenue)
- Revitalization of underutilized shopping centers (focus on Division between 122nd and 182nd avenues)
- Preservation of income diversity
- Serving campuses
- Downtown Gresham

Culturally specific community-based discussions - Cogan Owens Greene, on behalf of the City of Gresham, held in depth community-based discussions with members of the Spanish speaking community (Latino Network and Latino Parent Night at Gresham High), the Tongan, Bhutanese and Russian speaking community as well as the Gresham Youth Commission. The tables below capture the groups' input on route options and important improvements near station opportunity areas. The full account of comments can be found in the appendix.





Youth led business engagement - Cogan Owens Greene, on behalf of the City of Gresham, engaged youth organizers to canvass local businesses. In total, 65 surveys in Spanish and English soliciting input about transit and land use choices were collected through interviews, conducted by the youth canvassers.

- *How can transit better serve your business?* Top responses included:
 - Frequency of service
 - Access (better access to transit)
 - Convenience
 - Destinations (places to go)
 - Maintain or increase bus service
- *How could transit service be improved?* Top responses included:

- Maintain/increase bus service
- Safety and security
- More amenities (art, places to sit, trash cans, etc.)
- More destinations (places to go)
- Increased reliability (the bus usually gets you to your destination in the same amount of time each day)
- Increased service hours
- *Would it be helpful if more people came by transit?*
 - Yes, more transit would help their business according to 70% of respondents.
- *Which are the most important changes you would welcome near the new bus stations?*
 - Access to transit, most said that more crosswalks would be helpful.
 - Neighborhood/businesses, most responded with more gathering places.

Other business engagement - Project staff briefed businesses at the Portland Business Alliance, the Historic Downtown Gresham Business Association about the project. Project information was also shared through the Gresham Area Chamber of Commerce email updates, East Metro Economic Alliance and by local business champions.

Gresham community forum - This forum brought people together to discuss transit-supported opportunities at Division and 182nd, downtown Gresham, and at Stark and Hogan. Participants responded to locations they would like to see change or stay the same for housing, jobs, stores, or services; better connections; and transportation changes to make travel easier and safer. Key themes that emerged from the meeting include the following:

- Participants expressed interest in developing destinations, access, and recreation for families and youth.
- Improve transit with north/south connections; expanded service on nights and weekends; safety, comfort and weather protection at transit stops; and easy connections to important destinations.
- Improve biking and walking with safe crossings and sidewalks, especially at key destinations and multi-family residential areas; create easy access to trails; add comfortable, safe biking and walking facilities from Powell to Division; and safe routes to schools.
- Division and 182nd Ave has great amenities in parks and natural areas and important destinations. This area could benefit by adding commercial uses, developing a community center at the station area; adding active uses in the industrial land area that creates living wage jobs; and minimizing potential negative effects of parking in neighborhoods.

- Division and Eastman/Main has shopping amenities. The area could benefit from strengthened connections between Civic and the historic downtown; should consider redeveloping unused and under-used space; and family-friendly destinations are desired.
- Stark and Hogan will need access to food to serve development at Gresham Vista Business Park; and family-friendly activities are also desired at this location.

Bus rider engagement -TriMet staff facilitated a large group discussion in Spanish for 40 minutes with approximately 25 Reynolds High School parents and staff and 5 children. The purpose of the discussion was to understand students’ and families’ needs and identify transit improvements. Many parents indicated their families wait long periods of time for TriMet buses. In some cases, they walk to their destination because the bus comes so infrequently.

Parents expressed the importance of access to good transportation. TriMet service is a good option for Latino students if they can’t take the school bus. However, due to TriMet transit service limitations, many students have to wait until their parents get off work to be picked up from school. Additionally, many students cannot participate in sports or after school activities as the bus service is not convenient and their families cannot provide transportation for them either because they have to work or the parents also depend on public transportation. The school has activities year round, including on weekends.

Parents and staff made the following suggestions for improvements:

- Add more service on Line 81 (Kane/257th) is a priority
- Add more weekend service on Line 20 (Burnside/Stark)
- Add more service on Line 87 (Airport Way/181st)
- Add service closer to the school
- Add service on weekends
- Improve service to the hotels along Airport Way so employees don’t have to walk from Cascade Station to their place of work.
- Extend service on Line 25 (Glisan/Rockwood) to 257th
- Provide more reliable service on line 21 (Sandy/223rd)
- Offer more affordable transit fares
- Extend ticket transfer time

Educational institution engagement - Project staff met with Mt. Hood Community College administrators and civic leaders to discuss “What would make Mt. Hood Community College the best community college in the country in 2020?” Forum participants discussed:

- Curriculum, student achievement and integration with high schools
- Workforce training and job placement
- Facility update
- Inspiring learning environment
- Open door to the community – events and programming draw parents, residents, and community to campus

Talk with staff sessions - These unstructured, drop in sessions take place the second and fourth Tuesday of every month at the Division Midway Alliance office, mid-corridor on 122nd Avenue and Division Street. The sessions provide an opportunity for interested community members or businesses to talk with staff about the project and provide input. The sessions were publicized through email updates to the interested parties list, on flyers distributed at the Division Midway Alliance office, through East Portland Action Plan's email updates, and on flyers distributed during open houses and with business engagement.

Metro newsfeeds - Articles about the project were published on Metro News. People can receive this information by subscribing to an email digest or RSS feed or may visit www.oregonmetro.gov/news.

- [Powell-Division project explores equity impacts, potential strategies at East Portland meeting](#), March 6, 2015
- [Shape the future of Powell-Division transit with this interactive map](#), February 13, 2015
- [Perspective: Chime in on better transit and great places in the Powell-Division corridor](#), February 6, 2015
- [Portland's Warner Pacific College seeks greater reach and better transit](#), January 12, 2015
- [Powell-Division transit project starts conversation on safety and security](#), December 22, 2014
- [Event highlights spectrum of choices for future Powell-Division bus rapid transit](#), December 3, 2014
- [Connecting opportunity: PCC's new Southeast Campus hopes for better transit](#), November 17, 2014
- [Powell-Division project plans Gresham forum, transportation work group meetings](#), November 12, 2014
- [Finding Midway: diverse district makes its place on Division Street](#), October 22, 2014
- [Regional funds will connect trail to downtown Gresham](#), October 17, 2014
- [Steering committee drops rail, sets course for Powell-Division study's future](#), September 30, 2014

External media - Media organizations outside of Metro created stories featuring the project.

- Portland Transport, "Map your way down Powell/Division," February 18, 2015
- Gresham Outlook, "Transportation forum to focus on Gresham-Portland bus routes," February 10, 2015
- Southeast Uplift "[Trends in Land Use – The Year Ahead](#)," January 3, 2015
- Portland Tribune, "BRT means BetteR Transit," December 9, 2014
- BikePortland.org "[Metro and TriMet introduce bus rapid transit for Powell-Division corridor](#)," December 2, 2014

- Portland Tribune, "Free bus rapid transit forum set for noon Monday," November 28, 2014
- KOIN, "[Metro working on a new transit project](#)," September 29, 2014
- Portland Transport "[Decision Time for Powell-Division](#)," September 29, 2014
- OPB, "[Rail Or Fast Buses? Decision Looms On Powell-Division Transit](#)," September 28, 2014

CLOSING THE LOOP: LINKING PUBLIC INPUT TO DECISION-MAKING

Input that informs decisions

The decision-making body for the Powell-Division Transit and Development Project is a Steering Committee made up of residents, transit riders, community organization leaders, business representatives, elected officials and agency directors. The committee is charged with weighing public input and technical information to develop a community supported action plan. That action plan will contain recommendations on transit type, route, station locations and development strategies that will then go to elected councils for consideration and endorsement.

The Steering Committee, during their March 16 meeting, will advance the more promising route options for further study. Their decision will be informed by the technical analysis and the public input reported herein.

Delivery to decision-makers

The more than 1,500 public comments made through the map tool were available to Steering Committee members beginning on February 13. This report is the primary mechanism for delivering public input to the Steering Committee in advance of their decision on project outcomes and goals. This report has been made available to the committee and the general public at least one week prior to their March 16, 2015 meeting. In advance of this meeting, each committee member will be offered an opportunity to discuss the public input and/or technical findings with project staff. The findings contained in this report will be presented and discussed during the meeting before the committee provides seeks consensus on advancing some alternatives for further study.

Feedback to participants

Every person who provided an email address will receive notice of the availability of this report. This report contains all comments received during this phase of the Powell-Division Transit and Development Project. It links the input received with the decisions the Steering Committee will consider. Project staff strives to make this link clear and welcomes feedback that could improve the process. See page 4 for contact information.



EVALUATION OF ENGAGEMENT TO DATE

The following reflects an earnest evaluation by project staff of engagement efforts for this reporting phase. Note: Following publication of this report, community members will be invited to provide an external assessment of these efforts. If you are interested in participating this assessment, please contact Dana Lucero at dana.lucero@oregonmetro.gov or at 503-797-1755.

● - Achieved | • - Efforts made, room for improvement | ○ - Must improve

	WINTER 2014 Establish goals	SUMMER 2014 Identify alternatives	FALL 2014 Refine alternatives	WINTER 2015 Route options	SPRING 2015 Project agreement	Total efforts
Goal 1: Communicate complete, accurate, understandable and timely information						
A. Was the information tested for clarity by others not involved in the project?	●	●	●	●		
B. Was the information reviewed for accuracy?	●	●	●	●		
C. Was information deemed a vital document ¹ and therefore translated into other languages?	•	●	●	●		
D. Were people informed of the availability of this information (i.e., notification through email updates and other channels)?	●	●	●	●		
E. Was the information available at least one week in advance of any decisions based on that information?	●	●	●	●		
Goal 2: Gather input by providing meaningful opportunities to participate						
A. Were efforts made to engage riders of the 4- and 9-line buses?	•	●	●	●		
B. Were efforts made to engage residents and businesses in the corridor?	•	●	●	●		
C. Were efforts made to engage students and employees of the schools in the corridor?	•	•	•	●		
D. Were community groups and organizations in the corridor invited to share Powell-Division information with their stakeholders or members?	●	●	●	●		
E. Were people invited to provide input before each decision-making milestone?	●	●	●	●		
F. Was public input provided to decision-makers in advance of each decision-making milestone?	●	●	●	●		
G. Were people given the opportunity to provide comments directly to decision-makers at meetings?	●	●	●	●		
H. Were in-person opportunities to participate held at accessible locations?	●	●	●	●		

¹ Executive Order 13166 describes vital documents as those critical for obtaining the federal services and/or benefits, or is required by law. Federal partners stress the importance of assessing the needs of limited English proficiency populations to determine whether certain critical outreach materials should be translated into other languages, but recognizes it would be impossible, from a practical and cost-based perspective, to translate every piece of outreach material into every language. (Source: Commonly Asked Questions and Answers Regarding Executive Order 13166, www.lep.gov/13166/lepqa.htm)

● - Achieved | • - Efforts made, room for improvement | ○ - Must improve

	WINTER 2014 Establish goals	SUMMER 2014 Identify alternatives	FALL 2014 Refine alternatives	WINTER 2015 Route options	SPRING 2015 Project agreement	Total efforts
I. Were in-person opportunities to participate held at variable times?	•	●	●	●		
J. Were in-person opportunities to participate supplemented by online opportunities to participate?	●	●	●	●		
K. Were online opportunities to participate also available in other formats?	•	●	●	●		
L. Did public involvement activities help build the capacity of people to participate in future public processes?	•	•	•	●		
Goal 3: Provide timely public notice of opportunities to participate						
A. Were meetings, workshops, surveys and other opportunities to participate clearly advertised on the project website and emailed to the interested persons list?	●	●	●	●		
B. Were project-sponsored meetings advertised on the project website at least two weeks in advance?	●	●	●	●		
C. Were people made aware of project briefings in advance of community meetings, such as neighborhood associations?	•	●	●	●		
D. Were formal public comment periods advertised per federal requirements?	n/a	n/a	n/a	n/a		
Goal 4: Facilitate the involvement of low income populations, communities of color and people with limited English proficiency						
A. Were efforts made to engage Spanish language speakers?	•	●	●	●		
B. Were efforts made to engage Vietnamese language speakers?	○	•	•	●		
C. Were efforts made to engage Chinese language speakers?	○	•	•	●		
D. Were efforts made to engage Russian language speakers?	○	•	•	●		
E. Did meeting materials include Metro's ADA, non-discrimination and language assistance notice?	●	●	●	●		
F. Were translation services made available upon request?	•	●	●	●		
G. Was project information made available at accessible locations such as health care clinics, local and ethnic markets, community centers and schools?	•	•	•	●		

For planned engagement opportunities in the next phase of the project, see page 32.

WHAT'S NEXT?

Engagement between March and June 2015 will continue to focus on route options and what people would like to see at future station areas. Activities will include:

- Culturally specific engagement
- Bus rider engagement
- Youth and student engagement
- Business engagement
- Hands on workshops and open houses
- Online commenting tool
- Participation in related public and community events
- Powell-Division community briefings at existing meetings, such as neighborhood associations

Do you have ideas for other activities?

Let us know! Contact information is found on page 4.

APPENDIX



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

HANDS ON WORKSHOPS SUMMARY: TRANSIT

Feb. 12, 2015 from 6:30 to 8:30 p.m. | Gresham workshop | Gresham City Hall, 1333 NW Eastman Pkwy Gresham
Feb. 17, 2015 from 6 to 8 p.m. | East Portland workshop | East Garden Restaurant, 12424 SE Division St, Portland
Feb. 28, 2015 from 11 a.m. to 1 p.m. | East/Southeast Portland workshop | Fubonn, 2850 SE 82nd Ave, Portland

KEY THEMES AND OUTCOMES

More than 165 people contributed to discussions about the route options and eight station opportunity areas during hands on workshops in Gresham, East Portland and Southeast Portland. Participants came from diverse backgrounds. Youth leaders and Bhutanese and Tongan community leaders attended the Gresham workshop. Elders from the Asian Pacific Islander community participated in their native languages at the East/Southeast workshop. The workshops were a collaboration among the Division Midway Alliance, the Asian Pacific American Network of Oregon, the cities of Gresham and Portland, TriMet and Metro, Multnomah County and the Oregon Department of Transportation. This summary focuses on the discussion of transit and potential route options for the new bus rapid transit line.

Willamette River crossing options - Participants overwhelmingly supported using the Tilikum Crossing.

Portland north/south crossover options - Participants overwhelmingly supported using 82nd Ave.

Gresham north/south options - Participants stressed the importance of connecting to Mount Hood Community College and employment centers along Stark St and supported the elimination of the Gresham Transit Center as the easternmost point of the new line, as well as the route option on Powell Blvd south of Downtown Gresham.

RIVER CROSSING OPTIONS

Tilikum Crossing

- Tilikum makes sense
- Already made for transit
- It's dedicated, not dealing with cars, already made for buses
- Going in as far South as possible
- Is a better choice than Ross Island
- Tilikum is better because there is no traffic
- They agree with taking Tilikum Bridge
- Tilikum is better connected to OHSU and more accessible
- If you put too much on Tilikum, is it going to minimize the infrastructure?
- Gideon is a bottle neck. Flow - will it be addressed? ODOT is looking at possible connection and route times
- Not every bus that crosses Tilikum has to follow the same route through Powell/Division
- Additional buses can other routes to still capture speed
- Tilikum makes a lot more sense
- Concerns about Gideon/Powell connection
- Tilikum will be a major attractor
- preferred
- Tilikum Crossing makes more sense
- Less congestion and faster than Ross Island

Ross Island Bridge

- Ross Island has congestion. If we can solve this....or if the line can improve congestion then ok – dedicated.
- Kill/not a fan of Ross Island
- Too congested
- Is tight and crowded
- Time waster
- remove

PORTLAND NORTH/SOUTH CROSSOVER OPTIONS

Cesar E Chavez Blvd

- Have to deal with current congestion
- Busses that don't stop are louder - residents around Cesar Chavez - have you talked to them?
- Electric tend to be quieter

- More stops can benefit businesses
- 39th and CC might not be ideal because you can hardly drive with the buses as it is now
- Have you looked at Holgate and 122nd? Used to be 4-lane road
- Would lose connection to PCC
- 39th already has narrow sidewalks
- Not bike friendly
- If this is selected really consider what to do with bike and ped
- No Cesar Chavez – too slow/congested
- Group consensus: No on Chavez
- No density on Cesar Chavez to do bus route. Too narrow.
- Too narrow and not good for turns
- Disturbs the neighborhood
- remove
- All vote no – too much traffic
- Remove from options
- Agree that Cesar Chavez is not good option
- Nearly all raised their hands
- Take Cesar Chavez off the table
- No one asked to keep Cesar Chavez
- drop

50th Ave

- Have to deal with current congestion
- Option - less than half with Stark to two sides
- How many stops?
- Does not feel safe or have school connections
- Very narrow, but it might be faster
- Need to redo turns
- Doesn't go by Fubon, but gets you close to Foster
- You run into school traffic on Franklin
- 50th is incredibly narrow and tight.
- Traffic jam on 50th
- Take 50th off the table
- Too narrow and not good for turns
- Disturbs the neighborhood
- windy
- remove
- 50th and 52nd Ave – whichever is more economical

- Whichever is easier or easiest to do
- Whichever is wider
- Narrow ROW
- Either 50 or 52nd Ave
- Try to maintain local service
- Future employment growth?
- Division – Warner Pacific college/ high school
- Already multi-family housing and senior homes
- 50 and 52nd – Trade-offs – both not safe
- Too narrow for busses to go by frequently and so many bicycles
- Not preferred

52nd Ave

- Have to deal with current congestion
- Option - less than half with Stark to two sides
- How many stops?
- Does not feel safe or have school connections
- Very narrow, but It might be faster
- Need to redo turns
- Doesn't go by Fubon, but gets you close to Foster
- You run into school traffic on Franklin
- Because Warner Pacific College and Franklin HS
- Take 52nd off the table
- Too narrow and not good for turns
- Disturbs the neighborhood
- added bikeway this year, sad to rip it out
- serves Franklin
- Narrow Division
- remove
- 50th and 52nd Ave – whichever is more economical
- Whichever is easier or easiest to do
- Whichever is wider
- Either 50 or 52nd Ave
- Try to maintain local service
- 50 and 52nd – Trade-offs – both not safe
- Too narrow for busses to go by frequently and so many bicycles
- Not preferred

82nd Ave

- Can a rapid bus slow down 82nd?
- You would have normal traffic...there is 4
- Even a flashing light at 82nd NW and many people try to cross
- N/S best
- Has a slope which could be challenging
- Can we move it even higher at 205 area – 82nd or 92 of these choices?
- Discuss Potential ROW needs
- Also like 122nd in theory – tight turn at 122nd and Powell
- Better from equity perspective
- How does 82nd compare for I205 traffic
- 82nd connects to PCC and the heart of the Jade District – makes sense
- 82nd service to Fubon
- 82nd best option
- Education is purpose of commute
- Fubon and PCC
- Connect to 72
- Students at PCC
- Banks are close to 82nd
- Pacific Islander and Burgenese communities
- 82nd feels safer – more activity; eyes on the street; more people and shopping centers
- How fast can we get to Division and still access PCC? Mixed feelings about 82nd because of traffic delays
- Need speed on 82nd and transit priority
- Turning onto a wide road
- Pick up more people on Powell
- Better for getting to friend's houses, parks and places near 82nd
- 82nd is a larger street and could be better option without effecting neighborhood streets. Turning on 82nd will be faster
- 82nd line will encourage more development
- We don't trust that people won't park on 82nd
- What are your preferences for where to add BRT lanes?
- Road diet – slow down traffic / do separate lanes

- ODOT owns Powell and 82nd. Why choose that route? ODOT owns the middle of roadway. City owns
 - Is 82nd an appropriate corridor for bike lanes?
 - 82nd is very overwhelmed with cars for pedestrians. Needs buffers. Putting telephone poles in the middle in the middle of sidewalks
 - 82nd is unanimously the preferred route
 - Needs to be more investment in pedestrian infrastructure
 - Not safe for bicyclists and pedestrians
 - Could spur development
 - Very busy and crowded
 - Intersections are congested at 82nd/Powell/Division
 - Split east and west routes
 - Division 39-50 to narrow
 - Hitting PCC is important
 - Will TriMet cut local service after BRT?
 - Influences how you plan for stops/routes/service
 - 39th? Too small. Tight corner at Division. Hill on 39th could be an issue, too
 - West to east at 82nd
 - preferred
 - Concerned about how much Division is narrow until 82nd
 - Don't think it would support another bus line
 - Is the natural choice
 - Powell is wider to 82nd
 - Need for improved crosswalks across 82nd Ave at Hawthorne because of slope/hill and access to Harrison Park
 - Powell is wider to 82nd
 - Division is wider of 82nd
 - 82nd has potential to be the next Hawthorne
 - 82nd is a destination should serve
 - Traffic is too bad at inner Division
 - Fear of losing
 - Keep bus stops in same locations, noon-three
 - If you could provide off-street parking to mitigate
 - Refer to visionary plan for Jade
 - How can construction impact businesses?
 - Interested in selling property for stop and station cover
 - Must serve
 - Division from 50 to 82nd has most destinations especially with transit use
 - Franklin High
 - More rapid
 - Affordable housing should be part of future plans
 - More parking
 - More crosswalks at 82nd and Division
 - Consider pedestrian bridges across 82nd and Division intersection
 - Furniture store at 82nd and Division Jade District still strong advocate for a community center
 - One disability dedicated bus way possibilities out of Powell
 - Possibility that road may be widened
 - Implications for property and buildings
 - If 82nd, this is a central location, so this is a connection place for increased transit access
 - If the bus can be every 5 minutes people will not need to wait, will be more smooth
 - Where do people go for daily walks along 82nd?
 - Informing stops
 - Long-term consider widening 82nd
 - There is a lot going on
 - Concerned about the trees on 82nd, when leaves fall they clog drains and also make it hard to walk – evergreens
 - Informing stops - all – Powell, 82nd, Division – center point and connector to many more streets and routes – good faster
 - 82nd - S – central economic point
 - 82nd to busy, but 92nd ok, not too far to go
 - What are people's preferred route? All except one voted for 82nd 12 yes, two abstain, one equal 82nd/92nd (14 overall)
 - preferred
- 92nd Ave**
- Need more frequent flashing crossings from Max / 92nd and 122nd

- Can we move it even higher at 205 area like 82nd or 92 of these choices?
- Also like 122nd in theory – tight turn at 122nd and Powell
- How does 92nd compare for I205 traffic
- 92nd less traffic
- No shopping center and no access to PCC
- Interested in bicycle track on 92nd. Similar to downtown
- No density on 92nd to do bus route
- Too narrow
- Bad air quality
- 92nd floods
- Couplet - east to west at 92nd crosses PCC but most students would be from west based in district boundaries at MHCC
- Back up Powell west bound
- Bus may reduce congestion
- How frequent will the bus run?
- remove
- Keep as an option
- Could serve a population that isn't being served now
- Low volume street would allow bus to go faster, more efficient
- Would serve street without transit
- Need more connections to Lents area
- More North/South connections
- It's poorly served by bus between 82 and 20
- Also Cheery Blossom area is very under served and there are lots of people in this area that use transit
- Not on 92nd because it is too residential
- No economic activity, confirming that 92nd is a top choice
- Keep 92nd as an option?
- All voted to drop it from options
- One person said that 92nd is ok, 82nd too busy and not too far to go

GRESHAM NORTH/SOUTH OPTIONS

Gresham Transit Center

- Not good
- Waste of opportunity to help people
- Needs to service MHCC

- Need to get Gresham TC to connect to all lines. All these options are available on Eastman.

Eastman Pkwy

- Meet with North Central Neighborhood
- Good if did swing through downtown
- Loop around is bigger connecting to downtown, if loop could go deeper into downtown Gresham
- Gets ruled out - out of the way
- Eastman is good. Efficiency with buses vs cars.
- Group consensus: no opposition to removing Eastman for further consideration

Cleveland Ave

- Ride between Powell and Division
- Division works well now
- Lot of opposition
- Disruptive to neighborhood
- No additional opportunity for development
- Neighborhood association is opposed
- Dangerous for children
- 8th street is not a bad route
- It's irrelevant
- Too skinny
- Neighborhood will fight if the speed limit is proposed to increase from 25 mph
- Does not have heavy traffic
- 25 mph is maybe too slow
- Is a promising location
- Seems too residential, single family
- Many residents are likely to object to the Cleveland route
- Second choice
- Two people at the table prefer Cleveland
- Buy off on Cleveland - the travel time is significantly faster

Hogan Rd

- Better connection
- Development capacity
- Possible terminus at Stark and Kane

- Bypass Kane - instead go up Hogan and Stark, Stark and Kane is terminus, getting to 5th is the goal
- Lots of businesses and apartments, Salvation Army
- No bus right now
- Longer route not an issue
- Nice that it connects to Sunset Park
- MHCC and Legacy
- Could you take red sunset around the park to avoid turn at Stark intersection
- Speed limit higher but lots of congestion
- More signals for crossing and signaling for BRT
- Serves more than Cleveland
- PGE
- Lower income. This is who BRT should serve
- Has capacity and existing road width – better than Cleveland
- Existing lighting is good, safer
- Good connections to existing destinations plus no existing bus service on Hogan
- Will in the future be
- Last choice – too much traffic

Kane Dr

- Stop/wind and cold *See Notes for Stop plan view
- Potential to spark some development
- Transit stop on Division and Kane
- Wouldn't serve Legacy
- Move MHCC stop on campus
- Benefits of exposing more students to transit and riders to education
- Better local street facilities from Powell Valley to bus stops.
- Powell and 223rd would be ok to eliminate
- Need service to Reynolds HS and businesses nearby

- It's so far and lines 80/81 already serve Kane
- It's too far from hospital and have to transfer
- People who are uneducated do not understand how to make transfers
- If the BRT routes on Kane, keep the 20 bus line of Stark. It is important for reaching destinations
- Kane option only has one bend or turn – straightest route
- Two people at the table prefer Kane
- Better for rapid travel for gaining speed
- Easier sell
- Easier physical build
- Faster
- There is fairly dense residential on Kane and the scale fits better for BRT over Cleveland

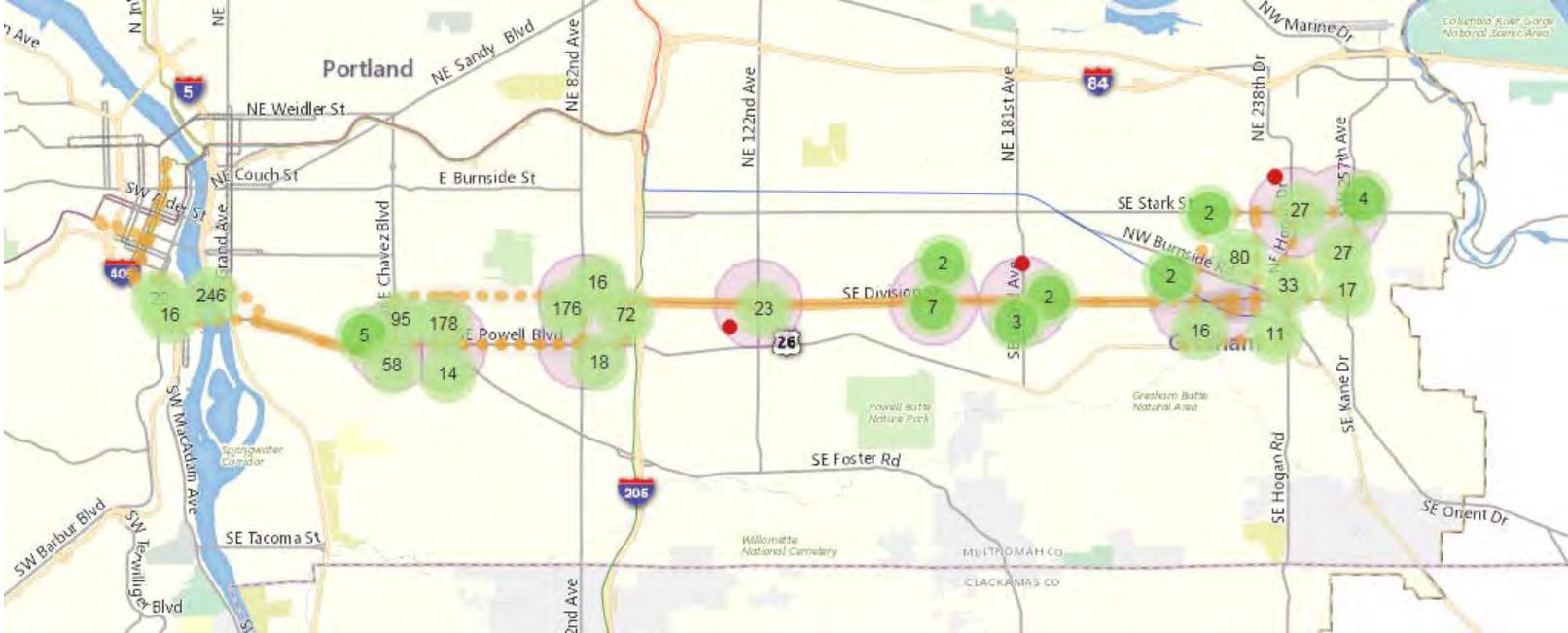
Powell Blvd south of Downtown Gresham

- Powell between Eastman and 182nd poorly served
- A lot of people
- Frequent service on Powell for that stretch of Powell on Gresham
- After cross-over, how will it affect Powell?
- No longer an option for HCT on Powell east of I205
- Why not just use Division into Portland? Studied by dropped due to impacts
- Too complicated
- Doesn't make sense
- Option: cut through Hood instead of Hogan – might be better
- Too much out of direction
- Served by local route
- Powell option undesirable for downtown businesses (business owner of 23 years)
- No opposition to removing
- OK to drop

Table discussion

- Auto Process card – pre-pay /load card to patronize anything along the route – saves transit time, etc.
- Why can't the bus connect with Rail (a. underground)
- There was some discussion around the east side along the Max (see green)
- Group generally supports access to parks and schools
- What can be eliminated? – Ross Island
- Crossover routes
- What are the costs and do they have a major factor in decision making?
- Purpose is to have lower costs generally. Not only one factor of others
- What is the purpose of the project?
- Newer type of bus, more efficient, faster with fewer stops likely.
- Still have local service with multiple stops
- Still under consideration to have local on same street
- Will fewer stops mean faster travel – yes
- Bus only lanes should be prioritized for the extent of the route. This increases the speed of service and makes the BRT more favorable and attractive versus other modes.
- Desired transit amenities include: comfy seats, covered stops and TV with estimated bus arrival time
- Already bus service to MHCC but BRT objective is offering faster service
- Existing bus on Main Street – tight area
- Downtown - people alight bus on 2nd and walk east ward
- Getting BRT to go beyond existing transit center – it's key for facilitating access to MHCC
- Mother of 2 college students. Resident at 181st and Binford. Students attend PCC and PSU. She has to drive them at least partially to school and drop them off on Division. Transition – 181st and Powell area seems good for families with kids who can't afford cars for their kids. Big apartment complexes. Her son - existing infrequent service and too many connections.
- Ms Han - doesn't ride the bus but gets the concerns of mom and son
- Natalya (mom) bus needs to better serve children and college kids
- There are also existing safety concerns with existing transit. Shelters should have a lot of good due to lighting illicit activities at bus shelters
- Education connection is essential - MHCC, PCC, PSU, because a lot of students take classes at more than one of these schools.
- Alan G reiterated how to deal with downtown – how BRT relates to downtown is a key issue, how BRT relates to Gresham Transit Center
- Table did not all agree on dots, but seemed to be in general agreement during the exercise
- Would the yellow routes serve a different demographic and would they heed or use the BRT route? If not, then drop those routes
- If done, it needs to have a high design. Design aesthetics is important. Do the most you want to do for transit service and enhance the area
- Not be a detriment if a building
- Don't put in more capacity at the expense of design
- Develop design standards – 5 ft set-backs and front doors on residential units with children, fronting on a busy street is not good. Need different design standards on such streets
- Vista site and demographics – future people working on Vista site are more likely to drive and afford that choice. College students are more likely, too.

- Concerned that current lines on Powell/Division will be gone if BRT comes in. take division bus instead of Hawthorne bus
- How are BRT buses going to take turns connecting to Powell/Division?
- Taking the road down to single lane in inner Powell is problematic/not possible/already too much traffic. ODOT says taking out lane is not really an option. BRT trying to use the space they have.
- Powell to Foster is the only major access
- Concerns about sharing the lanes with BRT on Powell. A separate lane is better but is it possible?
- Stops between 70 – 82nd on Powell
- How bus could connect at Max stations near 205 at Powell and Division
- Better to just say Powell/Division - Don't translate the street names they are the names of the street and people use Powell/Division even if they don't speak English
- There are also frequently differences between the way bureaus and departments translate things and it can be inconstant and confusing
- 86th and Powell - this stop has many people and the bus doesn't come enough, more than 20 minute wait - too long
- Concern about services
- Hard to take the bus in winter – shelter both sides
- Raised lifts are also important to seniors, +/- 20 minute waits
- Portland downtown line – put this on Division
- TriMet drivers move too fast right after people get on – please wait for seniors and others to sit down
- Want shelters at every stop
- Interested residents: previous experience with BRT
- Small business owner in the Lents neighborhood
- Still a driver because there are no shortcut or fast lanes. BRT would be a great option
- Enhanced bus shelter – really desired. My shop becomes a bus shelter in bad weather because there is no shelter
- Has Hawthorne Bridge been considered?
- Project does not clarify that # and #9 will continue as usual. People think the new route is a replacement.
- How often does bus run? Just at peak hours?
- Bus stop would be negative in front of small businesses that lack of street parking.
- Need to maintain on-street parking on Division near 84; many small businesses there don't have their own parking lots (Thai Fresh)



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT ONLINE MAP COMMENTING TOOL

March 2015

KEY THEMES AND OUTCOMES

An online map comment tool invited people to weigh in on route options and station opportunity areas. Between February 13 and March 4, 2015, 2,634 people explored the map tool. It received 1,541 comments from over 350 individuals.

Project information and input opportunities were shared broadly through a variety of communication channels, including:

- Powell-Division email updates
- Powell-Division web pages (www.oregonmetro.gov/powelldivision)
- Metro transportation and planning and policy email updates
- Metro news digest
- Metro Twitter
- Gresham Neighborhood Connections email updates
- Gresham Facebook page
- Gresham Powell-Division web pages
- Gresham Area Chamber of Commerce email updates
- City of Portland email updates
- City of Portland Powell-Division web page
- City of Portland Facebook page
- City of Portland pedestrian and bicycle committee email updates

- Multnomah County pedestrian and bicycle committee email updates
- Multnomah County health service centers email update
- TriMet Riders Club email updates
- TriMet lines 4-Division and 9-Powell service alert email updates
- TriMet Service Enhancement Plan web pages
- Mount Hood Community College student government email update
- Portland Community College Southeast campus reader boards
- East Portland Action Plan email updates
- East Metro Economic Alliance email updates

ROUTE OPTIONS

RIVER CROSSING

- People who weighed in overwhelmingly support using the Tilikum Crossing.

PORTLAND NORTH/SOUTH CROSSOVER OPTIONS

- People overwhelmingly support using 82nd Ave.
- Many people thought the less promising options included Cesar E Chavez Blvd, 50th, 52nd and 92nd avenues.

GRESHAM NORTH/SOUTH OPTIONS

- People overwhelmingly support connecting to Mt Hood Community College.
- While fewer people weighed in on the Gresham options, those who did support Hogan Rd and, to a lesser extent, Kane Dr.

STATION OPPORTUNITY AREAS

People want safer, more comfortable transportation that includes:

- safe sidewalks, crossings, bike facilities
- more comfortable and convenient places to wait for transit
- better access to transit

People would also welcome more inviting social spaces around stations, including:

- Gathering places for neighbors and families to meet and socialize
- More businesses to shop or get services
- Activities and temporary uses, such as markets, fairs, or food carts to enliven the neighborhood
- More places to work

ROUTE OPTIONS

The public strongly supports a route that uses the Tilikum Crossing and transitions from Powell to Division at 82nd Ave. In Gresham, strongest support is for the Hogan Road alignment.

WILLAMETTE RIVER CROSSING

The public very strongly supports the Tilikum Crossing for the new transit alignment across the Willamette River. Reasons given for support of this alignment include:

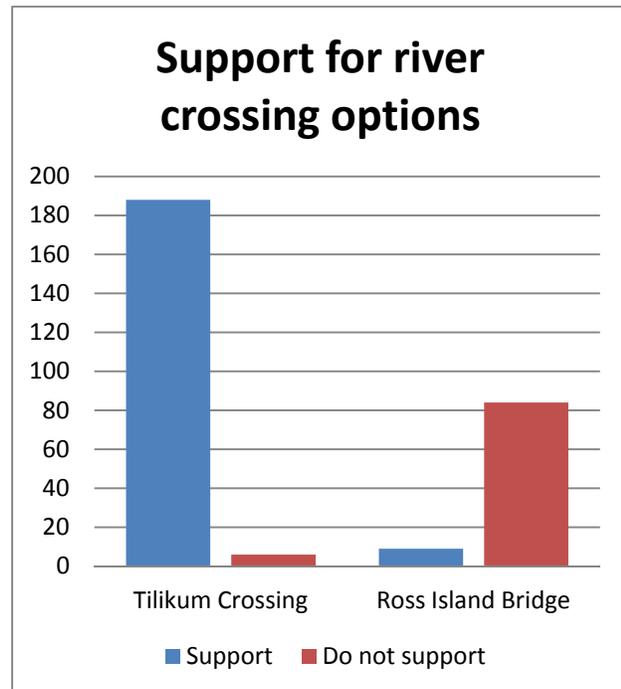
- Speed and reliability presented by dedicated space for transit
- Leveraging investment in the transit bridge

While support for this crossing option was nearly unanimous among comments received, a couple of respondents felt that the impact of routing buses over the Tilikum Crossing would create air quality concerns for bicyclists and pedestrians.

The public does not support using the Ross Island Bridge for the new transit alignment because of:

- Limited space for travel on the bridge
- Existing traffic and congested conditions
- New transit being neither fast nor reliable using this route

Some of the public expressed concern that bus stops and service on the west side of the Ross Island Bridge would be eliminated entirely, limiting access to the National College of Natural Medicine.



PORTLAND NORTH/SOUTH CROSSOVER OPTIONS

A considerable number of respondents support 82nd Ave as the transition between Powell Blvd and Division St for the new transit line. Reasons given in support of this alignment include:

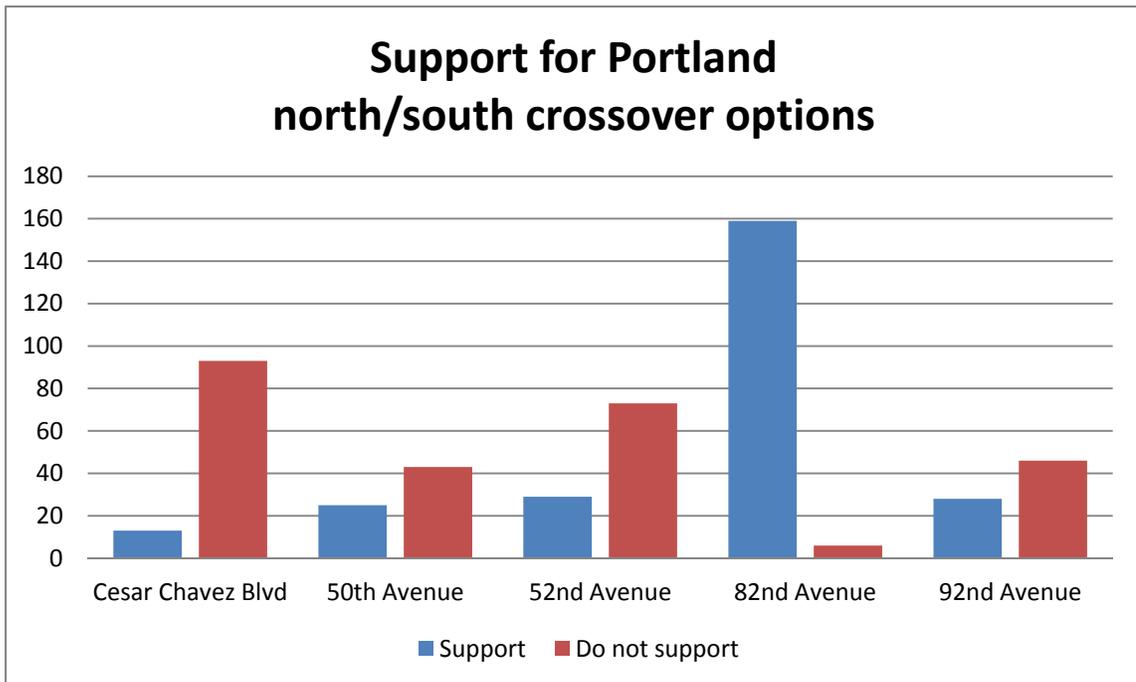
- Access to Portland Community College and the Jade District
- Access to transit for communities of color and people living with low incomes,

- Opportunity for needed roadway and pedestrian safety along Powell Blvd and 82nd Ave
- Development opportunity
- Access to transit transfer points
- Potential for dedicated transitway

Two respondents provided reasons for not supporting 82nd Ave as the transition between Powell Blvd and Division St: existing traffic, congestion, and transit reliability.

The public did not support the other four route alignments being considered – Cesar Chavez Blvd, 50th Ave, 52nd Ave, and 92nd Ave. The main reasons for not supporting these alignments are:

- **Cesar Chavez Blvd** – existing traffic and congestion and the relative absence of important community destinations
- **50th Ave** – constrained road space, traffic, challenging transition with Division St, lack of diversity
- **52nd Ave** – conflicts with bike routes, lack of diversity, constrained road space and traffic on Division St west of 60th and 52nd Ave
- **92nd Ave** – does not provide convenient access to Portland Community College and other community destinations, less ridership than other options, bikeway conflicts



The public did support considering these alignments for the following reasons although they often expressed that the reasons to support an alignment did not make it the best option to consider:

- **Cesar Chavez Blvd** – access to community destinations on Hawthorne;
- **50th Ave** – access to educational institutions, such as Warner Pacific College
- **52nd Ave** – access to educational institutions, such as Franklin High School and Warner Pacific College, opportunity to improve access to and frequency of transit
- **92nd Ave** – improved travel time over 82nd Ave, serves communities of color and people living with low incomes

GRESHAM NORTH/SOUTH OPTIONS

The Gresham alignment that received most support and least number of comments that did not support the alignment is Hogan Rd. Reasons given in support of Hogan include:

- Connections to important destinations such as Mt. Hood Community College, Gresham Vista Business Park, Legacy Mt. Hood Medical Center, and other community destinations and employment areas
- Provides transit where there is none and connections to transit transfer areas
- Potential for dedicated transitway
- Greatest number of people served, especially those living in apartments and with low incomes
- Development opportunities

The only reason given that does not support consideration of this route is its function as the north-south arterial between I-84 and US 26.

While Kane Dr did not receive as much support as Hogan Dr, it may be worth considering further. Many comments in support of Kane suggest considering route alignments that also include Hogan. Reasons given in support of Kane Dr include:

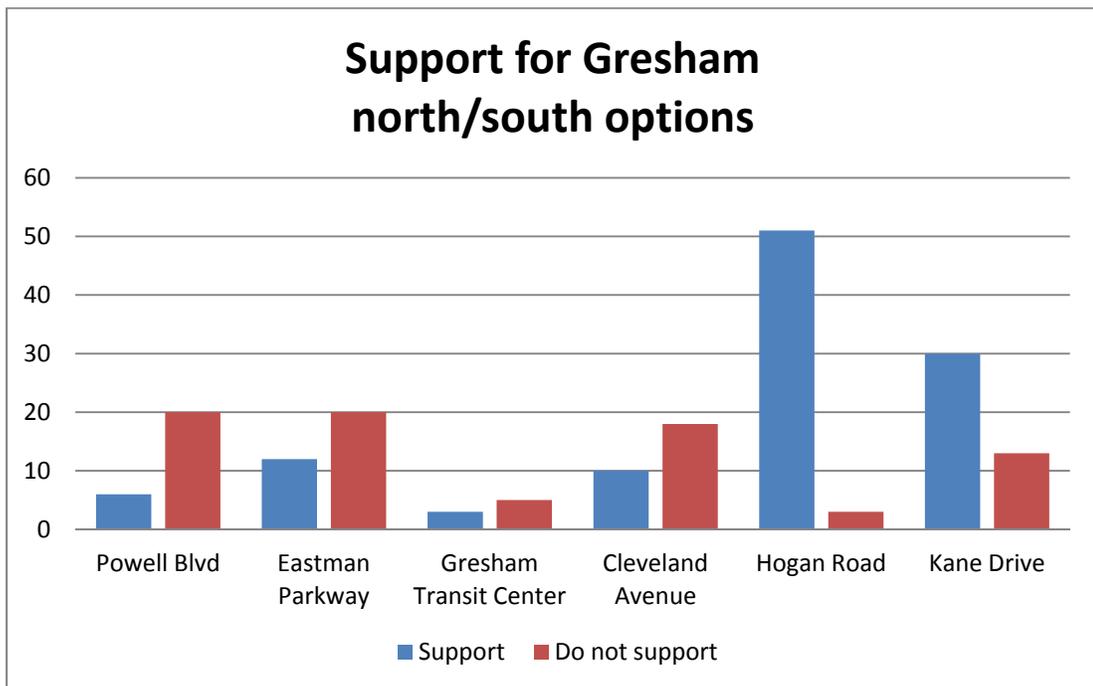
- Quickest, most direct route to Mt. Hood Community College
- Potential for dedicated transitway
- Development potential
- Division more able to absorb traffic than Stark

Generally, respondents who do not support Kane Dr find other routes more promising. The main reasons respondents do not support this alignment include:

- Does not connect people living with low incomes to services, such as the hospital
- Does not connect to major employment areas, such as the hospital

The public does not support the other alignment options for the following reasons:

- **Powell Blvd** – out of direction travel and increased travel times
- **Eastman Pkwy** – out of direction travel and increased travel times
- **Gresham Transit Center terminus** – does not provide access to Mt. Hood Community College, employment areas, and important community destinations
- **Cleveland Ave** – transit would disrupt residential character of street



Respondents who commented on Gresham alignments often suggested other routes and alignments. These comments point to a need for additional transit service in the Gresham area that should be considered in planning the new transit alignment. These service suggestions include:

- Direct transit service from Gresham Central Transit Center to Mt. Hood Community College
- Transit service on Hogan Rd
- Improved transit service and better transfer connections on Eastman Pkwy
- Better and more visible transit access to downtown Gresham

STATION OPPORTUNITY AREAS

The public responded to questions that asked what the most important changes were that they would welcome at station opportunity areas that pertained to getting to the area and near new bus stations. The questions were asked as multiple choice, and respondents could choose as many as they wanted and note unlisted options if they chose “Other.”

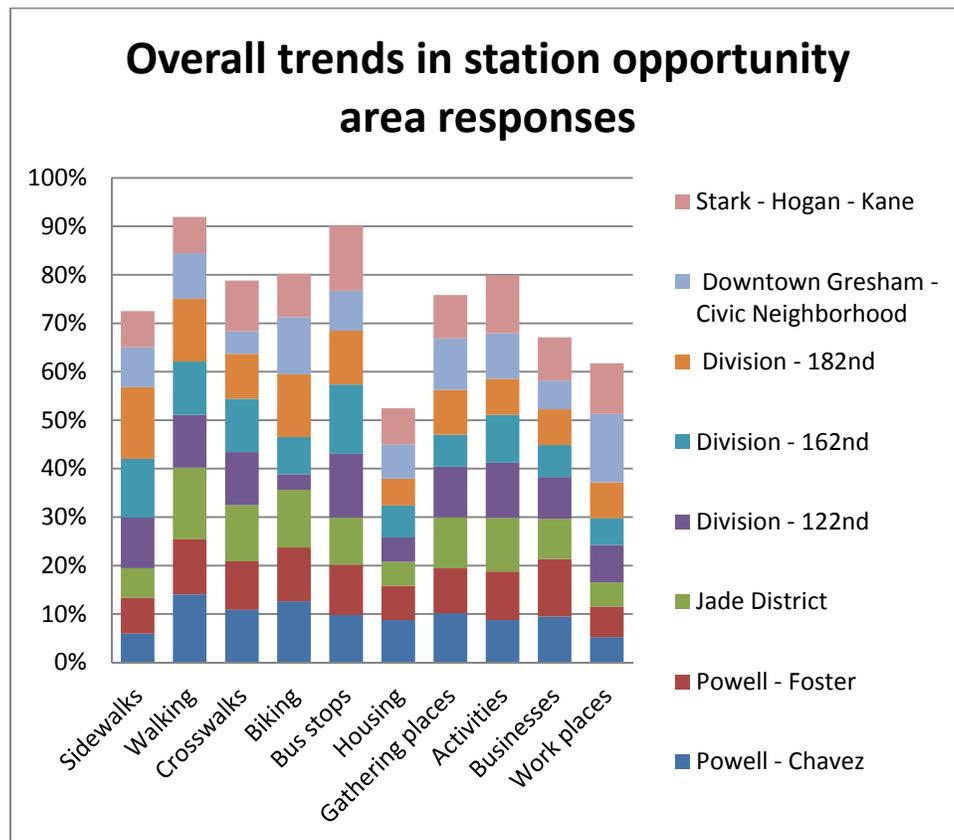
<p>Getting to the area</p>	<ul style="list-style-type: none"> ▪ More sidewalks ▪ Safe-feeling sidewalks (with street trees and planter strips, etc.) ▪ More crosswalks that allow people to safely cross busy streets ▪ More places where biking feels safe ▪ Comfortable, convenient places to wait for buses ▪ Other
<p>Changes near new station areas</p>	<ul style="list-style-type: none"> ▪ More housing that is affordable to people at a range of income levels ▪ Gathering places (plazas, outdoor markets or businesses) for neighbors and families to meet and socialize ▪ Activities (markets, fairs, etc.) or temporary (food carts, etc.) to enliven the neighborhood ▪ More businesses to shop or get services (insurance, banks, hair salons, etc.) ▪ More places to work ▪ Other

Overall, transportation safety and pedestrian environment improvements around station areas are the most important changes people would welcome and, to a slightly lesser extent, more social gathering places and activities.

Within these overall trends, each station opportunity area has a unique profile of changes the public would welcome. In sum, the most important changes the public would welcome at each station opportunity area are as follows:

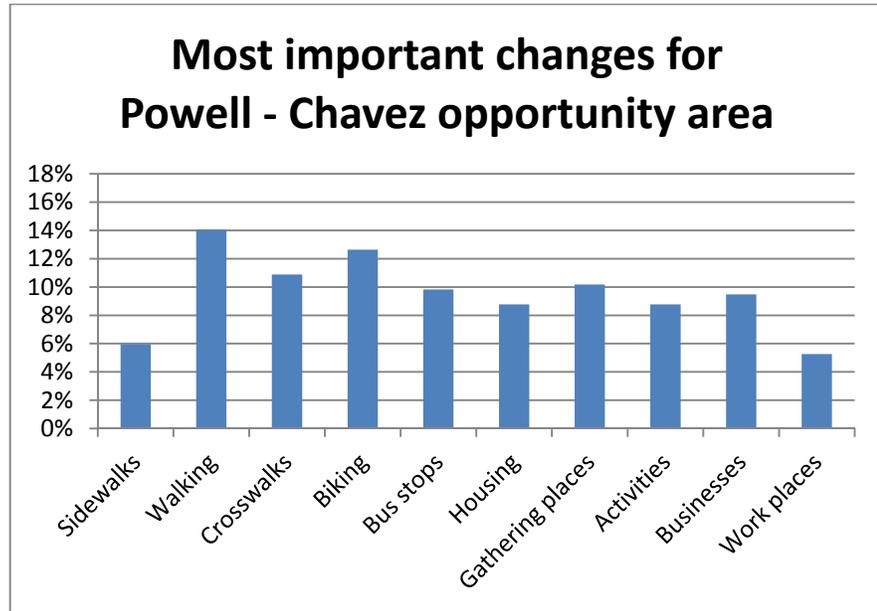
- **Powell-Chavez** – better walking and biking environments, vibrant social places
- **Powell-Foster** – more businesses and services, human-oriented transportation improvements
- **Jade District** – walking environment improvements, outdoor social gathering places

- **Division-122nd** – more comfortable and convenient transit stops, safe access to transit, and people-oriented places
- **Division-162nd** – more comfortable and convenient places to wait for transit supported by infrastructure, such as sidewalks
- **Division-182nd** – more sidewalks, biking and walking improvements
- **Downtown Gresham-Civic Neighborhood** – more work places and improved bicycling opportunities
- **Stark-Hogan-Kane** – improved transit stops with activities and temporary uses nearby



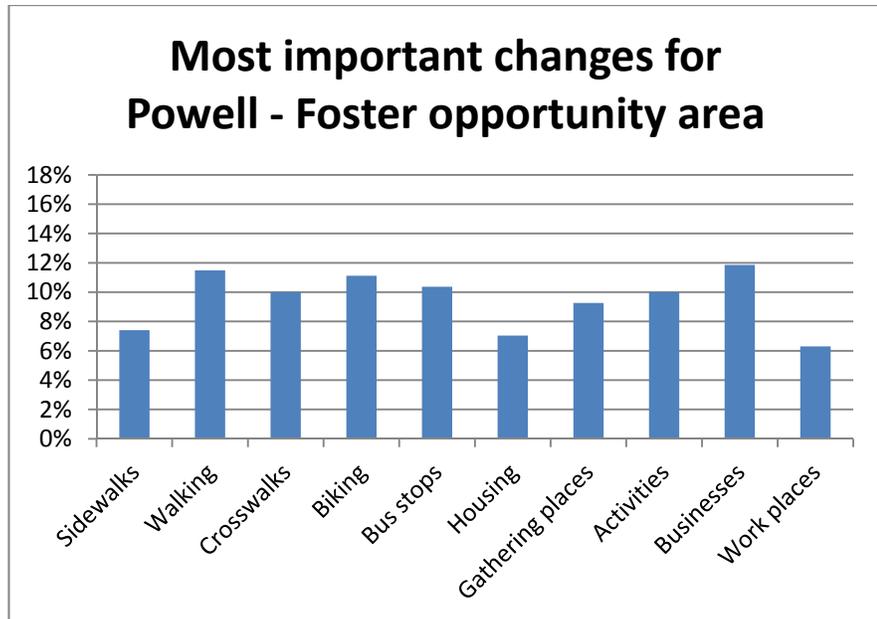
Powell-Chavez Station Opportunity Area

For the station opportunity area surrounding the intersection of Powell and Cesar Chavez Blvds, the greatest expressed changes the public would welcome relate to improved environments for walking and biking that feel safe and encourage a vibrant and social street environment.



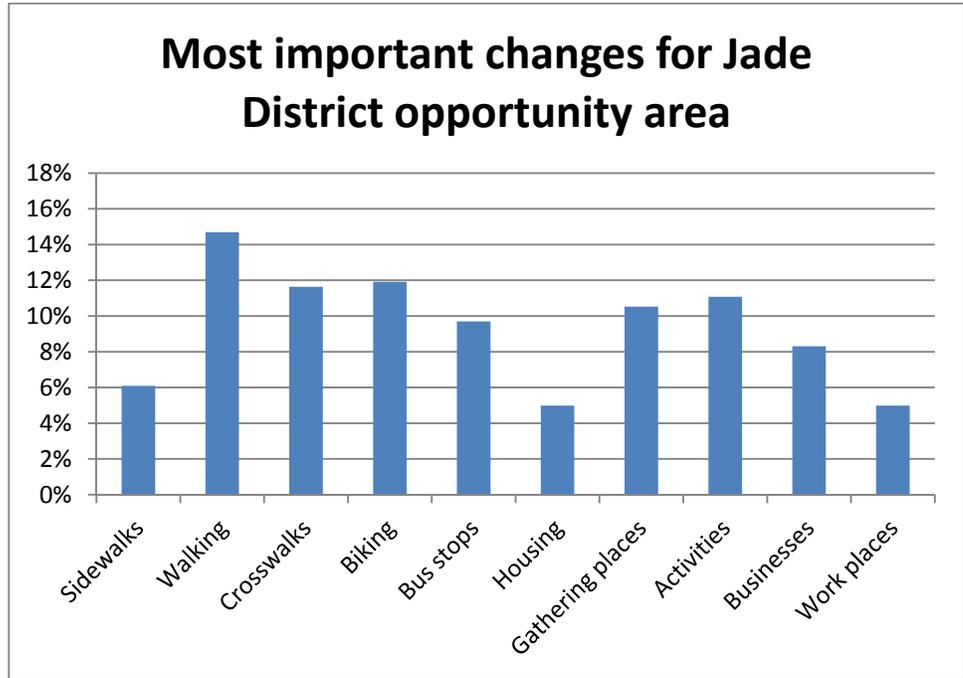
Powell-Foster Station Opportunity Area

For the station opportunity area surrounding Powell Blvd and 50th and 52nd Aves, the most welcome changes include support of and additions to the growing and eclectic business community. Hand-in-hand with this welcome change are improved places for walking and biking that provide connection to these businesses and that encourage a safe, welcoming environment for social activity.



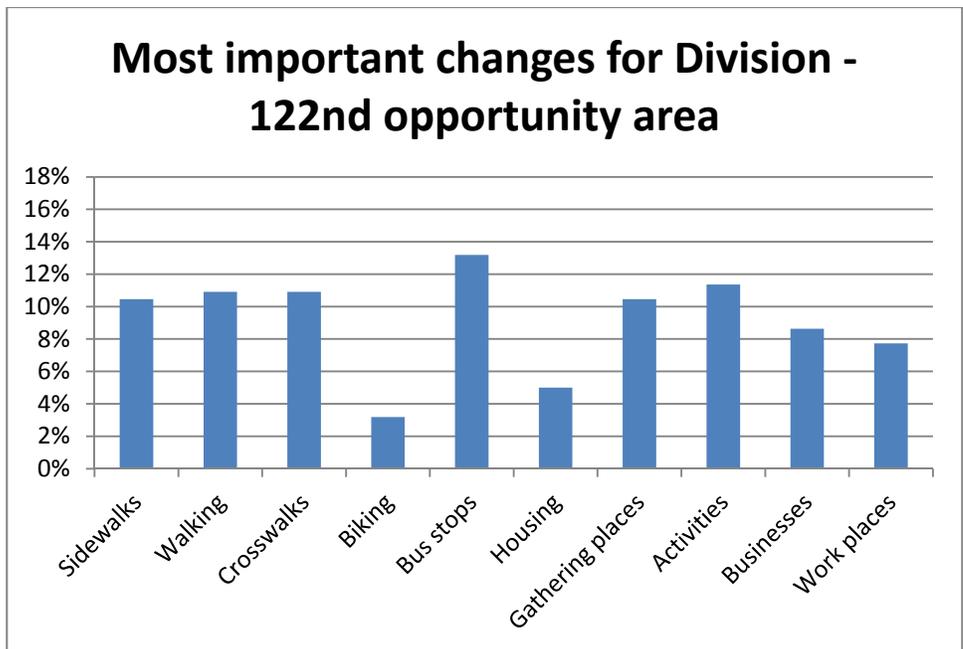
Jade District Station Opportunity Area

An improved walking environment is the most important change that people would welcome for the station opportunity area surrounding 82nd Ave between Powell Blvd and Division St. Other changes that the public would welcome are additional improvements that facilitate biking, street crossings, and active social gathering outdoors.



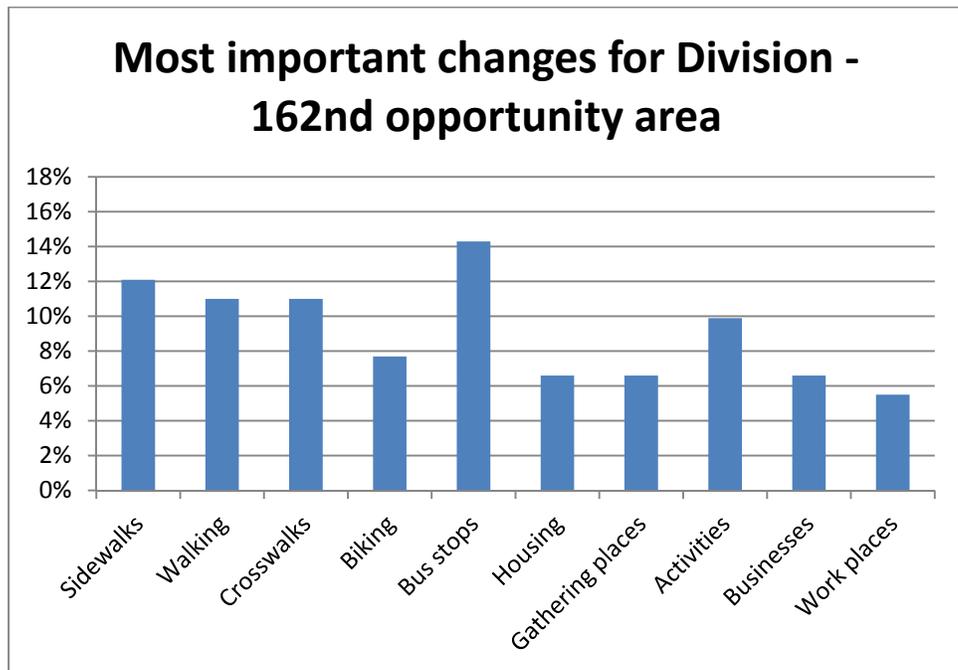
Division – 122nd Ave Station Opportunity Area

For the station opportunity area surrounding the intersection of Division St and 122nd Ave, the most important change that people would welcome are improved, more comfortable and more convenient places to wait for transit. Other supportive changes that the public would welcome to support this comfortable access to transit include the addition of sidewalks, improved street crossings, and a more people-oriented street environment.



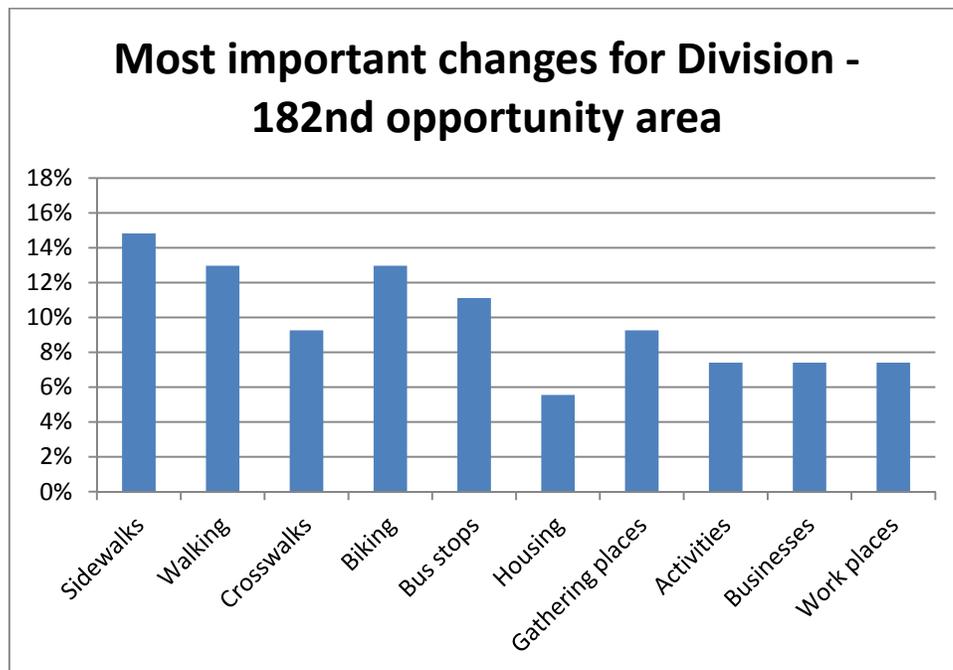
Division – 162nd Station Opportunity Area

For the area surrounding the intersection of Division St and 162nd Ave, the most welcome changes would be to the transportation environment, improving the human scale, safety and comfort in the area. The most important change would be for more comfortable and convenient places to wait for transit supported by infrastructure, such as sidewalks, to help people access these transit waiting areas.



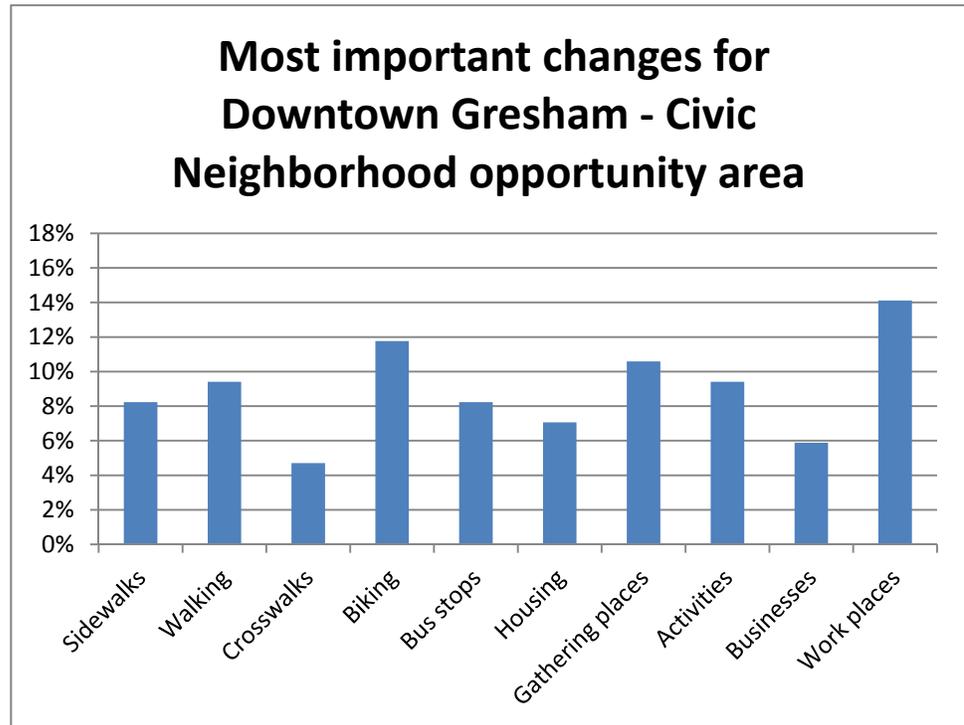
Division – 182nd Station Opportunity Area

The most important changes for the area surrounding the intersection of Division St and 182nd Ave are to improve the transportation environment for people to walk and ride bicycles. Safe and convenient access to neighborhood destinations are the first step toward larger neighborhood improvements, and adding sidewalks would be the tangible outcome of a first-wave effort.



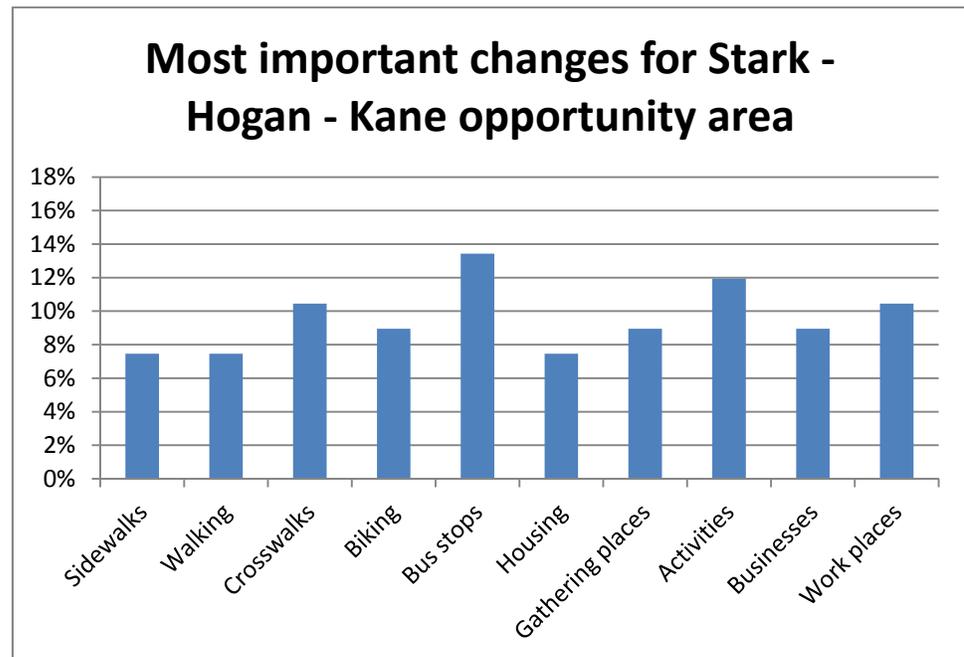
Downtown Gresham-Civic Neighborhood Station Opportunity Area

The public considers the addition of places to work the most welcome changes to the station opportunity area surrounding Downtown Gresham and Gresham City Hall. Supportive social spaces for this station area make for an attractive work environment, and other changes that are welcome include safe places to ride a bike and the addition of outdoor gathering places, temporary uses, and social activities.



Stark-Hogan-Kane Station Opportunity Area

For the station opportunity area along Stark St that includes Hogan Rd and Kane Dr, the most welcome changes would be to improve the comfort and convenience of transit stops. Outdoor, temporary, and neighborhood uses would contribute to these improved transit waiting areas for employees, students, and people seeking services by providing interesting and engaging activities nearby transit stops.



OPEN-ENDED RESPONSES

As part of the online map commenting tool, open ended responses were collected and analyzed for responses to three questions:

- Is there anything else you want to share with decision-makers?
- What considerations are important?
- Which are the most important changes you would welcome here? (input from “Other” choice)

The following table details information shared in the comments that is captured in each coding category:

 <p>Transportation and transit</p>	<ul style="list-style-type: none"> ▪ Biking – bike lanes, cycle tracks, bicycle parking, bike share, network connectivity ▪ Walking – sidewalks, pedestrian orientation, walkability ▪ Traffic – street space and right-of-way, congestion, transit capacity, crosswalks, traffic calming, road surface, transit design, transit efficiency, access management (driveways), transit route, street cross-section configuration ▪ Better connections – between modes, across streets, to/from destinations, to transfer areas ▪ Access – to transit, to biking and walking opportunities ▪ Ridership – number of people served by transit ▪ Dedicated lanes – exclusive transit lanes, transit priority, signal timing, queue jumps, road diets ▪ Speed – fast service, travel time reliability, direct route, express-type service ▪ Reliability ▪ Convenience – easy to access transit service, easy to use, stations located near destinations/transfer areas ▪ North-south transit – improved service and connections ▪ Maintain/+ bus service – maintain/improve 4 and 9 service for local trips along Division St and Powell Blvd, improve feeder service to new line, keep other, existing transit lines ▪ Maintain travel lanes – maintain mobility for automobiles, no road diets ▪ Transit vehicle ▪ Transfers ▪ Frequency
 <p>Land use</p>	<ul style="list-style-type: none"> ▪ Destinations – important community places, things to do, sense of place ▪ Stations – spacing, amenities ▪ Amenities – comfortable places to wait, benches, trash cans, restrooms, art, cleanliness, weather protection, street trees, landscaping ▪ Development opportunity – opportunity for business, residential, or community, zoning changes, density ▪ Housing ▪ Neighborhood effects – construction closures/impacts, density, noise, disruption to business, property impacts, cut through traffic, parking, property tax rise

 <p>Environmentally friendly</p>	<ul style="list-style-type: none"> ▪ Technology – transit vehicles and propulsion systems ▪ Air quality – clean air, pollution ▪ Water quality – run off, stormwater, flooding ▪ Landscaping, green space, open space ▪ Greenhouse gases – related to transportation types and choices, emissions reductions, idling
 <p>Support</p>	<ul style="list-style-type: none"> ▪ Support of alignment choice, approval
 <p>Equity</p>	<ul style="list-style-type: none"> ▪ Communities of concern, affordability, diversity, ridership and access to transit as it relates to underserved populations
 <p>Safety and security</p>	<ul style="list-style-type: none"> ▪ Safety improvements and concerns related to transportation, crime, and structures
 <p>Do not support</p>	<ul style="list-style-type: none"> ▪ Lack of support for alignment choice, disapproval



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

TRANSPORTATION WORK GROUP

November 20, 2014 | 7:30 to 9 a.m.; 6 to 7:30 p.m. | Metro, 600 NE Grand Ave, Portland; Gresham Library, 385 NW Miller Ave, Gresham

KEY THEMES AND OUTCOMES

Community members, advocacy organizations, and professionals working on issues related to multi-modal transportation use, staff from Portland, Gresham, Metro and members of the Powell-Division Steering Committee convened on November 20. This transportation work group meeting presented the community with information about transportation in the corridor and asked participants to share what their thoughts on where transportation works well and does not work well along the Powell-Division corridor and what should be considered for enhanced transit. This input supports development of a safe and efficient transportation system for all users.

- Many places along the corridor have sufficient road space without constraints where traffic moves efficiently.
- Biking-specific infrastructure on streets with slower traffic speeds and fewer numbers of motor-vehicles feels safe and efficient.
- Areas of the corridor are congested, dangerous, or feel unsafe for all transportation modes.
- Considerations for enhanced transit should include safety improvements, improved connections, accommodation for bikes on transit, and express-type service.

Participants (* indicates Powell-Division Steering Committee members)

Tony Coleman	Oregon Department of Transportation	John Bildsoe*	Gresham Coalition of Neighborhood Associations
Elizabeth Quiroz	Bicycle Transportation Alliance	Carol Rulla	Gresham Coalition of Neighborhood Associations
Kathryn Notson		Kelly Clarke	City of Gresham
Colette Snuffin		Brian Martin	City of Gresham
Carl McNair		April Bertelsen	Portland Bureau of Transportation
Michelle Plambeck		Brian Monberg	Metro
Alex Howard	Portland Bureau of Planning and Sustainability	Dana Lucero	Metro
April Bertelsen	Portland Bureau of Transportation	Deb Meihoff	Communitas
Jessica Horning	Oregon Department of Transportation	Heidi Beierle	Metro

Meeting purpose

- Provide information about how BRT systems work
- Hear about user experiences: current conditions, function and safety, on-alignment experience for autos, buses, freight, emergency services, pedestrians, school buses, and bicyclists
- Identify transportation gaps in the corridor
- Discuss potential opportunities and stakeholders' expectations for the transit project to improve the corridor for all users
- Learn about other transportation issues/concerns to be aware of during planning and design

Questions posed to the work group

- Where in the corridor does transportation work well?
- Where in the corridor does transportation not work well?
- What should the project consider for enhanced transit in the corridor?

Input summary

Works well

- Right of way and traffic flow – sufficient room without constraints on inner Powell; Division east of I-205 has a good deal of right of way and minimal traffic congestion; Kane has good traffic flow and ample road space.
- Bike-specific infrastructure that reduces vehicle traffic and that makes biking feel safer (for everyone, including families) and like an efficient travel mode.

Does not work well

- Unsafe areas for bicyclists and pedestrians – biking on Division between Gresham and I-205 does not feel safe with no shoulders and fast-moving vehicles; pedestrian crossings of Division are difficult to make between Hogan and Kane.
- Unsafe transit areas – Green Line MAX at I-205, stops at Powell and Division have poor lighting and visibility and are poorly signed; stops and crossings could better serve riders to/from Mt. Hood Community College.

- Unsafe intersections – high crash rate for Division and 122nd.
- Areas with traffic congestion, back-ups, and traffic delays – inner Powell, especially during morning commute on Ross Island bridge and when freight trains come through; traffic backs up on Eastman at Town Fair; pedestrian crossings cause traffic delays on Division east of Eastman at Gresham High School and on Division at 119th.

Considerations for enhanced transit

- Safety improvements – minimize bike-bus conflicts; improve crossings on Powell for pedestrians and bikes; make bus stops safer; make it safer for vehicles to turn into businesses.
- Improved connections – to more businesses and medical services; to transit.
- Accommodate bikes with new transit (identify routes, consider space on the road, provide capacity for bikes on transit).
- Provide express-type service.

Comments:

Comments correspond to a numbered, colored dot on a map. The comment details are captured in the tables below.

G = (green dot) works well

R = (red dot) doesn't work well

Y = (yellow dot) consideration for enhanced transit

RESPONSES

Metro

- Interactions with bikes, pedestrians, and transit
- Safety at crossings
- Interaction with freight
- Like separated bikeways
- Inner Powell delay for freight and cars

Dot	#	Comment
G	1	52nd and Division, traffic diverter works well because it allows comfortable biking in the neighborhood with kids; prefer less vehicle traffic for biking, feels safer.
G	2	50s bikeway to work is great, feels more protected. I'm more a fair weather biker, and it feels safer to use it when I travel with my kids. It's efficient, better than Powell where I wouldn't ride a bike, and it's probably faster than taking Powell, too.
G	3	Woodward-Clinton bikeway. I take the whole thing from where I live on 72nd. That bikeway is the quietest spot in the whole neighborhood.
G	4	Powell between Ross Island Bridge and I-205 has lots of right of way and space for transportation options.
G/Y	5	Bus pullouts between 82nd and 282nd – I like when the buses pull out of traffic, but I understand the issues with the buses getting back into traffic. Driver will wait in the 82nd and Division pullout.
R/Y	6	From I-205 into Gresham, the bike lanes are not too safe for biking, particularly through Division & 122nd. If BRT goes through, will there be protected bikeways on the route? The challenges for biking are: there is not enough space for bikes, there are no shoulders, and people drive very fast.
R	7	122nd & Division is the highest crash intersection in the region.

G	8	There are not many horizontal (medians) and vertical (overhead crossings) constraints. A turn pocket that's open is really great.
R/Y	9	205 MAX at 92nd at night there is not much light, and it's a dark, scary corridor off the road behind Burgerville. Not signed well, confusing. It's well-paved though. I have more concerns about the Powell stop than Division, but both could benefit from lighting improvements.
Y	10	On Williams, they moved the bike lanes from the right side of the street to the left side because of conflicts with all the bicyclists and the buses crossing in and out of the bike lane. In the P-D corridor there is potential for reduced lane capacity, and a nicer facility may mean more bikes. How do you plan to manage bike-bus interactions. Already mentioned a preference for separated shared-use paths, and that seems better than bike-bus interactions. Williams is a potentially good example of how to handle bike-bus interactions well, also Moody Ave on SW waterfront. They've changed the speed and slowed traffic. The biggest problem is where buses cross the bike lane.
Y	11	Option to bring bikes on BRT.
R	12	20th to Ross Island during morning commute can get really delayed around 8 am. Freight trains stop all traffic. Light at Milwaukie goes out. All contribute to congestion.
R	13	Driver behavior. Drivers disregard traffic markings and signs on the bus mall, particularly at Taylor and downtown at 5th and 6th. Cars are not allowed to make a right, but they do all the time.
R	14	Congestion occurs on inner Powell when the freight train comes through. The back up happens first on 11th and 12th and then creates a chain reaction of back up.
Y	15	Crossings on Powell for bikes and pedestrians especially Foster-Powell don't feel safe where there is basically an island at Burger King with a short pedestrian signal. The new crossing at Powell and 65th is good. More crossings like that on Powell are needed. It will be important to get to Division.
Y	16	130s come down Division, a diverter is needed for bikes and pedestrians. Look at safety improvements at stations. More bus stations – connect to more businesses in the Division Midway area. Need safer turn movements.
Y	17	Like 82nd as a transition street because of the businesses, but it's a challenge with one lane. There is a lot of width at 205, and the east side might be a good place to get to Division. If use 205, you will miss PCC and all the businesses. It's better to serve the businesses.

Gresham Library

Dot	#	Comment
G	1	Division works well for driving east of I-205 to before downtown Gresham, east of Eastman. It does clog at 122nd, though. It is straight and wide.
R	2	Issue: school kids crossings clog just east of Main St. at school crosswalks. There are no signals, so people just cross.
R	3	Eastman to entrance of Town Fair shopping center – traffic backs up
G	4	Kane is easy to drive. It moves, except when the bus is stopping. There is also a lot of school bus stopping.
R	5	From Hogan to Kane it is difficult for pedestrians to cross.
R	6	Many people go by bus to Mt. Hood, but there is no place for the stop. Many riders are

		crossing. A bus pull out could help
R	7	On Division at 119th, signal is mostly for pedestrians, causing it to back up. Perhaps more pedestrian crossings nearby would distribute crossings. Perhaps pedestrian crossing signal could be timed and coordinated with 122nd.
	8	More street lighting
	9	Hogan
G	10	Division east/west through the triangle is not as bad as other routes. Division to Kane via a left turn would not be so congested. It could be a good route for transit.
R	11	Hogan and Burnside: challenges north/south crossing through the triangle
	12	Division east of Hogan is nice and wide and could accommodate a bus lane.
Y	13	Is there a way to loop in and connect into shopping mall, Vista Center, and hospital to serve them?
Y	14	It would be particularly important to serve the hospital.
	15	– Hogan route would serve the residents and park along there. However, some segments have constrained right of way.
	16	Have a local bus do a circulator loop and the BRT connects into it.
	17	Consider doing an express (limited stop) bus on Powell/Division.
	18	Access to downtown Gresham Transit Center is a challenge.
	19	Consider a stop/station pattern that has more stops in/near downtown Gresham and Portland, then with fewer stops in between.
	20	Division-Midway representative saw the importance of having stops at least at 122nd, 148th, 162nd, 181st, and MAX (for an express bus).
	21	Gresham: Have a stop at the transit center. Detour BRT onto Main to avoid crosswalks.

Transportation input from Powell-Division online survey, spring and summer 2014

Public input collected from online surveys provides a wealth of information about what works well and what could work better for transportation in the Powell-Division corridor. Commuters and residents use many travel modes to access destinations within and through the study area. A need exists to connect a variety of transportation modes to destinations within the corridor and to improve traffic flow. Throughout the corridor, walkable neighborhoods and residential areas with supportive businesses and comfortable station areas create attractive, transit-oriented places. A summary of the findings from the online surveys follows.

Findings

- Consider mobility for the entire corridor not just the transit route
- Connect enhanced transit to businesses in the corridor
- Locate station areas in ‘places’ and ensure that the stations have shelter and seating, are clean and safe, and connect to other transit
- Increase multi-modal use in the corridor by adding infrastructure such as sidewalks, crosswalks, bike route connections, and family-friendly routes and by providing convenient, accessible ways for people using a variety of travel modes to access transit
- Provide short- and long-distance transit rides throughout the entire corridor that connect well to destinations and transfer areas
- Improve traffic flow in the corridor, which could include strategies like transit that minimize the number of vehicles on the road and which should also consider infrastructure improvements that minimize secondary traffic issues in neighborhoods adjacent to Powell and Division
- Improve transit service to provide quick trips through and within the corridor during rush hours and other times of day and night



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

SAFETY AND SECURITY WORK GROUP

January 12, 2015 | 4:00 to 5:30 p.m. | Human Solutions, Rockwood Office, 124 NE 181nd Ave, Gresham

KEY THEMES AND OUTCOMES

Community members, advocacy organizations, professionals working on issues related to safety and security, staff from TriMet, Portland, Gresham, Multnomah County, Metro and members of the Powell-Division Steering Committee convened on January 12. This safety and security work group meeting presented the community with information about TriMet's safety and security practices and asked participants to share their hopes and concerns for safety and security along the Powell-Division corridor. The Safety and Security work group was publicized through targeted email invitations, the project interested parties list and partner updates. Input from this work group supports development of a safe transportation corridor, transit system and neighborhoods.

- There is strong interest in using Crime Prevention through Environmental Design (CPTED) strategies to improve the feeling of safety on transit and in neighborhoods along the corridor. Among these design strategies, the most important are lighting, visibility, and clear sightlines. Also important are design features that delineate different spaces (i.e. platform, public space, private property).
- People also have very strong interest in street safety improvements: crosswalks (that may include signals, lights, flashing beacons, walk on demand, and light delay), bike facilities, and separation of modes.
- People want to see partnership and data sharing with neighboring entities and jurisdictions to improve response and anticipate issues.
- People are interested in improved security technologies.
- Participants recognize that public education will help raise awareness of safety behaviors, inform people of occurring safety and security measures, and teach people how to ride transit respectfully.

Participants (* indicates Powell-Division Steering Committee members)

Lori Stegmann*	Gresham City Council	Greg Olson	Gresham Transportation Subcommittee
Cammie Pierson	Business owner	Marlene Byrne	Community member
Eric Tschuy	Mt. Hood Community College	John Bildsoe*	Gresham Coalition of Neighborhood Associations
Carol Rulla	Gresham Coalition of Neighborhood Associations	Elizabeth Quiroz	Bicycle Transportation Alliance
Joan Albertson	Gresham Public Safety Committee	Julia Mitchell	Community member
Lisa Obunge	Portland Opportunities Industrialization Center	Brian Martin	City of Gresham
Alex Howard	Portland Bureau of Planning and Sustainability	Joanna Valencia	Multnomah County
April Bertelsen	Portland Bureau of Transportation	Katherine Kelly	City of Gresham
Brian Monberg	Metro	Kelly Betteridge	TriMet
Dana Lucero	Metro	Trell Anderson	Catholic Charities
Deb Meihoff	Communitas	Sgt John Anderson	Portland Police Bureau
Coral Egnew	TriMet	Lt Tony Silva	Gresham Police
Thomas Griffith	Gresham Public Safety Committee	Robert Langley	Community member
Mike Leloff	Portland Police Bureau	Teri Poppino	Portland Crime Prevention
Rick Doughty	Mt. Hood Community College	Carson Gorecki	Portland State University
Hannah Ritchie	TriMet	Jennifer Koozer	TriMet
Steph Routh	APANO	Harry Saporta	TriMet
Jeff Miller	Community member	Radcliffe Dacanay	Portland Bureau of Planning and Sustainability
Marty Stockton	Portland Bureau of Planning and Sustainability	Kari Schlossauer	Safe Routes to School
Kate McQuillan	Multnomah County		

Meeting purpose

- Hear community hopes and concerns
- Learn about TriMet’s safety and security practices
- Explore and identify ways the new BRT line could contribute to the safety of transit riders, users of the Powell-Division corridor, and surrounding communities

Question posed to the work group

- What opportunities and solutions exist for a new Bus Rapid Transit system to improve transit rider safety, overall community safety and street safety (pedestrians, drivers, cyclists)?

RESPONSES

Station Design	<ul style="list-style-type: none"> ▪ Lighting – transitional and reflect true colors, human scale at crossings ▪ Clear sightlines, visibility, landscaping with no stash places ▪ Emergency phones, call boxes ▪ Fare collected before accessing platform, fare enforcement ▪ Staff at stations ▪ Safe street crossings at stations ▪ Design features that delineate platform, public space, vehicle space, and private property ▪ Minimize surveillance needs and safety issues by using limited number of stops ▪ Improve visibility at Park n Ride lots ▪ Interactive activities at waiting areas ▪ Add leaners only to minimize loitering ▪ Cleanliness ▪ Locate shelters and crosswalks in visible areas
Modes and Transportation	<ul style="list-style-type: none"> ▪ Crosswalks (signals, lights, flashing beacons, walk on demand, signal delay) – 82nd, inner Powell, 122nd, Division, Gresham High School area challenging ▪ Bike lanes on big streets with high volumes, protected bike lanes (Division, 82nd, Powell), bike routes feed to stations, secure bike parking ▪ Sidewalks on arterials, accessible design, bulb outs to shorten crossing distance ▪ Separate modes – freight/autos, bus, bike, walk ▪ Reduce auto speeds ▪ Coordinate traffic light timing with bus movement ▪ Fewer mid-street crossings ▪ Add bicycle and pedestrian wayfinding to stations
Neighborhood	<ul style="list-style-type: none"> ▪ Provide safe access to stations – sidewalks, crossings, bikeways ▪ Encourage transit-oriented development that meets community goals and provides “eyes on the street” ▪ Make stations a hub, community center – include food carts, newsstands ▪ Community policing ▪ Design beyond the platform ▪ Pedestrian-friendly storefronts and land uses
Partners	<ul style="list-style-type: none"> ▪ Partner with neighboring entities, collaborate across jurisdictions ▪ Share data for greater collective response and anticipation (system

	<p>integration), improved training, and improved processes</p> <ul style="list-style-type: none"> ▪ Schools ▪ Portland Community College with TriMet ▪ Work with neighborhoods and community groups on station area designs and development (now and beyond planning)
Technology	<ul style="list-style-type: none"> ▪ Video recording of passengers, platforms (digital CCTV and true color lighting) ▪ Mobile app for on-board reporting, posted phone numbers for reporting/suggestions to TriMet (non-emergency) ▪ Improve cameras ▪ Flexibility to accommodate evolving technology ▪ Post camera footage online (like road cameras) ▪ Radio frequency continuity among all enforcement partners, equipment standards
Public Education	<ul style="list-style-type: none"> ▪ Public awareness, safety behaviors ▪ Educate about safety statistics and crime prevention programs, let people know street inspections happen ▪ Provide school outreach to high schools and middle schools especially about how to ride transit ▪ Encourage co-workers to ride together ▪ Educate bikers and walkers to wear visible clothing/use illumination ▪ Multi-lingual ▪ Educate people how to mediate at platforms
On Board	<ul style="list-style-type: none"> ▪ Disruptive passengers removed by someone with authority ▪ Emergency button is an amenity ▪ Monitors on each bus (driver) ▪ Awareness information ▪ Better communication (audio) between driver and passengers outside about departure
General	<ul style="list-style-type: none"> ▪ More officer, cameras, visible inspectors, signs/banners, consequences of different actions ▪ Focus on times and places – high crime spots, late night isolated places, locations where youth gather, parks, plazas ▪ Improve perception of safety particularly during off-peak and late hours ▪ Consider an escort program for Park n Ride users

Safety and security input from Powell-Division online survey, summer 2014

The public provided considerable input on improving safety and security on transit and in the neighborhoods surrounding transit. Safety should be improved for all corridor users. Certain improvements help people feel safer, whereas other experiences make them feel less safe. Particular locations in or areas of the corridor are specified for improvements.

Findings summary:

- Safety should be improved for these groups:
 - Pedestrians

- Bicyclists
- Transit riders
- Vulnerable street users
- Drivers
- These types of improvements would help people feel safer:
 - Enforcement
 - Security
 - Street crossings
 - Lighting
 - Transit stops
 - Traffic
- These experiences make people feel less safe:
 - Pedestrian
 - Traffic
 - Social
 - Security
- Safety improvements are needed at particular locations

FINDINGS

Safety should be improved for these groups

Pedestrians	<ul style="list-style-type: none"> ▪ Access improvements where ADA/sidewalks are needed ▪ Access to transit stops ▪ People walking on the shoulder of outer Powell ▪ Access to schools with safer transit areas too
Bicyclists	<ul style="list-style-type: none"> ▪ Room for bikes away from cars ▪ Safe riding near transit
Transit riders	<ul style="list-style-type: none"> ▪ On vehicles ▪ At stops
Vulnerable street users	<ul style="list-style-type: none"> ▪ Kids ▪ People with disabilities ▪ Seniors ▪ People with mobility impairments ▪ Single women
Drivers	<ul style="list-style-type: none"> ▪ People who park their cars in Park n Ride lots (in Gresham)

These types of improvements would help people feel safer

Enforcement	<ul style="list-style-type: none"> ▪ Cars run through stop signs and don't stop for oncoming traffic on Division ▪ Mid-block pedestrian crossings on Division – pedestrians difficult to see ▪ Traffic enforcement – speeding ▪ Fare checking/ticket validation ▪ Respect the ride (people talking loudly on cell phones, engaging drivers in long conversation, leaving trash on transit) ▪ Strollers occupying accessible seating and blocking aisles ▪ Drivers should feel confident enforcing policies and rules
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Security	<ul style="list-style-type: none"> ▪ Increased security presence on transit vehicles (night time, east side; weekend nights 5th Ave stops in downtown Portland) ▪ Cameras on every bus, train car, and at every station ▪ Transit drivers paying attention to on-board environment ▪ Park n Ride lots ▪ Video surveillance with remote monitoring ▪ Higher capacity cellular bandwidth to stream active remote monitoring and video storage
Street crossings	<ul style="list-style-type: none"> ▪ On major streets where transit runs ▪ Flashing crosswalk lights and crosswalk markings ▪ 'Walk' and 'Don't Walk' signals ▪ Frequent for bikes and peds ▪ Press-to-flash crossings for high congestion areas ▪ Crosswalk visibility
Lighting	<ul style="list-style-type: none"> ▪ On walking routes ▪ Well-lighted streets with lots of activity ▪ Transit stops and shelters
Transit stops	<ul style="list-style-type: none"> ▪ Visible connections to surrounding neighborhoods ▪ Minimized need for buses to cross traffic (walk, bike, drive) when pulling in and out of stops ▪ Protected from fast-moving traffic ▪ Optional flashers atop clearly marked route signage
Traffic	<ul style="list-style-type: none"> ▪ Safe access to stops include sidewalks, turnouts, and landscaping ▪ Reduce speeds on SE Powell

These kinds of experiences make people feel less safe:

Pedestrian	<ul style="list-style-type: none"> ▪ Walking up a secluded path along the highway to get to a transit stop (like Lents MAX) ▪ Lots of traffic doesn't feel safe for pedestrians (on Division) ▪ Pedestrian crashes (on Powell) ▪ Recent (pedestrian?) injuries/fatalities on Powell and Division were in the dark, on the street, in areas where the victims were not protected well from traffic, including transit ▪ Unmarked crosswalks
Traffic	<ul style="list-style-type: none"> ▪ SE Powell divides neighborhood and traffic speeds, which makes it feel unsafe for all modes ▪ Crossing streets with high speed traffic ▪ Lack of traffic enforcement (continued, unchecked speeding) ▪ Speeding traffic in proximity to bus stops
Social	<ul style="list-style-type: none"> ▪ Homeless people on Springwater Trail ▪ Panhandling ▪ Poverty ▪ Gangs ▪ Transients ▪ Teens ▪ Urine-soaked seats or urine smell on transit ▪ Petitioning ▪ Feeling of being robbed or verbally harassed

Security	<ul style="list-style-type: none"> ▪ Crowding ▪ Transit drivers not paying attention to what happens on transit vehicles ▪ Transit drivers separated from riders ▪ People who don't pay to ride = theft = stealing a ride ▪ Neighborhood crime in proximity to transit lines ▪ Ease of on and off transit for people who have committed crimes ▪ Criminal activity occurring while transit is in motion ▪ Unaddressed/unresolved crime in and around transit (muggings at MAX stations) ▪ Dirty unkempt transit stops
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Safety improvements are needed in these locations:

- From 122nd to 174th, sidewalks to serve housing
- 136th to Powell, sidewalks
- East of 92nd on (either) Powell and Division: sidewalks, landscaping, lighting
- East Portland/Gresham, sidewalks
- 108th and Powell, press-to-flash crossing
- Division and 156th, flashing lights crossing
- Left turn lane on outer Powell, drivers use bike-ped space to pass left-turning vehicles on the right
- Powell-MAX connection (2 crossings of 5-lane streets and up a hill)
- Eliminate a traffic lane on Powell and give the space for sidewalks and bike lanes
- Make SE Powell a more accessible district to foot and pedal traffic



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

EQUITY WORK GROUP

March 4, 2015 | 5 to 6:30 p.m. | David Douglas High School south cafeteria, 1500 SE 130th Ave, Portland

KEY THEMES AND OUTCOMES

Community members, advocacy organizations, professionals working on issues related to equity, staff from TriMet, Portland, Gresham, Multnomah County, the Oregon Department of Transportation, Metro and members of the Powell-Division Steering Committee convened for a second work group meeting on March 4, 2015. The group was charged with applying an equity lens to the route choices that will go before the Steering Committee on March 16, and to continue the spirit of learning together and exploring opportunities to fully integrate community stabilization, equitable access, and anti-displacement ideals into decisions and implementation of the transit project and development project.

The equity work group meeting was publicized at community meetings and through the project website, targeted email invitations, the project interested parties list, and partner updates. Over 50 participants attended. Key themes that emerged from the meeting include the following.

Route options

- **Willamette River crossing options** - Participants recommend the Steering Committee strongly consider Tilikum for the benefits of speed, reliability, and direct connections to jobs and local transit service; but caution the committee pay attention to potential negative impacts and displacement pressures on the diverse business community in inner eastside. West and east side residential neighborhoods are perceived to have similar impacts with either crossing.
- **Portland north/south crossover options** - 82nd Ave. was predominantly viewed as the best crossing option to support the diverse business community, need to connect residents to jobs and training opportunities, and to serve the greatest number of vulnerable populations. Participants also said the benefits of 82nd Ave. would best be achieved with careful planning to mitigate displacement pressures on the small businesses, increase pedestrian safety investments, and improve and stabilize affordable housing, while balancing speed and reliability of the bus rapid

transit. 50th and 52nd Ave. crossings were widely perceived to pose negative impacts on surrounding neighborhoods, without much positive return.

- **Gresham north/south options** - Participants stressed the primary importance of connecting to Mt. Hood Community College, Legacy Mt. Hood Medical Center, and Gresham Vista Business Park in order to expand access to jobs and educational opportunities. Eastman has the potential to connect to many employment areas and Gresham High School, while Kane and Hogan are perceived as having the ability to serve the highest number of residents and vulnerable populations. Participants noted concerns that service on Cleveland would not maximize ridership, given the lower-density neighborhoods in the area.

Potential actions and tools

- Participants advise the project team and Steering Committee continue to track the studies underway in Gresham and Portland and be mindful of their findings and recommendations when available (late spring).
- There is excitement about the 'Community Stabilization Tools and Actions' (attached) emerging from eastside communities and a willingness to continue exploring options and defining priorities that can be aligned with the transit project's needs and implementation schedule.
- Participants encouraged one another and the project team to continue researching best practices and others' experiences with tools in order to identify actions and methods that have been most promising in communities around the country.
- Participants expressed that now is the time to have these conversations and recommend continuing the equity dialogue specific to the Powell-Division corridor.



Meeting purpose

- Provide input for the Steering Committee on route options for their March 16 meeting.
- Learn about and discuss equity work underway in Portland and Gresham, and about some of the community priorities for actions that contribute to equitable development, prevention of involuntary displacement, and otherwise meet the project's goals and desired outcomes.

Questions posed to the work group

- **Route choices:** What equity and anti-displacement considerations should the Steering Committee should contemplate as it makes decisions for the bus rapid transit route: (1) Willamette River crossing, (2) Portland North/South crossing, and (3) Gresham North/South options?
- **Potential tools and actions:** Do you have preferences or priorities for tools to address equitable development and prevention of involuntary displacement? Do you have ideas for other tools community members and project partners should be considering?

INPUT ON ROUTE CHOICES

Willamette River crossing

- Need to outreach to folks in the corridor, locally in inner east, to determine if they perceive possible impacts or to understand their pressures.
- May not be much difference between crossings. Neighborhoods are the same either way.
- Orange Line has already impacted the communities who may have been affected by bus rapid transit.
- There are many areas in inner east that have preserved affordable housing stock, but the rest of the area is already unaffordable to most.
- Seek to maximize the benefit of reliability and travel speed.
- There is equal redevelopment potential for both bridges.
- There is already a good stock of affordable housing in central eastside.
- The area on the eastside is more of a destination than a residential neighborhood.
- Tilikum offers opportunities to connect to job training on east side at PCC's CLIMB facility near OMSI and to education and jobs at South Waterfront on west side.
- Ross Island is heavy traffic, predominantly serving offices and industrial (jobs), not residential
- Option that best connects to the rest of the transit system is critical - transfer to local buses, Orange Line, and streetcar
- Either crossing offers opportunities to connect nearby working class neighborhood residents to jobs.
- Tilikum is a good option
- Take a specific lane to address speed and reliability
- Remember to serve the westside neighborhoods of the Ross Island Bridge - could be served by local transit, bus 19.
- Travel speed for people going long distances is important
- Consider it from a ridership perspective too - serving vulnerable populations through transit.
- Opportunities for affordable housing
- Q: What happens to the existing local bus service, line 4, in either option?

- Concerns about impacts to existing businesses on eastside of crossings.
- Think about the speed of the transit - reduced travel time is critically important
- West end of connection is not a major concern for displacement
- Ross Island is not logical
- How many more riders have access between the two routes? What are the opportunities for increasing affordable housing in the area? Need to understand what the data are telling us.
- Tilikum benefits include: efficiency to destinations; access to jobs; shorter route; fewer displaced populations
- What is the impact to businesses near OMSI? Concern with Tilikum
- Ross Island is not as good a choice given the existing level of traffic, congestion

Portland north/south crossover options

- Pay attention to highly vulnerable populations and areas with high risk of disinvestment - listen to and apply lessons from studies underway in Portland and Gresham.
- 82nd is the right choice to maximize service to the existing, very diverse, businesses in the area.
- 82nd is a great choice, but need to be very thoughtful and deliberate to prevent displacement of businesses.
- Staying on Powell longer - to 82nd - appears that it would serve more people and more vulnerable populations than cutting up to Division in the 50's.
- 82nd Ave is preferred: PCC, minority-owned businesses, Powell neighborhoods that have more vulnerable populations are better served, greater redevelopment potential.
- Staying on Powell to 82nd means that pedestrian traffic is being attracted to a corridor that is not designed for pedestrians - safety concerns. How to safely get people to transit?
- Powell to 82nd helps to serve the Lents neighborhood, closer than the Division route.
- Missed opportunity if it isn't on 82nd
- 82nd serves communities of color
- 82nd links to PCC
- PCC is a major destination - needs to be served. 80% of students come from zip codes immediately around the campus. Student body of PCC pulls south of Powell primarily, then Jade, then east of 205. Let's serve them.
- How much political will does their need to be to get a dedicated bus rapid transit lane on 82nd? How much priority is there for a dedicated lane? Would a dedicated lane address speed and reliability needs and concerns?
- 82nd has the potential to negatively impact small businesses
- For the choice, need to consider balance of options: pedestrian connections, traffic congestion/ bus rapid transit speed, and air quality
- 82nd is becoming a main street between Powell and Division
- Air quality, noise pollution, and slowing down the line are major concerns with 82nd Ave.
- Q: How does local service work with bus rapid transit? Does staying on Powell longer mean that those neighborhoods have increased distances from bus stops (over what is currently provided by local bus service)? Increased distances to stops would be a significant impact to vulnerable populations.

- Q: Which populations want to go where?
- Diverse communities are found in either direction for 122nd
- 50th and 52nd make no sense. There has been a lot of recent public and private investment in area and along Division - why would be tear that up?
- Concerns that 50th and 52nd are not adequate rights of way, especially with turning movements, which seem to require property acquisition and significant impacts to small businesses.
- 50th is more residential, potential issues with maintaining desirability of place
- bus rapid transit near I-205 (92nd Ave) is not walkable
- Inner Division is too narrow and congested with auto traffic.

Gresham north/south options

- Connect to destinations! That is the primary equity consideration in Gresham
- Connect to Legacy Mt. Hood, Mt. Hood Community College, and Gresham Vista for employment
- bus rapid transit needs to captures access to employment and educational opportunities
- Hogan and Kane have apartments with residents needing service; not as much with Cleveland
- Hogan has a higher level of displacement potential and lots of traffic off the freeway
- Kane is the widest street - less displacement
- There seems to be support for Eastman and Cleveland
- Eastman would provide good access to Gresham High School, which is a plus
- Eastman provides a good opportunity to connect workforce to jobs
- Highly recommend talking with residents on Cleveland - transit there would be very beneficial
- Cleveland has less population, wouldn't serve as many people, more middle income neighborhoods
- Q: Does Cleveland or Hogan have the greatest advantage to access Gresham Vista?

Studies underway and ideas for equity actions

Project partners from Gresham and Portland shared how they're trying to understand and address the potential for involuntary displacement and equitable access, while a group of community organizations presented a "conversation starter" list of ideas they would like to see explored. Gresham is focusing first on trying to identify which neighborhoods are most vulnerable to displacement and will begin to develop strategies to address the potential displacement concerns. Portland is working with a consultant to look at existing policies to fight displacement and provide recommendations for how to strengthen them. In addition, Portland is doing field studies to get an on-the-ground assessment of housing stock and quality near potential stations. An ad hoc group of representatives from several equity- and community-focused organizations – most of them also members of the Powell-Division project steering committee – presented some possible strategies to help ensure everyone has the opportunity to enjoy the prosperity. The group's ideas are summarized in "11 Goals to Community Stability" with 28 potential policy actions (attached).

Work group participants asked questions of the cities and ad hoc group members and discussed opportunities to keep moving the discussion and actions forward:

- Would like participants to consider rent control districts. What can be learned from how other places have designed and implemented rent control?

- What is meant by “affordable housing”, especially related to Portland’s no net loss policy? We need to develop a common language as we discuss these issues in the corridor.
- How do the ‘floating’ Section 8 vouchers factor into opportunities for securing affordable housing in the corridor now and once bus rapid transit is established?
- Recent Portland Water Bureau projects present good case studies for the potential structure and authority of an ongoing Powell-Division steering committee that could be convened to collaborate on development decisions. What types of decisions would an ongoing committee address? How can community members access decision-making on projects that impact their local communities?
- How have developers, especially housing developers, been engaged on the Powell-Division transit project thus far? How could they be engaged to help solve the problems we are discussing? Need to address housing supply in general to bring costs down, and potentially look at land banking to ensure future affordable housing supply.
- Metro’s recent purchase of a property near 82nd Ave and Division is an example of cooperative action between public partners and local residents and businesses, to pursue equitable development early in the transit project.
- Rent control and similar policy actions will require significant political investment. It would be hopeful if the 11 Community Stability goals are prioritized based on level of investment that will be required to implement - political and financial capital needed - and prioritized to the timing of opportunities and transit schedule.
- Seek to find ways to develop business incubator space in concert with housing stability, so folks have the needed jobs and housing to stay in the corridor.
- Now is the time to have these conversations and recommend continuing the equity dialogue specific to the Powell-Division corridor.

Other considerations and issues

- The previous study Portland conducted was drafted in the context of North and Northeast Portland, which have a different history and market than East Portland. Concern that the study does not adequately capture what is happening on the ground in East Portland, as the market has as yet not developed to the same point as N/NE. School data are typically better resources for understanding who is living in East Portland and what their needs area. Citywide data hides the extremes of East Portland.
- Would like to know more how the local bus service will blend with bus rapid transit.

Community Stability Goals and Tools

Powell-Division Transit Development Project

The Powell-Division Transit Development Project presents a great opportunity to create a healthier, better connected, and economically vibrant Powell-Division Corridor. It is critical that this project focuses on improving transportation options and addressing active transit safety concerns along the corridor. Nevertheless, it must be recognized that this is more than just a transportation project- it is also a development project.

This development project has the potential to make necessary improvements so that communities residing along the corridor are supported and empowered to meet their potential wellbeing. However, there are significant concerns among local residents regarding the impacts that development will have on their ability to continue to reside in and enjoy the new benefits that this project will bring. As is evidenced by the various development projects that Multnomah County has experienced over the decades, our low-income communities and communities of color have shouldered the burdens of displacement and gentrification that have resulted from such projects.

The Powell-Division Transit Development Project area is home to neighborhoods with some of the highest percentages of communities of color, youth, and families living on low incomes in Multnomah County. If deliberate and early steps are not taken to ensure that these demographic groups are protected from displacement and other potential ill side effects of development, we will likely see a repeat of the gentrification and subsequent displacement that has occurred in Multnomah County. Proactive action to address these concerns must be prioritized, as reversing damage done can be burdensome on the region and inadequate. This project is an opportunity to ensure that all residents living along the Powell-Division corridors have access to essential resources such as varied transportation options and affordable housing.

What follows is the product of an ongoing and collaborative conversation between community members, community organizations, city entities, and business members combining resources to produce a guide on community stability that seeks to prevent and/or address gentrification and displacement. This guide is intended to be a conversation starter, not an exhaustive list of tools. It is imperative to start these conversations now, before we repeat history and find that the only options to reverse damage are limited and inadequate. Below you will find a shorthand list of the goals developed, as well as the tools proposed to aid in the achievement of those goals.

Eleven Goals to Community Stability

Goal 1: Affordability of housing in the corridor is maintained

- Adopt policy of No Net Loss of affordable housing along the corridor
- Limit or prevent conversion of market rate affordable housing to condos
- Retain expiring-subsidy units

Goal 2: New Housing in the corridor is developed in a manner that provides housing opportunities for a profile of household incomes that are representative of the city

- All partners/jurisdictions advocate at the state level for inclusionary zoning
- Adopt a policy requiring new housing production within the Powell-Division corridor to match countywide income profile
- Provide support for non-profit acquisition of affordable housing

Goal 3: The quality of rental housing in the corridor is healthy and above standard

- Additional rental inspectors to work along this corridor. Property owner fines should go into a community controlled fund

Goal 4: Renters in the corridor are provided with protection from displacement and landlord malfeasance

- Institute rent control along the corridor
- Eliminate No Cause Evictions
- Develop funding package for Rental Assistance
- Current renters get first right to access new affordable housing if displacement occurs
- First Right to Purchase
- Property owners to provide relocation fees if renters are displaced

Goal 5: Programs are established to protect and increase access to homeownership for low-income communities

- Provide long-term homeowners with tax credit
- Develop limited-equity cooperatives
- Create a real estate investment trust
- Establish a Community Land Trust

Goal 6: New development projects provide economic opportunities for current low-income residents living along the corridor

- First source, local job hiring and training for all new large developments from low-income communities

Goal 7: Community development strategies are implemented to provide economic opportunities for small, immigrant, refugee, and minority-owned businesses

- Establish contained Mixed-use Zones along the Bus Rapid Transit (BRT) alignment for East Portland
- Establish development packages that are East Portland specific in mixed use areas
- Establish savings matches so businesses could expand over time

Goal 8: Improving health outcomes in the corridor are prioritized in all new development

- A Health Overlay Zone within the Jade District that requires new development to mitigate air and noise pollution
- Transfer ownership of Powell Blvd and 82nd Avenue to the City of Portland in order to create healthy and safe conditions

Goal 9: Powell-Division residents are meaningfully engaged and empowered to influence the direction of development activity along the corridor

- Provide jurisdictional support for an ongoing steering committee to direct and guide development activity along the corridor

Goal 10: Equity standards guide investments in the corridor

- Require developers to conduct a community or equity impact report outlining community burdens and benefits- to be submitted with development proposal and approved by the steering committee

Goal 11: Programs are established to support and uplift low-income families so that they can remain and thrive in the community

- Individual Development Accounts (IDAs) for renters in the corridor who have low incomes
- Microenterprise and small-scale economic development projects for renters in the corridor who have low-incomes
- The creation of a Community Bank



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT DEVELOPER ROUNDTABLE

February 5, 2015 | 3:30 to 5:00 p.m. | Catholic Charities, 2740 SE Powell Boulevard, Portland

KEY THEMES AND OUTCOMES

Real estate developers, redevelopment staff from the Portland Development Commission and the City of Gresham, and real estate staff from Portland Community College participated in a facilitated 1 ½ hour discussion surrounding development opportunities and challenges along the Powell-Division corridor. The discussion was organized around five themes including: building and streetscape design on high volume arterials, revitalizing underutilized shopping centers, preserving income diversity, serving campuses (including Gresham Vista Business Park, Legacy Mt. Hood Medical Center, and Mt. Hood Community College), and strengthening downtown Gresham.

Participants were invited based on their experience with the issues being discussed on the corridor and included large and small property owners, redevelopment agency staff, and developers with expertise in affordable housing, commercial office development, industrial development, shopping centers, apartments, and single family and innovative housing types. Input from this meeting, along with findings from public outreach and other analysis will help policy and investment strategies for the alignment and station areas being developed by the cities of Portland and Gresham. Major recommendations were as follows:

- **Design approaches for high volume streets** – improve streetscape and pedestrian environment with wider sidewalks, deeper setbacks, plazas, or courtyards; improve bicycle and pedestrian safety, access, and connectivity; provide designs that address the pedestrian environment for high volume streets
- **Commercial revitalization opportunities** – allow and encourage interim and temporary uses, such as food carts and market tents, and consider limited duration (5-10 year) permits for low cost buildings; review code to allow more investment in non-conforming properties; encourage businesses to foster deeper connections in their neighborhood
- **Preserve income diversity** – land bank for affordable housing; maintain zoning capacity for multifamily housing along the corridor; allow alternatives to traditional single family housing; expand home ownership assistance programs for residents with low incomes
- **Serve campuses** – Plan for bike and pedestrian connectivity; provide transit to serve shift worker schedules
- **Downtown Gresham** – bring more and higher paying jobs; encourage higher density housing; improve transportation connectivity; encourage place-making; develop vacant, publicly owned land; finance streetscape improvements; assemble land

Participants

Trell Anderson	Catholic Charities	Michael Liu	Fubonn
Gina Bell	Portland Development Commission	Ed McNamara	Turtle Island Development
Amy Fleck-Rosete	Portland Development Commission	Jeremy McPherson	Killian Pacific
Josh Fuhrer	City of Gresham Urban Renewal	Eli Spevak	Orange Spot
Mary Hanlon	Hanlon Development	Jessica Woodruff	Human Solutions
Brent Hedberg	Specht Development	Gina Whitehill-Baziuk	Portland Community College
Eric Cress	Urban Development + Partners	Ken Yu	Kaly Construction & Design

Meeting purpose

- Understand the perspective of real estate professionals regarding the policies and public investments that will be most effective in attracting investment and fostering healthy communities along the corridor.

Question posed to the roundtable

- How can urban design and public realm investments foster an appealing environment for pedestrians and transit users on streets carrying high volumes of traffic?
- In areas where economics do not support redevelopment at urban densities, what can be done to improve underutilized shopping centers' economic productivity, visual appeal, and support for pedestrians?
- How can we preserve and strengthen income diversity in neighborhoods along the transit corridor?
- How can the transit project best serve campuses including Gresham Vista Business Park, Legacy Mt. Hood Medical Center, and Mt. Hood Community College?
- How can downtown Gresham leverage the transit service to achieve greater vitality?

EXPANDED SUMMARY OF COMMENTS

High volume urban arterials

- Given traffic volumes on 82nd Avenue, design approaches can't be the same as those used for lower volume streets such as inner Division.
- Assuming we want to incentivize more multi-story with housing above retail, it can be more challenging to lease up without a major setback on a busy street.
- We need to examine our current code so buildings can better buffer occupants from busy streets. Some key strategies, like larger setbacks or stone walls, are not allowed outright.
- In planning wider sidewalks in front of Portland Community College, we first sought community input, we and then decided that we would create a safe-haven environment. What we built is not allowed through the current code, we had to apply to apply for a variance to create that space.
- Encourage pedestrian, bike, and vehicle access into shopping centers from side streets off of the main arterial.
- In places with missing sidewalks, lack of lighting, basic improvements can go far. People are greatly influenced by whether or not they feel safe.
- Crosswalks spaced closer together greatly improve pedestrian flow and foot traffic.
- More side streets and rear parking lots can also provide traffic calming, especially during rush hours.
- Restrict left-handed turns to move people through quickly and still peel off to shops, side streets, to the right.
- We should encourage pedestrian traffic, and attempt to achieve slower speeds on 82nd.
- As far a building design, we should encourage more outdoor café's but that won't happen until the traffic slows down, now it's too dusty and fast.
- Where there is capacity, parked cars can serve as a useful buffer between pedestrians and a busy street.

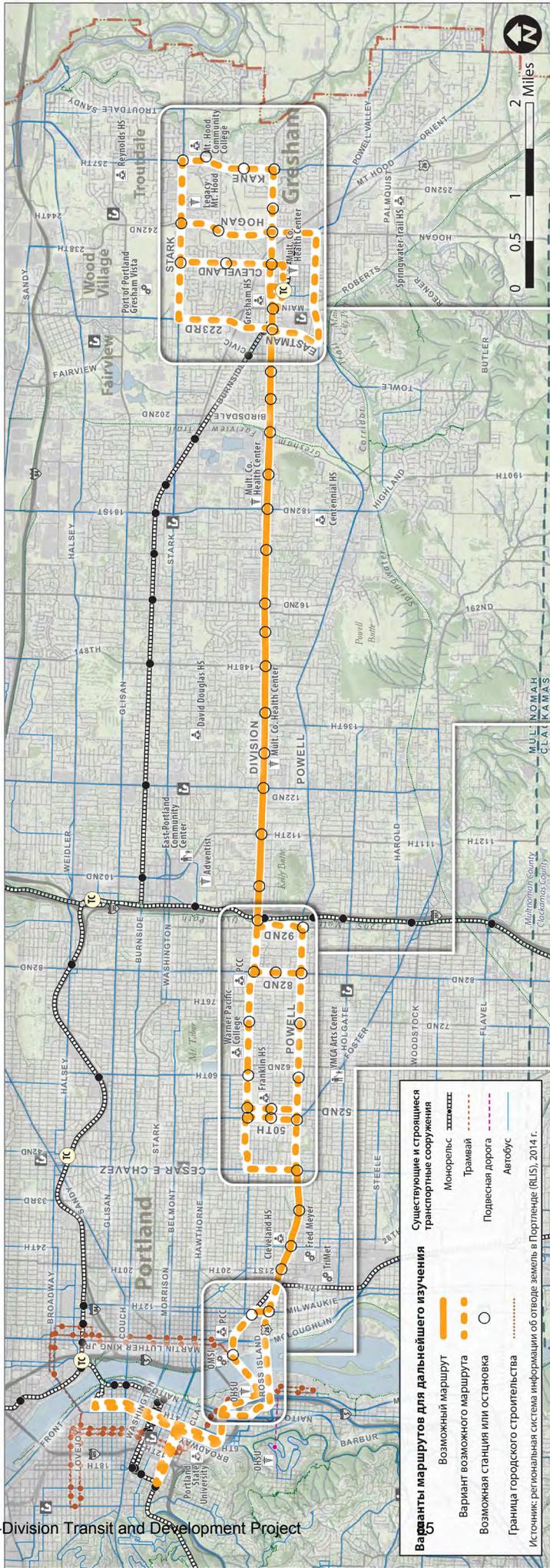
Under-utilized shopping centers	<ul style="list-style-type: none"> ▪ Through regulatory flexibility, encourage activation of underutilized parking lots with stalls for micro businesses, food carts, and markets under tents. ▪ When market rents don't support redevelopment, design and landscaping standards can inhibit incremental investment in nonconforming buildings. Therefore, explore ways to allow developers to make incremental improvements to non-conforming shopping centers. ▪ Encourage businesses to meet unmet community needs. For example, neighbors got together to fight the removal of a kiosk that had also been a place that latch key kids could deposit and pick up their keys. ▪ Improve sidewalk and pedestrian conditions. ▪ Encourage pedestrian, bike, and vehicle access into shopping centers from side streets off of the main arterial. ▪ Encourage investment by improving the quality of pre-application services so that small developers can avoid surprises later in the development process. ▪ Encourage investment by improving coordination between permitting processes of different bureaus and departments with goal of creating a one-stop shop for small developers and eliminating situations where developers face conflicting requirements. ▪ Lower barrier to new investment by offering limited duration permits (say 5 to 10 years) with reduced design and landscaping requirements.
Income diversity	<ul style="list-style-type: none"> ▪ Use public funds to acquire land for future affordable housing, particularly in neighborhoods expected to experience rising housing prices. ▪ Because affordable housing tenants highly value transit access, use public funds to acquire land for future affordable housing along transit corridors. ▪ Use public funds to create land trusts for development with long term affordability covenants. ▪ Encourage home ownership so that residents can choose to stay or benefit from rising home prices. ▪ Provide public funding for land banking for affordable housing. ▪ Avoid policies that reduce the zoning capacity of land for multifamily housing. Even with inclusionary zoning or bonuses for regulated affordable housing bonuses, reducing the baseline level of entitlement for multifamily housing will constrain supply and raise prices for those who don't qualify for or can't get into a regulated affordable unit. ▪ Allow affordable and multifamily projects on streets other main arterials. ▪ Where lot sizes are awkwardly large/chunky , up-zoning and increasing allowed density can allow development to occur. In the interim, cottage or small houses can be a good fit.
Campuses	<ul style="list-style-type: none"> ▪ Consider modifying BRT routing and scheduling as Gresham Vista builds out or other employers arrive. That can be a major benefit of BRT: Easy flexibility based on usage, with much less capital and infrastructure. ▪ With shift workers, consistency of transit schedules outside of peak period can be important to attracting riders. ▪ With large campuses, there is a need to plan for how riders get from the station stop to their final destination. ▪ We should be asking what complementary land institutions see demand for such as housing for employees or students or retail services or lodging. ▪ Plan for connections between campuses and supporting land uses such as retail,

housing, etc. There is a chicken-and-egg with developing in currently auto-oriented neighborhoods, as opposed to pedestrian-oriented: It's hard to create a place for people that people want to pay more to be near. But if you do begin to create more walkable places, then people will begin to pay more.

- To attract more employment, provide industrial land for sale. If we can buy versus lease, we'd prefer to buy. So where you can create ownership conditions, more people will invest.
- In currently isolated office parks, places where you would hope to see increased development and connections to campuses, consistency and reliability of transit is a cornerstone issue.
- With a half-mile walk from transit (MAX) to the office, trains need to come frequently or ridership plummets. For this reason, suburban environments tend to perform less well in terms of jobs and corresponding rents.

**Downtown
Gresham**

- Anything you can do to attract employment increases people's ability to pay higher rents and support more retail and intense forms of development.
- People come to main streets for social reasons: Bring jobs and recreation opportunities in, nightlife. Employment and jobs drives rent.
- We should have put some higher density Mixed Use residential right off the main street.
- Consider the coming wave of retirees. They tend to desire pedestrian-oriented small communities that are active for seniors. It's very different than the 20-to-30-somethings. Where can they take the grandchildren? Think Living Room Theater, ice cream shops and parks. Seniors also want access to arts, culture.
- Incentive restaurants as a destination use. Successful destination restaurants like can spur development around them. When going to dinner is a two-hour event, people will drive and park just to come. This is part of the reason we began with restaurants on Division to spur development.
- Baltimore allows TIF funding for projects or blocks. This may be a more viable scale for our purposes, rather than having to consider the whole district.
- On major roads such as Eastman and Division, consider adding planted medians for both beauty and to serve as pedestrian refuges. If you are going to change big boulevards, you have to change who they are designed for.
- Again, think about public acquisition of key parcels in and near downtown to attract high quality development that can provide the residential or employment base to strengthen the downtown core.
- Reducing parking requirements can make development more cost-effective.



Варианты пересадок на маршруты, следующие в Северный и Южный Грешэм

Новый маршрут может соединить центр Грешэма, пересадочный узел и общественный колледж «Mt. Hood» в одном из следующих вариантов:

- маршрут от автострады Eastman до улицы Stark; менее перспективный вариант в связи с объездом пересадочного узла; пересадка у Cleveland авеню в жилом районе обеспечила бы доступ к остановкам на улице Stark;
- пересадка у Hogan Rd также позволила бы получать доступ к остановкам на улице Stark;
- маршрут, следующий по улицам Division и Kane Dr., не позволил бы получить доступ к остановкам на улице Stark;
- маршрут к югу от центра Грешэма по улице Powell; менее перспективный вариант в связи с объездом пересадочного узла.

Варианты пересадок на маршруты, следующие в Северный и Южный Портленд

Новый маршрут может обеспечивать пересадку на следующих остановках улиц Powell и Division в Юго-восточном Портленде:

- пересадка у бульвара Cesar E. Chavez; наименее перспективный вариант, в связи с непредсказуемостью затрат времени на поездку;
- пересадка у 50-ой или 52-ой авеню; сходные варианты пересадки вдоль улицы Division, не позволяющие, однако, обслуживать пассажиров, направляющихся в многоэтажный район Джейд вдоль 82-ой авеню;
- пересадка у 82-ой авеню, соединяющая многолюдные остановки на обеих улицах Powell и Division, с Портлендским общественным колледжем (PCC) и с районом Джейд;
- пересадка у 92-ой авеню; самый короткий маршрут, но без остановок вдоль улицы Division, в том числе у Портлендского общественного колледжа и в районе Джейд на 82-ой авеню.

Перезезд через реку

Новый маршрут может проходить по переезду Тилликум или по мосту острова Росс (Ross Island Bridge). Более перспективный вариант: использование сокращающего затраты времени переезда Тилликум, где уже предусмотрена специальная автобусная полоса длиной больше мили.

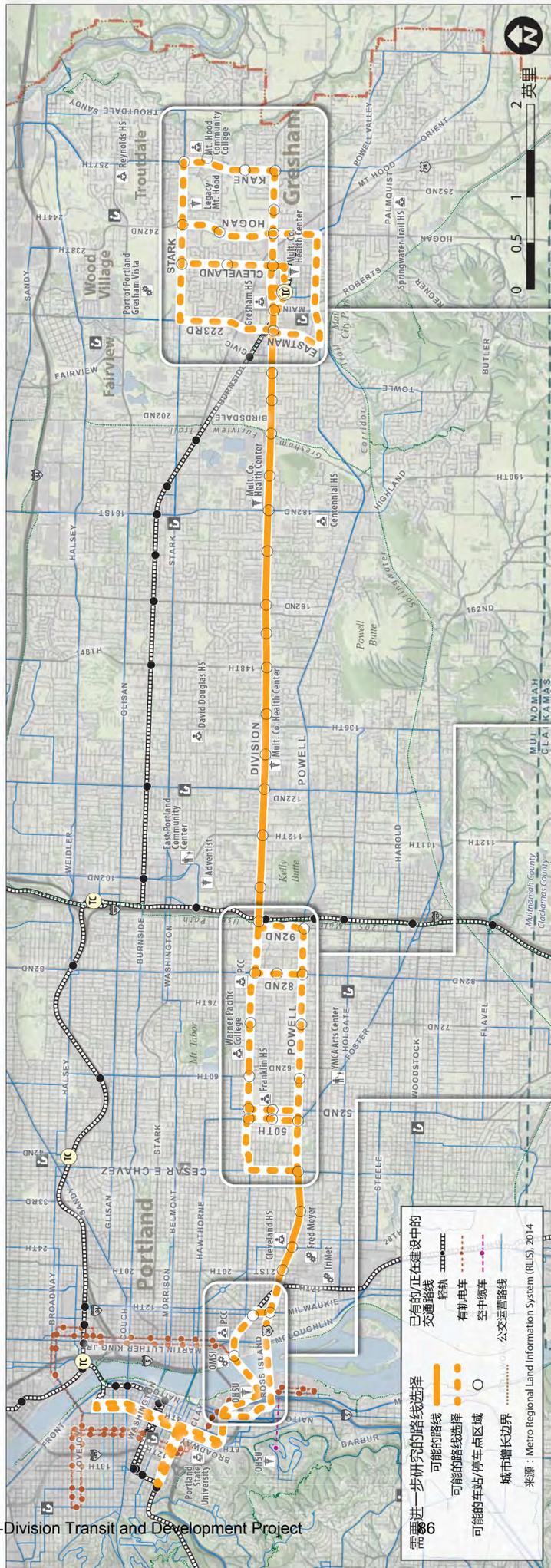
Автобусы и остановки, позволяющие быстрее заходить в автобусы

Прибытие автобусов каждые 15 минут и более частое обслуживание в часы пик

Важнейшие характеристики ускоренного автобусного сообщения

Более крупные автобусы, вмещающие больше пассажиров

Более крупные остановки с такими удобствами, как табло, оповещающие о движении транспорта в реальном масштабе времени, автоматы, продающие билеты, средства обеспечения безопасности, платформы, доступные для лиц с нарушениями функций, и художественное оформление.



格雷斯沙姆北部/南部路线选择

新的公交线路可以使用下列方式之一以连接格雷沙姆市中心(Downtown Gresham)、公交中心(Transit Center)和明德山社区学院(Mt Hood Community College):

- 从伊士曼公园路(Eastman Pkwy)到斯塔达克街(Stark St)的路线是前景不太好的选择, 因为该路线缺乏从公交中心出发的方向性。
- 克里夫兰街(Cleveland Ave.)位于住宅区, 可以连接到斯塔达克街上的目的地。
- 霍干路(Hogan Rd.)也可以连接到斯塔达克街上的目的地。
- 途经地威臣街和凯恩路(Kane Dr.)的路线会错过斯塔达克街上的目的地。
- 途经格雷沙姆市中心以南的鲍威尔大道的路线是前景最不好的选择, 因为该路线缺乏从公交中心出发的方向性。

连接波特兰北部/南部的路线选择

新的公交线路可以使用下列方案之一以在波特兰东南部的鲍威尔大道(Powell)和地威臣街(Division)之间往来运行:

- 因为途经时间不能保证, 凯萨·查维斯街(Cesar E Chavez Blvd.)是前景最不好的选择。
- 五十和五十二街(50th / 52nd Ave.)彼此相似, 能够将沿地威臣街沿线的各目的地连接起来, 但却错过了沿八十二街(82nd Ave.)的新兴的玉石区(Jade District)。
- 八十二街可以连接鲍威尔大道和地威臣街上繁忙的公交站点, 并将它们与波特兰社区学院(PCC)和玉石区相连。
- 九十二街(92nd Ave.)是最快的路线, 但却错过了包括波特兰社区学院在内的地威臣街上的目的地和八十二街上的玉石区。

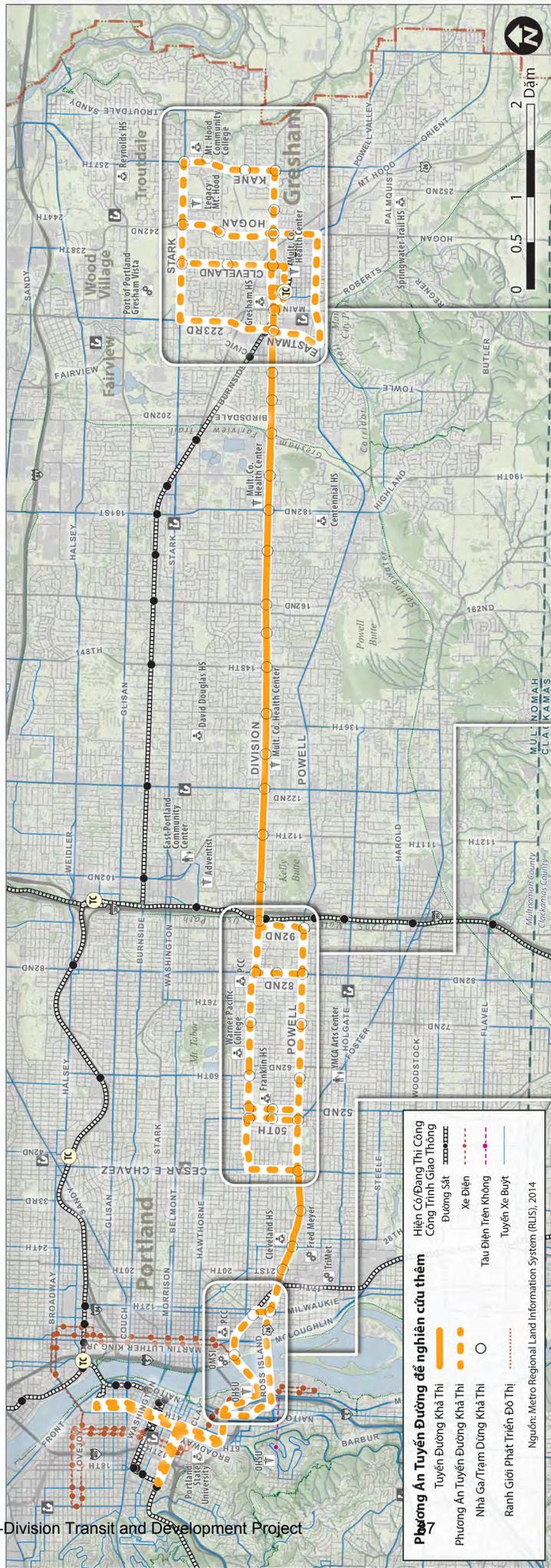
跨河路线选择

新的公交线路可以使用迪理库姆桥(Tilikum Crossing)或罗斯岛大桥(Ross Island Bridge)。迪理库姆桥现有超过一英里的公交专用道, 公交车行驶更快, 是更有希望的选择。

鲍威尔——地威臣交通与发展计划将带来改进, 为乘客节省时间, 提供超出今天的“频繁服务”之外的优质服务。我们正在研究一系列的公交路线选择, 即那些能够连接格雷沙姆(Gresham)和波特兰的路线, 以及能改善沿线步行和骑车与公共交通相结合的接入方法。

公共交通的主要特点

- 公交车更大, 能运送更多的乘客
- 更大的车站, 配有相应设施, 如实时交通信息、自动售票机、安检功能、符合《美国残疾人法案》(ADA)的无障碍站台以及艺术装饰
- 为快速登车而专门设计的公交车和车站
- 至少每15分钟一班的服务, 在上下班高峰期提供更多频繁的服务



Phương Án Phía Bắc/Nam Gresham

Tuyến đường mới có thể kết nối Trung Tâm Gresham, Trung Tâm Trung Chuyển và Trường Cao Đẳng Cộng Đồng Mt Hood bằng cách sử dụng một trong các đường sau:

- Đường Eastman Pkwy đến Đường Stark là phương án ít khả thi nhất vì nằm ngoài hướng đi từ Trung Tâm Trung Chuyển.
- Đường Cleveland Avenue là đường cho khu dân cư và sẽ kết nối các điểm đến trên Đường Stark.
- Đường Hogan Road cũng kết nối với các điểm đến trên Đường Stark.
- Một tuyến trên đường Division và đường Kane Dr. sẽ bỏ qua các điểm đến trên Đường Stark.
- Tuyến phía nam Trung Tâm Gresham trên Powell là phương án ít khả thi nhất vì nằm ngoài hướng đi từ Trung Tâm Trung Chuyển.

Phương Án Đường Chuyển Phía Bắc/Nam Portland

Đường xe mới có thể chuyển tiếp giữa Powell và Division ở Đông Nam Portland bằng cách sử dụng một trong các đường sau:

- Đường Cesar E Chavez Blvd. là phương án ít khả thi nhất do thời gian đi lại khó đoán trước.
- Đường 50 hay 52 Avenue tương tự nhau, kết nối các điểm đến dọc theo Division nhưng bỏ qua Khu Jade đang phát triển mạnh dọc đường 82 Avenue.
- Đường 82 Avenue sẽ kết nối các trạm dừng trung chuyển giao thông đồng trục ở cả Powell và Division và kết nối với PCC và Khu Jade.
- Đường 92 Avenue là tuyến nhanh nhất nhưng bỏ qua các điểm đến trên Division gồm cả PCC và Khu Jade nằm trên 82 Avenue.

Chạy Qua Sông

Đường xe mới có thể sử dụng Cầu Tilikum Crossing hoặc Cầu Ross Island. Tilikum Crossing, với hơn một dặm đường xe buýt dành riêng hiện tại và một chuyển đi nhanh hơn, là phương án khả thi hơn.

Đặc Điểm Chính của Hệ Thống Xe Buýt Tốc Hành (Bus Rapid Transit)

- Xe buýt lớn hơn chờ nhiều hành khách hơn
- Nhà ga lớn hơn với các tiện nghi như thông tin đi lại theo thời gian thực, máy bán vé, tính năng an ninh, miễn tăng truy cập ADA và có trang trí nghệ thuật
- Các xe buýt và nhà ga được thiết kế để đón khách nhanh hơn
- Phục vụ ít nhất mỗi 15 phút với dịch vụ thường xuyên hơn vào giờ đi làm cao điểm

ONLINE MAP TOOL COMMENTS

IS THERE ANYTHING ELSE YOU WANT TO SHARE WITH DECISION-MAKERS?	
◆◆	Tillikum crossing to Powell to 82nd to division to Gresham. As much dedicated bus space as possible!
◆◆	Moving car traffic off Division AND NOT diverting it to Clinton Street between 52nd and downtown is crucial. Clinton is the bike path and has become treacherous with the increase in car traffic on that route.
◆◆	Despite the summary and (in my opinion) short-sighted decision against rail options, selecting a route to maximize portion that is dedicated busway will not only improve service and avoid congestion, it offers the best path towards future conversion to rail, when and if the region realizes the need to invest in sustainable transit options, the private investments in walkable neighborhoods and the decreasing automobile use that only rail can generate.
◆	Thank you so much for this opportunity!
◆◆◆◆◆	It would be really nice to see some investment east of 122nd Avenue - it feels like this area is repeatedly forgotten by the City. A holistic approach to improving schools, transportation, other infrastructure including creating jobs, addressing rising gang issues, and making it a nice place to live would be the most effective. We need a unique approach specific to the area since "Portland solutions" are less likely to receive support.
◆	How is this going to relieve traffic on Division between 11th and 52nd Avenues? With only two lanes of traffic and no parking, this stretch of Division has become a nightmare. Congestion on Division has driven a lot of car traffic onto parallel biking streets such as Clinton.
◆	This is a nice tool for people who cannot attend the community meetings.
◆◆	We need more signaled crosswalks and slowed down traffic to make it safer for people walking and biking. It's a shame I don't feel safe allowing my child walk to school by herself across Powell and Foster.
◆◆◆	Now that BRT has been chosen over LRT or streetcar, the following decisions should be made: 1) Provide zero-emission rolling stock. Electric articulated buses running off of overhead catenary are available today, and used extensively with much success in San Francisco and Seattle. This should be the baseline rolling stock considered. If battery-electric buses become available soon enough, fine, but running off of overhead wires should be considered as well. 2) Provided a dedicated transitway along the entire alignment, especially where this means reducing a roadway with 2 lanes of mixed-flow traffic in each direction to 1 lane of mixed-flow traffic and 1 transitway lane. This will calm traffic, reduce speeding amongst cars, enhance safety, and make for a more liveable city.
◆◆	All the sections of Powell mention being concerned with removing travel lanes. If Portland wants to move past car-dependency, car capacity must be reduces to make room for dedicated bus lanes. The dedicated bus lanes will move more people than a car lane, and thus sacrificing car capacity must be done. If dedicated bus lanes are not provided, this will sacrifice improved bus travel (the end goal of the Powell-Division project) for maintaining status-quo car capacity. This will cause the project to be a failure. I urge Metro to consider reducing car capacity on Powell to provide the greatest possible improvements to bus travel.
◆	Please consider the travel time and consistency of that travel time. I want to be able to rely on the bus to not only show up on time, but to not be too full, or vary wildly from its set schedule. If at all possible, give the bus its own lane or signals, and ensure that buses run often or are longer than average.
◆◆	running the bus rapid transit down Division seems like a good idea.
◆◆◆	This area (I-205 and west) needs safe transit options and also needs a road diet and safer access for bid / ped. Work with APANO and Jade District and Lents Town Center redevelopment efforts to re-envision Powell and 82nd portion of busways for more livable and walkable community
◆	Avoid running the bus in lanes of traffic at all costs. Of course, you can never get lanes where you need them and only when you don't. I expect this bus will not save much time when people would want to use it most - during rush hour - because of traffic and how I suspect TriMet will be forced to run it in mixed traffic too often.
◆	I have not seen any explanation of what will happen with local service under BRT. i.e., will the #4 and #9 lines continue on current routes and frequency? I am concerned that BRT might reduce #4 or #9 service, but would not adequately replace it for trips for which the limited stations would not suffice.
I'd love to make comments, but your map will not allow me to do so. There must be a better way to get input	

- ◆ Transportation and transit
- ◆ Land use
- ◆ Environmentally friendly
- ◆ Support
- ◆ Equity
- ◆ Safety and security
- ◆ Do not support

ONLINE MAP TOOL COMMENTS

IS THERE ANYTHING ELSE YOU WANT TO SHARE WITH DECISION-MAKERS?	
	from the community.
◆◆	This survey is completely bogus. The only places that allow comments have loaded questions. Other places where I would like to comment don't allow it. I'm all in favor of efficient mass transit and would like to be heard. I spent hundreds of hours on the Division reorganization between 60th and 82nd. How does this affect that work? Will we ever see functional cross walks at 64th and 68th. They've been promised, but never materialized. It is even more difficult and unsafe to cross now than it was before the reorganization. The only good thing is a new 30 mph speed limit although no one follows it and the police never enforce.
◆	Stick with Powell b/t 50th and 82nd at least
◆◆◆◆	The biggest detriment to walkability in these areas (especially along Powell and 82nd) is that everything is so spread out relative to the rest of the city. Businesses are placed far from the sidewalks, streets are wide, wait times at crosswalks can be long, and a lot of the "destination" stores for shopping are broken up by car dealerships and the like that aren't frequently visited destinations (compare this with popular pedestrian shopping districts like Hawthorne, Mississippi, and Alberta). Improving cycling options in conjunction with transit and walkability improvements will help make these areas feel more accessible without a car, because these wide distances between stores, from the store to the street and bus stop, etc. become much shorter with a bike. Otherwise you're looking at completely re-envisioning a lot of these commercial stretches and rebuilding so that buildings are by the street and parking is in the back.
◆	As much exclusive lane as possible
◆	I admire the goal of this process but it seems odd that we as a community are focusing so much on east-west or suburb-to-downtown high-capacity routes when so many transit (or potential riders - like me) need improved north-south or suburb-to-suburb connections. I'm glad to see the focus on transit on Powell and Division. However it's odd that it terminates in Gresham since you can already get downtown from Gresham via the blue line. It seems like a big redundancy. Finally - the tone of the pros/cons and information provided via the map leaves me with the feeling of a predetermined outcome. If that's the case then why not just be up-front with people and say there is a preferred route. This process feels disingenuous.
◆◆	Does the region want to reduce auto use or doesn't it? If it does, it needs to reduce auto capacity on Powell in order to create a high-quality bus line. If this half-ass Small Starts version is installed as planned, it shouldn't be branded as BRT. That'll give BRT a bad name.
◆	I live and work along the future express route--I would certainly make good use of it.
◆◆	Please consider true Bus Rapid Transit for the entire route (or at least downtown to I-84), even if this results in increased costs or a reduction in general traffic lanes. Sprinkling queue jumping signals here and there is basically worthless. I'll highlight the queue-jumping signal at Belmont and NE Chavez northbound, which lets the bus get ahead of traffic and go a block and a half before stopping in the traffic lane and forcing all the vehicles it just queue-jumped to wait behind it. Queue jumping signals in conjunction with dedicated bus turnouts would be a distant second place to dedicated lanes, but would at least serve some useful purpose in improving overall traffic flow and bus speed. Please don't ruin the public perception of BRT with a half-assed implementation. Also, I don't see much discussion about protected bike lanes as part of this project, which seems like a major oversight. Adding protected bike lanes along the route would be useful, but what would really make this project valuable is improving the north-south biking/walking/transit routes to which it connects.
◆	I live in the clinton area and commute to outer se using Foster, Powell, and Division.
◆◆	I am a homeowner and resident of 28th and Powell . I know there are great needs for this project so thank you. Please remember the needs of those on the inner east side as well for things to be convenient. And to link up to the new Max line stops down on 12th/ 13th Ave
◆	If necessary, taking longer to get the project right is more important than something quick and half-assed. Without dedicated busways and wide stop spacing, this project will be a missed opportunity. As close to full BRT is what I'd like to see and what I think is in the best interest of those traveling through the corridor.
◆	BRT needs to have dedicated lanes to be truly rapid. If that isn't politically possible the traffic signals should be extremely smart to make the travel times competitive. The out of direction travel & number of stops will

- ◆ Transportation and transit
- ◆ Land use
- ◆ Environmentally friendly
- ◆ Support
- ◆ Equity
- ◆ Safety and security
- ◆ Do not support

ONLINE MAP TOOL COMMENTS

IS THERE ANYTHING ELSE YOU WANT TO SHARE WITH DECISION-MAKERS?	
	reduce people's interest in riding. Also, TriMet should partner with the cycling community to do outreach to make the bicycle network more effective in East Portland. Bike share sponsored by TriMet would be amazing.
◆◆◆	I Took classes at PCC but graduated from MHCC. Linking different colleges makes good sense. Sometimes one class is offered at PCC but not at MHCC or vice versa. The bus line would give flexibility to students.
◆	I think this corridor needs improvement immediately
◆	First of all, I couldn't access a comment zone. It seems important that transit go by PCC on 82nd and Division, instead of to 92nd on Powell. Transit has already screwed up traffic on Division; if it becomes primarily a public transit thoroughfare, least people can drive on Powell and with 2 lanes, can pass buses. Plus there's little bike traffic. Although it takes forever to go westward on Powell, it's worse on Division and I think tying it up more on Powell would simply signal a disregard for people who have to use cars for at least some occasions.
◆	Since no one will spend any money on our issues like reliable, high speed, high capacity transit just do and wash your hands. Walk away and forget about us for thirty more years.
◆◆	It's too bad the hacks didn't get the Blue line to MHCC in the first place. I am sorry you inherited this mess. Think big and push past Cleveland Station. Redevelop the existing P/R at Cleveland and create a new Transit Center on 242nd that connects to BRT.
◆◆	I firmly support giving transit ROW on Powell.
◆◆◆◆	Crosswalks are very important to this project - as someone who lives in the Jade District, and who walks, buses, and drives for commuting, I see people cross the street unsafely all the time in my area. An elderly couple was killed just a block or two from my house in a pedestrian accident in the past year. I myself feel unsafe when I have to cross the street, which is often to get to a bus stop. Besides that, another important part of the project to me is the 82nd and Powell intersection - it is awful. If this project can help that intersection I think that would be a great addition to the project and change to my neighborhood. And - Thank you!
◆◆	Protected bike lanes. I HATE riding my bike along Division. I usually go up to Mill. It's safer. Calm traffic around 122nd and Division. More of those cool blinking light crosswalks. They WORK!
◆◆	The controlled intersection at Se Division and 76th, should be expanded to control SE 75th as well. As it stands now, there are issues with people turning south from west bound division onto 75th, which cause much confusion, congestion, and makes pedestrian and bicycle crossing difficult and dangerous. Though it is much safer now after the road diet, it still needs much improvement, and if rapid transit is the goal of this service and it plans on using this road this intersection will need to be addressed.
◆◆	My preferred route would be MHCC, Stark, Hogan, Division, 82nd Ave, Powell and Tilikum Crossing. I would like to see a streetcar line served Division street from the existing CL line along Division to the SE Division St MAX station.
◆	I look forward to what comes out of this, and I appreciate that the city is really making an effort.
◆◆◆◆◆	Two things: --We need more sidewalks and better street lighting for the side streets that lead from major roads like Division into neighborhoods near Max and bus stops. I'm a frequent transit user, and the most dangerous part of any trip I take (especially after dark) is a one-block stretch of Norman Ave. between Division and the Gresham United Methodist Church. the lack of sidewalks and lighting are made especially dangerous by an blind corner at next to the church were many people blow the Norman-side stop sign and drive up the center of the road to the end of the next block. --The Civic and Downtown neighbor really, really needs a grocery store. The addition of Natural Grocers has been really nice and I do shop there regularly for a number of items, but few people with children in the 3- and 4- bedroom houses in my neighborhood can afford to regularly buy organic milk at \$8 a gallon.
◆	It is essential that the Division-Powell BRT project have a community benefits agreement to support local hiring in disadvantaged neighborhoods and participation by people of color and women both in construction jobs and contracting opportunities.
◆	I occasionally use transit in this area but would likely use this line more to get to areas in inner SE PDX if the line were faster east of the Willamette. I enjoy using TriMet but inner SE can be a bit of a bear on transit during

- ◆ Transportation and transit
- ◆ Land use
- ◆ Environmentally friendly
- ◆ Support
- ◆ Equity
- ◆ Safety and security
- ◆ Do not support

ONLINE MAP TOOL COMMENTS

IS THERE ANYTHING ELSE YOU WANT TO SHARE WITH DECISION-MAKERS?
busy periods. I don't have a lot to say about the line east of I-205.
◆ Please also keep in mind how all of this effects regular car traffic. There are a great deal of us in the outlying suburbs that have little to no interest in bus service or good access to it.
◆ I think it's essential to add as many dedicated bus lanes as possible. This region is extremely congested and minor issues (e.g. accidents, closure of the Sellwood Bridge, etc.) can cause spillover effects onto Powell and/or Division. By ensuring buses have a dedicated right of way, they can provide fast, timely performance. It may be necessary to take less desirable routes to maintain right of way. Also, it would be great if you consider installing bicycle facilities (e.g. protected bike lanes, bike parking, etc.) along the route as an alternative means of transit.
◆◆ I do not want this and either do any of my neighbors. We have MAX already and it is nothing but a crime corridor. Metro and city governments need to quit making decisions with out the vote of the people. No to this project!!!!
◆ I want to make sure that both Powell and Division are both served by buses, BRT or not. Even though I live in SW Portland I still use bus 9 on Powell
◆◆◆◆ More Affordable Housing, Safer Sidewalks and Crossing for Pedestrians should be part of plan.
no
◆ We have Max plus buses covering all the main roads (Powell, Division etc) . I guess I don't understand at what cost these changes will make public transportation that much better.
◆ You need to think harder and be more upfront about effects for and possible improvements to bike access in this project. I was extremely dismayed to see that important bike access considerations on 52nd and 92nd were not addressed in the presentation of the options.
◆◆ Sidewalk improvements & safe space to bike needed on 82nd. This is important to the bus route because of how people will travel from their homes/work to the bus stops. As it stands cyclists ride on the sidewalks of 82nd because it would be ridiculously unsafe to ride on the road. Many sections of sidewalk are barely wide enough to walk on, so we end up with ped/bike conflicts.
◆ A new route for the Blue line to include stops in NE Gresham would open the way for a line on Stark St. I believe this would streamline traffic and help speed transit times for students commuting from Portland to MHCC.
◆◆ I think Powell is the better option since it will promote urban development farther south than Division. Plus, Division is already a little cray cray.
◆ The only way to get a busway on most or all of the route in Portland without requiring major acquisitions is to follow the major traffic street: Powell west of 82nd/92nd, Division east of 82nd/92nd. Without the busway, the potential for actual improvement over current frequent service on both streets is very limited. More buses in current mixed traffic will likely bunch up further in rush hour traffic, although express/limited stop buses could be a secondary improvement. My ultimate assessment: Replace the current 4 and 9 buses with 4/9 BRT: BRT alignment on Powell, then 82nd or 92nd, then Division as you move east 4/9 Regular: Regular frequent-service serving Division, then 82nd or 92nd, then Powell as you move east.
◆ I live in Gresham and commute to Portland daily entirely by transit.
◆◆ Powell is not very safe. More crosswalks, please. Shorter lights for the cars.
◆ becareful in places where it is hard to cross street
◆◆ Basically a good idea, but a terrible idea to have it run on Division west of 82nd.
◆ Outer Powell tends to be orphaned by the alignment. It is difficult to make north/south connections along this stretch, and very difficult to connect to the Green Line. (Crossing extremely busy intersection with many traffic conflicts; 2 block walk with steep hill up to MAX.) A good connection between an Outer Powell line, the MAX and the new BRT would be most welcome.
◆◆◆ Please move forward with this planning with the same intentions that surrounded Orenco station etc. TriMet has to think bigger than simply transit, even if that means beautifying existing stations (rather than removing all of the trees as we saw at Gateway)

- ◆ Transportation and transit
- ◆ Land use
- ◆ Environmentally friendly
- ◆ Support
- ◆ Equity
- ◆ Safety and security
- ◆ Do not support

ONLINE MAP TOOL COMMENTS

IS THERE ANYTHING ELSE YOU WANT TO SHARE WITH DECISION-MAKERS?	
◆	use powell to at least 82nd and division the rest of the way
◆◆	I support BRT should have included articulated bus and goes from Gresham TC to north Troutdale, and electric trolley bus, thanks
◆	I think you guys might be on to something here this might be very useful to trimet passengers
◆	Leave things the way they are, they have worked for YEARS
◆	More public transportation. A good idea would be going up/down 172nd, up/down 162nd, up/down 148th
◆	More public transportation. A good idea would be going up/down 172nd, up/down 162nd, up/down 148th
◆	Although Kane would be the shortest distance to Mt Hood Community College, it would serve the least amount of people and businesses, and would not serve Mt Hood Hospital.
◆	All public transit needs to be eliminated from SW Sherridan-Carruthers bottleneck between PSU and Naito Pkwy; BRT should take Powell to 82nd, 82nd to Division, and loop from Gresham TC to MHCC traveling in both directions; I favor Hogan over Cleveland, but would still like to see service to Cleveland MAX on 8th street.
◆	i think 82nd is more practical than 52nd since Division at 52nd is a tiny street without much room for buses
	I am a little confused. Are you adding a new bus line or changing the current #4 division and #9 Powell?
◆	I am using a Mac and my browser is Safari. I was not able to make any comments. When I clicked on the North/South street, I got the pop up window. But I was not able to click the comment tab. So, my comment is that you should go west on Division as far as Chavez and then move over to Powell. Powell is pretty congested anyway and Division, with less traffic gives you better flexibility.
◆	needs a tunnel.
	no
◆	Make sure there is lighting and sidewalks. For example one of the trainstop in Rockwood did not have a connecting sidewalks, was isolated and poorly lit.
◆◆◆	I think removing transit from Division west of Cesar Chavez is a terrible idea, especially with all the recent infill with inadequate parking and the influx of many new businesses. This means a 10 block walk from either Hawthorne or Powell and that doesn't work well for someone like myself with arthritic knees. As usual - another reduction in services.
◆	A bus that turns north from Powell on 82nd and turns east again on division could serve the largest community. Even someone who lives at SE 65th and Division could benefit by taking this bus then hopping on a westbound 4 bus for a few stops. Seems like it would help the largest community who frequents public transit
◆	Though I live in Portland, I work at the Gresham Library and take public transit almost everyday.
◆	Consider some measure of form-based code that encourage better street frontage development on Powell. Too much of the commercial development is of the strip mall variety with large seas of parking separating buildings from the street.
◆	Please don't limit decisions to alignments that don't require public right of way acquisition. Rail projects generally require acquisition, this project should be shown the same level of dedication.
	Steering Committee Member
◆◆	I think you should kill two birds with one stone by going to Gresham completely on Powell. Powell needs some kind of upgrade, with sidewalks. Absent that, connect to Division via 122nd. Have a streetcar connect Clackamas town center with max red line on 82nd. That's one place where a streetcar might work, while also rehabilitating 82nd.
◆◆◆◆◆	For those of us who live along this route, keep in mind that more efficient transit must be judged by how well it brings people together and connects them to their needs. So the proposed route and project must improve livability, not create deeper divides. Division St. west of 82nd is a very poor choice for more intensive transit. The existing, newly implemented road striping is ideal for encouraging biking and allowing for a smoother flow of traffic. It has been a great success, and any widening of the road or disruption to the current scheme would be an unfortunate step backwards, only increasing the barrier that exists between Mt. Tabor Park and the South Tabor neighborhood, something which the residents of South Tabor and Foster-Powell are actively trying

- ◆ Transportation and transit
- ◆ Land use
- ◆ Environmentally friendly
- ◆ Support
- ◆ Equity
- ◆ Safety and security
- ◆ Do not support

ONLINE MAP TOOL COMMENTS

IS THERE ANYTHING ELSE YOU WANT TO SHARE WITH DECISION-MAKERS?	
	to minimize. Also, any proposal that involves removing the lindens on Powell is a nonstarter for us in South Tabor. If anything, we need more of a neighborhood feel for Powell from SE 82nd to the river and continued beautification of the corridor. This includes trees as well as installing safe, lighted pedestrian crossings all along Powell.
◆	This is called Powell-Division future, I see most improvements going to Division, Try walking on either side of street on Powell from 122nd to 136th, Even more scary at night when cars go around somebody turning!! and you are walking with you're kids!!! I challenge any & all Rep's to do this!. Thank You:)
◆◆◆◆	82nd is already a pedestian hub. Some good transit facilities there would improve the safety and atmosphere of that area.
◆◆	Powell and Division are major traffic thoroughfares. Nothing should be done that will impede the free flow of motor transportation since many other avenues of the city are being given over to bike, pedestrian, and mass transit flows. The city also needs to accomodate the easy flow through of motor vehicle traffic otherwise undue congestion and frustration will mount and given way to more instances of road rage and transportation class strife. This will also result in more crashes and the need for increased police presence. Please keep these thoroughfares open for motor vehicle traffic. A dedicated bus lane is a great idea as well as decreased bicycle presences.
◆◆	Crossing Tilikum Bridge and going up Powell to 82nd makes sense for a Bus Rapid Transit line to Gresham. Good work connecting the region!
◆◆◆◆◆◆◆◆	I do get around mostly by driving. When I do ride TriMet, it's almost always to get to or from the airport. However, I understand the city wants to reclaim some of the uglier roads, especially out east, for main streets of housing, offices, shopping and public life; affordable housing and greater service to the poor; and -- I hope -- some measure of civic beauty, and that in exchange this means slower traffic and more delay for drivers. I'm ok with that. It's the kind of thing I understand when I drive NW 23rd or SE Belmont, for example. They are not Powell, and Powell isn't a main street. I ask simply for those driving, it remains expected and reasonably convenient to take certain major roads, such as Powell or 82nd, as preferred pass-through regional routes for drivers though at the same time doing things like adding bus lanes or narrowing roads or adding on-street parking and bike lanes and that sort of thing. I admit I prefer to drive a road that has two lanes in my direction of driving plus a left turn lane (continual or intermittent). When space is too tight when adding bike lanes or wider sidewalks or (if it doesn't already exist) on-street parking, I'd rather have asymmetric four lanes: one lane towards Portland city center (west/north), a left turn lane, and two lanes going out (east/south), because when I want to drive out of the city, I'd want to do it more quickly than driving into the city.
◆◆◆◆	This is among the most exciting transit projects for many reasons: there is already such high demand for this east-west route, for the development/jobs potential and for relatively reasonable cost. Plus, the project could be implemented quickly or in phases if necessary.
	Thanks for the opportunity to comment.
◆◆	As 72nd and Powell is a key pedestrian access for public transportation, I hope the city of Portland can work with Metro and TriMet to identify and prioritize pedestrian improvements in this location as part of this transportation planning process. This is a busy intersection and wider sideways, traffic calming and additional improvements need to be made to the awkward intersection for people walking and bicyclists. Please reference the current Portland Comprehensive Plan to see where neighborhood bikeways cross Powell and utilize signal improvements and traffic diverters at these important intersections that access this line. These are the types of improvements that should be made in lieu of light rail on this route.
◆◆	Dedicated busway on 82nd st crossover please Excellent map commenting tool! So easy to use! Thanks for providing this community input method.
◆◆	I'm a small business owner off of victory and and powell in gresham and would love a stop closer to there
◆◆	I really appreciate the effort to continue to serve Gresham. As someone who works with lower income communities in east county, more transit and easier ways to get around can only help to improve everyone's way of life in the area.

- ◆ Transportation and transit
- ◆ Land use
- ◆ Environmentally friendly
- ◆ Support
- ◆ Equity
- ◆ Safety and security
- ◆ Do not support

ONLINE MAP TOOL COMMENTS

IS THERE ANYTHING ELSE YOU WANT TO SHARE WITH DECISION-MAKERS?
◆ Adjust the timing of the lights at 82nd and 172nd. Both of these lights have much more backups E/W on Powell than on the N/S streets. Focus on 1) getting more people to ride the bus and 2) decrease travel time from downtown to outlying areas. The increase in cars is making travel time worse.
◆◆◆◆ The road system on the eastern edge of Gresham is horrible. The street connectivity is horrible. One of the few streets we can count on to get out of or through Gresham is Division Street. Keep in mind, if you screw up & slow down Division flow you will be channeling more people northward to Glisan as Stark is screwed up criss-crossing Burnside & traffic flow is stopped frequently due to MAX. A lot of us on the eastern edge already go to Sandy for shopping as it is almost quicker to get there than downtown Gresham with all the crazy criss-crossing streets & MAX delays. Those of us on the eastern edge are not close to a bus stop & those who are often feel unsafe walking as there are limited sidewalks & it is definitely not safe or pedestrian friendly at night time with limited street lighting. Several of the bus stops our here are basically a bus sign on the shoulder of a busy high speed road (Powell Valley Rd is a good example) Those of us out here who want to use mass transit must drive to MAX or somewhere we could park a car & hop on a bus. There is an entire population on the eastern edges, which continues to grow due to development, that is underserved. This project is a perfect example of servicing an area that already has service and continuing to exclude those who don't even have minimum services. That is where emphasis needs to be placed - areas that don't have service, not enhancing those who do. METRO & East County officials need to spend their time, tax money & effort on sidewalks, street connectivity on us forgotten underserved areas of which there are many.
◆ Bike facilities should be included in a project such as this. Will there be bike facilities included along the same routes?
◆◆◆ Division should be maintained as a more pedestrian friendly East-West street all the way out to PCC. More busses in the 50th-82nd area mean more traffic, and dangerous conditions for cyclists trying to reach PCC.
◆ Do not promise that you are going to make improvements by 2035 because I am going to be dead. In 2000 the plan was by 2015 and I haven't seen nothing.
◆◆◆ I am disappointed to find obvious and inappropriate value messages displayed between options. For example having the line go only to Gresham transit can serve people of color with transfers, whereas including Gresham transit but going to Mt Hood via Kane does not serve people of color. That is an inappropriate influential comparison as every transfer option likely exists on the Kane option as well.
◆ I have noted this in a couple of key locations, but I am deeply concerned by the lack of emphasis on dedicated right-of-way, particularly on inner Powell where traffic congestion is often worst. Particularly troubling is the seeming assumption that ROW acquisition is the only option, and that automobile capacity must be retained at any cost (including the cost of unreliable bus service). If this is to be a truly useful improvement over existing bus service, dedicated ROW is a must, and if we need to remove some automobile lanes to achieve that then the tradeoff is worthwhile
◆ I think serving the communities of color deserves extra consideration.
◆ I'm really concerned with congestion at intersections that are already too crowded. 39th and Powell; Division between 82nd and 122nd; parts of downtown gresham.
◆ It's only worth it if it's fast...stops have to be infrequent and needs dedicated lane or at least carpool lane wherever possible. 82nd is by far the best crossing between Division and Powell
Not at this time
◆ Please add bike access to the new MAX elevated ramp from south water front to Lincoln Street
◆◆ Please minimize construction impacts on residences in the immediate area. It would help for nearby residents to understand how different transit options would impact existing structures on Powell or Division (i.e. how much additional right of way would high speed bus and bike lanes need?) Also, businesses on the new Milwaukee light rail have already had their rents increased because property values have increased. Property taxes should not triple before there is a demonstrated benefit from the transit projects.
◆ Thanks in advance for adopting the Powell-82nd-Division alignment! :)

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support
- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

IS THERE ANYTHING ELSE YOU WANT TO SHARE WITH DECISION-MAKERS?
◆ The main concern I have is that with the BRT line you will limit bus service. Since the BRT stations are far apart, there still needs to be bus service every two or three blocks. People won't be able to or want to walk a half mile to a station.
◆ This whole process lacks the sort of imagination and visionary thinking that should accompany a once-in-a-lifetime planning opportunity such as this. It's not bad that it feels preordained (Division to 82nd to Tilikum. Done!) if that what you've determined is the best. But we're going to have to live in this for a long time, and can't we imagine better? If we let cars clog up the entire area, they will. If we plan for a future where we can take BRT but also bike or walk just as easily, we will do that. Instead of looking at what will disrupt cars the least, how about we plan the best places to live and best ways to get around for our communities and then give cars what's left? This is my long-winded way of saying let's claim the transitions as exclusive bike-walk-transit corridors. This doesn't work at all without dedicated lanes, and we don't need to beg for car lanes. Think big, take what you need. You'll never get a chance like this again.
◆ would like the 52 cross over option
◆ I'm really concerned with congestion at intersections that are already too crowded. 39th and Powell; Division between 82nd and 122nd; parts of downtown Gresham.
◆ Who have you surveyed in the immediate neighborhood? I live on SE 92nd and have received NO notification of this proposal. I suggest sending out a mail based survey if this new bus line is to impact us like that.
◆◆◆◆ The traffic levels on SE 92nd are already bordering on terrifying for residents - two schools facilities, no stop signs, and a direct link between two freeway entrances/exits makes for a constant stream of vehicles. I routinely am honked at for pulling into my driveway on SE 92nd after work because individuals desire to speed down the road at unsafe rates. These are merely personal reasons, but please do not subject SE 92nd to more traffic.
◆ Please allow dedicated lanes. It's the only way this is going to be successful, and not just an expensive re-make of the current Trimet buses; it's the only way to provide frequency and efficiency.

TILIKUM CROSSING: WHAT CONSIDERATIONS ARE IMPORTANT?
◆ Um, yeah. That is the purpose of a rapid transit bridge - to serve a rapid transit line...
◆ A slam dunk
◆ Bravo!
◆ My only concern is whether there will still be lines that service the west side Ross Island Bridge stop once the 9 moves off that route. Currently I think the 17 and 19 also stop there, but I had heard that one or both of those lines might be re-routed off the Ross Island as well.
◆◆ Avoiding traffic congestion, faster transit times, connectivity to light rail, streetcar and OMSI.
◆◆ 1st priority: shorter travel time 2nd priority: greater travel time reliability 3rd: priority: access to destinations
◆ Obvious choice, avoids Ross island traffic.
◆ When riding the number 9 bus currently, there are still people who get on and off on the west side of the Ross Island Bridge that may have a longer walk/less access to transit due to the modifications.
◆◆ Out of the truck and commuter traffic--besides, I think the new bridge is gorgeous!
◆◆ Faster than Ross Island Bridge with better connections to street car and major bus lines.
◆◆◆ This bridge seems to make the most sense given all of the factors listed in the Pros tab especially its connectivity to highly populated areas. This bridge will also be more seismically sound and the more transit routed over this bridge the better!
◆ TRAVEL TIME

- ◆ Transportation and transit
- ◆ Land use
- ◆ Environmentally friendly
- ◆ Support
- ◆ Equity
- ◆ Safety and security
- ◆ Do not support

ONLINE MAP TOOL COMMENTS

TILIKUM CROSSING: WHAT CONSIDERATIONS ARE IMPORTANT?	
◆	shorter travel times
◆	BRT rolling stock should be zero-emission, and if possible be able to use the overhead catenary on the Tillikum Crossing to minimize emissions and associated harmful health effects on nearby bicyclists and pedestrians.
◆◆	Tillikum Crossing and the new viaduct are the obvious choices across the river. It is a transit specific bridge, with easy transfers and reliable travel through the most difficult parts of downtown.
◆◆	Time savings and no negative impacts from traffic.
◆	duh
◆◆	The fact is it seems unlikely that this bus system is going to be much faster than vehicles between SE 52nd and SE 21st. Therefore this route will make up for lost time than to have the bus continue to sit in traffic on the Ross Island Bridge. There is no reason to take the bus over a personal vehicle from where I live (Powell and 72nd) because it doesn't get you downtown any faster. This project absolutely has to make it faster to get people downtown to reduce the currently unbearable Powell traffic situation. This is why this bridge was built. Use it.
◆	This seems like a no-brainer, go for it
◆	Tilikum Crossing was built for transit, it makes sense to route BRT onto same crossing as MAX. The bus fanatics won't be able to complain that bridge was just built for MAX either.
◆	All of them. Connection to Powell is also important; signal priority (or better yet, exclusive lanes) through Powell/12th intersection is important.
◆	Make sure that questionable use of the right of way and the Tillikum Crossing are minimized. There is a concern that emergency service providers such as ambulances will end up using the bridge more and more, degrading the advantage of a transit-only bridge.
◆◆	Ensure that pedestrians can cross all four legs of the Milwaukie and Powell intersection. This intersection should have as much consideration as a station area as the others on Powell. Upzone to higher residential density for a block south of Powell, including west of Milwaukie.
◆◆	I think speed, connectivity to MAX and future Eastside growth are crucial in choosing Tillikum Crossing. Also, It's important to make best use of our new bridge as an element of our public transportation infrastructure.
◆	If the 4, 9, Orange Line and this rapid transit line are all using the Tilikum, it will make it more difficult to access the inner se powell (se 12th to the Willamette) and the sw waterfront district and aerial tram. At least one route should be going over the Ross Island to enable riders to easily access these areas.
◆◆	This is a no-brainer. The bridge is already dedicated for transit use.
◆	Traffic congestion. It would be silly not to utilize a significant stretch of separated right-of-way.
◆	Travel time for transit riders - alternative is too slow if no dedicated lane on/leading up to Ross Island Bridge.
◆◆	It will look cool going across the new bridge. It will also connect better to the streetcar and line 70.
◆	Need a stop at Milwaukie/Powell (and the Aladdin Theater)
◆	Travel time
◆	Speed, since LRT wasn't going to be considered on this most transit oriented part of town.
◆◆	There is no good reason not to use a bridge that will be well under capacity vs. a highway that's backed up frequently.
◆◆◆	Existing dedicated ROW and access to key destinations and development opportunities.
◆◆	faster than the Ross Island Bridge
◆◆	I want to be sure that all plans to use Tillikum will carefully consider the safety and comfort of bikers and walkers using the bridge, including the paths connecting the bridge to sidewalks and protected bike lanes.

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support

- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

TILIKUM CROSSING: WHAT CONSIDERATIONS ARE IMPORTANT?	
◆	It's perfect and the Ross Island Bridge is scary!
◆◆	Best connections to MAX, Streetcar and other Bus lines. If I could choose where to spend the most money on this project it would be BRT right-of-way transitioning from Powell Blvd to the Tilikum Crossing. Traffic backs up on Powell way before the railroad overpass and could significantly affect transit times if not addressed properly.
◆◆	Travel time and travel time reliability. Getting out of the congested Ross Island Bridge approaches is critical to creating an attractive, reliable service on this corridor. I am currently a frequent rider of the 17 and sometimes the 9. I am very much looking forward to the opening of the Tilikum Crossing, which will make these routes much more attractive.
◆◆	Allows the bus to bypass congestion on the Ross Island Bridge, while giving direct access to the transit mall. Ross Island and Naito are often extremely congested.
◆◆	Avoids the bottleneck that is the run-up to the Ross Island Bridge, which happens for a good amount of time during the day.
◆	Ease of use and crossing the Willamette quickly
◆◆	Tilikum is literally built for this sort of line. Not using this bridge would be a huge missed opportunity. It would annoy me to no end, looking down on it, stuck in traffic on the Ross Island bridge...
◆◆	The Tilly will have less traffic and should have a greatly reduced frequency off traffic jams, making the new line faster and less prone to delays. It's a no-brainer!
◆	We do have any need for another light-rail expansion to be shoved down the throats of tax payers of Multnomah county AGAIN! The neighborhood degradation quality of life for the residents does not outweigh the perceived benefit to the community that clearly does not want this expansion. Though I'm sure the transients that use the Spring Water Trail would be in favor of this initiative, most reasonable, property owner, tax paying residents are not. Get a clue you guys and knock it off. Believe it or not, I'm not politically charged, just getting fed up with these initiatives.
◆	Ross Island Bridge is frequently very congested and slow.
◆◆	For dual enrolled students of mhcc and psu, or mhcc students transferring to psu, crossing at Tilikum would connect students to the new PSU Science building at South Waterfront which is where most 200 level science courses will be offered.
◆	Continue all the way on Division and cross under the UP tracks to use Tilikum.
◆◆	This is dedicated infrastructure for the express purpose of moving high capacity transit vehicles and must be considered as the only possibility for crossing the Willamette River.
◆◆	I do support it, but I also think that since the planning for the crossing, TriMet has consistently neglected service in the area between the Ross Island Bridge and the crossing (South Portland, NCNM, 1st and Arthur area) and I would like to see that area keep consistent nearby service. Please consider keeping at least one bus serving that area.
◆	Dedicated right of way for buses
◆◆	I like that it would be fast.
◆◆	Powell/Division should run on dedicated busway for the entire length of the line. Going over Tillikum crossing rather than Ross Island Bridge is a clear winner.
◆◆	Less traffic, and hopefully connections to the new Max line, the Trolley, and other lines. Tilikum crossing is ideal.
◆	cool new bridge
◆◆	The new bridge is an ideal crossing into a well established and growing area with multiple other transit options on either side.
◆	cross tilikum
◆	Maximize transit investment and shared transitway - minimize delay from mixed traffic.

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support

- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

TILIKUM CROSSING: WHAT CONSIDERATIONS ARE IMPORTANT?	
◆◆	Thrilled about the new Tilikum crossing! I sit on the bus crossing Ross Island nearly daily and the new crossing will make a huge difference.
◆	Utilize existing infrastructure improvements for transit; least cost.
◆	Less traffic on the Ross Island Bridge, it is already so busy going eastbound in the evening and very difficult to navigate in a car when merging. Adding buses here would definitely back up traffic more because drivers would have less visibility around a bus.
◆◆	This BRT appears intended for connections in mid- to east-county, so reliability at traveling to/from the city center is key.
◆◆	Easier access to OHSU south waterfront businesses, not a lot of buses go there at the moment.
◆◆	Your plan to exclude Line 19 from using the new crossing is shortsighted, and is a total disservice to customers in the Selwood, Eastmoreland, Westmoreland, close-in Brooklyn, Reed College, the students, workers, and retirees who travel to/from these neighborhoods. All public transit needs to be eliminated from the SW 5th-Broadway, Sherridon-Carruthers bottleneck to SW 1st-Arthur, IMO.
	Because Tilikum is a Orca and need to be free tell \$Sea World
◆	fast
◆	Please be sure that the bus lines connect with the orange line as well as the 70 (a major north-south bus route). Right now the 9 connects with the 70 at Powell and Milwaukie so it would be nice to maintain the ability to transfer between these two buses even if the 9 is rerouted to the Tilikum Crossing.
◆◆	I support this because when I cross the Ross Island bridge it takes a long time.
◆◆	Absolutely!! I have spent many a lost hour sitting in the Authur curves wondering why we've only moved 5 ft. in 15 minutes. The current #9 route made me revise my work hours so I could walk to the Hawthorne #14 stops and still arrive home in time to relieve childcare support.
◆◆	Time savings.
◆	Time and traffic.
◆	It's faster than the Ross Island Bridge.
◆	Sounds great! No downsides.
◆	how does the Lair Hill area get service to the eastside without the 9 bus? The grade difference means that that the new 9 route and future busway busses can not provide access to this area.
◆◆	Ross Island bridge can get really clogged up with auto traffic, slowing down any bus. I think the new bridge with its mass transit focus makes a lot more sense for this end of the project
◆◆	Efficiency and speed of travel
◆◆	First, that this alignment has several pros, while the Ross Island Bridge alignment has no pros and only cons. Second, the Tilikum Crossings is engineered and built for transit, so use it.
◆◆	Traffic on Ross Island Bridge is sometimes unpredictable and has been increasing.
◆	It must be used!
◆	Presume faster trip times for riders.
◆	There should be a pedestrian overpass for the train so that bicycles can access Tilikum Crossing from Clinton greenway when a train is coming.
◆◆	Its a no-brainer. The bus line absolutely has to be faster than driving a car or no one will have any incentive to use it. I live off Powell and 72nd and it takes me just as long to drive as take the bus. Actually longer to take the bus most days because it sits in the same traffic and has to stop. We need more express options and a bus route that has its own dedicated route most of the way. Have you considered an extra lane on Powell, that would serve inbound until Noon and outbound after noon? This would be possible above 52nd with the existing right of way. And could be factored in west of Powell at key spots.

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support

- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

TILIKUM CROSSING: WHAT CONSIDERATIONS ARE IMPORTANT?
◆◆ The less motorized vehicles on that bridge the better. Put the bus on the Ross Island Bridge. Safety must be most important
◆ Great alternative to ross island
◆◆ Its a no brainer. Why travel on Ross Island with all that traffic. So unpredictable.
◆◆ This was built as a non-car transit bridge. Use it.
◆ moving away from traffic heading to I-5 or 26
◆◆ Increases congestion on R.I. bridge. R.I. Bridge is the primary route for 26 West to Beaverton
◆◆ New bridge built for transit - might as well use it
◆ Dedicated ROW is essential for reliability, especially on typically-congested river crossings.
◆ Yeah I plan on using the Tilikum crossing, once it opens
◆◆ Saving travel time for transit users with long commutes is hugely important. Making transit time-competitive with driving is exactly the goal that this project should accomplish, and if this project make transit a time-competitive option for people living in East Portland and Gresham, the entire inner eastside and downtown benefits from reduced congestion and traffic from people driving into downtown. Development potential in South Waterfront and the Central Eastside is also a huge consideration - this alignment would allow new residential developments in those areas to access East Portland and Gresham destinations in a way that isn't even imaginable with today's transit options.
◆◆ Although I would support this option because it would save time crossing the river, I would be concerned if the number of buses crossing this bridge makes it less safe for bicycles and pedestrians. I would like to see an analysis of the number of buses expecting to cross the bridge per hour. In addition, I have heard rumor that the Powell and SE 24th bus stop is proposed for removal. We use this stop often and would like for it to remain. Thanks

ROSS ISLAND BRIDGE: WHAT CONSIDERATIONS ARE IMPORTANT?
◆ I like the Tillikum Crossing option.
◆ So long as there is still at least one line that stops at the West End of the Ross Island Bridge.
◆ Too much traffic during rush hour
◆ This option doesn't seem feasible or sensible given the long list of Cons.
◆◆ The only pros associated with this option would be if it included a road diet to Hwy 26, reducing the road width to allow for easier pedestrian crossings, which might be especially helpful around the National College of Natural Medicine in SW Portland. If this option would not include a road diet and dedicated transit lanes along its entire length, then it should be eliminated from consideration.
◆◆ Travel time is key in this section. My ride experience with the current buses using the Ross Island Bridge has been unreliable and time and speed. Tillikum Crossing is as better choice.
◆◆ Why is the Ross Island Bridge even being considered still? Why are you wasting the public's time by asking this? The new bridge, complete with dedicated transitway and a plethora of benefits over Ross Island make it out of the question to not use Tillikum. This should have been immediately ruled out by Metro, and yet I've seen this question lingering for months now.
◆◆ Ross Island Bridge route: Boooooh!
◆◆ I can't believe Ross Island is still being considered when Tillikum exists. I agreed that one of the local buses should still serve the stops on this route, but an honest HCT line should not be among them.
Careful on the double-negative phrasing of this question - you may end up with a lot of mistaken "no" votes.

- ◆ Transportation and transit
- ◆ Land use
- ◆ Environmentally friendly
- ◆ Support
- ◆ Equity
- ◆ Safety and security
- ◆ Do not support

ONLINE MAP TOOL COMMENTS

ROSS ISLAND BRIDGE: WHAT CONSIDERATIONS ARE IMPORTANT?
◆◆ Too much traffic,
◆ It's bizarre this is even a consideration.
◆◆ No point wasting our time on the Ross Island now that we have Tillikum.
◆ no Ross Island routing, see new bridge next door.
◆◆ This BRT appears intended for connections in mid- to east-county, so reliability at traveling to/from the city center is key.
◆ Because its a good bridge and it is well know
◆◆ Yes please!! Horrible congestion due to I-5 and 99 feeds.
◆◆◆ One reason not even stated in the "con" list: the bridge is already highly congested with auto traffic and adding additional, frequent buses would just worsen this situation. Not providing any service to South Waterfront and its expected growth, especially OHSU, makes Tillikum by far the best route choice.
◆◆ There is a "pro"; it would prevent busses from using the Tillikum crossing which should be dedicated to bike/ped and light rail.
◆ The Ross Island Bridge and Powell are a parking lot now and I even work 4 10s so travel slightly off hours. It is disappointing how long it takes me to get from 43rd and Division to I-5 because of traffic.
◆◆ What did you build that fancy new bridge for? Busses!
◆ It cannot be used.
◆◆ This is one of the worst throughfares in the city. The connection between Powell and I-405 is rediculously bad and should be completely re-engineered to meet current and future demand.
◆◆ loss of bus service from east side to the west end of ross island neighborhood, esp ncnm.

CESAR E CHAVEZ BLVD: WHAT CONSIDERATIONS ARE IMPORTANT?
◆◆ I see lack of clarity with regards to future implementation strategies. Sometimes you discuss "significant right-of-way acquisition" .. but other times you discuss "reducing travel lanes." These are different strategies, with different impacts, and I don't see them being discussed in an honest fashion. You *could* remove travel lanes on 39th to get a dedicated busway.
◆◆ Division is very slow during rush hour. Huge lack of diversity
◆ Cesar Chavez is PACKED. I'm not convinced that routing the new service along that route would improve traffic and the line would be significantly impacted by existing traffic.
◆◆ Greater potential for delay, no opportunity for dedicated busway.
◆◆ traffic on Division between Cesar Chavez and 52nd is already way too congested
◆ Too unreliable, route is best staying on Powell here.
◆◆ BRT should mean dedicated transitways. If the region is unwilling to consider conversion of existing mixed-flow to transit-only lanes, then stop calling it BRT. Division street from 39th to 60th is not appropriate for having transitways adjacent to mixed-flow lanes, so it should not be considered as an alignment.
◆◆ Get rid of it. Terrible, inconvenient, doesn't connect anything good, and isn't attractive to commuters who use the current Division or Powell corridors. No one on Powell beyond 39th will use it, and no one on Division will choose to take it over the 4 because this bus will be stuck in traffic switching between Division and Powell.
◆◆◆ Traffic down division between 39-50th is already congested and too fast, already needing additional cross walk lights to make crossing the street safe
◆◆ Too many cons. Travel time and ease are very important in devising the route of the Powell Express Buses, as in connectivity. SE 82nd is probably the best north-south portion of the route.

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support
- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

CESAR E CHAVEZ BLVD: WHAT CONSIDERATIONS ARE IMPORTANT?	
◆◆	The area between Chavez and 52nd can not the added congestion this might cause.
◆	I like the 39th option
◆◆	This is not a good option. Chavez should be better designed to funnel people to BRT on Powell
◆◆	Division is currently too congested to consider this a viable mass rapid transit corridor, and it will likely only become more congested as it continues to develop at a rapid pace.
◆◆	BRT *must* have dedicated, separated ROW. This alignment does not allow that, so I do not support it.
◆◆◆	Division does not seem wide enough between Cesar Chavez and SE 60th. Significant congestion currently, especially near Franklin/Atkinson school. Jog in Division at 41st would slow further.
◆◆◆	traffic congestion, little businesses on cesar chavez between division and powell
◆◆	Too messy. Plus, honestly, Division is so skinny and bumpy here I would think it'd take the "rapid" out of rapid bus transit.
◆◆	Division east of Chavez is slow and constrained. Chavez is subject to long queues approaching Powell at peak times. Turning at Chavez and Powell would be time consuming.
◆	There really are no destinations along SE 39th worth diverting the bus for.
◆	Powell from Milwaukie to Chavez tends to have very heavy traffic and can be unpredictable. Anything you can do to put in a dedicated busway will really help.
◆	If you continue with Cesar Chavez, please consider adding dedicated bike lanes!
◆	I live between Division and Powell off Cesar Chavez. The #4 and #9 buses are already some of the most crowded in the City. I have not yet heard ANYTHING reassuring about how this crowding will be relieved by eliminating bus service on most of Division and diverting it all to Powell. What are your expectations about improved transit capacity and service frequency????
◆◆◆	Hawthorne district access. Walkable from there to Laurelhurst. Powell is faster, but its street treescape suggests a slower speed probable in its future, and Division crossings all need concrete and curb extensions. So, it's Division to 39th Chavez, 1-stop atop that hill.
◆	Leave the two bus lines as they are- one on Powell and the other on Division. It's confusing to have them crisscross and wasteful out of direction travel. It could also add more transfers for bus passengers.
◆	I answered yes, but I would also like to comment on the alignment on Powell up to Cesar Chavez (as suggested by the map, I chose a nearby NS crossing to discuss this option). I think it is a wise choice, but the notion that a dedicated busway in this area is not possible without significant ROW seems absurd. Powell is extremely wide in this area with multiple lanes. A dedicated busway or at least a bus-only lane should be provided if we sincerely want to provide better travel experiences for people in buses vs people who choose to drive.
◆◆	Unreliable travel time, no busway, least added value over current service.
◆◆	do it sooner 75 does a nice job on that street
◆◆	Currently line #75 is a fairly frequent service bus running along Chavez (SE39th), adding an additional frequent service bus along Chavez would create increase traffic noise, potentially "stack up" buses and duplicate service along this short stretch of road.
◆◆	Too much traffic
◆	Traffic on this street between Powell and i84 is already near grid lock during rush hours.
◆◆	It connects people to more restaurants and businesses
◆◆	Already too congested during peak times.
◆◆	The crossover to Powell should take place as far east as possible. Powell is already a major arerial and new denser development should be encouraged there rather than Division, a much narrower street where current and planned development is already having negative impacts on the adjoining residential

- ◆ Transportation and transit
- ◆ Land use
- ◆ Environmentally friendly
- ◆ Support
- ◆ Equity
- ◆ Safety and security
- ◆ Do not support

ONLINE MAP TOOL COMMENTS

CESAR E CHAVEZ BLVD: WHAT CONSIDERATIONS ARE IMPORTANT?
neighborhoods. Also, you should look at the Powell and Milwaukie intersection as an opportunity area. It is currently underutilized and its close proximity to the river and downtown is a big advantage.
◆◆ This area of Division is already narrow and congested.
◆◆ Street too busy. More beneficial to have access on 82nd.
◆ too complex without major property purchases
◆◆ It must be eliminated. The turn from 39th to Division alone makes this an impossible choice.
◆◆◆ Much too congested and suspect fewer people could be served by this route on Chavez vs the alternatives.
◆◆ Far too crowded of a street for this bus
◆◆ Connecting to Warner Pacific College is not important as it has a limited user base and does not play much of a role in the neighborhood or in the city. The 82nd st crossover would connect with PCC-SE which as a job-training center will become even more important in the future.
◆◆ It is already busy as a four lane without additional bus traffic plus division is only two lanes so buses would slow traffic to a halt.
◆◆ limited potential for dedicated busway
◆◆ Too busy already. Give some bus options to other semi-busy streets.
◆ We should do this make Portland impossible to get around. Sarcasm intended
◆◆◆ Dedicated ROW is a MUST on the close-in section of this route, where congestion is the worst. If acquiring additional property is not feasible, then automobile capacity should be reduced to make space. Long-term, reliable transit is more critical to this corridor than private car capacity.
◆ The CCB and Powell intersection needs improvements, but using CCB to get to Division is not helpful.
◆◆ No dedicated lane. Traffic is already packed on that stretch of road. Terrible idea to make crossing here in my opinion.

50TH AVE: WHAT CONSIDERATIONS ARE IMPORTANT?
◆◆ It's important to consider this option because it would connect Warner Pacific with downtown, and encourage redevelopment on Division between 60th and 82nd. I live on this stretch of 50th, and see pros in the potential for redevelopment of underutilized commercial lots, as well as the potential for displacing some existing high-speed traffic. However, I think Division between 50th and 60th would be pinched by BRT.
◆◆ Lack of diversity and development opportunity
◆◆◆ Lack of dedicated travel lane and reduced opportunities for the neighborhood and marginalized communities rules this option out.
◆◆ 50th between Division and Powell is already hugely clogged up during commute hours
◆◆ Route should stay on Powell to 82nd.
◆ A dedicated transitway should be a requirement for any alignment to be chosen. BRT is not BRT without a dedicated transitway. When ROW is constrained, conversion from mixed-flow is often the only acceptable method to get to dedicated lanes. The plus side is, this can boost ridership by placing limits on automobile capacity.
◆◆ For the same reason as 39th, this bus won't help anyone on Powell beyond 50th. Also, those on Division will not find it attractive to take it over the current #4 service. Keep the service on Powell as long as possible.
◆◆◆ Pros: Access to schools: Franklin HS, Atkinson ES, Warner Pacific, PCC. Avoids most congested portion of Division west of 50th. Cons: Less proximity to affordable, multi-family housing, increased traffic on Division between 50th and 60th, which is congested during school opening/closing times.

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support
- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

50 TH AVE: WHAT CONSIDERATIONS ARE IMPORTANT?
◆ Not my first choice. Would a dedicated lane on 50th for one direction, on 52nd for the other be possible, or are the blocks too far apart?
◆◆◆ Too much high school foot traffic for Franklin High, which will be temporarily closed for two years while you study this option.
◆◆ "Not possible on 50th or Division (between 50th and 82nd) without significant right-of-way acquisition" Yes it is – if parking is removed. why is this not being considered as an option?
◆ Narrow right-of-way, missed opportunities compared to 82nd option.
◆◆ 82 is a much better option. More business and 82nd needs it much more
◆◆ BRT *must* have dedicated, separated ROW. This alignment does not allow that, so I do not support it.
◆◆ BRT *must* have dedicated, separated ROW. This alignment does not allow that, so I do not support it.
◆◆ the 82nd avenue option is better economically and socially.
◆ Division width between SE 50th to SE 60th a concern. This option is interesting, but perhaps not a first choice
◆ I agree with every one of the already stated cons
◆◆ Too difficult to get any BRT right-of-way and would be significantly slower than if the line were running on Powell. Would like to see Division Street served by a Streetcar line that ran from the CL line along Division to the SE Division St Max Station.
◆ Division around 50th and 52nd is constrained and tends to be congested.
◆ The intersection at 50th and Division is very challenging already, also Division between 50th and 70th(ish) is already hard to navigate with all the traffic (bike, bus, and cara ll trying to use the same space). Removing any allowed parking would help.
◆ The cost of acquiring the right of way for a dedicated busway is far too high for this to be a viable option. If you are going to build a busway, Powell would be the best option through this stretch as there is already the right of way with the parking strips and large center divider.
◆ Please add bike lanes as part of the conversion!
◆◆ Crossing over at the 39th, 50th, or 52nd Ave means that residents of the large lower income neighborhoods south of powell around the 70th to 92nd area have to travel further north to connect to a bus line that goes to mhcc.
◆ Perhaps as a back-up if both 82nd and 92nd are not feasible.
◆ Dedicated busway is critical for the success of BRT.
◆◆ Division is still only 2 lane at this point.
◆◆ Opportunity for redevelopment of underused properties along that corridor.
◆◆◆◆ Division is not a good route for more intensive transit at this point. The existing, newly implemented road striping is ideal for encouraging biking and a smoother flow of traffic. Any widening of the road or disruption to the current scheme would only increase the division between Mt. Tabor Park and South Tabor, something residents of South Tabor, Foster-Powell are trying to minimize. At the same time, do NOT remove the lindens on Powell. We need more of a neighborhood feel for this street from SE 82nd to the river, particularly to connect South Tabor with Foster-Powell. There should also be lighted crosswalks installed on Powell as part of the project.
◆◆ good connection to neighborhoods north of division and Warner Pacific and PCC. unresolvable traffic might make travel slow for the bus.
◆ making space for cars to get from one place to another without reducing any further the traffic. We do need to have emergency vehicles. we do need to have fire trucks. We do need to have places that trucks can get through.

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support

- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

50TH AVE: WHAT CONSIDERATIONS ARE IMPORTANT?
◆ Inner division is currently a more transit-friendly environment than powell.
◆ Powell needs improvements more than Division in that area.
◆◆ No dedicated lane
◆◆◆◆ -No center lane. -Serves fewer lower income households and communities -Less commercial and multifamily zoning -Less development potential

52ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?
◆◆ Your "street" graphic does not accurately reflect the new design on 52nd, which has bicycle lanes and one lane of parking.
◆◆ Lack of diversity and development opportunity
◆◆◆ The lack of a dedicated lane on Division here and reduced neighborhood potential and service to marginalized communities rules this option out pretty hard for me.
◆◆ Division, 50th and 52nd already well served by transit. Multiple transit options to get to Powell. No room for dedicated busway. Doesn't serve as many lower income residents.
◆◆ The current buses that run along 52nd are PACKED during the morning and afternoon rushes, because of that overcrowding connections to line 17 and line 9 are totally unreliable. This might help ease some of that traffic.
◆◆◆ No room on Division for dedicated busway until 82nd. Does not serve low income residents. Division, 50th and 52nd have good connectivity to Powell and 82nd.
◆◆◆ Too close to the school, interferes with bike routes.
◆ you won't be satisfied until all of division is as undrivable as the area below 39th?
◆◆ It's not possible to provide dedicated transitways along this entire alignment, so it should be eliminated.
◆ make it on 92nd or 82nd. Those populations need it more
◆◆ I would like a serious transit line to remain on higher capacity roadways like Powell, those where either bus lanes may be made, or two travels will allow buses and cars to pass each other.
◆◆ For the same reasons as 50th and 39th, this is far less useful to anyone than 82nd and 92nd options. It should be eliminated.
◆◆◆ See comments on 50th. Not much difference, except 52nd is more residential, closer to Franklin HS.
◆◆◆ Easier for me to access? I am on SE 52nd and Lincoln. But I support low income housing as well.
◆ Low priority, see comment on 50th
◆ The possibility of dedicated lanes would make this become the express route. it is supposed to be I think wider streets (like SE Powell and SE 82nd are therefore best for this part of the route.
◆◆◆ Connectivity, service to denser population or economic challenged populations and speed should be prime criteria in determining the route. SE 82nd is most appropriate.
◆ Division between 52nd and 82nd might not be able to handle the added congestion without an acquisition. Powell is the better option for many reasons - bigger road, access for more people, etc.
◆◆ Too much high school foot traffic from Franklin.
◆ Narrow right-of-way, missed opportunities on 82nd.
◆◆ This was just recently made into a bikeway, which was a very necessary addition, and I worry that adding a rapid transit lane here would take space away from cyclists.
◆◆ Concern about conflicts with 50's bikeway and increased congestion at Franklin HS. Division width between 52nd and 60th, not wide enough to support BRT.

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support
- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

52 ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?	
◆◆	Too difficult to get any BRT right-of-way and would be significantly slower than if the line were running on Powell. Would like to see Division Street served by a Streetcar line that ran from the CL line along Division to the SE Division St Max Station.
◆	Constrained right of way on Division west of 60th.
◆◆	As a 1 lane each way, this street is already congested and more bus traffic would increase it even more.
◆◆	The main reason I support this is because it shows that you will be adding bike lanes; however, it would be good to make the bike lanes protected (or buffered from traffic by moving the parking lane over so it sits between the bike lane and vehicle lane).
◆	On division longer, so it passes my house! 52nd already has less traffic, where the others have far too much traffic, so WILL NOT BE RAPID! 82nd is a stop light MESS. Even Powell is already messed up with traffic lights beyond 40th...so rapid? I have to assume it will only stop a few times on the route and not be local.
◆◆	There is a con that states the buss would not go through the jade district. Not true. It goes down division and the cross is centered at 82nd and Division. They even have a community center plan for that intersection.
◆◆	Crossing over at the 39th, 50th, or 52nd Ave means that residents of the large lower income neighborhoods south of powell around the 70th to 92nd area have to travel further north to connect to a bus line that goes to mhcc.
◆	The intersections at each end can be improved to favor the buses without increasing car traffic. Make the lights flashing yellow and red except when a bus is coming.
◆	The 50s Bikeway is an important consideration in this area. I am extremely surprised it was not mentioned! Buses and bikes do not mix well in Portland's existing bikeway and busway designs and so this area is not suitable for a busway as it has already been set aside for a bikeway after much community discussion. Other considerations mentioned in the cons are also significant. I believe Powell should be used until 82nd.
◆	Nothing gained over considering 50th.
◆◆	expansion is good. 72 serves 82nd well and there are available routes from 82 to 52nd
◆◆	Minimize impact to bustling business corridor while making connections and better walk/bike access.
◆◆	I support having SE 52nd serve as a transition between Powell and Division. Thought there may be fewer residents and businesses along SE 52nd than SE 39 and SE 82nd, there is also less bus service in this area.
◆	Dedicated busway is critical for BRT success.
◆◆◆	serving the college in this area and having them be more easily accessible is a great benefit for low income students who wouldn't have access to higher education.
◆◆	I support 52nd because it is closer to the high school and middle school in the area.
◆◆	I have changed my mind. I think it is very important to make the route close to lower income communities.
◆◆	Too narrow and Division is still only 2 lane.
◆◆	Less traffic.
◆◆	Warner Pacific and PCC campuses on this route
◆	how much ROW dedication would be required on Division? How "rapid" would the bus really be between 52nd and 82nd?
◆◆◆◆	Division is not a good route for more intensive transit at this point. The existing, newly implemented road striping is ideal for encouraging biking and a smoother flow of traffic. Any widening of the road or disruption to the current scheme would only increase the division between Mt. Tabor Park and South Tabor, something residents of South Tabor, Foster-Powell are trying to minimize. At the same time, do NOT remove the lindens on Powell. We need more of a neighborhood feel for this street from SE 82nd to the river, particularly to connect South Tabor with Foster-Powell. There should also be lighted crosswalks installed on Powell as part of the project.

- ◆ Transportation and transit
- ◆ Land use
- ◆ Environmentally friendly
- ◆ Support
- ◆ Equity
- ◆ Safety and security
- ◆ Do not support

ONLINE MAP TOOL COMMENTS

52 ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?
◆ The further out the more industrial already, so as far east as possible
◆◆ This is not where the major traffic is. 82nd serves a lot more people. This area of Division is narrow already.
◆◆ too much lower density residential for a major bus route
◆ For BRT to live up to its name and promise, this alignment should provide a faster connection between Powell and Division than super-congested 39th.
◆◆ Two cons, "Has the least amount of affordable housing within a quarter-mile", and "Mostly residentially zoned and has significantly less growth potential than the 50th, 82nd or 92nd options; would directly serve fewer residents and businesses than other crossing options".
◆◆ This is a dedicated bikeway. Stop stacking traffic and bikes together.
◆◆ There is barely any foot traffic on 52nd st except for Franklin High students in two bursts at 8am and 3pm. The neighborhood is heavily single-family homes with very few businesses. I support the 82nd st crossover.
◆ 52nd has already been significantly impacted between Division and Lincoln, so I wonder what the public opinion would be if this were the selected route.
◆◆ less used than 39th so would disrupt less.
◆◆ This route was recently modified to include bike lanes. A lot of bus traffic would make the bike route less comfortable for bikers.
◆◆ 52nd is an unnecessarily fast, broad road for a residential area. It's not needed for cars, because 50th Avenue is nearby. It is a crucial emerging bikeway, however, and can be made into a busway and bikeway, with limited private vehicle access (i.e., residential access but no through lanes).
◆◆ Lots of transit transfer options there between Foster and Powell buses.
◆ Needs to remain a dedicated low traffic bikeway
◆◆ it's the bikeway 50th and 52nd are too cramped and too jammed up with traffic as it is. the 39 to 82nd stretch division is also a mess.
◆ Lets make it impossible to drive anywhere
◆◆◆ Too much residential, hard to bike with busses stopping. Loud for residents.
◆◆◆ Too residential, always weird waiting for a bus on it. Also annoying when riding bike, busses swing through bike lane and it feels dangerous.
◆◆◆ 52nd Avenue is a strictly inferior route compared to 82nd. Transitioning from Powell to Division at 52nd would remove the tremendous development potential promised by an alignment along Powell Blvd between 52nd-82nd, which is the least developed part of a major commercial street, with massive areas of undeveloped land waiting for investment. The existing 52nd Ave ROW is too narrow to accommodate dedicated transit lanes, and was recently developed into a key bikeway that crosses the entire city - adding transit here would disrupt the bike network without any upside in terms of development, equity, or route efficiency. There is no way 52nd should ever be chosen over 82nd.
◆◆ This seems too narrow for buses.
◆◆◆ -Dedicated bus lane. -Serves fewer lower income households -and communities of color -Less development potential - less growth potential
◆◆◆ -No dedicated lane. -Mostly residentially zoned and has significantly less growth potential

82 ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?
◆◆◆ This is my preferred alternative because it provides strong connectivity to PCC, there is more street space than on 50th, and it would better serve more low-income households.

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support
- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

82 ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?
◆ Seems like the best choice. I believe adding in a designated lane in both directions on 82nd, on Powell, and on Division is the way to go. This needs to be rapid transit or it becomes just a glorified bus line.
◆ Please *do* consider reducing existing travel lanes. That is the most cost effective, and is also better at supporting transit travel time competition with other modes.
◆ All of the pros that you listed. Seems like the best choice and it's closer to the mid-point between the river and Gresham border.
◆◆ Easy connection to diverse neighborhoods.
◆ Dedicated busway avoids congestion and reduces travel times. Keeps off Division until Division widens to accommodate dedicated busway.
◆◆ I support this transition, especially if a dedicated busway is possible.
◆ Also, a benefit is that it provides access to Eastport Plaza and Fubonn.
◆◆◆ Expanded access to multiple communities, room for growth, and dedicated travel lanes.
◆◆◆ Best spot for BRT is along the busiest roads, picking up more people and relieving more congestion.
◆◆ although I prefer access to 82nd businesses unreliable transit times on 82nd would be frustrating compared to a more reliable 92nd. I'd vote to have the bus on 92nd
◆ This option should only be considered if the region is willing to remove a lane of mixed-flow traffic to create dedicated transitways along the entire alignment.
◆ Please consider Powell between 39th and at least 82nd where bus only lanes may be a possibility. I'm worries about reliability with limited lane area of the alternatives.
◆ Dedicated lanes on 82nd would be a must. If this can't happen, put it on 92nd or the I-205 frontage.
◆◆◆◆ re-envisioning 82nd and Jade District to a more livable and safe roadway / development corridor while traffic patterns allow it - separated busway yes- capturing largest portion of existing ridership
◆◆ This or 92nd. Too often, BRT is watered down too much to really do anything that normal buses don't do. For this reason, I encourage you to do whatever is faster, just so that speed is on your radar.
◆◆ I think its critical if serving an area like the Jade District which I believe will become an important destination, that it reaches the heart of the district unlike the other options
◆ The signal at 82nd and Powell is a traffic nightmare, buses MUST be able to get through reliably. Any busway could possibly benefit the 72 as well, depending on bus technology chosen.
◆◆◆ Need right of way for bicycle facilities as well as transit lanes, and also to have enough room for street trees to separate pedestrains from fast-moving traffic. Zoning should allow higher density of residences and businesses, as well. Signalized pedestrian crossings of 82nd should be added every two or three blocks. Certainly there should be a signalized pedestrian crossing at every bus stop.
◆◆◆◆ SE 82nd is by far the best way to have the Express route connect SE Powell and SE Division: its width allows for dedicated lanes, it connects with PCC and the Jade District and it makes it more visible. Speed, connectivity, underserved communities all benefit by choosing the route along SE 82nd.
◆ Does the region want to reduce auto use or doesn't it? If it does, it needs to reduce auto capacity on Powell in order to create a high-quality bus line. If this half-ass Small Starts version is installed as planned, it shouldn't be branded as BRT. That'll give BRT a bad name.
◆ A route on 82nd would give riders easy access to grocery stores, libraries, USPS, etc. unlike 92nd....
◆◆ Maybe. If 39th, 50th, 52nd are chosen, commuters have opportunity to cut through neighborhoods. Not so with 82nd and 92nd; making them the safer choice.
◆ Remove a car travel lane in each direction to add dedicated bus lanes. Add curb/barrier protected bike lanes.
◆◆ Jade District, PCC, population served, ridership potential.
◆◆ 82nd makes the most sense for ridership and potential development.

- ◆ Transportation and transit
- ◆ Land use
- ◆ Environmentally friendly
- ◆ Support
- ◆ Equity
- ◆ Safety and security
- ◆ Do not support

ONLINE MAP TOOL COMMENTS

82ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?	
◆◆	This is a great alignment with good access to many destinations - especially if current mixed-traffic lanes are changed to be bus lanes on Powell, 82nd, and Division.
◆◆	This is the best option for crossing, but it absolutely needs separation from other traffic. It will not be reliable without it.
◆	BUT, due to amount of traffic on 82nd, no way should you remove a car lane!
◆◆	Foster-Powell neighborhood has ranked consistently high in the Portland Business Journal's quarterly rankings for most homes sold and fastest selling. That impact, plus the Foster Streetscape Plan make this route an undeniably preferable route.
◆	Reliability.
◆	It seems like connecting the most people should be a higher priority.
◆◆	Ridership potential, serving low income and communities of color, adequate ROW to include dedicated lanes.
◆◆	BRT *must* have dedicated, separated ROW. This alignment only a good option if separate ROW can actually be achieved. Additionally, this area of the city would greatly benefit from physically separated bicycle facilities. I would like to see these considered as part of this project.
◆◆◆	I strongly agree that this is the best transition point because the BRT provides an opportunity for a transit ROW on Powell and: 1. Serves people of color, people with lower incomes and affordable housing better than other Portland options 2. Captures the highest number of riders getting on and off existing service
◆◆◆	Most important to me is that the service uses Powell between 50th and 82nd to bring better access to those living in this neighborhood. Division and Foster have been getting a lot of love from the City and Developers and Powell Blvd could use better access and some improvements
◆◆◆	Traffic concerns me with this route, the 82nd and Powell intersection is awful, but I like what it passes/who it serves the best
◆◆	It's the logical choice and it'll pass by the Max Green Line Station
◆◆◆	It serves some businesses on 82nd Ave and provides easy connection to the 72 bus line. Best potential for BRT right-of-way.
◆◆◆	This option takes advantage of the wide right of way on Powell between 52nd and 82nd and the potential for significant time savings due to limited signals. Also provides an opportunity to improve pedestrian crossings on this stretch of Powell. This provides a potential opportunity for streetscape improvements on 82nd in the Jade District. Serve PCC Southeast Campus.
◆◆	The bus should run where the people are - to serve destinations.
◆◆	provides more connections to what is already in this neighborhood, but also has development potential. It would be best along 82nd with dedicated lanes so traffic doesnt slow down the bus.
◆◆◆	82nd serves more people and more people of color. Development potential at 82nd and Powell is much greater than at 52nd.
◆◆◆	Serves more people, more diverse groups of people, and communities with strong development potential.
◆◆	If dedicated lane can be secured on 82nd and portions of nearby Powell, I would support. 82nd is large demand bucket for transit service and this line would improve service where TriMet knows it already exists in large quantities...which is a good reason why BRT is being considered for this area.
◆	Stay off 82nd. Go on a street either east or west of 82nd.
◆◆	Anything that can take advantage of separate bus lanes, I all in favor for.
◆◆◆	- Potential for dedicated bus lane on Powell vs Division - Best option for best service for those who need the bus the most - Seems to be the safest option with regard to bike/pedestrian safety
◆◆	PCC is at the intersection of 82nd and Division so this being the transition would make a lot of sense. It would be nice to see a mini transit center for trimet on one of the corners of 82nd and Division.

- ◆ Transportation and transit
- ◆ Land use
- ◆ Environmentally friendly
- ◆ Support
- ◆ Equity
- ◆ Safety and security
- ◆ Do not support

ONLINE MAP TOOL COMMENTS

82ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?	
◆◆	Ridership being served (numbers and demographics) make this a no-brainer. However, really need to make sure a dedicated bus lane is in. BRT does not work well in the long run if it rides in mixed traffic
◆◆	This is the most obvious and important link of educational facilities. It could also create a new regional center at 82nd/Powell/Division.
◆	This is an extremely important city corridor and service along it will meet many needs. The threats of future traffic growth (listed in the cons) can be mitigated if the street is improved to better serve buses (as it should be, since the 72 that already travels along this corridor is both one of the most crowded and frequent lines in the system, and one that serves communities that need good bus service.
◆◆◆◆	Has potential for dedicated bus lanes. May help serve as a catalyst for growth in diverse and potentially culture rich neighborhoods. Helps relieve the burden on the 4 and 9.
◆◆◆◆	This is the best part of 82nd--yummy restaurants aho-- and this alignment is practical for riders. Programs that help small businesses and low-income families stay in place should be adopted.
◆◆	This is the only option that provides an option for a dedicated busway while connecting the largest number of potential trips.
◆◆	I agree with providing the most options for lower-income families and people of color. This is the best crossover option for most people in SE Portland.
◆◆◆	I know this would be a very congested stretch of road, but I think it is a benefit because it will serve the most people and takes advantage of more lanes of traffic on Powell than on Division.
◆	The light rail should not run on Division west of 82nd. Eastbound traffic already backs up for many blocks from the traffic light at 60th, and there is no room for a dedicated lane.
◆	I see SE 82nd as a second choice, after SE 52, for the transition point between Powell and Division.
◆◆	Dedicated busway should be provided. Stay on Powell to a logical end location (82nd Ave). Hits major destinations, such as PCC and Jade District.
◆◆	Connections to PCC Southeast Center are important. If congestion is occurring along SE 82nd Avenue, Bus #72 drivers will know and can recommend a reroute of the BRT to a different Avenue west of 82nd.
◆◆◆	82nd is congested, but adding the line may encourage drivers to use the highway. The bus line would also offer better and more user friendly access to 82nd that will hopefully improve the types of businesses located along this road. The added access to PCC is really important.
◆	Easier to have dedicated bus lane
◆	Dedicated busway is critical for BRT success.
◆	If you made a BRT/transit station and pull-out on Powell between 76th - 79th, then made a transit jump lane/light at 79th, long BRT vehicles could line up for the left turn onto 82nd ahead of outbound rush traffic.
◆	If you had a BRT pull-out, station, and jump light on inbound Division at 87th, long BRT buses could line up for the left turn onto 82 ahead of rush traffic.
◆	If you made a BRT/transit station and pull-out on Powell between 76th - 79th, then made a transit jump lane/light at 79th, long BRT vehicles could line up for the left turn onto 82nd ahead of outbound rush traffic. Likewise, and inbound BRT jump on Division at 87th would make left turn lanes more accessible by longer BRT buses.
◆◆◆	easy access and room for a dedicated bus lane access to Portland Community College access for people in Housing
◆◆	With PCC there there is already to much congestion there for a major transition point.
◆◆	This is the best alignment, Please take travel lanes if necessary.
◆◆◆	It is very important to connect to low income communities and to communities of color. Whatever investments are made should benefit local residents and business owners, and make connections to Burnside.
◆◆	dedicated bus lane, businesses are still easily accessible
◆◆	Utilizes busiest north-south corridor in area to transition from Powell to Division. This corridor is mainly

- ◆ Transportation and transit
- ◆ Land use
- ◆ Environmentally friendly
- ◆ Support
- ◆ Equity
- ◆ Safety and security
- ◆ Do not support

ONLINE MAP TOOL COMMENTS

82ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?
commercial as opposed to residential like 50th or 52nd and cutting over at 82nd will have the least amount of impact on local residents. Will also be easier for a wide bus to utilize 82nd to make 90-degree turns without cutting it too close to other cars.
◆ Best use of existing streets.
◆◆◆ It would be nice to see zoning improvements and incentives for building housing/mixed use rather than large swaths of car lots and strip mall style retail. This section needs a lot of work to make it a true multi-modal transit area.
◆ cleanest, clearest line - less confusion
◆◆ Number of riders should be driving the alignment
◆ Looking at the zoning maps along 82nd, its the least disruptive to residential areas
◆ Is it possible to use signal delays or provide dedicated lanes at the intersections to help keep buses moving (to address the "cons")??
◆ Create a dedicated busway!
◆◆◆◆ Powell is preferable to Division. But do NOT remove the lindens on Powell. If anything, we need more of a neighborhood feel for this street from SE 82nd to the river. There should also be lighted crosswalks installed on Powell as part of the project.
◆ Sounds like the best option.
◆◆ Access to other lines and serving the most needed.
◆◆◆ This should be the preferred option due to its service to the heart of the Jade District and PCC Southeast and the larger roadway of Division east of 82nd that could potentially make room for a dedicated busway. Keeping a big project like this on large, busy streets as opposed to smaller neighborhood streets, like Division west of 82nd, is very important.
◆◆ Is already a pedestrian hub. Serves more people.
◆◆ access for more underserved people to business district
◆◆ keeping peds and cars flowing on 82nd providing good bike access to the stations and adjacent development
◆ Great option for the transition to Division.
◆◆ I support limiting consideration to two crossings, 50th and 82nd. I'm conflicted because as a motorist, I drive Powell as the prime driving route to and from the Ross Island Bridge and central southeast out east past I-205. I assume for those driving through it's preferable to either Division or Holgate. I can understand reclaiming some of it for major transit and urban redevelopment to follow, particularly from about the Ross Island Bridge east to at least 39th or 50th. Past 50th, although not technically true, I feel I'm leaving Portland and can driving quickly and smoothly to points east. For this reason, I'd rather have the transit detour at 50th and go along Division to arrive at 82nd and points east, rather than continue along Powell. At the same time, I realize that 82nd is a dump, and that the transit following Powell all the way to 82nd and north along 82nd to Division can only help reclaim this dump for better living and working, and also reclaim the dumpy little parking lots along Powell left in the wake of the aborted Mt. Hood Freeway. Also, if transit was better going east in general, I'd be more likely to ride it going east than driving out east. In short, if major transit was to cross 82nd and at the same time I could continue to drive U.S. 26 on the east side as a good way to get directly to/from the Ross Island Bridge and 82nd and farther east -- allowing me to avoid Division or Holgate that aren't built to be major roads and aren't state roads -- then I can support the 82nd crossing in lieu of 50th.
◆◆◆ It's the main arterial. It's not ideal in how densely used it already is, but if there's a possibility to have a dedicated right of way it would be by far the best option.
◆◆ the no brainer: Captures the highest number of riders getting on and off existing service. Also, there are opportunities for improving the infrastructure with treatments and TSMO.

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support
- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

82 ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?
◆◆ Equity is very important to me – I expect my city to prioritize the needs and dignity of communities of color, the working poor, and those in affordable housing.
◆◆ safe bike access throughout the area
◆ As you explore this option on Powell, SE 71st and SE 72nd adjacent to Powell need pedestrian improvements. The intersection of Powell and 71st/72nd is awkward and sees traffic at a high speed and volume throughout the day. As many pedestrians use this street to access the bus, traffic calming should be part of this plan. The seventies bikeway is identified as a project in the current Portland Comprehensive Plan and traffic calming on 72nd has been supported by the Foster Powell neighborhood association. Safe access to this stop for pedestrians and bicyclists should be highly considered in this plan and coordinated with the City of Portland. Metro’s Climate Smart Strategy, Safe Routes to Schools (SE 72nd to Arleta Elementary), the Inner Powell Boulevard Streetscape Plan (PBOT), and PBOT Bike Plan For 2030 all support pedestrian improvements at this important pedestrian corridor.
◆ much better option than the low-pedestrian 52nd st, the intensely congested 39th St, or the less developed 92nd st. As a ca-free person (since 2001) I would favor a dedicated busway, but I know that many drivers would resent losing a driving lane (however they could just drive on 92nd st. if they really have to drive)
◆◆ best option for making important connections - could be a challenge with traffic on 82 nd
◆◆ 82nd would provide more service than any of the other N-S options.
◆◆ As you know, you need dedicated lanes for the entire length of the route for this to have any value. It looks like you've preordained this to be the transition, which is fine. A better option is to have 52nd Avenue turned into a bike-and-bus mall, but that's not on the table here.
◆◆ It has got to be 82nd, make it happen!
◆◆◆ people are used to 82nd being the 'main drag'; coincides with present habits; serves more businesses; gets helps PCC students.
◆◆◆ Intersection with key destinations and other bus lines is a major benefit. Dedicated lane could mitigate the unpredictable travel issue.
◆◆◆◆ 82nd is far and away the best option for this segment of the route. It makes the most connections with other transit lines, serves the most people, serves the most important existing destinations, and creates the most development potential of all the route options for transitioning between Powell and Division.
◆◆ This street seems like the obvious choice.
◆◆◆ I believe it's important to keep the bus on Powell and go through Jade. Division already has the 4 which is a frequent bus.
◆◆◆◆ -Has dedicated lane option. -Serves more people (current and future residents) than 50th and 52nd crossing options -Serves people of color, people with lower incomes and affordable housing better -Captures the highest number of riders getting on and off existing service Connects to more current and future employment growth than other Portland options and key destinations including the Jade District and Portland Community College -More development potential than other Portland options

92 ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?
◆ Bypassing PCC is a missed opportunity
◆ Good, but 82nd is best option
◆◆ No room for dedicated busway on 92nd. 82nd offers multiple advantages.
◆◆◆ Street layout looks promising; serves more communities than 50th or 52nd options.
◆ Ridership
◆ Needs to connect to more business destinations

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support
- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

92 ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?	
◆◆	This or 82nd. Too often, BRT is watered down too much to really do anything that normal buses don't do. For this reason, I encourage you to do whatever is faster, just so that speed is on your radar.
◆◆	Would not connect with Jade District or educational institutions.
◆	82nd is too congested. Having a dedicated route between Division and Powell via 92nd or even its own lane adjacent to I-205 will help move buses quicker. 82nd Ave already has Route 72, a bus that provides frequent service, and MAX on the Green Line provides north-south options for that area. The objective here should be getting buses east-west with minimal obstructions. We don't want this to turn into a problem that the streetcar has with traffic congestion.
◆	Could work, but 82nd is better.
◆◆	92nd does not have as many "Community destinations"
◆	I support considering it, but only for the sake of improved travel times if that would be the case. Still prefer 82nd.
◆	It's a good option, especially with a dedicated bus lane on Powell and if political will for a dedicated bus lane on 82nd is lacking.
◆◆◆	It wouldn't serve as many ons and offs as 82nd
◆	BRT *must* have dedicated, separated ROW. This alignment is only a good option if separate ROW can actually be achieved. Would prefer 82nd alignment because of the cons listed here. Additionally, this area of the city would greatly benefit from physically separated bicycle facilities. I would like to see these considered as part of this project.
◆	lack of rider ship
◆	SE 82nd a better option, but 92nd a good option too.
◆◆◆	82nd Ave has more businesses and the popular 72 bus line.
◆	It seems critical to serve the PCC Southeast Campus.
◆◆◆	This option would serve the low socioeconomic populations of the area well. I think this option would be the best option for reliable speed of transportation. The intersection of 82nd and Division is very congested. Having lived in the area, I would also feel safer waiting for the bus on 92nd street than on 82nd street. I don't understand this criticism: "Does not serve as many current riders of 4-Division and 9-Powell as other Portland crossing options due to missing riders along Division, particularly 82nd and Division" Why wouldn't it serve as many people? It could connect every rider of the 9 and the 4, couldn't it?
◆◆◆	Again here, you've neglected bikeway conflicts as a significant factor. When added to the other cons (92nd not being a much-used street commercially) I think this is a compelling argument against adding frequent bus service to this street.
◆◆	We already have too much rapid transit adjacent to freeways, with all of the air pollution they would bring. Encouraging more development and transit in high-pollution areas is a serious environmental justice consideration.
◆◆	It should serve more people.
◆	Some potential for dedicated busway, although not as connective as the 82nd option. Potentially connection to 2 max stops on green line?
◆	There isn't really anything down 92nd street. Transportation to the Jade district is important. Or even 122nd with grocery stores, shops, etc.
◆◆	92nd is very residential, it would hurt the people who own property along that street.
◆◆	Dedicated busway is critical for BRT success. This avenue frequently floods during heavy rain storms blocking all traffic, particularly buses. This is a garage route that is often detoured due to flooding.
◆◆◆◆	Better to connect PCC and all the riders along 82nd.
◆	This is much better option for this transitory point that is the freeway isn't a mess and the backup begins to

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support
- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

92 ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?
conflict with bus times
◆ I think that 92nd ave would be a better area to cross over from Division/Powell. Division and Powell both could use better transit options, but I don't think that the street design on Division is a good option for this until after 82nd ave.
◆◆◆◆ Powell is preferable to Division. But do not remove the lindens on Powell. If anything, we need more of a neighborhood feel for this street. There should also be lighted crosswalks installed on Powell as part of the project.
◆ Really? Just pop on the freeway at division and exit at Powell. You never actually get on the freeway!
◆◆ The 72 bus is extremely frequent, so it's likely that the new bus line will frequently delay the 72 if it is given priority at the 82nd/Division and 82nd/Powell intersections.
◆◆ It's much too close to I-205, a large swath of land that is noisy, polluting, and having no redevelopment opportunity for housing, offices, or public buildings. Rhetorically, who'd would walk to a station along this route?
◆◆ This is my #2 choice, after 82nd Ave. It doesn't make sense to take the bus down Division west of 82nd. 92nd Ave is a backup if 82nd is too difficult for whatever reason.
◆◆ already have nearby green line connection to other transit lines. most important is the low density around 92nd vs the high density along 82nd.
◆◆ does not connect to important destinations like PCC
◆◆ 82nd is where it's at, 122 is too remote and too close to green line on 205
◆◆◆◆ The land use context of 92nd doesn't support using this segment as a transition. The area is mostly residential with little potential for commercial development. Moreover, transitioning between Powell and Division this far east would make the line miss the PCC campus, which is a non-starter. This option is strictly inferior to 82nd.
◆ I think 82nd is better, but would like to know more about 92nd's options....
◆◆◆ Only if it is SOUTH of Division. Traffic is way too heavy in my neighborhood to the north. It is unsafe when there are schools and churches that demand a slower street, then to have cars speeding to get around buses we cannot tolerate that.
◆ The other comment about PCC is spot on. PCC is located on Division and making that a major stop on the line is superior to Powell stops at this juncture.
◆◆◆ SE 92nd is primarily a residential road which includes two schools and a park. The need for buses on it is minimal at best and serves a significantly fewer number of citizens than it should. Further, if the purpose of this transit development is for BRT, the speed limit restrictions on SE 92nd frustrate that goal. Taking residential streets with significant speed restrictions should be the last option for BRT. Additionally, SE 92nd is within several blocks of two MAX stop locations - the redundancy of having a bus route within such proximity seems pointless. SE 82nd has existing bus stops which reduces the implementation timeline and cost, contains greater access for a larger number of citizens which enhances the general usefulness of the route, and does not contain two school locations and associated speed restrictions that would reduce the effectiveness of BRT. I strongly and absolutely oppose the implementation of a bus route on SE 92nd Ave.
◆◆◆ -Allows center lane, but... -Does not connect to as many community destinations -Does not serve as many current riders of 4-Division and 9-Powell -Does not connect to as many community destinations -Does not connect to Portland Community College and the Jade District on 82nd

EASTMAN PARKWAY: WHAT CONSIDERATIONS ARE IMPORTANT?
◆◆ Out of direction travel on a BRT line? fuggedaboutit.
◆ Loop along SE Division going east, north along SE Kane to MHCC, west along SE Stark and south along SE

- ◆ Transportation and transit
- ◆ Land use
- ◆ Environmentally friendly
- ◆ Support
- ◆ Equity
- ◆ Safety and security
- ◆ Do not support

ONLINE MAP TOOL COMMENTS

EASTMAN PARKWAY: WHAT CONSIDERATIONS ARE IMPORTANT?
Hogan is best for all-around speed and access. SE Eastman should not be taken completely out of consideration, but I think it's a weaker candidate.
◆◆ Longer travel time isn't worth it
◆◆ Sub-optimal route due to increased travel times
◆ your "Con" is wrong. You state "route would travel over half a mile west before traveling east to the community college" WTF? The line on the map shows a direct route from Gresham City Hal to MHCC. If you want to route from Gresham Central TC go on Main St. I don't even see it as an option.
◆◆ This street in increasing a commercial and service hub. If you want more pedestrians and transit users, they need access.
◆◆ Adds too much travel time and operating costs without significant new benefits.
◆◆ Eastman Parkway is only a good option if you do NOT use the Gresham Transit center, but instead use the Gresham City Hall Max stop as another transit center in Gresham. There are many businesses and apartments along Eastman Parkway, this would be the best utilized route, and would also serve Mt Hood Hospital, which would not be served by using Kane.
◆◆◆ I live near 223rd/Eastman and Halsey. My Dr/pcp, and nearest hospital are at mt hood medical center on stark. I frequently xfer here to line 20. Not only should this stop have more buses but it could use a covered stop, as there is often many riders xfering here. Also earlier service on line 21 to Gresham on weekdays would be awesome as I have to walk up 223/Eastman from Halsey to catch the 20@4:55am, it is a huge hill and my disability makes it a very painful and long hike. Currently the first 21 towards Gresham doesn't come until 6:05am, I'd never make it downtown for work@7:00am if I waited for the 21 to Gresham.
◆◆ Least disruptive to lower capacity residential areas. There should be more stations allotted through Gresham in general
◆◆ All of the potential employment and shopping areas need to be connected. This would include planning for future connections to Halsey and Glisan as well as Stark, Division, and Powell. The entire area needs to be looked at as a whole and planning should not be done piecemeal but regionally to accomodate not just projected use for employment, medical use, and educational opportunities but also for future growth as a tourist destination that also incorporates Corbett and Sandy.
◆◆◆ Division provides a more efficient route to the college and connects the transit center to the college.
◆◆ out of direction

GRESHAM-POWELL: WHAT CONSIDERATIONS ARE IMPORTANT?
◆◆ Out of direction travel on a BRT line? fuggedaboutit.
◆◆ SE Division is best for speed and connectivity. Bus route should jog south at the Gresham Main Station to connect better with MAX and other bus routes.
◆ It doesn't look like much of an improvement.
◆◆ Eastman is congested enough and also already includes the crazy max line crossing.
◆◆ Downtown Gresham is the hub of Gresham. The heavily used (1200+ people per day) public library is just off Powell, as well as many businesses, events i.e. the weekly Farmer's Market, Rockin Round the Block car show, Art Walk etc. Also downtown has many parks and the Arts Plaza that has many music, movies and other events. Downtown Gresham IS A DESTINATION for many! To leave it off the route would be detrimental.
◆◆◆ Eastman is already failing at various traffic stops and turning points. Adding busses would only add more problems with little benefit. All retail is south of Powell and relatively easy to access from existing stops. If anything, there should be a better coordination between the bus line that goes to Sandy and back along Powell to connect Sandy and the westerly city's retail, including that at the intersection of Powell and Burnside.

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support
- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

GRESHAM-POWELL: WHAT CONSIDERATIONS ARE IMPORTANT?
◆◆ Any improvements along Division near the intersection of Burnside and Hogan need to address the bottleneck created at the intersection by busses that block traffic from progressing east through the intersection. Some of this frustrating bottleneck could be avoided if bus drivers pulled all the way to the curb or if there was a pull out. As it is, the bus blocks traffic, causing eastbound vehicles not to be able to get through the light safely. The east bound bus pulling out into traffic is also problematic, especially during the rush hour. A dedicated bus lane or very long pull out area could solve this problem, especially on the east side of the intersection.
◆ Good service already exist in that area and the route would be less efficient.
◆◆◆ This alignment would provide transit service to Gresham's Main Street and support the its vibrant retail core.
◆ Stop spending \$\$\$ no one has

GRESHAM TRANSIT CENTER: WHAT CONSIDERATIONS ARE IMPORTANT?
◆ Only consider if possible to provide a dedicated transitway, by eliminating a lane of mixed-flow traffic.
◆ If a phased approach is considered in order to accelerate the process, yes. But the ultimate goal would need to be extending it to MHCC for me to support this in the short term.
◆◆ But the line should include it as a stop! All bus lines use it as the center of the wheel.
◆ Line needs to continue to MHCC.
◆ Mt Hood Medical Center and Mt Hood Community College are major destinations. It would be a shame to eliminate those job centers when you are so close.
◆◆◆ The transit center needs to be rebuilt. It is poorly-designed. The parking garage is under used. The new center could be safer more attractive and work better for bus operations.
◆ REST ROOMS AT LEAST AT T.C. ALL TRANSIT CENTERS!! Please!
◆◆ Many students attending MHCC use public transit and NEED multiple means of getting there. This is also true for any community wide events that occur at MHCC. In addition to connecting with the college, the route should prepare for eventual circular connections to Troutdale, Fairview, Wood Village, and back to Gresham. If the Transit Center should become the easternmost point, then there needs to be a system of shuttles to the college to assist students and others in getting there without the need for a car.
◆◆ If the line does not go to Mt Hood Community College it significantly reduces the workforce training and educational potential of this rapid transit line discriminating against those in East County in need of these services.

CLEVELAND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?
◆ Only consider if possible to provide a dedicated transitway, by removing a lane of mixed-flow traffic.
◆◆ Better to use more major streets
◆◆◆ Too many weaknesses have been outlined: not an established transit route, too narrow for extra traffic, poorer communities not served as well.
◆◆◆ Best for new employers North of Stark. 223rd, Hogan, and Kane need local N/S bus lines to connect the East County towns.
◆◆ BRT *must* have dedicated, separated ROW. This alignment cannot support this, so I do not approve.
◆◆◆ Hogan has a lot of businesses that could use regular transit, plus Hogan offer potential for BRT right-of-way.

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support
- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

CLEVELAND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?
◆◆ Awkward, out-of-the-way location that's already difficult for pedestrians (and drivers) to navigate safely.
◆ Should serve Cleveland MAX, loop to MHCC, return on Kane, and travel both directions to/from GTC.
◆◆◆ Not a good route since it is traveling through a residential neighborhood and doesn't provide great access for both buses and automobiles.
◆◆ I think the connections to these neighborhoods are important. Cleveland is also a lesser used street than Hogan and Kane, thus hopefully allowing transit to move more freely.
◆◆◆ little traffic on cleveland means the bus won't be as delayed by traffic. provides connections to stark businesses

HOGAN RD: WHAT CONSIDERATIONS ARE IMPORTANT?
◆◆ It is essential to connect Gresham Vista Business Park to a frequent/high capacity transit options. It is extremely important that current and future employees have good access to reliable transit.
◆ Provide a dedicated transitway, and remove a lane of mixed-flow traffic to do so -- or drop this route from consideration.
◆ Best of Gresham routes.
◆◆ SE Kane is by far the best, if only one route could be chosen, but I favor SE Hogan as part of a SE Division/Kane?Stark/Hogan loop.
◆◆ Connection to jobs, schools, and service to those in need. Please consider adding Reynolds High School, the third largest in the state, to your plan. Thank You for the interactive map and attempt to gain public input.
◆◆ Yes, because it connects to jobs. People will be more willing to transfer to a line if it connects them to their work. But it should be prioritized over other traffic on Stark and Division
◆ BRT *must* have dedicated, separated ROW. This alignment is only a good option if separate ROW can actually be achieved. Additionally, this area of the metro region would greatly benefit from physically separated bicycle facilities. I would like to see these considered as part of this project.
◆◆ This route already serves the N-S arterial flow from I-5 to US26. Don't add more.
◆◆◆ This is my preferred route on the Eastern end of the BRT. It serves both Legacy and MHCC and there is potential for BRT right-of-way. I would recommend foregoing the jog down to Gresham Central Transit Center and keep the route on Division. That would make the BRT trip faster and a MAX connection can be made at Gresham City Hall which has plenty of parking during the day. Perhaps consider making Gresham City Hall be a transit center in East County.
◆ As a frequent transit user, it would be GREAT to have direct access!
◆◆ Communities and people it serves
◆ Balances best of employment, development, and community connections on this option.
◆◆ Has most potential for development/infill. Best serves major employment destinations and provides highest ridership potential.
◆ I think this eastern terminus of the BRT route should loop from Gresh TC (possibly including Cleve Stn) to MHCC, and travel in both directions.
◆◆ This option would serve Stark and Mt Hood Hospital. Although the Kane route would be shorter to Mt Hood Comm College, Kane would serve fewer people and businesses. This would only work if dedicated lanes were designed for the busses. Otherwise, it would not be beneficial because the busses would be stuck in traffic with regular traffic.
◆◆◆ There are so many apartments on hogan that people Dont look at because of lack or transit. personally me and my disabled mom and elderly grandma live on hogan and they have to walk .6 miles either way to get to a store. This leave me (a full time college student at my hood) doing most the work along with my studying and so forth. Please make this a bus line. (Note: it would be even better if it went up hogan to winco)

- ◆ Transportation and transit
- ◆ Land use
- ◆ Environmentally friendly
- ◆ Support
- ◆ Equity
- ◆ Safety and security
- ◆ Do not support

ONLINE MAP TOOL COMMENTS

HOGAN RD: WHAT CONSIDERATIONS ARE IMPORTANT?
thank you trimet.
◆◆◆ I think it is very important to intersect with low income communities and the schools. When I lived in Fairview it took a very long time to get to Mt. Hood Community College. Also the decisions should be made in connection with options for low income communities in Fairview and Troutdale and access to groceries.
◆◆◆ There is a lot of apartments and businesses in this area and it would make sense to have bus service. The street design could easily handle bus service here and be beneficial.
◆◆ I believe that overall, it would save time as people would not have to wait a long time for a transfer or have to walk.
◆◆ There is a common assertion that routes would require public right-of-way acquisition. I encourage the project to consider right of way acquisition- this is done for rail projects, why not consider it for the first bus rapid transit project? In order for this to be more than an "express" bus, there must be dedicated bus lanes.
◆◆◆ Less disruptive than lower capacity residential streets. There should be more Gresham stations in general
◆◆◆ This should be the preferred option as it serves the most destinations and would operate on a busy street that currently has no service, whereas Kane already has 3 bus lines. It is still very direct and has a wide enough roadway to possibly accommodate a dedicated busway.
◆◆ not as good as cleveland because of traffic congestion but allows connections to stark businesses
◆◆ hogan/kane rocks; mt hood cc access would be key.
◆◆ Hits hospital/business sites and schools

KANE DR: WHAT CONSIDERATIONS ARE IMPORTANT?
◆◆ Needs to connect low income folks with service like the hospital.
◆ Hogan is better.
◆◆ Speed of transit is important and least development potential is not a significant "Con"
◆◆◆ The potential for dedicated lanes on SE Division and SE 257th/Kane is important, as is the direct route from downtown Gresham to MHCC (the biggest destination of Tri-Met passengers in East Multnomah County!). A possible way to serve underserved communities living along SE Hogan might to have the express bus line follow a loop out of Gresham Main Station east along SE Division, north along SE 257th, west along SE Stark and south along SE Hogan (that last part perhaps without dedicated lanes). It would also add access to shopping malls and Mt Hood Medical Center, making it an all-around winner, in my opinion.
◆◆ Yes, this makes sense, and need more options to Mt Hood college
◆ Prefer other alignments for reasons listed in cons
◆◆ Makes the most sense aside from extending MAX to MHCC.
◆ Vacant land to develop! behind the 7-11!!!
◆◆ It does not offer convenient access to Legacy Medical Center, a major employer in the area.
◆◆ Seems like this would be the fastest way to go from the Transit Center to MHCC. Also, Division seems to be better suited to absorb the traffic, especially between Hogan and Kane.
◆◆ This route seems to be the fastest and will help more households.
◆◆ This 'straightest' route to furthest east destination is simplest and fastest. Circulators for remaining probably more local transit route circuitry is suggested inherently. We're long overdue a new low-floor hybrid paratransit van model, for easy boarding, clean quiet operation. The basic van with a front-wheel drive hybrid drivetrain. The plug-in hybrid 'small' battery packs in the rear, low-floor level reducing center of gravity. 20-30 passenger paratransit van and short route circulators. Will Ford make the first new model or GM/Chrysler?

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support
- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

KANE DR: WHAT CONSIDERATIONS ARE IMPORTANT?
◆ This would be awesome, it would help me soooo much! Many thanks for asking for feedback!
◆ I live on NE 23rd St. how would either the Kane or Hogan route effect my entering and leaving 23rd.This is the only through street from Hogan to Kane between Stark and Division.
◆◆ weakest of the options (other than eastman) due to the limited connections to Stark businesses
◆◆◆ straight shot, less confusing; still intersects with other bus routes and max; hits mhcc, which would help a lot with traffic.
◆◆◆ I note that comments on service to people of color etc are inconsistent and value laden between options. For example this option "does not serve" whereas the Gresham transit option "needs a transfer to serve". I find that the map comments contain value messages and find this option likely has every service option of the Gresham option with more, yet the verbiage rates it worse. This is disappointing to see in a document like this as it indicates the creators are trying to influence attitudes in inappropriate ways as well as get input.

POWELL-CHAVEZ: WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR "OTHER")
◆ Traffic calming on Chavez
◆ More restaurants
◆ local business taken as a priority vs the walmarts and other big box stores
◆◆ Powell should have a lane of mixed-flow traffic removed, to create a dedicated transitway along the entire BRT alignment. This would calm traffic, speed transit travel times, and boost ridership.
◆◆◆ Massive redevelopment of existing low-FAR auto-oriented land uses into mixed-use multi-story, urban developments to boost ridership, reduce pressure on the UGB and enhance the city.
◆◆ Safer crossings of Powell for cyclists and pedestrains. Chavez, as a Civic Corridor, should be improved with cycle tracks.
◆ Zoning should be changed along Chavez to allow higher density of housing. CX or EX-type zoning should be considered, especially near transit nodes like the Powell-Chavez station.
◆◆◆ Safe, not just "safe-feeling" sidewalks. Sidewalks that are pleasant to use, with street trees at the curb to provide a buffer from traffic as well as shade for walkers. Trees set as near to intersections as possible for more shade there.
◆ Acquire ROW to build dedicated rapid bus lanes at this busy intersection.
◆ Upzone for higher residential density along Chavez north of Powell, as well as south of Powell.
◆ more dense housing off corridors - duplexes townhomes etc
◆ This area has the most auto traffic congestion. Bad place for north-south BRT connection.
◆ Protected and/or buffered bike lanes, good connections to existing bike routes (e.g. 19th ave greenway in Sellwood-Westmoreland)

POWELL-FOSTER: WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR "OTHER")
◆ opportunity for nearby business e.g. Grab a coffee at a cafe immediately next door to the station.
◆ Acquire more ROW on Powell between 52nd and Chavez to provide dedicated lanes for buses.
◆ more density away from corridors - duplexes townhomes etc
◆ No road diet.

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support
- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

POWELL-FOSTER: WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR "OTHER")
◆ No residential on Foster- less density
◆ No road diet- northbound bike lane is a mess
◆ No more density
Where are you getting the money?
◆ direct bus to Mt. Hood Community College
◆ More grocery options besides Fred Meyer
◆ Pedestrian Overpass for Train
◆ Traffic Calming on 71/72 and other intersections identified as bikeways. Also signal improvements

JADE DISTRICT: WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR "OTHER")
◆◆ Convert 82nd into a one-way couplet, urbanizing the feel of the district, calming traffic, reducing crossing distances and increasing the amount of street-facing retail frontage.
◆◆ Massive redevelopment to create a one-way couplet through this area would present a chance to rebuild, like at Burnside Bridgehead, to create a new urban center and opportunities for advancement.
◆ mediate abandoned buildings, empty lots, low quality and outdated development
◆ Zoning should allow high density residential on 82nd as well as several blocks either side of it.
◆ Zone for higher density housing along Powell, along 50th and along 52nd, for several blocks north from Powell.
◆ more density away from corridors - duplexes townhomes etc
◆◆ Safer crosswalk, elevated? Cars always run the red light here when turning left.
◆ Cars at 82nd/Division make left turns after light turns red
◆ Safety, less crime, less graffiti
◆ BRT Jump Lane/Light at 79th to turn left onto 82nd
◆ Less prostitution and drug crime at 82nd and Powell
◆ get 80th paved by PCC and turn it into a greenway!
◆ Better bike routes on neighborhood streets to cross 82nd in this area from West to East, connecting with the i-205 path and existing bike paths on 92nd.
◆ Minimize disruption. Help develop businesses and services around PCC that relate to the school.
◆ Increased security patrols
◆ Traffic calming and signal improvements for pedestrians
more options to select than the limited amount of suggestions

DIVISION-122ND: WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR "OTHER")
◆◆ fewer auto-focused businesses/land use and more pedestrian/active transportation focused areas
◆ protected bike lane on 122nd

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support
- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

DIVISION-122ND: WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR "OTHER")
◆ driveway consolidation/removal
◆◆ SLOWER Traffic speeds as you get closer to the hub. If there's going to be a viable commercial hub, you need to slow down. This will help the businesses prosper. Please do some case studies from other areas of Portland as well as other commercial hubs.
◆ Seriously, I'm half tempted to call Trader Joe's myself and say, Hey! There's a vacant commercial building for you to move in. The old Sears outlet. We have to step up the quality off businesses in the area as well as keeping it local
◆◆◆ off-leash dog parks and clean sidewalks to get to them; pave the moon crater streets; sidewalks especially on SE 117th from Division to Mill Park elementary
◆ More connected businesses, to reduce high number of driveways
◆ Round-the-clock transit security/police presence
◆ Less loitering, gang and drug activity, and less crime
◆ Leach Botanical Garden to the south of Division on Foster as well as Powell Butte help to diversify the offerings in this area of the city. It would be helpful to see Leach on the map.
◆◆ Powell from 122nd to 136th needs sidewalks and crosswalks!!! division has sidewalks!!
◆◆◆ Please concentrate more on powell blvd from 122nd to 136th try to cross street after 5:30PM or take a walk down either side of powell,!! ok to ride bike but no place for people to walk and be safe!! Help!!
◆ more car lanes!
◆◆ Traffic Calming and greening
◆◆ Cultural center. This mid county area has the more diverse poplation in terms of origen of country and continents. We do not have a place to enjoy art, classical music, a museum, bookstores, decent coffe shops. We need cosmopolitan places here. I do not
◆◆◆ Bring non traditional businesses: bookstores, good bakeries, art centers, nice housing complexes, place nice sculptures/art in empty lots, engage the artistic community, engage the immigrant refugee community of mid county area. Farmers markets and grocer

DIVISION-162ND: WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR "OTHER")
◆ the local street network in this area is not very connected - making it difficult to travel between residential and business areas/transit corrior
◆ Local art. I like how they've defined the Max stops around town
◆◆◆ Slowing traffic not only helps keep it safer and less noisy but it will be better for the businesses
◆ more car lanes!
◆ not sure where to add this comment, but there desperately needs to be bus routes (or at least one) that pick up and drop off at 162nd and Foster
◆◆ Improve the urban aspect between 122nd and 148 . Poverty abound, strip clubs, marijuana dispensaries, police officers etc. Is there something healthy, enjoyable for families and kids?

DIVISION-182ND: WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR "OTHER")
◆◆◆ Separation between travel lanes and sidewalks - planter strips? It is kind of a no-man's land in this

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support
- ◆ Land use
- ◆ Support
- ◆ Safety and security

ONLINE MAP TOOL COMMENTS

DIVISION-182ND: WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR "OTHER")
area.

GRESHAM-CIVIC: WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR "OTHER")
◆◆ bike parking, trash cans, bathrooms (even portland loo) nearby convenience stores.
◆ lots of mixed use stuff that's viable 24/7
◆ Neighborhood needs a real grocery store--preferably by a Max station
◆◆ Better lighting for pedestrians and traffic.
◆◆ I do not support this project since it will create more congestion!
◆◆ I do not support this project because rapid transit to a small community center changes the character and feel of the community!
◆ Teenager control!
◆ Better access to Civic MAX station by completing sidewalk on the SOUTH side of MAX tracks. It is currently a dirt with mud and roots. Trail needs to connect with NW Gresham neighborhood adjacent to 212th.
◆ How about express buses from Gresham?

STARK-HOGAN-KANE: WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR "OTHER")
◆ Extend LRT to MHCC
◆ Consider looping BRT through this area going both directions from GTC
◆ Teenager control.

- ◆ Transportation and transit
- ◆ Environmentally friendly
- ◆ Equity
- ◆ Do not support

- ◆ Land use
- ◆ Support
- ◆ Safety and security



Help make transit better in your community.



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT



CITY OF GRESHAM BUSINESS AND MULTICULTURAL ENGAGEMENT REPORT



February 2015



LatinoNetwork

BUSINESS AND COMMUNITY DISCUSSIONS

February, 2015

Cogan Owens Greene, the Latino Network and members of the Multicultural Collaborative were retained in November, 2014 to extend the outreach and engagement on the Powell-Division Transit and Development Project (Project) to populations who normally are not involved in similar processes. In December, members of the COG consulting team reviewed demographic information and conducted stakeholder interviews to develop outreach and engagement methods to reach diverse populations. We report on these methods here: Business Surveys and Community Based Discussions.

According to our scope of work with the City of Gresham, business surveys were to result in at least 60 completed surveys. Community based discussions in dominant ethnic community streams were to reach individuals or groups connected with at least five of the nine following organizations, cultures or ethnicities: the Latino Network, African Women's Coalition, Russian, Burmese or Zomi, Oregon Bhutanese Community Organization, Chuukese, Tongan American Resource Committee, Karen and youth. We are on track to meet this agreement. To date, 65 in-person surveys, 17 "platform" surveys with transit riders, and in depth discussions with the Latino Network, Russian Speaking Network of Oregon, Oregon Bhutanese Community Organization, Tongan American Resource Committee and Gresham Youth Advisory Commission have been completed.

Business Surveys

To complete the business interviews and engage youth, Cogan Owens Greene developed a Youth Organizer Interest Form. With our project partners, we distributed it to key contacts in these diverse communities. We trained a total of 16 youth on February 7 and February 10. Our first canvass was February 11. On February 12, youth continued to canvass and participated in the Gresham hands on workshop.

In total, 65 Personal Business Surveys, both transit and land use choices, in Spanish and English were collected through interviews, conducted by the youth canvassers.

Responses follow. A copy of the interview questions is included in the appendix.





1. *How can transit better serve your business?*

Of the 65 businesses who responded to this question, top responses include the following the following, using Metro’s key words for coding of the open-ended questions.

- Frequency of service
- Access (better access to transit)
- Convenience
- Destinations (places to go)
- Maintain or increase bus service

2. *How could transit service be improved?*

Top responses include:

- Maintain/increase bus service
- Safety and security
- More amenities (art, places to sit, trash cans, etc.)
- More destinations (places to go)
- Increased reliability (the bus usually gets you to your destination in the same amount of time each day)
- Increased service hours

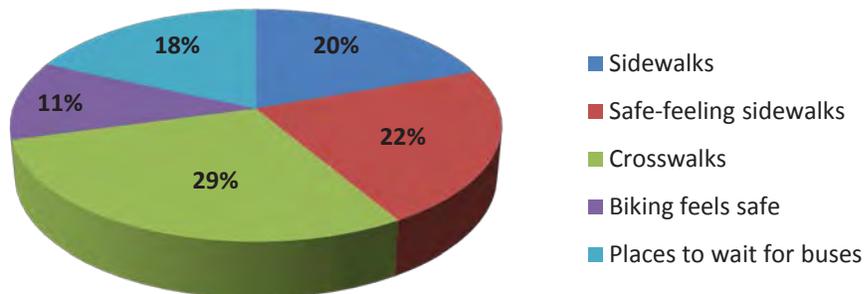
3. *Would it be helpful if more people came by transit?*

Out of the 59 respondents who had an opinion about this question, 41 or approximately 70% said more transit would help their business.

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

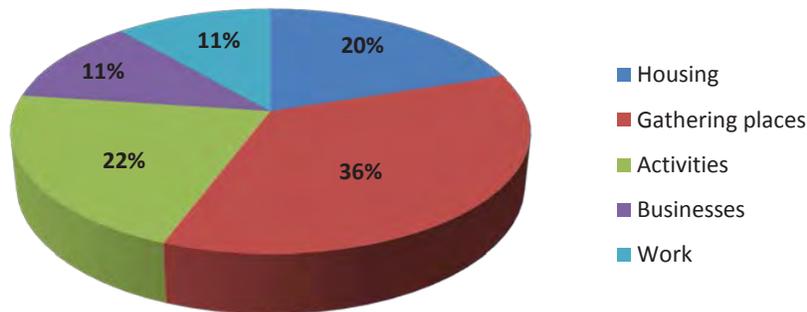
About getting to transit – of the 65 business respondents, most said that more crosswalks would be helpful.

Getting to Transit



About the neighborhood/businesses – of the 65 respondents, the most frequent response was more gathering places.

Neighborhood / Business



Community-Based Discussions

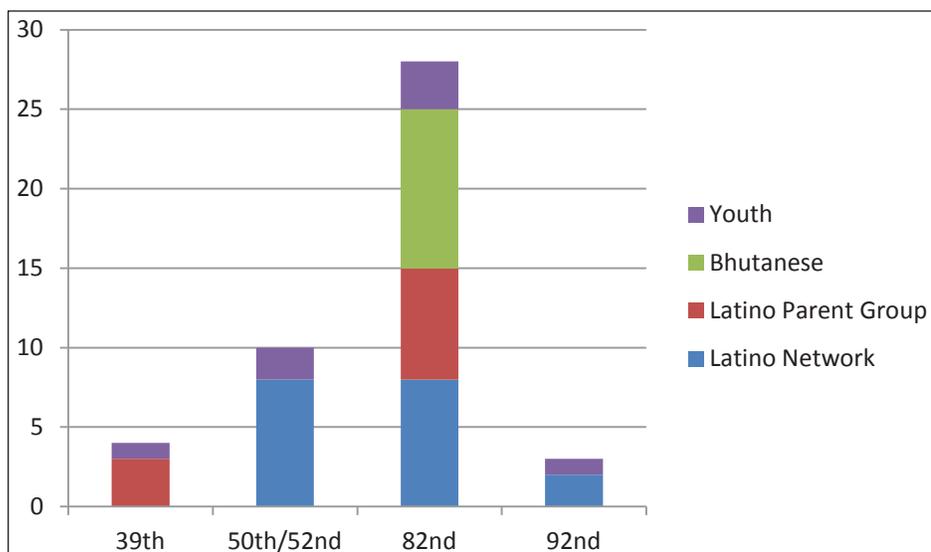
To date, we have held in depth community-based discussions with members of the Spanish speaking community (Latino Network and Latino Parent Night at Gresham High), the Tongan, Bhutanese and Russian speaking community as well as the Gresham Youth Commission. Questionnaires completed by Spanish speaking, Bhutanese and youth canvassers are shown in the charts below. Individual results by community are included in the appendix.

In the discussion groups, fear of increasing rents was a frequent theme. As expressed by the Tongan community, “We moved here from North Portland. If the rents go up, up and up, we will have to move again”. This displacement may negatively affects kids’ performance in schools, community and social networks.

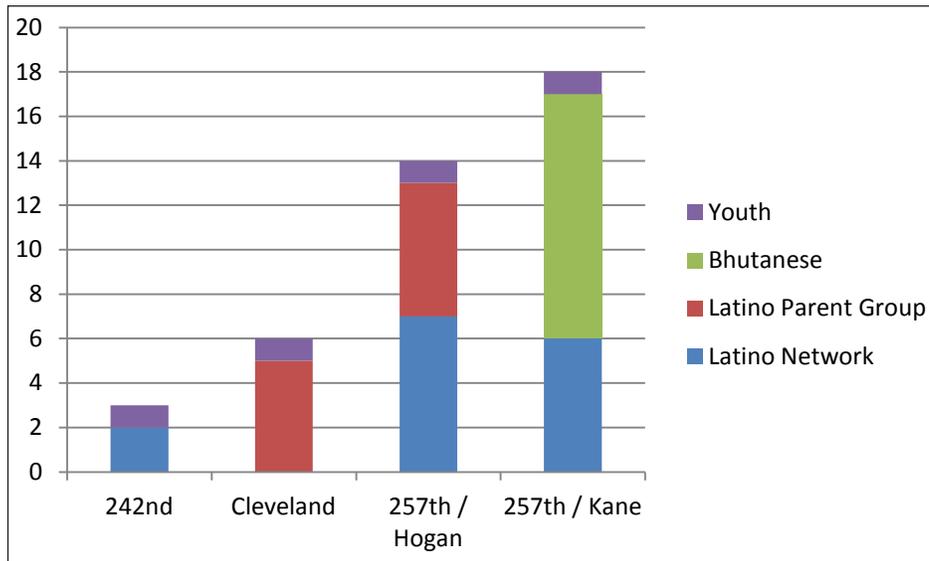
The amount of transit ridership varied from low or no transit use to many daily riders. All the Bhutanese community participants use transit on a daily basis.

When asked where the route should cross over in Portland from Powell to Division, the most frequent response was 82nd Avenue.

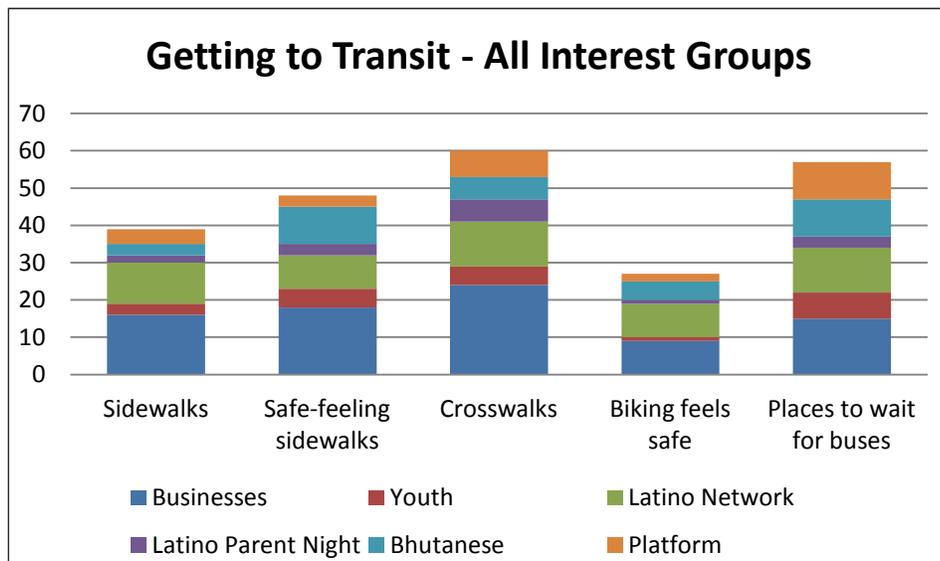
Portland North-South crossing between Powell and Division:



When asked where the route should crossover in Gresham, responses varied with 257th and Kane and 257th and Hogan being the most common.

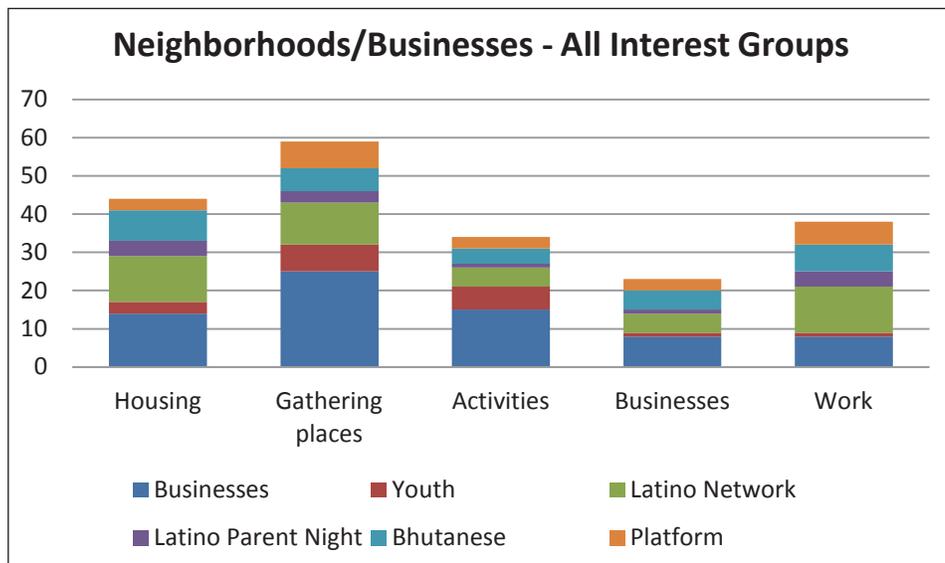


Regarding the most important changes you would welcome near the new bus station, the leading response from all groups was more crosswalks. Crosswalks usually were discussed as safer, well-marked, well-lighted mid-block crossings but could also include enhanced crosswalks at traffic lights.



	Businesses	Youth	Latino Network	Latino Parent Night	Bhutanese	Bus Riders
Sidewalks	16	3	11	2	3	4
Safe-feeling sidewalks	18	5	9	3	10	3
Crosswalks	24	5	12	6	6	7
Biking feels safe	9	1	9	1	5	2
Places to wait for buses	15	7	12	3	10	10

Regarding the most important changes respondents would welcome in the neighborhoods from a built environment or land use perspective, gathering places was the most frequent response.

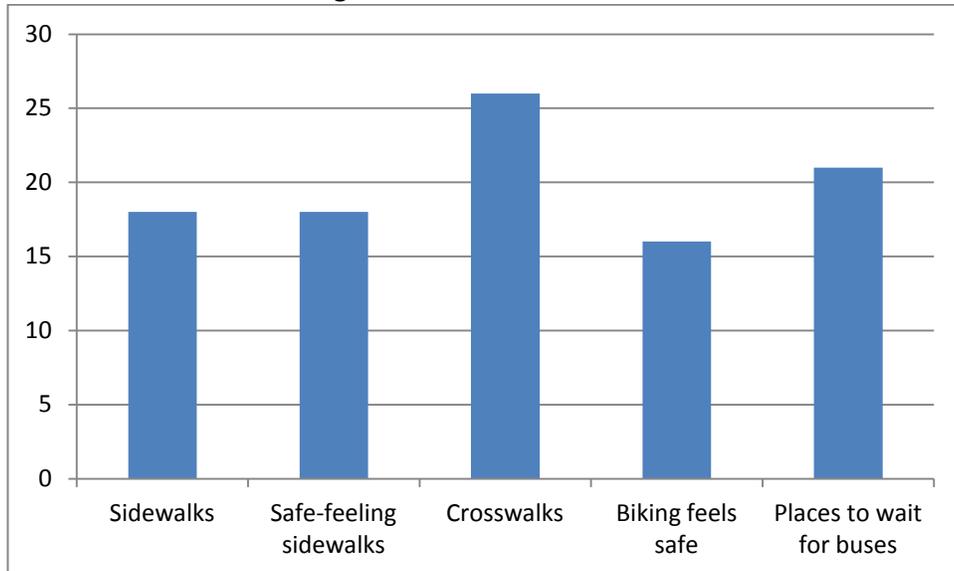


	Businesses	Youth	Latino Network	Latino Parent Night	Bhutanese	Platform
Housing	14	3	12	4	8	3
Gathering places	25	7	11	3	6	7
Activities	15	6	5	1	4	3
Businesses	8	1	5	1	5	3
Work	8	1	12	4	7	6

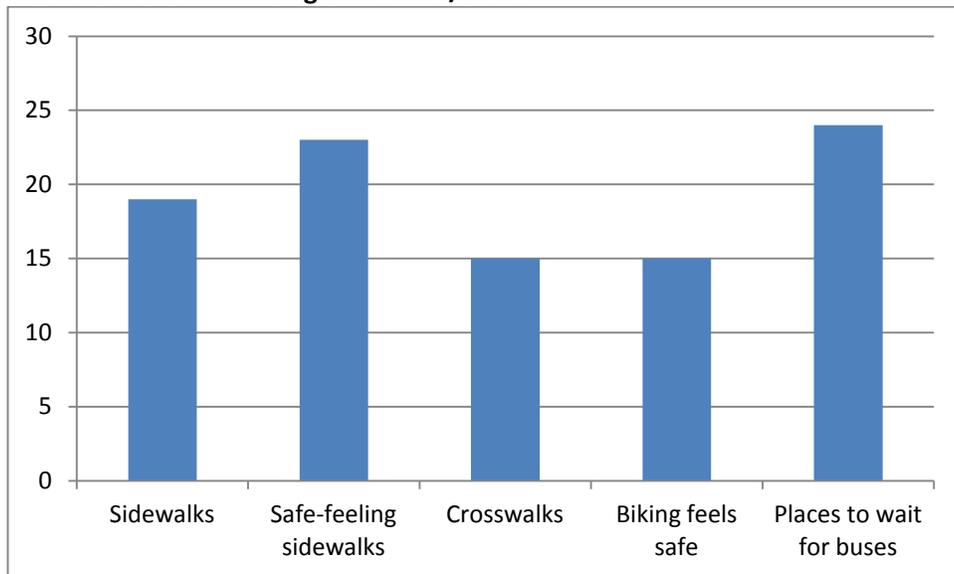


Regarding changes people would like to see around potential bus stops, the following are the top priorities for 182nd and Division.

182nd and Division - Getting to Transit

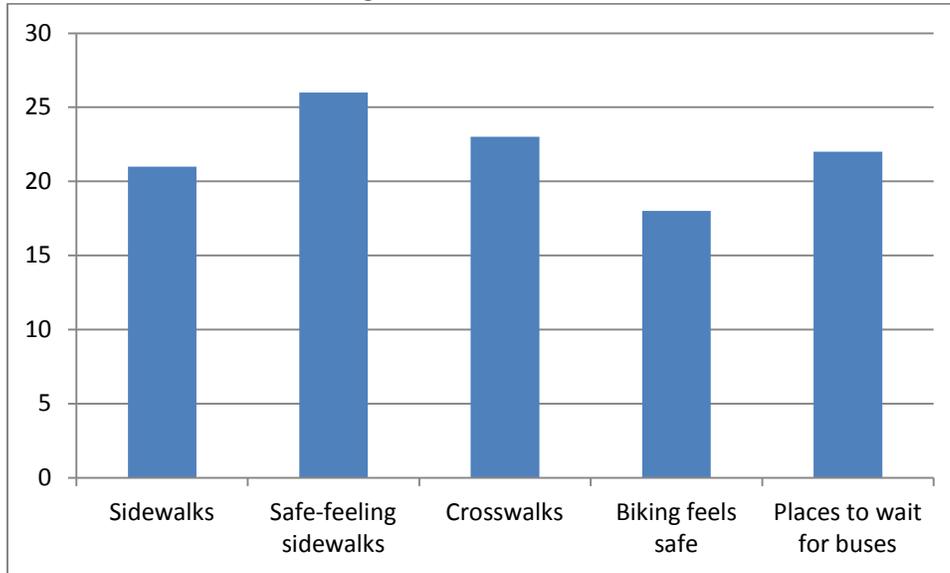


182nd and Division – Neighborhoods/Businesses

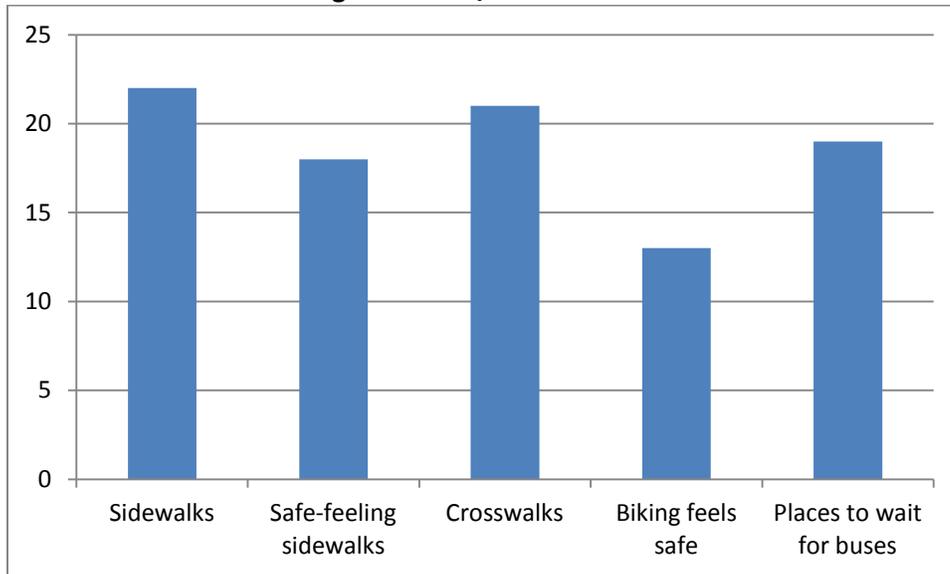


Regarding changes people would like to see around potential bus stops, the following are the top priorities for Eastman and Division:

Eastman and Division - Getting to Transit

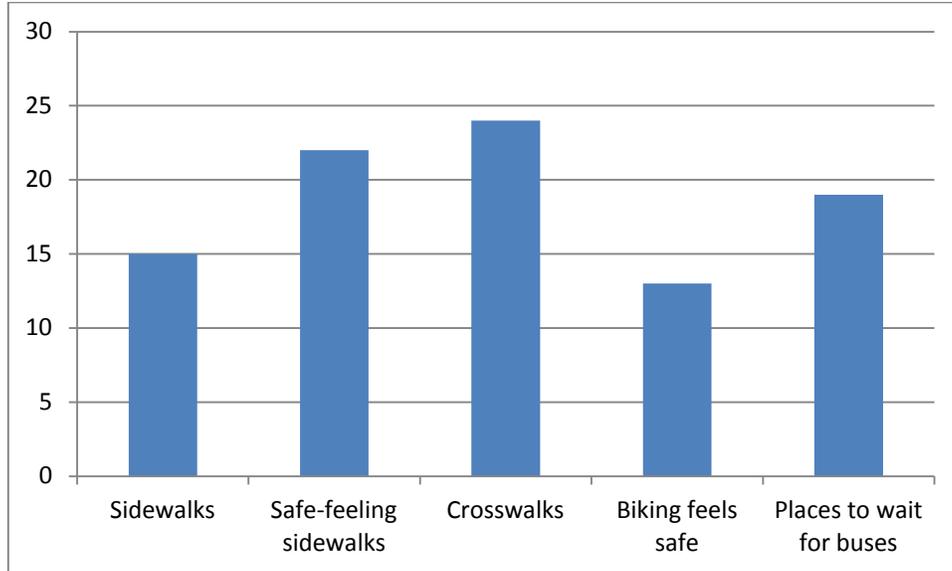


Eastman and Division – Neighborhoods/Businesses

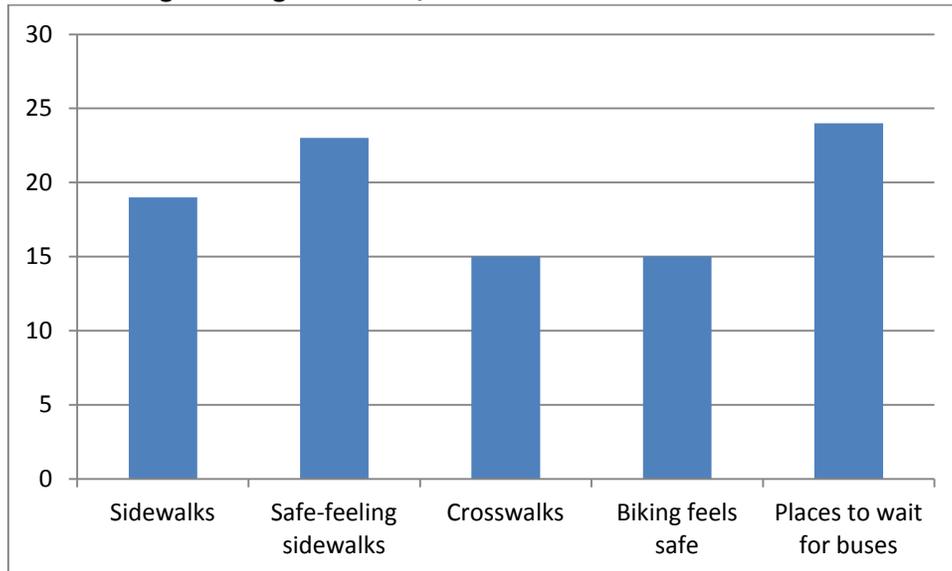


Regarding changes people would like to see around potential bus stops, the following are the top priorities for Stark and Hogan:

Stark and Hogan - Getting to Transit



Stark and Hogan – Neighborhoods/Businesses



Community discussions to date that did not include questionnaire responses, but were instead a full group discussion include the following.

Russian Speaking Network of Oregon

Feedback from the Russian community focus group follows.

TRANSIT

- 92nd Avenue in Portland would likely provide a faster trip because it has less congestion than 82nd Avenue.
- Cesar Chavez is narrow and busy and is not the most promising route.
- 50th is not busy, but the street is narrower.
- Division west of 82nd has only three lanes, which leaves less room for the bus rapid transit. Can it be widened?
- 82nd Avenue would reach the most destinations.
- A stop near Portland Community College is important.
- Ensuring connections on Division to the Green Line MAX Station is important.
- The route to Mt. Hood Community College using Division and Kane likely would be faster and serve multi-family development, but it misses key destinations like the hospital.
- Hogan hits all the key destinations but does experience traffic congestion at times.
- Cleveland is a residential street and has a 25mph speed limit, so it is not the most promising.
- When adding bus rapid transit, the other bus lines running to MHCC should be evaluated to make sure they are working together. Overall, there is not enough bus service in northeast Gresham.
- Other ideas for improved transit included:
 - Fewer stops making the bus rapid transit faster, focusing on intersections with other bus routes and MAX.
 - A separate express bus that uses I-84 should be considered.
 - A circulator bus that serves key destinations like Gresham Vista Business Park, the hospital and MHCC also could be helpful.
 - Stations should be improved so they have shelter from the wind, do not encourage loitering and have adequate lighting.



STATION OPPORTUNITY AREAS

- A marketing plan should be developed to market Gresham and why it is a nice place to live and work. This could be used to attract jobs and people.
- More community gardens are needed throughout the City.
- More safe, comfortable, well-lighted mid-block crosswalks are needed in all three study areas, including on Stark, between the Home Depot and the east side of the hospital campus (where the hospital is putting in the new driveway).

182nd

- Many parking lots in this area have many empty spaces. They should be filled by:
 - Bazaar, market or food carts
 - Stormwater management facilities with native plants (contact the East Multnomah County Soil and Water Conservation District)
 - Plants and flowers
 - Seating and café tables
 - A coffee shop/cafe
 - Open space
 - A combination of the above items that would make a beautiful community gathering place
 - Removing pavement is desired
- Volunteers could help with transformation of parking lots
- Storefront improvements are welcome in this area.
- Added sidewalks to key destinations is desired, including to schools and Grant Butte.
- A place, such as a community center, for families to come is desired. This could have physical activity for children, arts and crafts, classes, etc. And a café or place for parents to spend time while the children are engaged in activities. This should be coordinated with Boys and Girls Club so they are not duplicated services inefficiently.



Downtown

- The community center could be located in Downtown because it is close to the center of Gresham and to MAX. Parents could spend time at Downtown restaurants and shops while children are engaged in community center activities.
- Additional greenspace/gardens/playgrounds are needed integrated into Downtown.

Hogan/Stark

- Better walking connections are important.
- More trees are needed to make the area more attractive.
- More crosswalks with lights on Stark.

OTHER COMMENTS

- More translation of project materials into Russian is needed.
- Put posters with Russian translation into libraries, especially Midland and Rockwood, and stores frequented by Russian-speaking residents.
- Providing door hangers in Russian for Russian community leaders to distribute at people's homes would be effective.

Tongan American Resource Committee

When asked what participants most value about the Powell-Division community today, cultural diversity and affordable housing was the biggest community asset. Participants reported that they already had to move from North Portland because rents became unaffordable. They fear having to move again if rents start to increase here. They also value employment opportunities, particularly for the Tongan men in the construction industry.

- Neighborhood, different flavors.
- Employment opportunities, particularly for Tongan men in the construction industry.
- Cultural diversity.
- Fear of losing the cultural diversity.
- Moved from North to the East for affordable rents. If the housing and rents get more expensive, we will have to move again.

TRANSIT

Respondents advise crossing at 82nd Avenue due to the proximity of the community college. In Gresham, they advise crossing at 223rd.

Regarding changes respondents would welcome at the new bus stations, responses follow:

- Safe place to wait for bus
- More space on the sidewalks to accommodate people standing
- Cars coming, need a safe place to wait
- Shelter in the weather, rain, rest
- Buses on Powell boarding currently is unsafe for all as sometimes the bus has to stop in the street
- Lighting needs to be improved

Regarding changes to the neighborhood/businesses, respondents suggest:

- More businesses. They are separated by long walking distances now.
- Keep, provide more affordable housing
- Provide for more places to work
- Develop a station area to reflect the diversity of the Pacific Island community (station area art/theme)

Downtown, at Division & Hood, respondents suggest:

- Community space
- Saturday market on east side; sell products, booth for sewing class
- Banks/other services
- Clinic, medical center/amenities

At Station areas

- Art theme; Pacific Island theme

Increase safety

- More cameras on bus to record disturbances, cut down on fighting



Fares

- Keep the price down for regular adults
- Increase time of transfer
- Very hard on low low income community members
- If the buses are late and you miss a transfer, can increase the price and frustration

OTHER COMMENTS

- Tongan community members would like to help repair sidewalks for safety and employment opportunities
- Improve maintenance at the bus stops
- Landscaping, muddy conditions can make it particularly unpleasant

Latino Network

Initial community observations at the introductory power point presentation:

- Bike lanes need to be enlarged, extended
- Crosswalks are needed between signaled streets
- Crosswalks need to have a push button lighting systems to alert drivers and make them stop at crosswalk till light turns off.
- Slower speed limits at crosswalks need to be established, so speed limits can be respected and provide for more safety for drivers & pedestrians
- Question: Will fare increase or change? Brian Martin response: TriMet will decide
- Question: When will these changes in routes take place? Brian Martin response: 2020



The participants divided into two small groups. For purposes of consolidation, all responses have been combined and checks for similar observations or responses.

Routes:

- Powell, then 82nd (though there is much traffic on 82nd, perhaps 92 might be better.
- Why?
 - Division is too narrow between 39th and 82nd.
 - 82nd is a main street.
 - 92nd is a residential street.
 - Growing business district on 82nd. People who don't drive would prefer 82nd.
 - Easier access to other bus routes and ease of transfer.
 - Division is a high fatality area. This has to be made safer.
- Mt. Hood Community College:
 - From Division cross at 257.
 - The return to Portland could be a different route, perhaps a loop route.
 - Having a Costco like store, Home Depot here is important.

- Important priorities: Access and speediness.
- Catch commercial areas on Hogan to provide employment or create businesses that increase employment.
- Park areas to have covered spaces for family activities.
- Better where there isn't already a bus line (Hogan)
- Would like to see shuttle buses that go from a couple of mid-county destination points to the east side and the west side of town, namely Mt Hood Community College and Downtown/Hillsboro.
- Kane Street needs traffic signals, crosswalks and sidewalks.
- Alternative school site for teens that also help them prepare for life and work skills.
- Skateboard park near high school.
- Community gym.
- Soccer fields.
- Keep Skate World!



Division/182nd neighborhood recommendations:

- More buses on 182nd (N/S bus service).
- Lights on crosswalks, crosswalks w/ lights (have seen a lot of accidents in this area).
- Bike lane signage.
- Need more crosswalks on 182nd.
- Need more sidewalks.
- Lower traffic speed limit for safety.
- Playgrounds/places to entertain kids.
- Community Center with social service agencies like Latino Network, activities.
- Improvement to current parks/outdoor areas because now not safe for activities/playgrounds/kids.
- Pool necessary because otherwise have to travel far
- Parks don't have recreation centers, playgrounds or amenities
- People don't use parks because of the above.
- Would like community gardens.
- Would like water parks/play fountains, these are popular with kids.
- Remove one of the gas station to allow for other development (like a pharmacy, WinCo, Walgreens).

Downtown Gresham recommendations:

- Area streets around Health dept. clinic are dangerous for pedestrians, esp. when getting off Max/bus.
- Needs more sidewalks.
- Cleaner area, improved maintenance.
- More lighting.
- Dangerous at night.
- More childcare options in the area.
- Develop a center for Prevention and Treatment: mental health care for adolescents and adults.

Hogan/Stark recommendations:

- Area needs sidewalks.
- Larger park areas with areas for picnics.
- A good area for a community center that offers classes, training on technology so community is better prepared for new jobs in this field.
- Development of a workforce training center.
- Would like to see a mall/outlet (Stark/Mt Hood Medical Center area).
- Would like to see a Lowes here.
- Mid-block crosswalks need flashing lights, maybe something that raised from the ground to assure traffic stops (esp. Stark, Hogan).
- Increase natural areas, more trees.
- Repurpose Salvation Army area to make use more efficient.

Cross-over route references:

- Powell to Division: 50th Avenue
- Hogan (Division/Stark): 257th (Kane)

OTHER COMMENTS

- A shuttle for long trips destinations: for Hillsboro and for Mt. Hood
- Question: What will be the long-term impact on the environment and displacement homes in the area?

Oregon Bhutanese Community Organization

In thinking about the proposed route, what do you value most today?

- Affordable housing is the highest priority, so we don't have to move.
- Proximity of jobs to housing.
- The benefit of transit for students. When it is fast and on time.
- Establishing safe crossings. Should be around schools, apartments and at 162nd.

How often do you use transit? Most use daily.

Crossover from Powell to Division: most respondents (9) agreed 82nd would be best. One was not sure.

Thinking about the crossover in Gresham, most (11) recommend going East on Division to Kane (257th), then north on Kane to Stark to pick up access to the community college. Three respondents were not sure.

Regarding transit station areas – in terms of getting there: responses follow, with safe places to wait gathering the most votes.

- 13 Sidewalks (more)
- 17 Safe sidewalks
- 15 Crosswalks (more)



- 16 Biking (safe)
- 17 Places to wait (bigger for more people to wait)

All participants agreed with a suggestion to have an emergency phone in the transit stations. Other suggestions including blinking lights at crosswalks, especially at night. One participant suggested overcrossings. Another participant suggested warmers for particularly cold weather. Several agreed public restrooms proximate to the station areas are important.

Regarding land uses at the station areas, responses follow. Participants were unanimous that affordable housing and places to work are essential.

Neighborhood

- More housing – affordable
- Gathering places – particularly places to socialize for seniors, disabled.
- Activities: fairs, farmers’ market/vegetables
- Businesses/Services
- Work

Other ideas

- Connecting disabled people to work and have resources, independence.
- Hold ESL and basic orientation classes on the weekends. Overview to newcomers.
- Would like to invite City’s neighborhood involvement specialist to next meeting.
- Provide tokens for farmers markets for very low income and seniors

Youth Organizers Methods and Summary

1. Recruitment

Based on Phase I Interview efforts, the Cogan Owens Greene team reached out to youth serving organizations and groups such as Latino Network, Native American Youth and Family Center, Gresham Youth Advisory Council, Multnomah Youth Commission, Rosewood Initiative, Rosemary Anderson High School, Portland State University and E-ROC to recruit applicants. Methods used were email outreach, and following up on existing relationships with each of these groups. The recruitment hired youth in high school and early/



community college age because of our interest in the following objectives for youth in this age range:

1. Have a wealth of experience in Gresham’s built environment, and the Youth Organizer positions would be an opportunity to apply that expertise;
2. Based on best public engagement practices, there is an opportunity to support the planning education and civic engagement of youth as an under-represented voice in transportation and community planning projects; and
3. Are a reflection of the diversity of Gresham, and are well poised to be the outward representation of the City of Gresham’s efforts in multi-cultural community and business outreach.

Most often, successful applicants had the support from staff from organizations we worked with. Staff assisted with the application as well as follow through with the final hiring and selection process. In total we hired 16 youth from various race/ethnic backgrounds; ages 13-18; attending Mt. Hood Community College, Reynolds HS, Barlow HS, Madison HS, Harvey Scott MS, and youth currently not in school. Youth friendly communication practices, such as text messaging and phone calls during afterschool hours, were used to conduct interviews and convey information during the hiring process.



2. Training

Youth training was conducted with positive youth development practices. Two training day options were offered, to ensure that youth schedules were considered, given school, sports, and other extra-curricular or employment commitments youth already have. Trainings were located in the community at Latino Network's Rockwood office on 185th across the street from the Plaza del Sol in Rockwood, as a convenient location for youth commuting. Bus fare and refreshments were also provided to ensure a youth oriented environment, to support their full participation. The training covered basic planning concepts of local provision of transportation, transit, land-use and retail activity. We also included the purpose and objectives the Powell-Division Transit and Development Project, a brief synopsis of the agencies involved in the planning process, where the results of the youth organizers' canvass would fit into the overall Action Plan, and the decision process. Youth also had time to reflect on their own experiences of transportation, the school system, and their own daily routes. Based on this overall context, youth created their own canvassing speech to businesses, to include that they were surveying business owners on behalf of the City of Gresham to learn more about how a new fast bus might be able to serve the community better than the current level of services people experience.

3. Canvassing

Youth canvassers working in pairs, conducted a total of 65 unique business surveys, over four, three-hour canvassing shifts. Canvass field areas included SE 182nd Ave and Division, SE Hogan and Stark, and SE Eastman Parkway and Division. Youth were also able to collect 17 transit rider surveys. Each canvass was conducted professionally, with youth wearing official project name tags, as well as introducing themselves as connected to the City of Gresham, and leaving both Cogan Owens Greene and City contact information (Brian Martin, Senior Planner) at the end of each survey.

Canvassing was generally a new activity for most youth, especially high school aged youth. College-age youth already had some experience with canvassing and were more confident during collection. We paired strong youth with those just learning, to provide an opportunity for peer learning and relationship building. Youth Commissioners, even those of high school age, also proved to be confident community builders and engaged at the same level as college age youth when meeting with business owners and operators.

4. Coding and Qualitative Analysis

Upon completion of the survey collection, we conducted a final coding and analysis session with youth organizers in order to help process the information for final reporting. Youth met downtown Portland at COG offices, which was a general challenge for youth who do not often go to the Central City.

The session was divided into three main sections: qualitative reflection and analysis, coding, and reflection on the canvassing experience and their employment in this project.

Qualitative Analysis

Based on their memory, youth reflected on the general things they heard and remembered from canvassing over 60 business in Gresham. In order to surface themes from what they heard, youth decided to think about the transportation project and its objective to encourage and provide high quality efficient bus service to Gresham residents. Youth determined that people take the bus for the following reasons to get to:

- Work
- School
- Fun/Entertainment
- Essentials for life like food, soap/hygiene supplies, and clothes, etc.

Youth also asked themselves why do they, themselves take the bus. They determined the following:

- Don't have a car, so we have to
 - Can't afford a car, no other way to get around
 - Connected to income and poverty
- Cheaper, and can save on gas money, and it is cheaper than other options
- May be against the use of gas
- Parking in downtown Portland is expensive, and don't want/can't pay it.
- Efficient and faster than walking
- Must get around, so it's a good way to do it
- Easy to get to friends' houses
- Shopping
- Many people can go together, you can go as a big group to the movies or to a game, and don't need a big car
- Visit family
- You can multitask, read, or chill out and stare out the window
- Some people don't want to drive at all, or they might be afraid to drive a car in traffic
- Some people can take the bus, so they don't have to drive drunk

From this discussion, youth identified that there are many obstacles good transportation options that promote success in life, and that those obstacles might be felt more deeply for some groups than others. The general groups that youth organizers felt were important to think about when we say "Transit Dependent" are:

- Youth
- Low Income or those who experience poverty - particularly those who can't afford cars
- People with disabilities

Youth then used the question, How do we support folks with obstacles? And which improvements that you heard from business owners help do that the best? Youth were asked to prioritize the qualitative answers this way. The following improvements were prioritized:

- More accessible routes to people in the neighborhoods, not just on the busy streets
- Cheaper fares for youth and adults
- Extended transfer times
- General stop safety (lighting,shelters, street trees, neighborhood design), and safe, mid-block and intersection crossings in high traffic areas
- Bus frequency and reliability to support all kinds of schedules (i.e. shift workers)
- Wayfinding and Comfort at the shelters: having posted bus routes, schedules and maps and high quality protection from the weather

Additionally, it was important for youth to note that many business owners did not have positive perspectives or impression of transit and those who ride transit. Youth noticed that it was often a negative response, and that transit was not generally valued as a community asset. Business owners also expressed a general perception that people who use transit might be homeless, poor, or up to no good.

Coding

Youth used the coding categories determined by Metro, coding the raw responses collected. Using the context and “equity” lens they created during the Qualitative Analysis. The codes reflected in this report are included in our results and recommendations here.

Reflection on Employment and Canvassing

Youth concluded that the canvassing work in general was not only fun to do, but also that they appreciated getting to interact with business owners in a way they have never before. They felt that during the surveys they were able to build a community connection with business owners, when usually there is a barrier to engagement between youth and adults. Youth also were generally excited to have this opportunity, as there are few jobs that have the dual purpose of community engagement AND the public benefit of providing information for decision making about neighborhood changes. Some youth also felt like it was a great opportunity to encourage adults to get out of their own comfort zones, to engage with youth in the community as well.

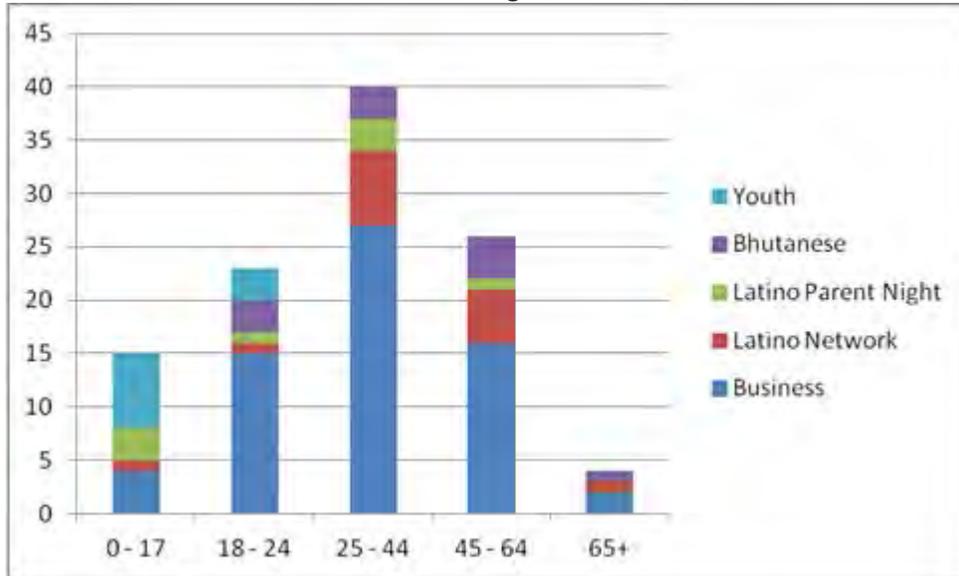
Youth Organizers were adamant that we continue this work if possible, and if there were other such similar opportunities that they be put on a list to be contacted. Youth also generally appreciated the youth friendly hours, atmosphere and positive youth development style of the adults/employers. Youth also responded very positively to having the practice of developing group agreements that everyone would follow, so that all youth and adults were empowered and responsible for their own actions when working and interacting with one another.

On the other hand, youth felt that changes could be made to improve their work and the experience. Youth would like for the process and project to be more youth-led, and to work with adults and the other youth involved in the future to figure out how to better deliver a youth-led project and product. Additionally they wanted to be made more clear that this was an occasional opportunity, and were confused that it wasn't a Monday through Friday type job opportunity.

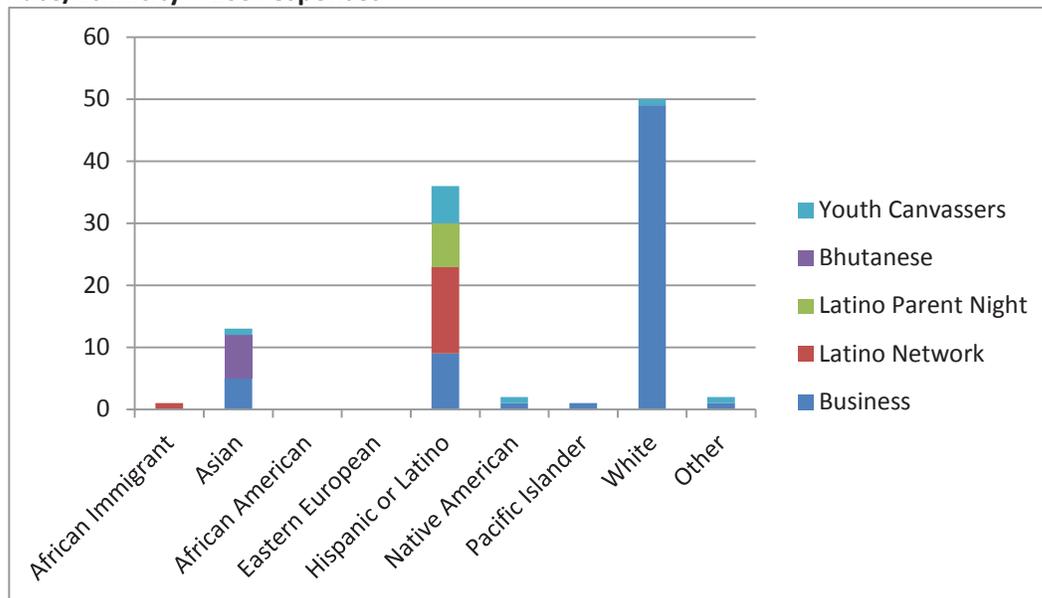
Demographics

Age

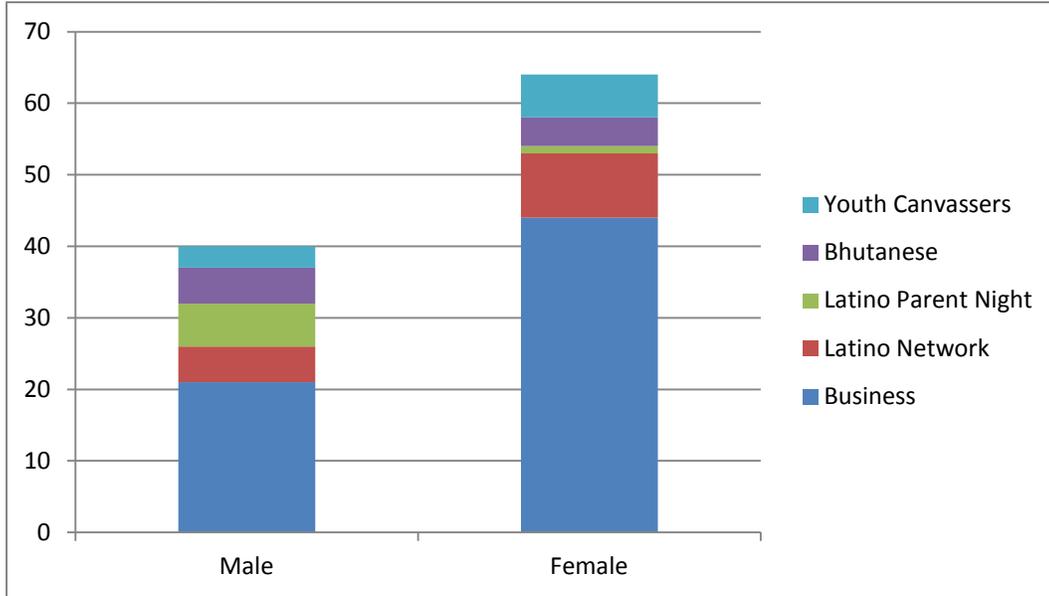
Business, Latino Network, Latino Parent Night, Bhutanese, Youth



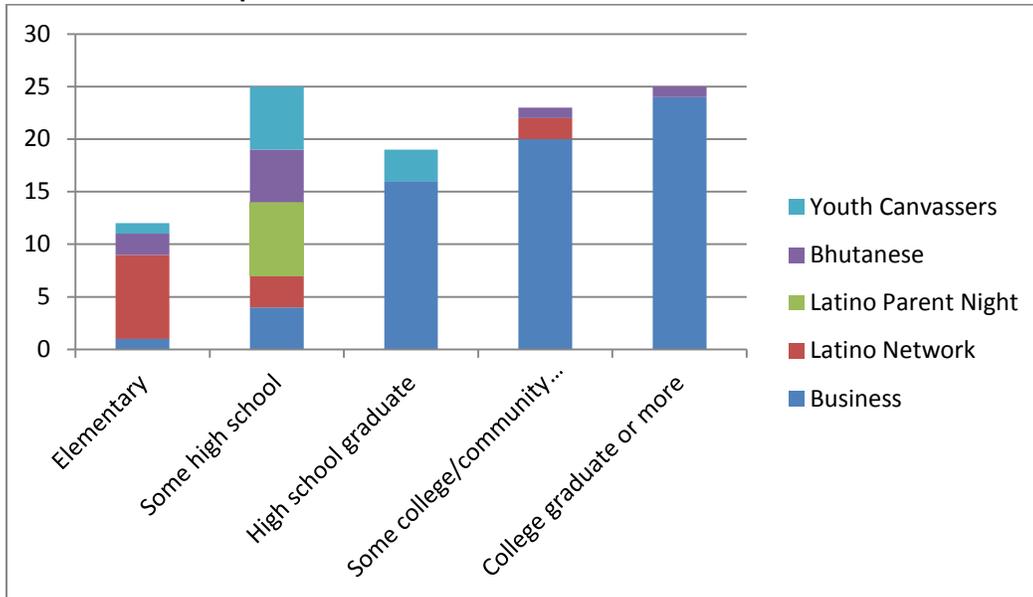
Race/Ethnicity – 103 responses



Gender – 104 responses



Education – 104 responses

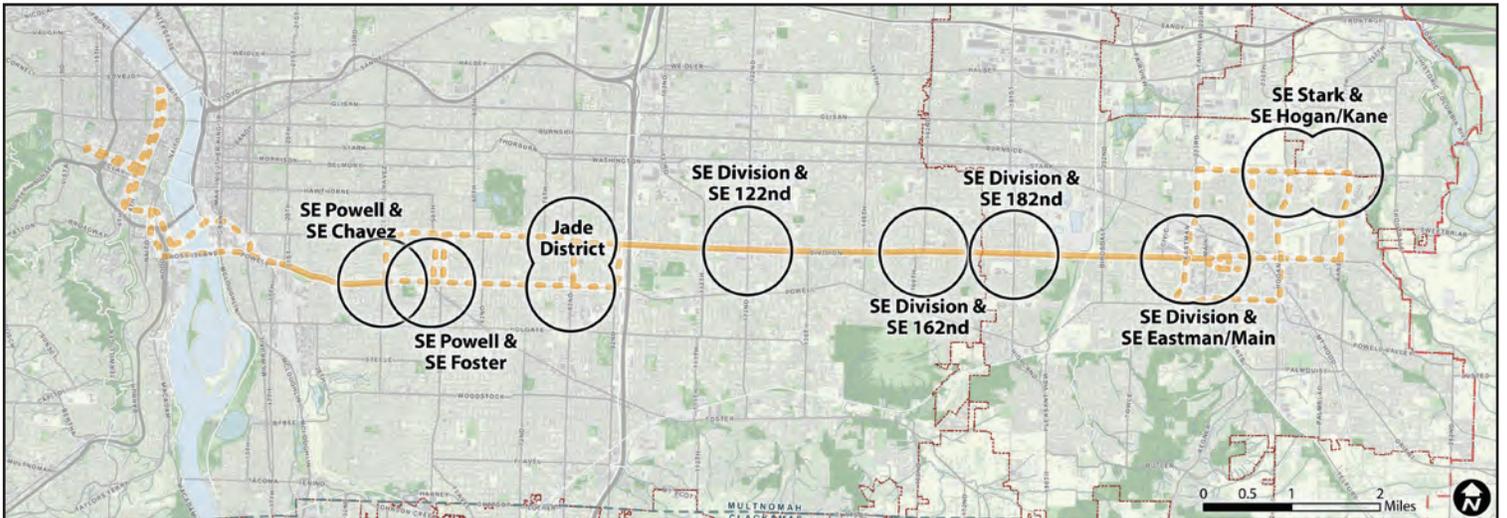


APPENDIX



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

QUESTIONNAIRE



INTRODUCTION

Lines 4-Division and 9-Powell are among the region’s busiest bus lines. The Powell-Division Transit and Development Project will bring improvements that save riders time and provide a higher quality service beyond today’s Frequent Service.

We are studying a range of bus options, routes that connect Gresham and Portland, and ways to improve walking and biking access along the route.

So far, the project Steering Committee decided to continue work on a bus rapid transit line that will serve Downtown Portland, cross the Willamette River on the Ross Island Bridge or Tilikum Crossing Bridge, travel on Powell Boulevard in southeast Portland and use Division Street to the east, including in Gresham.

But there are more choices, and we need your help!

You can help design the line by answering the following short list of questions to help with remaining route choices and what positive changes are desired in the neighborhoods and commercial districts along the route.

1. In thinking about the proposed route, please describe what you value most in the Powell Division area, what is the first thing that comes to mind? _____

2. How often have you used transit in the last month or so?

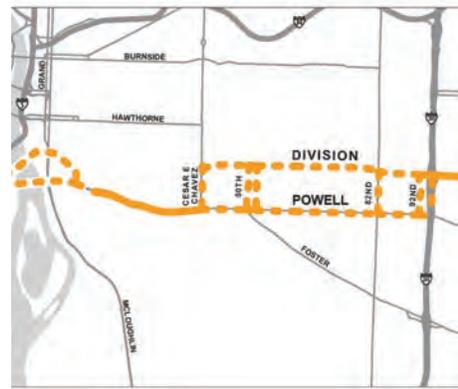
- Haven't used
- Once or twice
- Few times a week
- Daily

If you rode transit in the last month, did you use No. 4 Division? Yes No

No. 9 Powell? Yes No

3. Better, faster bus service is being planned to run from Downtown Portland to Gresham, using Powell Boulevard on west end of the line and switching to Division Street as it heads east. Where should the bus switch from Powell to Division:

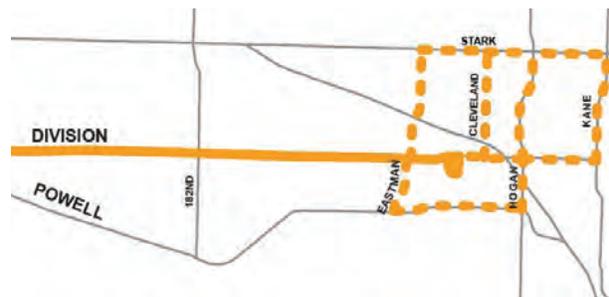
- Cesar Chavez (39th)
- 50th
- 52nd
- 82nd
- 92nd
- Not sure



Why? _____

4. The route will serve Downtown Gresham, including the Gresham Transit Center at 8th and Kelly. What is the best route for it to continue to Mt. Hood Community College?

- West on Division to Eastman Parkway (223rd), north on Eastman Parkway (223rd) to Stark, then east on Stark to Kane
- North on Cleveland to Stark, then east on Stark to Kane (257th)
- East on Division to Hogan, then north on Hogan to Stark, then east on Stark to Kane (257th)
- East on Division to Kane (257th), then north on Kane to Stark
- Not sure



Why? _____

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

Relating to getting there:

- More **sidewalks**
- Safe-feeling sidewalks** (with street trees and planter strips, etc.)
- More **crosswalks** that allow people to safely cross busy streets.
- More places where **biking feels safe**
- Comfortable, convenient **places to wait for buses**
- Other _____

About the neighborhood/businesses:

- More **housing** that is affordable to people at a range of income levels.
- Gathering places**, such as plazas, outdoor markets or businesses that are good places for neighbors and families to meet and socialize.
- Activities** such as markets and fairs or temporary uses such as food carts to enliven the neighborhood.
- More **businesses** to shop or get services (insurance, banks, hair salons, etc).
- More places to **work**
- Other? Explain _____

What other ideas do you have about how bus rapid transit should work in the corridor, such as with the route, the bus itself, transit stops or the area around the transit stops? _____

To help prepare for this future bus rapid transit line, the City of Gresham is trying to understand what positive changes people would like to see around the following potential bus stops:

- 182nd and Division
- Eastman (223rd) and Division near Downtown Gresham
- Stark and Hogan (242nd)

6. Which of the following are the **top priorities** for 182nd and Division? (see map)

Relating to getting there:

- More **sidewalks**
- Safe-feeling sidewalks** (with street trees and planter strips, etc.)
- More **crosswalks** that allow people to safely cross busy streets.
- More places where **biking feels safe**
- Comfortable, convenient **places to wait for buses**
- Other _____

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- Activities** such as markets and fairs or temporary uses such as food carts to enliven the neighborhood.
- More **businesses** to shop or get services (insurance, banks, hair salons, etc).
- More places to **work**
- Other? Explain _____



Do you have other comments about potential changes near 182nd and Division once the bus rapid transit is in place? _____

7. Which of the following are the top priorities for Eastman and Division? (see map)

Relating to getting there:

- More **sidewalks**
- Safe-feeling sidewalks** (with street trees and planter strips, etc.)
- More **crosswalks** that allow people to safely cross busy streets.
- More places where **biking feels safe**
- Comfortable, convenient **places to wait for buses**
- Other _____



About the neighborhood/businesses:

- More **housing** that is affordable to people at a range of income levels.
- Gathering places**, such as plazas, outdoor markets or businesses that are good places for neighbors and families to meet and socialize.
- Activities** such as markets and fairs or temporary uses such as food carts to enliven the neighborhood.
- More **businesses** to shop or get services (insurance, banks, hair salons, etc).
- More places to **work**
- Other? Explain _____

Do you have other comments about potential changes near Eastman and Division once the bus rapid transit is in place? _____

8. Which of the following are the top priorities for Stark and Hogan? (see map)

Relating to getting there:

- More **sidewalks**
- Safe-feeling sidewalks** (with street trees and planter strips, etc.)
- More **crosswalks** that allow people to safely cross busy streets.
- More places where **biking feels safe**
- Comfortable, convenient **places to wait for buses**
- Other _____



About the neighborhood/businesses:

- More **housing** that is affordable to people at a range of income levels.
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- Activities** such as markets and fairs or temporary uses such as food carts to enliven the neighborhood.
- More **businesses** to shop or get services (insurance, banks, hair salons, etc).
- More places to **work**

Other? Explain _____

Do you have other comments about potential changes near Stark and Hogan once the bus rapid transit is in place? _____

Your survey is anonymous. The following questions are included only to help us know how well results represent people in the corridor.

9. How old are you?

- 0-17 years
- 18-24 years
- 25-44 years
- 45-64 years
- 65+ years
- I'd prefer not to answer

10. With which of the following racial or ethnic groups do you most closely identify? [check all that apply]

- African Immigrant Country of Origin: _____
- Asian
- African American/Black
- Eastern European Country of Origin: _____
- Hispanic or Latino
- Native American
- Pacific Islander Country of Origin: _____
- White
- Other (specify) _____
- I'd prefer not to answer

11. What gender do you identify with?

- Female
- Male
- Other
- I'd prefer not to answer

12. How much education have you completed?

- Elementary
- Some high school
- High school graduate
- Some college/community college
- College graduate or more

What is your zipcode? _____

Thank you for participating!



If you would like to receive updates about this project so you can stay involved, please fill out the information below or go to www.oregonmetro.gov/powelldivision to sign up for the email list.

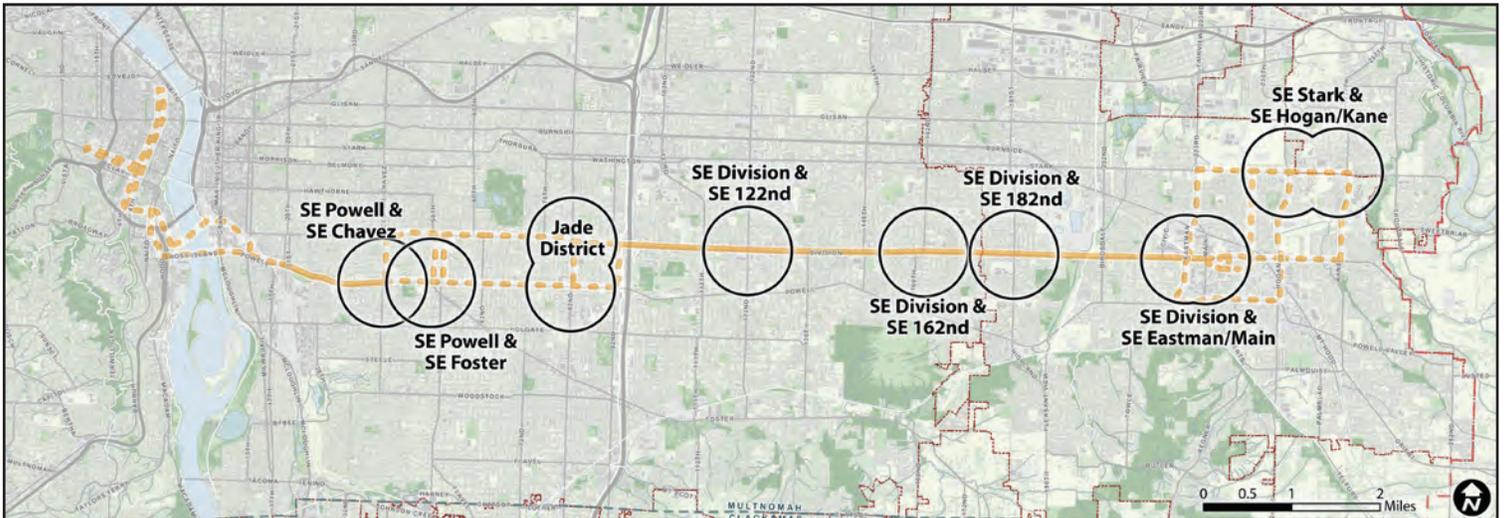
First and Last Name

Email



POWELL-DIVISION PROYECTO DE TRANSITO Y DESARROLLO

CUESTIONARIO



INTRODUCCIÓN

Las rutas de los buses 4-División y 9-Powell se encuentran entre las más concurridas líneas de autobuses de la región. El proyecto de Tránsito y Desarrollo Powell-Division traerá mejoras que ahorran tiempo y ofrecerán un servicio de mayor calidad más allá del servicio frecuente que existe actualmente.

Estamos estudiando una serie de opciones de buses, rutas que conectan Gresham y Portland, y formas de mejorar el acceso a pie o en bicicleta a lo largo de la ruta.

Hasta el momento, el Comité Directivo del proyecto ha decidido continuar trabajando en una línea de autobuses de tránsito rápido que servirá el centro de Portland, cruzara el río Willamette en el puente Ross Island o Tilikum, pasara sobre Powell Boulevard en el sureste de Portland y en la calle Division al este, incluyendo Gresham.

Pero hay más opciones, y necesitamos tu ayuda!

Usted puede ayudar a diseñar la ruta respondiendo a la siguiente lista de preguntas para ayudar con el resto de opciones de rutas y compartir cuales cambios positivos desea ver en los vecindarios y distritos comerciales a lo largo de la ruta.

1. Al pensar en la ruta propuesta, por favor describa lo que valora más en el área de las rutas División y Powell, ¿qué es lo primero que se le viene a la mente? _____

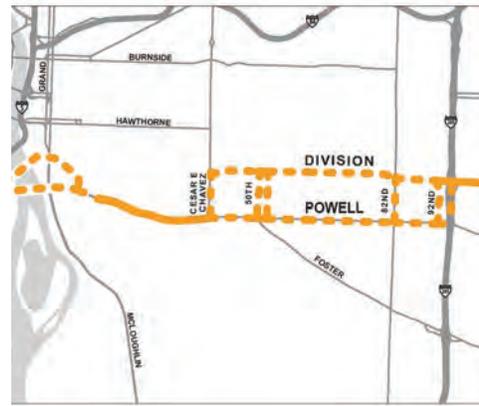
2. ¿ Con qué frecuencia utilizó el servicio de tránsito en el último mes?

- No he utilizado el servicio de tránsito
- Una o dos veces
- cUn par de veces a la semana
- diario

Si usted ha utilizado el servicio de tránsito en el último mes, que líneas o rutas: No. 4 División? Sí No
 No. 9 Powell? Sí No

3. Se está planeando servicio de autobuses mejor y más rápidos para conectar a Portland y Gresham, utilizando Powell Boulevard, en el extremo oeste de la línea y habrá un cambio a la calle División ya que se aproxime hacia el este. ¿Dónde debe cambiar el autobús de Powell a División:

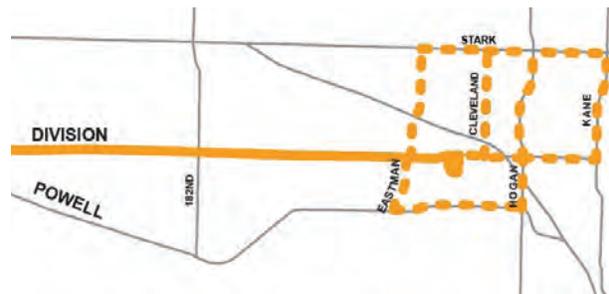
- Cesar Chavez (39th)
- 50th
- 52nd
- 82nd
- 92nd
- No está seguro



Porque? _____

4. La ruta servirá Downtown Gresham, incluyendo el Centro de Tránsito de Gresham en la 8th y Kelly. ¿Cuál es la mejor ruta para que continúe hacia Mt. Hood Community College?

- Hacia el oeste por la División hasta llegar a Eastman Parkway (223rd), luego al norte sobre la Eastman Parkway (223rd) hasta llegar a la Stark, y luego hacia el este por la Stark hasta llegar a la Kane
- Norte de Cleveland hacia la Stark, luego hacia el este por la Stark hacia Kane (257th)
- Hacia el este por la División hasta llegar a la Hogan, y luego hacia el norte por Hogan hasta llegar a la Stark, y luego hacia el este por Stark hasta llegar a la Kane (257th)
- Hacia el este por la División hasta llegar a la Kane (257th), y hacia el norte por Kane hasta llegar a la Stark
- No estoy seguro



Porque? _____

5. ¿Cuáles son los cambios más importantes que le gustaría ver en las nuevas estaciones de autobús?

Referente a cómo llegar allí:

- Más aceras.
- Aceras que se sientan seguras para caminar (con árboles en las calles y jardineras, etc.)
- Más cruces peatonales que permiten a la gente a cruzar con seguridad las calles ocupadas.
- Más lugares en los que manejar bicicleta se sienta seguro
- Lugares cómodos y convenientes para esperar los autobuses
- ¿Otro? Explique _____

Referente del vecindario/empresas:

- Más viviendas que sean accesibles a las personas con varios niveles de ingresos.
- Sitios de reunión, tales como plazas, mercados al aire libre o negocios que son buenos lugares para los vecinos y las familias para conocerse y socializar.
- Actividades tales como mercados y ferias o usos temporales, tales como carros de comida o loncheras.
- Más negocios para comprar o recibir servicios (seguros, bancos, peluquerías, etc).
- Más lugares para trabajar
- ¿Otro? Explique _____

¿Qué otras ideas tiene usted acerca de cómo los buses de tránsito rápido deben operar en el corredor, como ruta, el propio autobús, paradas de transporte o en el área alrededor de las paradas de tránsito? _____

Para prepararnos para esta futura línea de autobuses de tránsito rápido, la Ciudad de Gresham está tratando de entender que cambios positivos les gustaría ver alrededor de las siguientes estaciones de bus:

- División y la 182nd
- Eastman (223th) y la División cerca del centro de Gresham
- Stark y Hogan (242th)

6. ¿Cuál de las siguientes son las dos principales prioridades de 182nd y la División? (ver mapa)

Referente a cómo llegar allí:

- Más aceras.
- Aceras que se sientan seguras para caminar (con árboles en las calles y jardineras, etc.)
- Más cruces peatonales que permiten a la gente a cruzar con seguridad las calles ocupadas.
- Más lugares en los que manejar bicicleta se sienta seguro
- Lugares cómodos y convenientes para esperar los autobuses
- Otro _____

Referente al vecindario/empresas:

- Más de vivienda que sea accesible a las personas con varios niveles de ingresos.
- Los sitios de reunión, tales como plazas, mercados al aire libre o negocios que son buenos lugares para los vecinos y las familias para conocerse y socializar.
- Actividades tales como mercados y ferias o usos temporales, tales como carros de comida para animar el barrio.
- Más negocios para comprar o recibir servicios (seguros, bancos, peluquerías, etc).
- Más lugares para trabajar
- Otro? Explique _____



¿Tiene otros comentarios acerca de posibles cambios cerca de la 182nd y la División una vez el servicio rápido de autobuses este en ese lugar? _____

7. ¿Cuál de las siguientes son las dos principales prioridades de Eastman y de la División? (ver mapa)

Referente a llegar allí:

- Más aceras.
- Aceras que se sientan seguras para caminar (con árboles en las calles y jardineras, etc.)
- Más cruces peatonales que permiten a la gente a cruzar con seguridad las calles ocupadas.
- Más lugares en los que manejar bicicleta se sienta seguro
- Lugares cómodos y convenientes para esperar los autobuses
- Otro _____

Referente al vecindario/empresas:

- Más de vivienda que sea accesible a las personas con varios niveles de ingresos.
- Los sitios de reunión, tales como plazas, mercados al aire libre o negocios que son buenos lugares para los vecinos y las familias para conocerse y socializar.
- Actividades tales como mercados y ferias o usos temporales, tales como carros de comida para animar el barrio.
- Más negocios para comprar o recibir servicios (seguros, bancos, peluquerías, etc).
- Más lugares para trabajar
- Otro? Explique _____



¿Tiene otros comentarios sobre los posibles cambios cerca de Eastman y División una vez que el servicio rápido de autobuses este en ese lugar? _____

8. ¿Cuál de las siguientes son las dos principales prioridades de Stark y Hogan? (ver mapa)

Referente a cómo llegar allí:

- Más aceras.
- Aceras que se sientan seguras para caminar (con árboles en las calles y jardineras, etc.)
- Más cruces peatonales que permiten a la gente a cruzar con seguridad las calles ocupadas.
- Más lugares en los que manejar bicicleta se sienta seguro
- Lugares cómodos y convenientes para esperar los autobuses
- Otro _____

Referente al vecindario/empresas:

- Más de vivienda que sea accesible a las personas con varios niveles de ingresos.
- Los sitios de reunión, tales como plazas, mercados al aire libre o negocios que son buenos lugares para los vecinos y las familias para conocerse y socializar.
- Actividades tales como mercados y ferias o usos temporales, tales como carros de comida para animar el barrio.
- Más negocios para comprar o recibir servicios (seguros, bancos, peluquerías, etc).



- Más lugares para trabajar
- Otro? Explique _____

¿Tiene otros comentarios sobre los posibles cambios cerca de la Stark y la Hogan una vez que el tránsito rápido de autobuses está en ese lugar? _____

Preguntas demográficas – opcionales. Estas preguntas se incluyen sólo para ayudarnos a saber lo bien que los resultados representan a las personas que viven en el área.

9. ¿Cuántos años tienes?

- 0-17 años
- 18 a 24 años
- 25 a 44 años
- 45 a 64 años
- Más de 65 años
- Prefiero no contestar

10. ¿Con cuál de los siguientes grupos raciales o étnicos se identifica más? [marque todos los que corresponda]

- Inmigrantes africanos País de origen: _____
- Asiático
- Afroamericano/Negro
- Europeo del Este País de origen: _____
- Hispanos o latinos
- Nativo americano
- De las Islas del Pacífico País de origen: _____
- Blanco
- Otros (especificar) _____
- Prefiero no contestar

11. ¿Con cuál género se identifica?

- Mujer
- Hombre
- Otros
- Prefiero no contestar

12. ¿Cuánta educación ha completado?

- Escuela Primaria
- Algunos estudios secundarios
- Graduado de la preparatoria
- Un poco de universidad / colegio comunitario
- Graduado de la universidad

Cuál es su Código Postal? _____

Gracias por participar!



Si usted desea recibir actualizaciones por correo electrónico acerca de este proyecto para que pueda seguir participando, por favor ponga su nombre y apellido y correo electrónico o ir a la página www.oregonmetro.gov/powelldivision para inscribirse en la lista de correo electrónico.

Nombre

Correo electrónico

**City of Gresham Powell-Division Transit and Development Project
Updated Draft Business Interview Questions**

February 12, 2015

Hello! I am working with the City of Gresham to help improve transit along Powell Division. Do you have a few moments to answer a few questions? Everyone who answers will be entered into a drawing for free zoo tickets. Thank you!

1. How can transit better serve your business?
2. How could transit service be improved?
3. Would it be helpful if more people came by transit?
4. Which are the most important changes you would welcome near the new bus stations?

About getting to transit:

- a. More **sidewalks**.
- b. **Safe-feeling sidewalks** (with street trees and planter strips, etc.)
- c. More **crosswalks** that allow people to safely cross busy streets.
- d. More places where **biking feels safe**
- e. Comfortable, convenient **places to wait for buses**
- f. Other _____

About the neighborhood/businesses:

- g. More **housing** that is affordable to people at a range of income levels.
- h. **Gathering places**, such as plazas, outdoor markets or businesses that are good places for neighbors and families to meet and socialize.
- i. **Activities** such as markets and fairs or temporary uses such as food carts to enliven the neighborhood.
- j. More **businesses** to shop or get services (insurance, banks, hair salons, etc).
- k. More places to **work**
- l. Other? Explain _____

5. Demographics questions - optional

These questions are included only to help us know how well results represent people in the corridor.

How old are you?

- 0-17 years
- 18-24 years
- 25-44 years
- 45-64 years
- 65+ years
- I'd prefer not to answer

With which of the following racial or ethnic groups do you most closely identify? [check all that apply]

- African Immigrant _____ Country of Origin
- Asian _____ Country of Origin

- African American/Black
- Eastern European _____ Country of Origin
- Hispanic or Latino _____ Country of Origin
- Native American _____ Tribe
- Pacific Islander _____ Country of Origin
- White
- Other (specify) _____
- I'd prefer not to answer

What gender do you identify with?

- Female
- Male
- Other
- I'd prefer not to answer

How much education have you completed?

- Elementary
- Some high school
- High school graduate
- Some college/community college
- College graduate or more

If you would like to receive updates about this project and enter the drawing, please fill out the information below .

First and Last Name

Email

Company

Phone

Also, you can go to www.oregonmetro.gov/powelldivision to sign up for the email list.

Thank you!

Ciudad de Gresham Proyecto de Transito y Desarrollo Powell-Division
Preguntas para las Entrevistas a los Negocios

9 de febrero de 2015

Hola! Estamos trabajando con la Ciudad de Gresham para ayudar a mejorar el tránsito a lo largo de las calles División y Powell. ¿Tiene unos minutos para contestar algunas preguntas? Todos los que contesten entraran a un sorteo de entradas gratis al zoológico. Gracias!

1. ¿Cómo podemos mejorar el servicio de transporte en beneficio de su negocio?
2. ¿Qué preocupaciones podría tener acerca de tránsito?
3. Aproximadamente, ¿qué porcentaje de las personas que visitan su negocio viene en bus o MAX cada día?
4. ¿Lleva un registro de cómo los clientes lleguen a su negocio? Sí No

Si es así, por favor cuéntenos _____

5. ¿Le gustaría que el número de personas que vienen a su negocio por tránsito (bus o MAX) aumente o disminuya? ¿Por qué? _____
6. ¿Cuáles son los cambios más importantes que le gustaría ver cerca de las nuevas estaciones de autobús?
Referente a cómo llegar allí:
 - a. Más **aceras**.
 - b. **Aceras donde se sienta seguro** caminar (con árboles en las calles y las jardineras, etc.)
 - c. Más **cruces peatonales** que permiten a la gente cruzar con seguridad las calles con bastante tráfico.
 - d. Más lugares en los que manejan **bicicleta se sienta seguro**
 - e. **Lugares cómodos y convenientes** para esperar los autobuses
 - f. ¿Otro? Explique _____

Referente del vecindario / empresas:

- a. Más **viviendas** que sean accesibles a las personas con varios niveles de ingresos.
- b. **Sitios de reunión**, tales como plazas, mercados al aire libre o negocios que sean buenos lugares para los vecinos y las familias para conocerse y socializar.
- c. **Actividades** tales como mercados y ferias o negocios temporales, tales como carros de comida o loncheras para animar el vecindario.
- d. Más de los **negocios** para comprar u obtener servicios (seguros, bancos, peluquerías, etc).
- e. Más lugares para **trabajar**
- f. ¿Otro? Explique _____

Preguntas demográficas - opcionales

Estas preguntas se incluyen sólo para ayudarnos a saber lo bien que los resultados representan las personas en el área.

7. ¿Cuántos años tienes?

- 0-17 años
- 18 a 24 años
- 25 a 44 años
- 45 a 64 años
- Más de 65 años
- Prefiero no contestar

8. ¿Con cuál de los siguientes grupos raciales o étnicos se identifica más? [marque todos los que corresponda]

- Inmigrantes africanos _____ país De origen
- Asiático
- Afroamericano / Negro
- Europeo del Este _____ país De origen
- Hispanos o latinos _____ país De origen
- Nativo americano
- De las Islas del Pacífico _____ País de origen
- Blanco
- Otros (especificar) _____
- Prefiero no contestar

9. ¿Con cuál género se identifica?

- Mujer
- Hombre
- Otro
- Prefiero no contestar

10. ¿Cuánta educación ha completado?

- Escuela Primaria
- Algunos estudios secundarios
- Graduado de la preparatoria
- Un poco de universidad / colegio comunitario
- Graduado de la universidad

Si a usted le gustaría recibir actualizaciones sobre este proyecto y participar en el sorteo, por favor complete la siguiente información.

Nombre y apellido

Correo electrónico

Empresa

Teléfono

También, usted puede ir a www.oregonmetro.gov/powelldivision para inscribirse en la lista de correo electrónico. Muchas Gracias!

Powell-Division Transit and Development Project

Station Area Survey February 13, 2015



Introduction

The 4 and 9 are among the region’s busiest bus lines. The [Powell-Division](#) Transit and Development Project will bring faster, safer service along 15 miles between downtown Portland and Mt. Hood Coommunity College. Could we ask you two quick questions about what you’d like to see along this future line to enter a drawing for free zoo tickets?

Relating to getting to the bus, what is most important?

- a. More **sidewalks**
- b. **Safe-feeling sidewalks** (with street trees and planter strips, etc.)
- c. More **crosswalks** that allow people to safely cross busy streets
- d. More places where **biking feels safe**
- e. Comfortable, convenient **places to wait for buses**
- f. Other _____

About the neighborhood/businesses:, what would you like to see?

- g. More **housing** affordable at a range of incomes
- h. **Gathering places**, such as plazas, outdoor markets or businesses that are good places for neighbors and families to meet and socialize
- i. **Activities** such as markets and fairs or temporary uses such as food carts to enliven the neighborhood
- j. More **businesses** to shop or get services (insurance, banks, hair salons, etc)
- k. More places to **work**
- l. Other? Explain _____

Other ideas: _____

Demographics (optional). The following questions are included only to help us know how well results represent people in the corridor.

23. How old are you? [circle]

0-17 years 18-24 years 25-44 years 45-64 years 65+ years I'd prefer not to answer

24. With which of the following racial or ethnic groups do you most closely identify? [check all that apply]

- African Immigrant _____ Country of Origin
- Asian _____ Country of Origin
- African American/Black
- Eastern European _____ Country of Origin
- Hispanic or Latino _____ Country of Origin
- Native American _____ Tribe
- Pacific Islander _____ Country of Origin
- White
- Other (specify) _____
- I'd prefer not to answer

25. What gender do you identify with? [circle]

Female Male Other I'd prefer not to answer

How much education have you completed?

- Elementary
- Some high school
- High school graduate
- Some college/community college
- College graduate or more

Zip Code: _____ Thank you!

For more information: www.oregonmetro.gov/powelldivision to sign up for the email list.

Name: _____

Email: _____

Powell-Division Proyecto de Transito y Desarrollo

Station Area Survey February 13, 2015



Introduction

Hola! Estamos trabajando con la Ciudad de Gresham para ayudar a mejorar el tránsito a lo largo de las calles División y Powell. ¿Tiene unos minutos para contestar algunas preguntas? Todos los que contesten entraran a un sorteo de entradas gratis al zoológico. Gracias!

Referente a cómo llegar allí:

- a. Más aceras.
- b. Aceras que se sientan seguras para caminar (con árboles en las calles y jardineras, etc.)
- c. Más cruces peatonales que permiten a la gente a cruzar con seguridad las calles ocupadas.
- d. Más lugares en los que manejar bicicleta se sienta seguro
- e. Lugares cómodos y convenientes para esperar los autobuses
- f. ¿Otro? Explique _____

Referente del vecindario / empresas:

- g. Más viviendas que sean accesibles a las personas con varios niveles de ingresos.
- h. Sitios de reunión, tales como plazas, mercados al aire libre o negocios que son buenos lugares para los vecinos y las familias para conocerse y socializar.
- i. Actividades tales como mercados y ferias o usos temporales, tales como carros de comida o loncheras.
- j. Más negocios para comprar o recibir servicios (seguros, bancos, peluquerías, etc).
- k. Más lugares para trabajar
- l. Otro? Explique _____

Otras ideas: _____

Preguntas demográficas – opcionales. Estas preguntas se incluyen sólo para ayudarnos a saber lo bien que los resultados representan las personas en el área.

23. ¿Cuántos años tienes?

0-17 años 18 a 24 años 25 a 44 años 45 a 64 años Más de 65 años Prefiero no contestar

24. ¿Con cuál de los siguientes grupos raciales o étnicos se identifica más? [marque todos los que corresponda]

- Inmigrantes africanos _____ país De origen
- Asiático
- Afroamericano / Negro
- Europeo del Este _____ país De origen
- Hispanos o latinos _____ país De origen
- Nativo americano
- De las Islas del Pacífico _____ País de origen
- Blanco
- Otros (especificar) _____
- Prefiero no contestar

25. ¿Con cuál género se identifica?

Mujer Hombre Otros Prefiero no contestar

¿Cuánta educación ha completado?

- Escuela Primaria
- Algunos estudios secundarios
- Graduado de la preparatoria
- Un poco de universidad / colegio comunitario
- Graduado de la universidad

Cuál es su Código Postal? _____

Gracias!

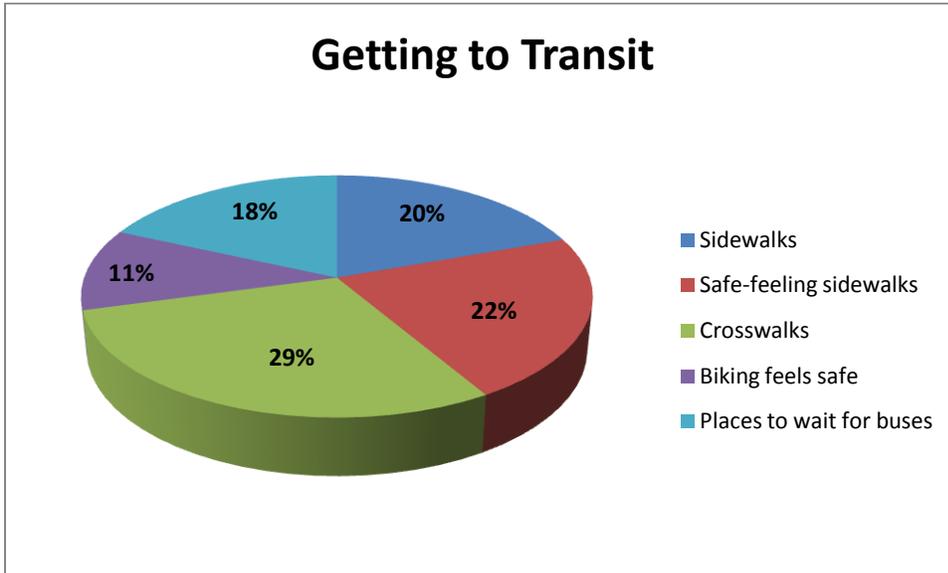
Para más información: www.oregonmetro.gov/powelldivision para inscribirse en la lista de correo electrónico.

Nombre: _____

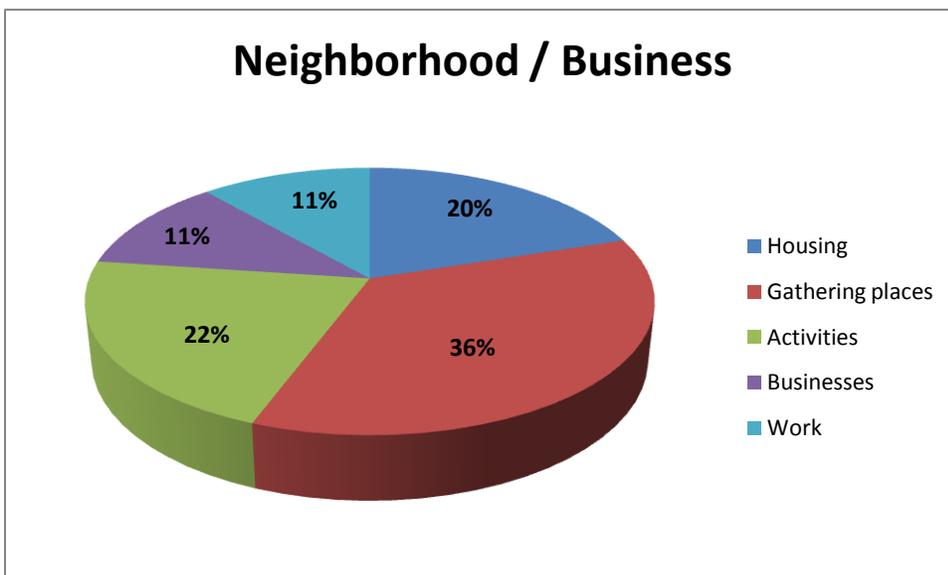
Correo electrónico: _____

Responses by Interest Group

Business Survey

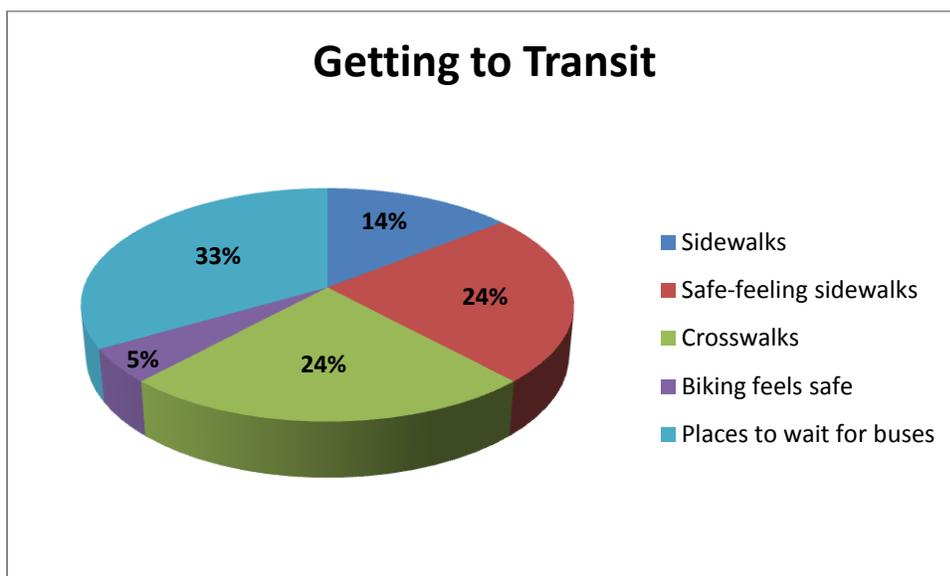


Getting to Transit	Response	Percent
Sidewalks	16	24%
Safe-feeling sidewalks	18	27%
Crosswalks	24	36%
Biking feels safe	9	13%
Places to wait for buses	15	22%



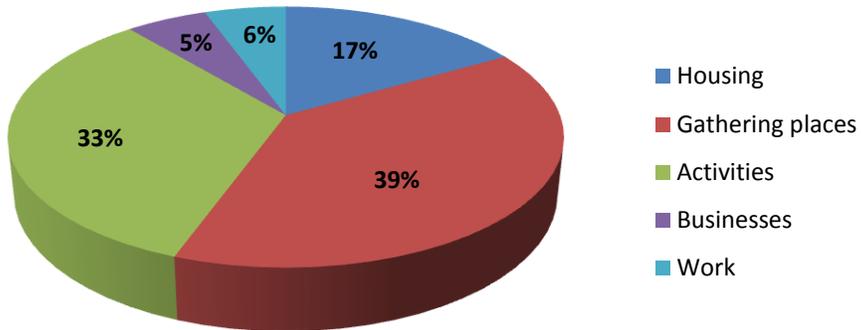
Neighborhood/Businesses	Response	Percent
Housing	14	22%
Gathering places	25	38%
Activities	15	23%
Businesses	8	12%
Work	8	12%

Youth



Getting to Transit	Response	Percent
Sidewalks	3	30%
Safe-feeling sidewalks	5	50%
Crosswalks	5	50%
Biking feels safe	1	10%
Places to wait for buses	7	70%

Neighborhood / Businesses

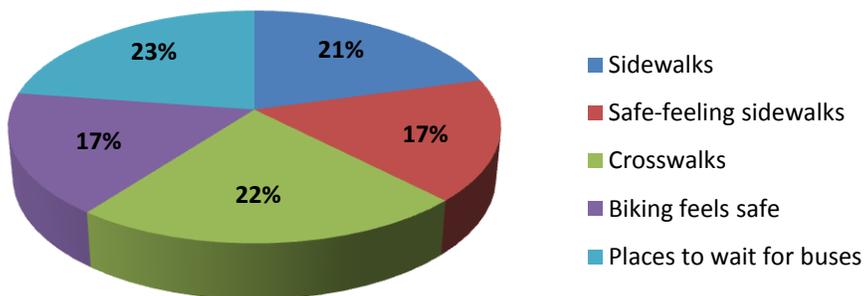


Neighborhood/Businesses	Response	Percent
Housing	3	30%
Gathering places	7	70%
Activities	6	60%
Businesses	1	10%
Work	1	10%

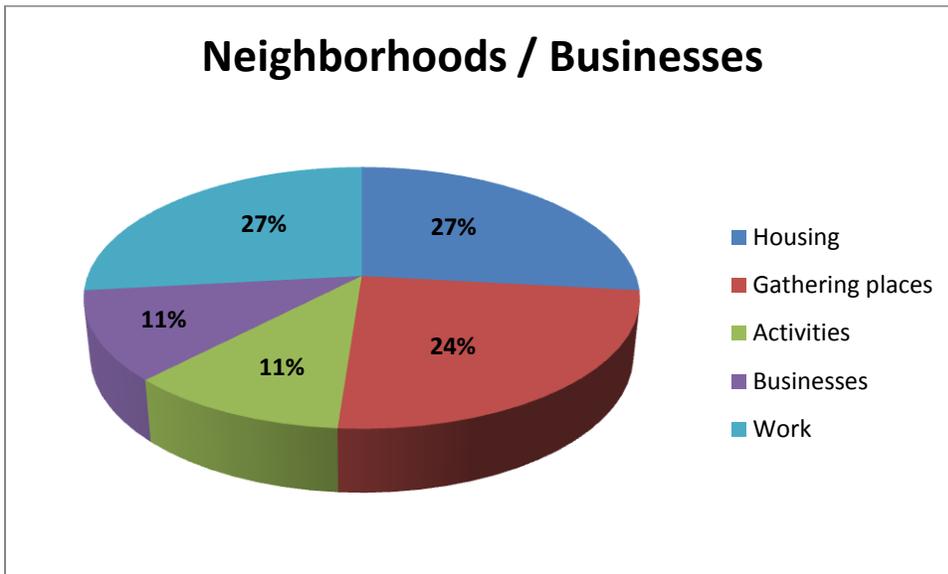
Latino

Latino Network

Getting to Transit

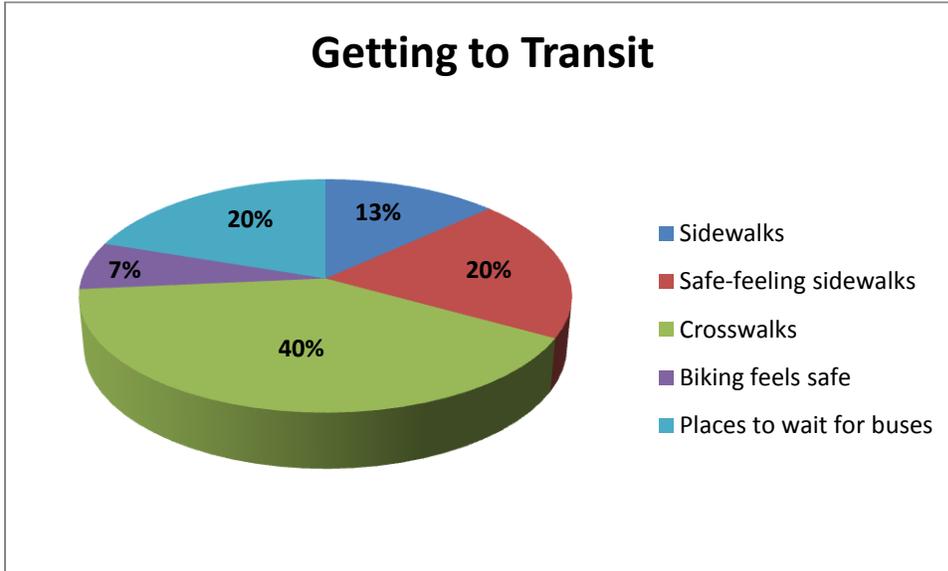


Getting to Transit	Response	Percent
Sidewalks	11	73%
Safe-feeling sidewalks	9	60%
Crosswalks	12	80%
Biking feels safe	9	60%
Places to wait for buses	12	80%

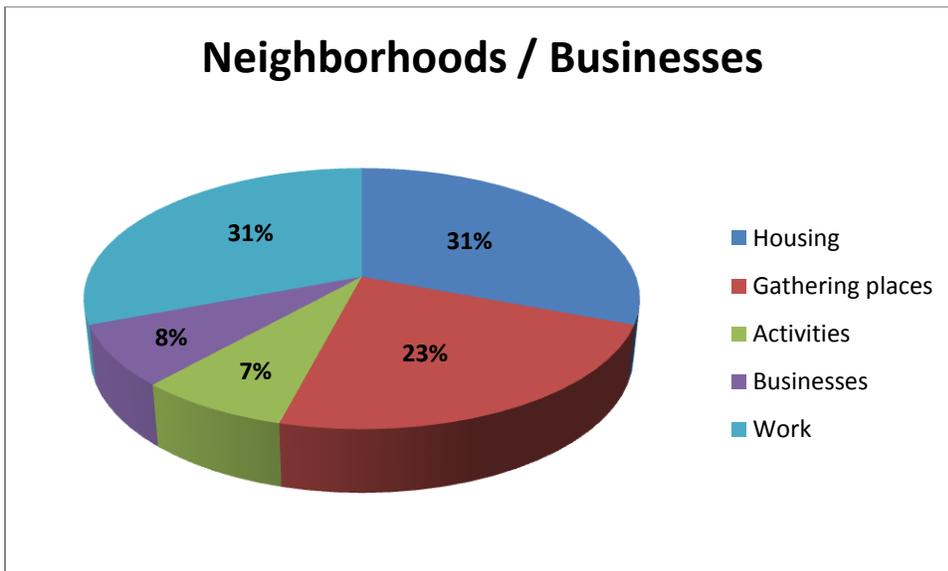


Neighborhood/Businesses	Response	Percent
Housing	12	80%
Gathering places	11	73%
Activities	5	33%
Businesses	5	33%
Work	12	80%

Latino Parent Night



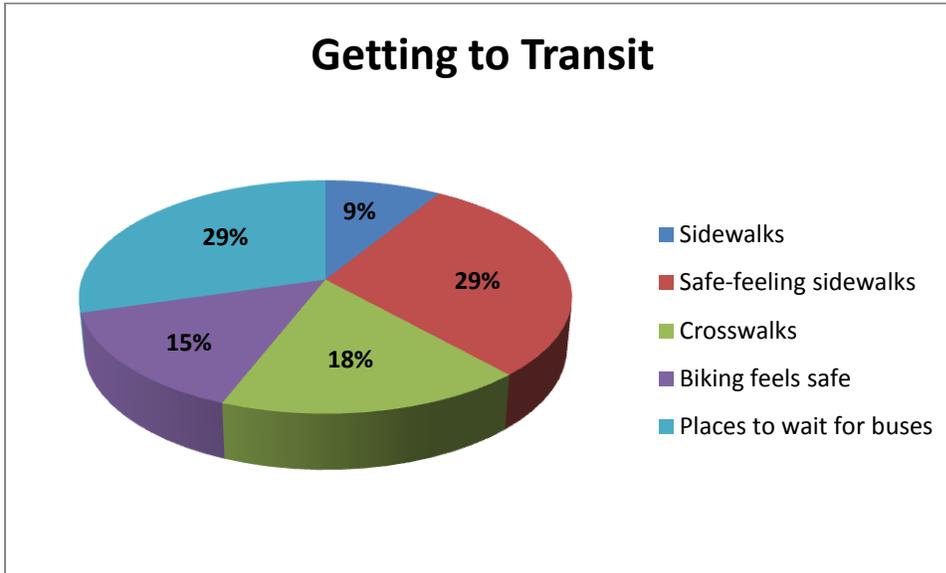
Getting to Transit	Response	Percent
Sidewalks	2	18%
Safe-feeling sidewalks	3	27%
Crosswalks	6	55%
Biking feels safe	1	9%
Places to wait for buses	3	27%



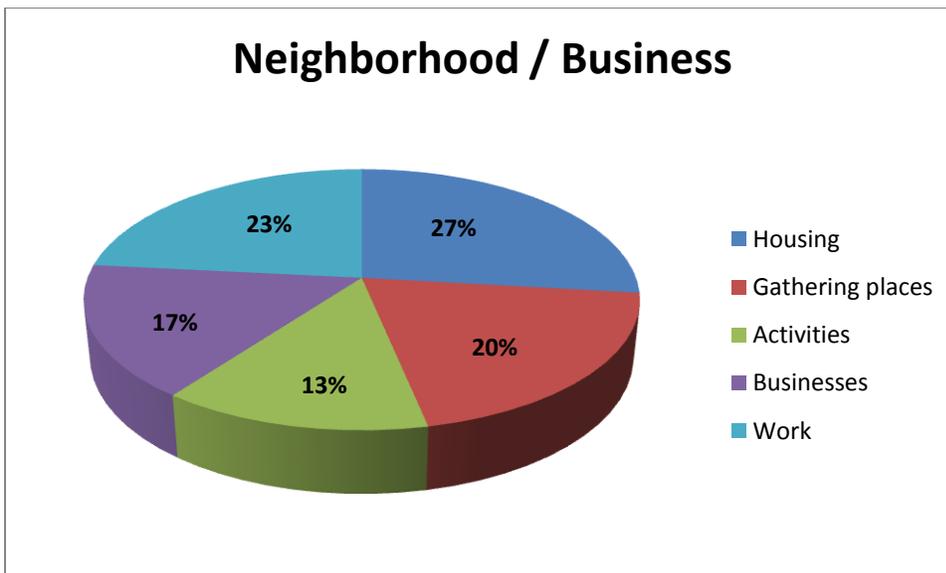
Neighborhood/Businesses	Response	Percent
Housing	4	57%
Gathering places	3	43%

Activities	1	14%
Businesses	1	14%
Work	4	57%

Bhutanese

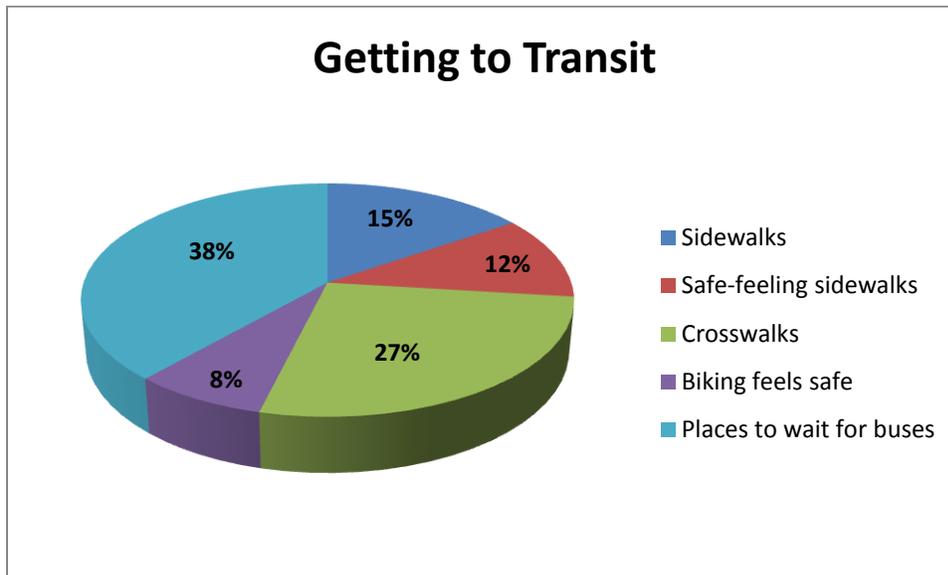


Getting to Transit	Response	Percent
Sidewalks	3	23%
Safe-feeling sidewalks	10	77%
Crosswalks	6	46%
Biking feels safe	5	38%
Places to wait for buses	10	77%



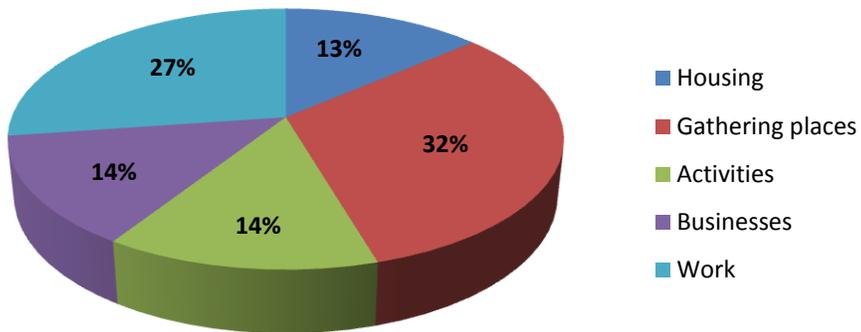
Neighborhood/Businesses	Responses	Percent
Housing	8	62%
Gathering places	6	46%
Activities	4	31%
Businesses	5	38%
Work	7	54%

Platform Intercept Surveys



Getting to Transit	Response	Percent
Sidewalks	4	18%
Safe-feeling sidewalks	3	14%
Crosswalks	7	32%
Biking feels safe	2	9%
Places to wait for buses	10	45%

Neighborhood / Business



Neighborhood/Businesses	Responses	Percent
Housing	3	14%
Gathering places	7	32%
Activities	3	14%
Businesses	3	14%
Work	6	27%

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

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Metro Council

- Shirley Craddick, District 1
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- Kathryn Harrington, District 4
- Sam Chase, District 5
- Bob Stacey, District 6

Auditor

Suzanne Flynn

MAKING A GREAT PLACE





POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT
PUBLIC ENGAGEMENT REPORT

JUNE 1, 2015

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

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Хотите получать информацию об этом проекте?

您是否希望收到關於本工程項目的資訊？

Quyù vò coù muoán nhaän thoâng tin veà döi àn naøy hay không?

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Contact information

Powell-Division Transit and Development Project
www.oregonmetro.gov/powelldivision
powelldivision@oreongmetro.gov
 503-813-7535

Metro Regional Center
 600 NE Grand Avenue
 Portland, Oregon 97233

Dana Lucero, senior public involvement specialist
dana.lucero@oregonmetro.gov; 503-797-1755

ENGAGEMENT SUMMARY FOR MARCH 2015 THROUGH MAY 2015

Purpose - Public engagement efforts for the Powell-Division Transit and Development Project between March 2015 and May 2015 focused on soliciting input on route options in Gresham, amenities at station opportunity areas, the Gresham Action Plan and business needs in Portland.

Input opportunities - Engagement activities are outlined on page 7. A summary of findings from input opportunities begins on page 12, with the full record appearing in the appendix.

- informational briefings to committees, neighborhood associations, business and advocacy organizations
- youth engagement
- Latino, Chinese, Vietnamese, Russian-speaking, Tongan, Bhutanese, African American and African immigrant engagement
- local business engagement
- informational displays at community colleges and busy locations
- talk with staff sessions
- participation at community events and related projects' engagement events
- online survey



Findings - Engagement during this report period focused on Gresham route options for the new bus rapid transit line. People were also asked to weigh in on the Gresham action plan strategies for station opportunity areas. Engagement activities in Portland included project updates to set the stage for further exploration of route options and design issues in the second half of 2015. More detailed findings begin on page 12 and the record of comments in the appendix.

GRESHAM ROUTE OPTIONS

- People prefer Cleveland Ave as the Gresham north/south route option slightly more than Hogan Rd and noticeably more than Main/223rd

GRESHAM ACTION PLAN

People would like to see:

- More jobs, fewer commercial vacancies and more support for small businesses
- Transportation safety at intersections, in the walking environment and around stations
- Improvements being coordinated with the new transit line that bring community resources and that enhance housing choice and quality

MULTI-CULTURAL ENGAGEMENT

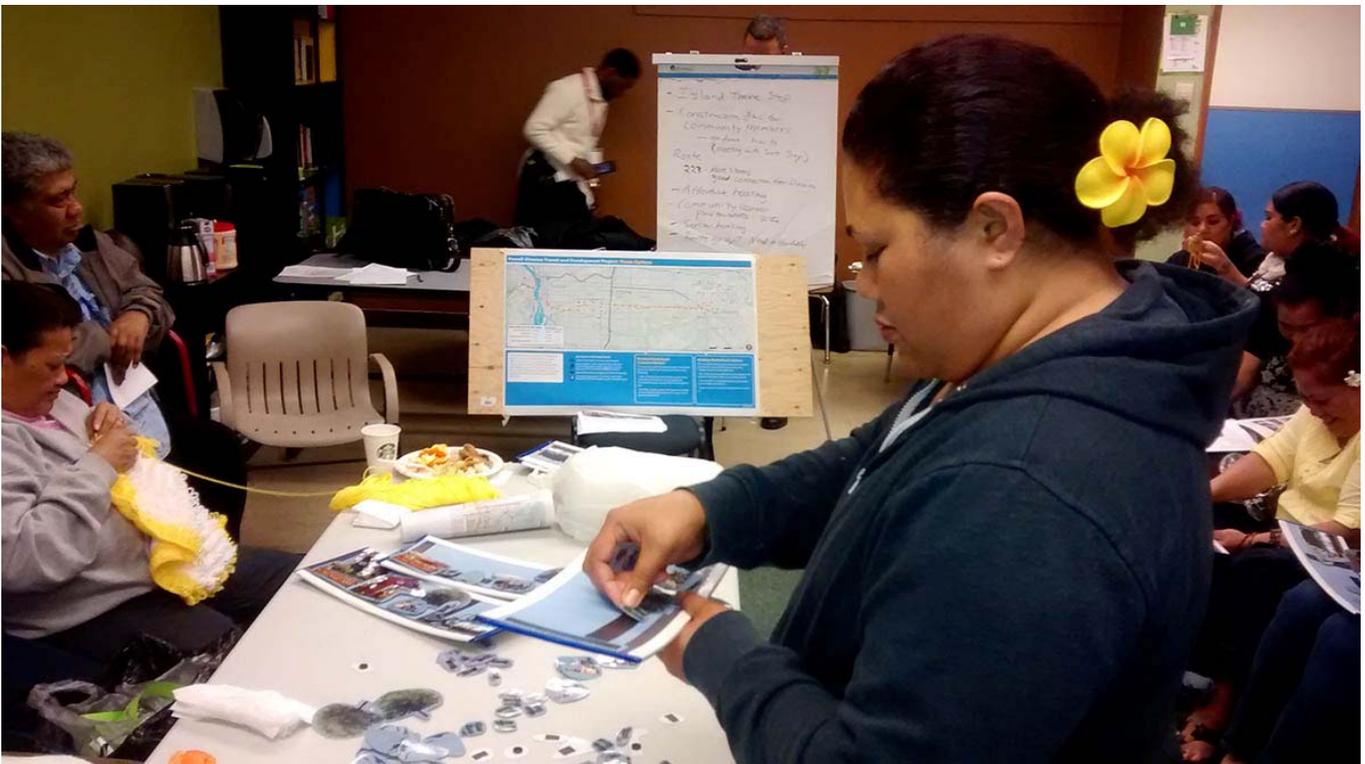
Each cultural community has different interests, priorities and needs regarding transit, stations and station areas. Overall, these communities expressed most interest in:

- Community gathering places
- Transportation safety and comfort
- Housing and transit affordability
- Economic opportunities



IMPORTANT THEMES

- People see the transit project as a means to advance **desired community outcomes**, including:
 - mixed income neighborhoods
 - intentional affordable housing
 - safer, more welcoming streets and community spaces
 - more jobs in the corridor
 - support communities of color
 - protecting existing small businesses especially ethnic businesses at the heart of communities
- People want **safer, more comfortable transportation** that includes:
 - safe sidewalks, crossings, bike facilities
 - continued or improved mobility for all road users
 - faster, more reliable transit
 - better access to transit
- There **are places that could be made safer, more welcoming, healthy and better connected**, which could present **opportunities for business development and community building**.



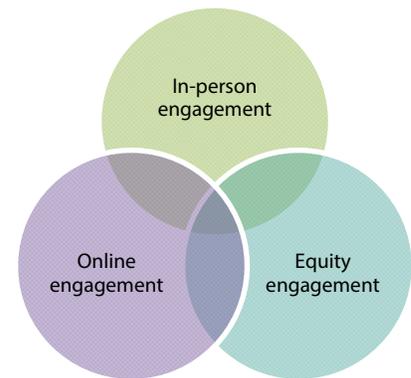
ENGAGEMENT APPROACH

A successful outcome is dependent upon engaging people who live or use services in the area in the development of the community-supported vision for new transit. The Powell-Division Transit and Development Project is a partnership of Metro, TriMet, the cities of Portland and Gresham, Multnomah County and the Oregon Department of Transportation.

Engagement principles and methods

Engagement will consist of in-person opportunities, online and mobile opportunities and targeted outreach to low-income and minority populations. The following principles will guide engagement strategies, activities and materials.

- *Use a person-first lens:* Relate to people the way they relate to the world, not through a project lens.
- *Make it easy for people to participate:* Meet people where they are and capitalize on opportunities for coordinated engagement.
- *Be clear:* Be clear about decisions, how input is a part of decision-making, who is making the decisions and when/what to expect as a result.



Engagement goals

The project team will strive to meet the following engagement goals. People were invited to comment on these goals via survey through the Powell-Division website beginning March 2013. Their comments shaped strategies, activities and evaluation metrics that appear in the evaluation of engagement to date.

- Goal 1: Communicate complete, accurate, understandable and timely information
- Goal 2: Gather input by providing meaningful opportunities to participate
- Goal 3: Provide timely public notice of opportunities to participate
- Goal 4: Facilitate the involvement of low income populations, communities of color and people with limited English proficiency

ENGAGEMENT METHODS AND ACTIVITIES

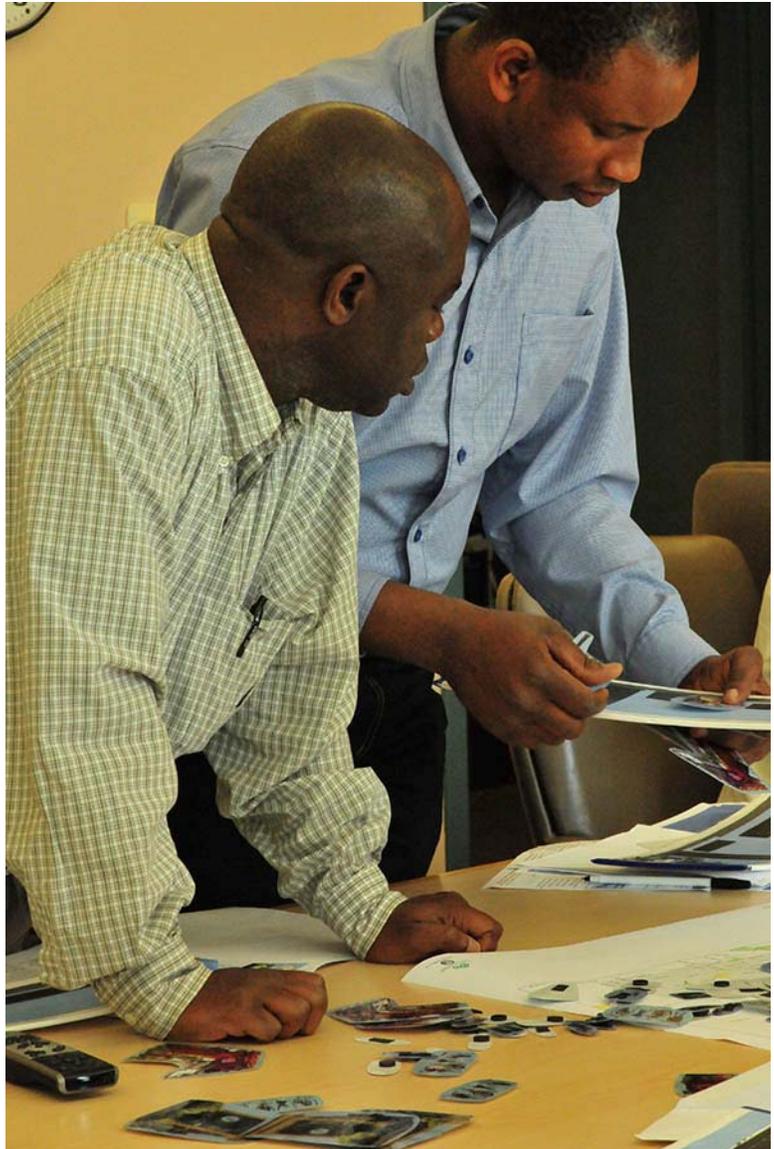
In-person engagement

There was broad public engagement between March and May 2015. Informational briefings were provided to:

- standing committees, such as the Multnomah County Bicycle and Pedestrian Advisory Committee
- neighborhood and business associations
- city councils, organizational boards and policy committees

Project-sponsored events and opportunities included:

- a direct mailing to residents within 300 feet of Cleveland Ave in Gresham notifying them of the route options under consideration and inviting them to participate in the online survey
- postcard drops at multiple apartment complexes along the other route options in Gresham notifying them of the route options under consideration and inviting them to participate in the online survey
- talk with staff sessions
- bus rapid transit learning session
- student and youth engagement
- Latino, Chinese, Vietnamese, Russian-speaking, Tongan, Bhutanese, African American and African immigrant engagement
- business canvassing by youth leaders
- a community forum



The project participated in other events, including:

- community events, such as the Division Midway Alliance Community Visioning Open House and Asian Pacific American Network of Oregon Voices for Change celebration and community space grand opening

March 24 - Powell-Division talk with staff session

March 28 - PSU Masters of Urban and Regional Planning workshop: A Plan for Black Portland, East Portland

March 31 - Metro Council work session

April 1 - East Portland Action Plan Brownfields Subcommittee

April 2 - Powell-Division bus rapid transit learning session

April 7 - Government Affairs Forum

April 8 - East Portland Action Plan Technical Advisory Committee

April 8 - Mt. Hood Community College Board Meeting
 April 8 - Portland Community College Bike Fair
 April 9 - Joint Policy Advisory Committee on Transportation
 April 10 - Gresham Neighborhood Change Advisory Group
 April 14 - Powell-Division talk with staff session
 April 23 - Tongan American Resource Committee Powell-Division discussion
 April 25 - 82nd Avenue Parade of Roses
 April 28 - Powell-Division talk with staff session
 April 28 - Russian Speaking Network of Oregon Powell-Division discussion
 April 29 - Latino Network, Portland Powell-Division discussion
 May 2 - Chinese Community Powell-Division discussion
 May 2 - African Immigrant Community Powell-Division discussion
 May 5 - Central Eastside Industrial District Council Land Use Committee
 May 6 - Community Visioning Open House, Division-Midway Alliance
 May 6 - Gresham community forum
 May 7 - APANO community space grand opening, Jade District
 May 7 - Latino Network, Gresham Powell-Division discussion
 May 9 - Oregon Bhutanese Community Organization Powell-Division discussion
 May 9 - Vietnamese Community Organization Powell-Division discussion
 May 11 - Foster-Powell Neighborhood Association
 May - Richmond Neighborhood Association
 May 11 - Montavilla Neighborhood Association
 May 12 - Portland Bicycle Advisory Committee
 May 12 - Powell-Division talk with staff session
 May 12 - Gresham Coalition of Neighborhood Associations
 May 13 - Mt. Hood Community College Board meeting
 May 13 - Multnomah County Bicycle and Pedestrian Advisory Committee
 May 18 Creston-Kenilworth Neighborhood Association
 May 19 - briefing, Historic Downtown Gresham Business Association
 May 19 - Portland African American Leadership Forum (PAALF)
 May 19 - Portland Pedestrian Advisory Committee
 May 19 - Hosford-Abernethy Neighborhood Association
 May 20 - Mount Tabor Neighborhood Association
 May 26 - Mill Park Neighborhood Association
 May 26 - Powell-Division talk with staff session

Equity engagement

Broad and inclusive engagement is essential to developing a community-supported transit solution. Metro and project partners work with residents and community organizations that serve communities of color, low income populations, youth, people with disabilities and people who do not speak English well to provide early, regular and meaningful opportunities to influence decision-making and engagement efforts. The following list includes equity engagement for the project to date.



- Youth leader engagement of local businesses and community members
- Latino, Chinese, Vietnamese, Russian-speaking, Tongan, Bhutanese, African American and African immigrant community discussions
- Powell-Division route alignment survey (Spanish)
- Route findings map (Spanish, Russian, Chinese, Vietnamese)
- Jade District and East Portland hands on workshops (Spanish, Vietnamese, Chinese)
- Portland and Gresham focus groups (Spanish, Russian, Chinese, Vietnamese)
- Portland Community College Bike Fair
- Latino Family Night through TriMet Service Enhancement Plan at Reynolds High School (Spanish)
- Facebook campaign targeting youth
- Elders in Action Transportation Committee
- Division Midway Alliance Fall Festival and Community Visioning
- Input board to improve bus experience (Spanish, Russian, Chinese, Vietnamese)
- PLACE Program interviews along Powell Blvd (Spanish, Chinese)
- Business engagement materials (Spanish, Russian, Chinese, Vietnamese)
- Powell-Division equity work group
- Youth engagement through TriMet Service Enhancement Plan at Reynolds High School (Spanish, Somali, Farsi, Hmong)
- Email updates to riders of the 4-Division and 9-Powell
- East Portland concert and East Portland Action Plan picnic
- Jade District community meetings, Night Market and Voices of Change celebration

- Native American Youth and Family Center Neerchokikoo Powwow
- Coordination with Portland African American Leadership Forum’s People’s Plan
- Targeted email outreach ask to distribute transit alternatives survey to constituents
- Spanish factsheet
- Multilingual factsheet (Spanish, Russian, Chinese, Vietnamese)

It is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Environmental justice principles considered in transportation planning and project development include:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income persons.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income persons.

Metro respects civil rights. Metro fully complies with Title VI of the Civil Rights Act of 1964, which bans discrimination on the basis of race, color or national origin. For more information on Metro’s civil rights program, or to obtain a Title VI complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. All Metro meetings are wheelchair accessible. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1536 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days in advance of the meeting to accommodate your request. For up-to-date public transportation information, visit TriMet’s website at www.trimet.org.

Online engagement

An online survey invited people to weigh in on Gresham route options and action plan strategies. Between April 17 and May 19, 445 people provided input. A summary appears in the appendix.

Project information and input opportunities were shared broadly through communication channels, including:

- Powell-Division email updates
- Powell-Division web pages (www.oregonmetro.gov/powelldivision)
- Metro transportation and planning and policy email updates
- Metro news digest
- Metro Twitter
- Gresham Neighborhood Connections email updates
- Gresham Facebook page
- Gresham Powell-Division web pages
- Gresham Area Chamber of Commerce email updates
- TriMet email updates
- TriMet Facebook page
- TriMet Service Enhancement Plan web pages

PUBLIC ENGAGEMENT FINDINGS

The following summarizes what we heard during engagement activities between March 17 and May 20, 2015. A full account of comments received can be found in the appendix.

For their June 1, 2015 meeting, the Steering Committee will be asked to advance the project into the next phase, project development. While there are not specific route or action plan decisions for the Committee to make at this meeting, they will be making decisions on these items at upcoming meetings. Engagement activities and findings included in this report will inform those future decisions.

People were asked to weigh in on route options for the new bus rapid transit line and station area action plans in a variety of formats, including:

- an online survey, open between April 17 and May 19, 2015
- community forum in Gresham and neighborhood meetings in Gresham and East and Southeast Portland
- Latino, Chinese, Vietnamese, Russian, Tongan and Bhutanese community discussions
- Youth-led business canvassing in East and Southeast Portland
- Commissions, councils and standing committees
- Interactive displays at busy community locations

GRESHAM

Engagement efforts focused on the Gresham route options, station area amenities and draft action plan strategies.

North/south route options

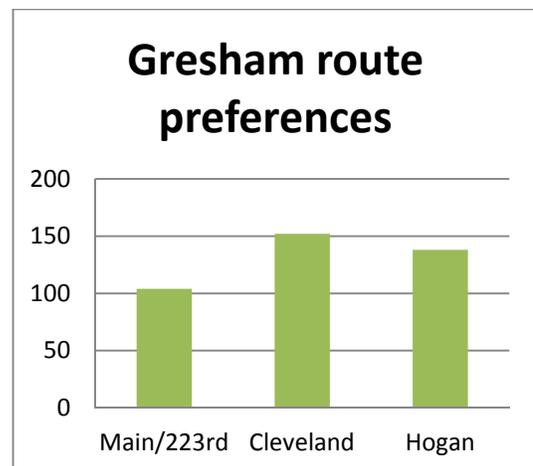
An online survey asked respondents to weigh in on route preferences in Gresham. The three options provide north-south transit connections and serve businesses and jobs on Stark St, such as Legacy Mt. Hood Medical Center. The survey was open from April 17, 2015 through May 19, 2015 and received 445 responses. The findings in full can be found in the appendix.

Respondents prefer **Cleveland Ave** slightly more than the other route options to connect the new transit line on Division St to Mt. Hood Community College. Advantages of this route are:

- Connections to central and eastern portions of Gresham Vista Business Park
- Connections to areas with development potential
- Less potential traffic delay than other routes
- Provides transit access to residents along Cleveland, which currently does not have transit
- Can use street improvements being done by the City of Gresham in 2016

Those who provided comments about Cleveland expressed concern about:

- The residential character of Cleveland
- Making sure residents are aware of the potential route
- Traffic and streetscape changes that would be needed to accommodate the route
- Disrupting connectivity
- Safety and security



Hogan Rd was supported slightly less than Cleveland Ave. and has the following advantages:

- Connections to commercial businesses on Hogan
- Connections to an area with highest development potential
- Connections to the greatest number of community resources
- Provides transit service to Hogan, which currently does not have transit
- Faster travel time compared to Main/223rd

Those respondents who provided comments about Hogan Rd expressed concerns about:

- Traffic

Of the three Gresham north/south routes, **Main/223rd** received less support than the other two. The advantages of this route are:

- Connections to existing transit on 223rd
- Most connections of the three route options to commercial businesses along Stark and the greatest development potential at 223rd and Stark
- Most connections of the three route options to affordable housing units
- Connections to community resources
- Provides access to the entire southern border of Gresham Vista Business Park

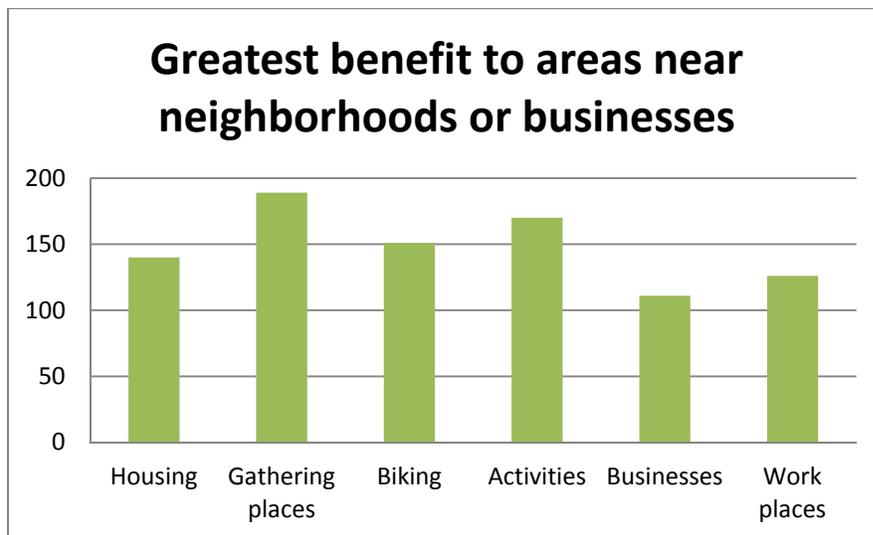
Those respondents who provided comments about Main/223rd expressed concerns about:

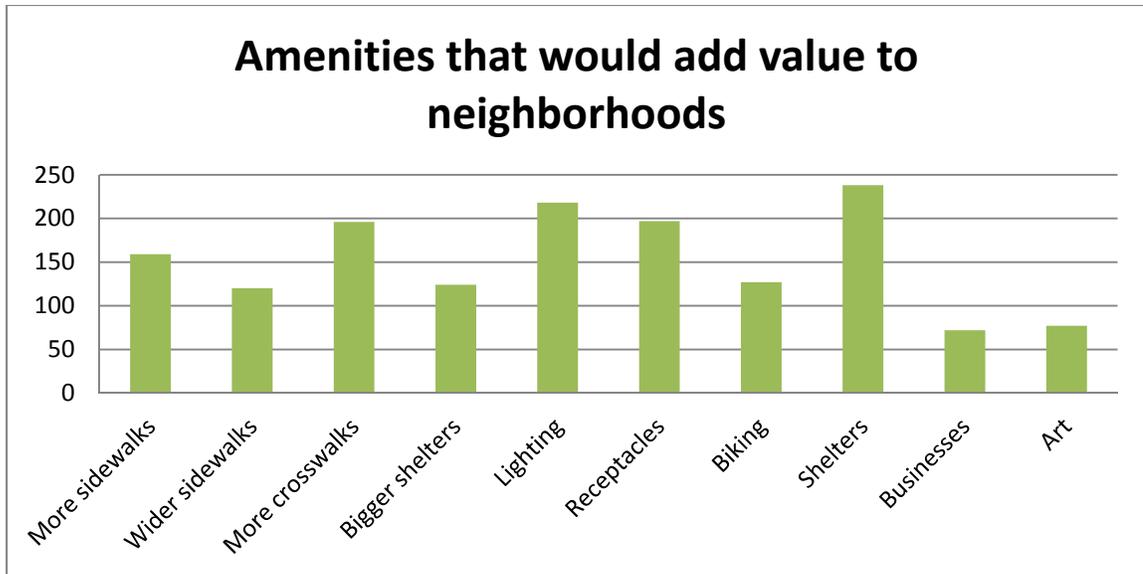
- Maintaining walkability
- Traffic and safety for all travel modes
- Limited economic development opportunities

Station opportunity areas

During community conversations and in the online survey, participants were asked about amenities and improvements around stations that would add value to their neighborhood. The findings in full can be found in the appendix.

In general, respondents are most interested in improvements around stations that enhance safety and community connections, including gathering places, crosswalks, lighting, trash and recycling receptacles and shelters.





Gresham Action Plan

The following charts show the relative importance of each action plan strategy and aggregates data from the online survey and community meetings.

Action plan items are ranked on a scale of “most important” (5) to “not important” (0). The values for each strategy were summed and then divided by the number of responses. The resulting value for each strategy indicates how important each is to respondents – the higher the score, the longer the bar, the more important the strategy.

Generally, respondents would like to see more jobs, fewer commercial vacancies and more support for small businesses. Respondents would like to see transportation safety at intersections, in the walking environment and around stations. They are interested in improvements being coordinated with the new transit line that bring community resources and that enhance housing choice and quality.

A summary of survey respondents' most important actions follows. The survey findings in full can be found in the appendix:

Transportation	<ul style="list-style-type: none"> ▪ Street and intersection design ▪ Sidewalk and crosswalk upgrades ▪ Transportation funding ▪ Lighting and safety
Housing	<ul style="list-style-type: none"> ▪ Rental housing inspection ▪ Landlord training
Lively active places	<ul style="list-style-type: none"> ▪ Coordinate with transit project

	<ul style="list-style-type: none"> ▪ Community center ▪ Landscaping near stations ▪ Business districts
Promote desired development	<ul style="list-style-type: none"> ▪ Commercial redevelopment ▪ Jobs at key sites
Economic development	<ul style="list-style-type: none"> ▪ Jobs in commercial areas ▪ Retaining and attracting industrial jobs ▪ Reducing vacancies and supporting small businesses

Gresham community forum - This forum brought people together to discuss Gresham’s draft Action Plan for transit-supported strategies at Division and 182nd, downtown Gresham, at Stark and Hogan and generally areas nearby the proposed transit line throughout Gresham. Participants responded to locations they would like to see change or stay the same for housing, jobs, stores, or services; better connections; and transportation changes to make travel easier and safer. Key themes that emerged from the meeting include the following:

Transportation	<ul style="list-style-type: none"> ▪ Sidewalks and crosswalks; seek funding ▪ Improve safety and comfort of transit stations ▪ Safer more attractive places near transit stops ▪ Improved bus service throughout Gresham
Housing	<ul style="list-style-type: none"> ▪ Rental house inspection program ▪ Change development rules to encourage desired housing types
Lively active places	<ul style="list-style-type: none"> ▪ Landscaping and amenities near stations ▪ Business district improvements
Promote desired development	<ul style="list-style-type: none"> ▪ Encourage jobs at key sites
Economic development	<ul style="list-style-type: none"> ▪ Small business funding and mentoring ▪ Feasibility of local hiring

Gresham neighborhood change advisory group - An advisory group met to discuss neighborhood change findings for Gresham. The group explored potential actions that could support how the City is projected to grow both in terms of what changes and what stays the same. Topics of discussion included action plan items related to employment, housing and financing for projects and programs. Group members included:

- Betty Dominguez, Home Forward
- Emily Bower, Rockwood-West Gresham Urban Renewal

- Heidi Guenin, Upstream Public Health and Powell-Division Transit and Development Project Steering Committee
- Jean DeMaster, Human Solutions
- John Bildsoe, Coalition of Gresham Neighborhood Associations and Powell-Division Transit and Development Project Steering Committee
- Linda Castillo, Latino Network
- Maggie Tallmadge, Coalition of Communities of Color
- Mary Hanlon, Hanlon Development
- Scotty Ellis, Coalition for a Livable Future

At their meeting on April 10, group members discussed the following.

- Bus rapid transit can support more equitable access to jobs and increase mobility throughout the corridor.
- A “ban the box” effort to remove questions about past criminal records from employment applications could be used to increase access to employment.
- Community benefit agreements organized by community members would allow them to influence how new development benefits the neighborhood and city.
- Individual development accounts could be considered to promote saving for small businesses. (CASA Oregon has a program.)
- Rules could be considered that would promote, if mobile home parks are redeveloped, relocation of residents in the neighborhood.
- Tenant education about their rights would help protect vulnerable populations.
- Providing support to landlords who want to improve deteriorating housing would improve housing quality. This could include the City supporting refinancing applications landlords are filing with banks because that would help the landlords fund improvements.
- Land banking could include land already publicly owned as well as privately owned parcels purchased for future affordable housing development.
- Setting a corridor-wide goal for additional affordable housing could be beneficial.
- Reduced system development charges or property tax reductions could assist with building new quality affordable units.
- Providing additional resources to prevent tenant eviction would increase housing stability for families (which has links to educational success for children). Funding would be used to keep people who normally pay their rent on time in their homes during short-term financial crunches.
- Elimination no-cause evictions could assist with housing stability.

PORTLAND

Engagement efforts consisted of youth led business engagement, culturally specific focus groups, neighborhood association briefings and the Portland bicycle and pedestrian committees. Input from these efforts is described in the sections that follow. This engagement provided updated project information to groups and set the stage for further exploration of route options and design issues for the second half of 2015.

The Portland Action Plan will have its own engagement process. Input on the Action Plan was not collected during this period.

Youth led business engagement -

Cogan Owens Greene engaged youth organizers to canvass local businesses. In total, 72 surveys in Spanish, Russian, Chinese, Vietnamese and English soliciting input about transit and land use choices were collected through interviews conducted by the youth canvassers in Portland.

- How can transit better serve your business? Top responses included:
 - Improved access
 - Increased convenience
 - More destinations
- Do you or your employees often take transit to get to work?
 - Yes, 55% of respondents report they or their employees get to work via transit
 - No, 45% of respondents indicate that neither they nor their employees take transit to work
- Of the remaining connections for the bus to transition from Powell to Division, what street do you prefer for the transition between Powell and Division? Top responses included:
 - 65% of respondents think 82nd would provide the best crossover
- Of the land use or station area improvements that could come with this rapid bus, which would you most like to see? Top responses included:
 - Trash and recycling bins
 - Safety improvements, such as crosswalks and lighting
- Which of these things would provide the greatest benefit to the area near your business? Top response included:



- Gathering places

Multicultural engagement - More than 125 people contributed to discussions about the project and station opportunity areas during hands on workshops in Gresham, East Portland and Southeast Portland. Participants came from diverse backgrounds. The Gresham area discussions focused on the City's draft Action Plan and included discussions with Tongan, Russian, Latino Network and Bhutanese communities. The Portland discussions focused on route crossover options, most used stations, station amenities and station area improvements and included African American, African Immigrant, Russian, Latino, Vietnamese, and Chinese communities.

Each cultural community had different interests, priorities and needs regarding transit, stations, and station areas. Overall, these communities expressed most interest in:

- Community gathering places
- Transportation safety and comfort
- Housing and transit affordability
- Economic opportunities

The **Tongan** discussion group had 19 participants who have particular interest in caring for **seniors** and the following improvements:

- Station area amenities – shelters, trash receptacles
- Contracting opportunities associated with bus rapid transit
- Affordability of housing and transit
- Cultural community identity/center

The **Russian** discussion group had 22 participants who have particular interest in amenities for **children and youth** and the following improvements:

- Economic and business development
- Affordable, diversified and high quality housing (3-5 bedrooms); home-buying incentives
- Improved transit service and experience; transportation safety
- Quality outdoor experiences

Three **Latino** groups discussed the project. More than 20 participated in discussions about Gresham, and 10 participated in conversations focused on Portland. The Latino community has particular interest in amenities for **large families** and **landscaping** and the following improvements:

- Affordable housing for families and students
- More employment opportunities

- Community and family gathering places
- Street improvements – sidewalks, lighting, crosswalks with flashing beacons, bicycle safety; increased non-police security at stations, restrooms, shelters for large families

The **Bhutanese** discussion group had eleven participants who are interested in the following improvements:

- Affordable housing
- Safe sidewalks and overhead street crossings at busiest areas
- Sheltered bus stations, lighting, restrooms
- Community gathering places

The **Chinese** discussion group had 20 participants who are particularly interested in **seniors** and **integrated social experiences (live, work, play)** and the following improvements:

- Transit safety and convenience – wider sidewalks, crosswalks, shelters, lighting, trash and recycling
- Affordability
- Supportive uses, such as activities, gathering places and more businesses for shopping, family visits and conducting business



The **African Immigrant** discussion group had 15 participants who are particularly interested in **elders** and the following improvements:

- Affordable housing
- Efficient, convenient and frequent transit
- Improved employment opportunities
- Lighting, trash and recycling receptacles, safe crossings, restrooms
- Small markets, food carts
- Easy access to social welfare activities

The **Vietnamese** discussion group had seven participants who are interested in the following improvements:

- Safe, walkable streets, sidewalks, crosswalks
- Community center at 82nd and Division – hub for shops and cultural gathering
- Outdoor social gathering and small fruit stands

The **African American** discussion group had one participant who was interested in the following improvements:

- Anti-displacement strategies
- Community development opportunities for vacant lots

Bicycle and pedestrian engagement - Project staff met with the Multnomah County Bicycle and Pedestrian Advisory Committee, Portland Bicycle Advisory Committee and Portland Pedestrian Advisory Committee. These groups discussed the policy context for biking and walking improvements in the corridor, potential approaches to how those improvements could be made and opportunities for including and prioritizing walking and biking projects in the Powell-Division corridor. The input received will shape the approaches moving forward.

Educational institution engagement - Informational displays for the Powell-Division project were installed Mt. Hood Community College and Portland Community College. Project staff also met with the Mt. Hood Community College Board.

Talk with staff sessions - These unstructured, drop in sessions take place the second and fourth Tuesday of every month at the Division Midway Alliance office, mid-corridor on 122nd Avenue and Division Street. The sessions provide an opportunity for interested community members or businesses to talk with staff about the project and provide input. The sessions were publicized through email updates to the interested parties list, on flyers distributed at the Division Midway Alliance office, through East Portland Action Plan's email updates and on flyers distributed during open houses and with business engagement.

Metro newsfeeds - Articles about the project were published on Metro News. People can receive this information by subscribing to an email digest or RSS feed or may visit www.oregonmetro.gov/news.

- [Metro purchase of closed 82nd Ave. furniture store creates unique opportunity](#), April 24, 2015
- [Powell-Division committee selects Tilikum, advances several Portland and Gresham route options](#), March 17, 2015

External media - Media and organizations outside of Metro featured the project.

- The Advocate, [Better transit option coming to MHCC campus](#), May 21, 2015
- APANO, [Voices of Change 2015 – Highlights & Takeaways](#), May 18, 2015
- Portland Tribune, [Metro dives into affordable housing](#), May 14, 2015
- APANO, [Introducing the APANO Community Space at the Voices of Change Celebration](#), April 16, 2015
- TriMet, [TriMet teams up with partners to make main corridors safer](#), April 10, 2015
- Mid-County Memo, [Powell-Division rapid transit line leans toward 82nd as crossover point](#), April 1, 2015
- Portland Tribune, [Region’s first bus rapid transit line moves forward](#), March 31, 2015
- Portland Bureau of Planning and Sustainability, [Future of the Powell-Division Corridor is Taking Shape](#), March 31, 2015



CLOSING THE LOOP: LINKING PUBLIC INPUT TO DECISION-MAKING

Input that informs decisions

The decision-making body for the Powell-Division Transit and Development Project is a Steering Committee made up of residents, transit riders, community organization leaders, business representatives, elected officials and agency directors. The committee is charged with weighing public input and technical information to develop a community supported action plan. That action plan will contain recommendations on transit type, route, station locations and development strategies that will then go to elected councils for consideration and endorsement.

The Steering Committee, during their June 1 meeting, will be asked to advance the project into the next phase, project development. Findings included in this report will feed into decisions made in the project development phase and are reported here in anticipation of what is to come.

Delivery to decision-makers

Public comments made through engagement activities were available to Steering Committee members beginning on May 22. This report is the primary mechanism for delivering public input to the Steering Committee. This report has been made available to the committee and the general public at least one week prior to their June 1, 2015 meeting. In advance of this meeting, each committee member will be offered an opportunity to discuss the public input and/or technical findings with project staff. The findings contained in this report will be presented and discussed during the meeting before the committee seeks consensus on advancing into the project development phase.

Feedback to participants

Every person who provided an email address will receive notice of the availability of this report. This report contains all comments received during this phase of the Powell-Division Transit and Development Project. It links the input received with the decisions the Steering Committee will consider. Project staff strives to make this link clear and welcomes feedback that could improve the process. See page 3 for contact information.

EVALUATION OF ENGAGEMENT TO DATE

The following reflects an earnest evaluation by project staff of engagement efforts for this reporting phase. Note: Following publication of this report, community members will be invited to provide an external assessment of these efforts. If you are interested in participating this assessment, please contact Dana Lucero at dana.lucero@oregonmetro.gov or at 503-797-1755.

● - Achieved | • - Efforts made, room for improvement | ○ - Must improve

	WINTER 2014 Establish goals	SUMMER 2014 Identify alternatives	FALL 2014 Refine alternatives	WINTER 2015 Route options	SPRING 2015 Project agreement	Total efforts
Goal 1: Communicate complete, accurate, understandable and timely information						
A. Was the information tested for clarity by others not involved in the project?	●	●	●	●	●	●
B. Was the information reviewed for accuracy?	●	●	●	●	●	●
C. Was information deemed a vital document ¹ and therefore translated into other languages?	•	●	●	●	●	●
D. Were people informed of the availability of this information (i.e., notification through email updates and other channels)?	●	●	●	●	●	●
E. Was the information available at least one week in advance of any decisions based on that information?	●	●	●	●	●	●
Goal 2: Gather input by providing meaningful opportunities to participate						
A. Were efforts made to engage riders of the 4- and 9-line buses?	•	●	●	●	●	●
B. Were efforts made to engage residents and businesses in the corridor?	•	●	●	●	●	●
C. Were efforts made to engage students and employees of the schools in the corridor?	•	•	•	●	●	●
D. Were community groups and organizations in the corridor invited to share Powell-Division information with their stakeholders or members?	●	●	●	●	●	●
E. Were people invited to provide input before each decision-making milestone?	●	●	●	●	●	●
F. Was public input provided to decision-makers in advance of each decision-making milestone?	●	●	●	●	●	●
G. Were people given the opportunity to provide comments directly to decision-makers at meetings?	●	●	●	●	●	●
H. Were in-person opportunities to participate held at accessible locations?	●	●	●	●	●	●

¹ Executive Order 13166 describes vital documents as those critical for obtaining the federal services and/or benefits, or is required by law. Federal partners stress the importance of assessing the needs of limited English proficiency populations to determine whether certain critical outreach materials should be translated into other languages, but recognizes it would be impossible, from a practical and cost-based perspective, to translate every piece of outreach material into every language. (Source: Commonly Asked Questions and Answers Regarding Executive Order 13166, www.lep.gov/13166/lepqa.htm)

● - Achieved | • - Efforts made, room for improvement | ○ - Must improve

	WINTER 2014 Establish goals	SUMMER 2014 Identify alternatives	FALL 2014 Refine alternatives	WINTER 2015 Route options	SPRING 2015 Project agreement	Total efforts
I. Were in-person opportunities to participate held at variable times?	•	●	●	●	●	●
J. Were in-person opportunities to participate supplemented by online opportunities to participate?	●	●	●	●	●	●
K. Were online opportunities to participate also available in other formats?	•	●	●	●	●	●
L. Did public involvement activities help build the capacity of people to participate in future public processes?	•	•	•	●	●	●
Goal 3: Provide timely public notice of opportunities to participate						
A. Were meetings, workshops, surveys and other opportunities to participate clearly advertised on the project website and emailed to the interested persons list?	●	●	●	●	●	●
B. Were project-sponsored meetings advertised on the project website at least two weeks in advance?	●	●	●	●	●	●
C. Were people made aware of project briefings in advance of community meetings, such as neighborhood associations?	•	●	●	●	●	●
D. Were formal public comment periods advertised per federal requirements?	n/a	n/a	n/a	n/a	n/a	n/a
Goal 4: Facilitate the involvement of low income populations, communities of color and people with limited English proficiency						
A. Were efforts made to engage Spanish language speakers?	•	●	●	●	●	●
B. Were efforts made to engage Vietnamese language speakers?	○	•	•	●	●	●
C. Were efforts made to engage Chinese language speakers?	○	•	•	●	●	●
D. Were efforts made to engage Russian language speakers?	○	•	•	●	●	●
E. Did meeting materials include Metro's ADA, non-discrimination and language assistance notice?	●	●	●	●	●	●
F. Were translation services made available upon request?	•	●	●	●	●	●
G. Was project information made available at accessible locations such as health care clinics, local and ethnic markets, community centers and schools?	•	•	•	●	●	●

For planned engagement opportunities in the next phase of the project, see the next page.

WHAT'S NEXT?

Engagement between June and December 2015 will continue to focus on route options and what people would like to see at future station areas. Activities will include:

- Culturally specific engagement
- Bus rider engagement
- Youth and student engagement
- Business engagement
- Hands on workshops and open houses
- Online engagement
- Participation in related public and community events
- Powell-Division community briefings at existing meetings, such as neighborhood associations

Do you have ideas for other activities?

Let us know! Contact information is found on page 3.

APPENDIX



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

GRESHAM ROUTE OPTIONS ENGAGEMENT

May 2015

KEY THEMES AND OUTCOMES

Engagement efforts in April and May 2015 focused on the Gresham route options, station opportunity areas, and draft action plan strategies. An online survey invited people to weigh in on Gresham route options and action plan strategies. Between April 17 and May 19, 2015, the survey received input from 445 people. Additional input was received from two community meetings in Gresham.

Route options input

For the Gresham route options, Cleveland Ave is slightly more preferred than Hogan Rd. The routes have distinct character that makes them difficult to compare easily. What some people see as pros for either of these routes other people see as cons.

Cleveland Ave is favored by people who consider the low traffic volumes on the street an advantage for transit speed and reliability, but the route is not supported by people who feel that roadway impacts and the frequency of bus travel on the street would disrupt the safety, security, and neighborhood feel of the street.

Hogan Rd is favored by people who consider the roadway width, ridership, and destinations an advantage for transit functionality, but the route is not supported by people who feel that existing traffic and speeds on the roadway would compromise transit speed and reliability and rider safety.

Station opportunity areas input

Respondents are most interested in improvements around stations that enhance safety and community connections, including gathering places, crosswalks, lighting, trash and recycling receptacles, and shelters.

Gresham action plan input

Respondents would like to see more jobs, fewer commercial vacancies, and more support for small businesses. Respondents would like to see transportation safety at intersections, in the walking environment, and around stations. They are interested in improvements being coordinated with the new transit line that bring community resources and that enhance housing choice and quality

ENGAGEMENT METHODS AND FINDINGS

Project information and input opportunities were shared broadly through communication channels, including:

- Powell-Division email updates
- Powell-Division web pages (www.oregonmetro.gov/powelldivision)
- Metro transportation and planning and policy email updates
- Metro news digest
- Metro Twitter
- Gresham Neighborhood Connections email updates
- Gresham Facebook page
- Gresham Powell-Division web pages
- Gresham Area Chamber of Commerce email updates
- TriMet email updates
- TriMet Facebook page
- TriMet Service Enhancement Plan web pages

North/south route options

An online survey asked respondents to weigh in on route preferences in Gresham. The three options provide north/south transit connections and serve businesses and jobs on Stark St, such as Legacy Mt. Hood Medical Center. The survey was open from April 17, 2015 through May 19, 2015 and received 445 responses.

Respondents prefer **Cleveland Ave** slightly more than the other route options to connect the new transit line on Division St to Mt. Hood Community College. People cite advantages of this route as:

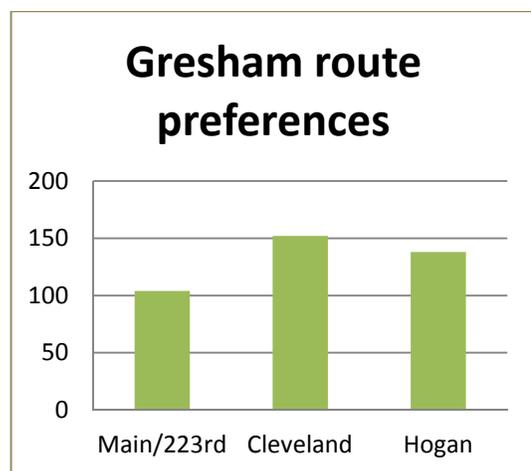
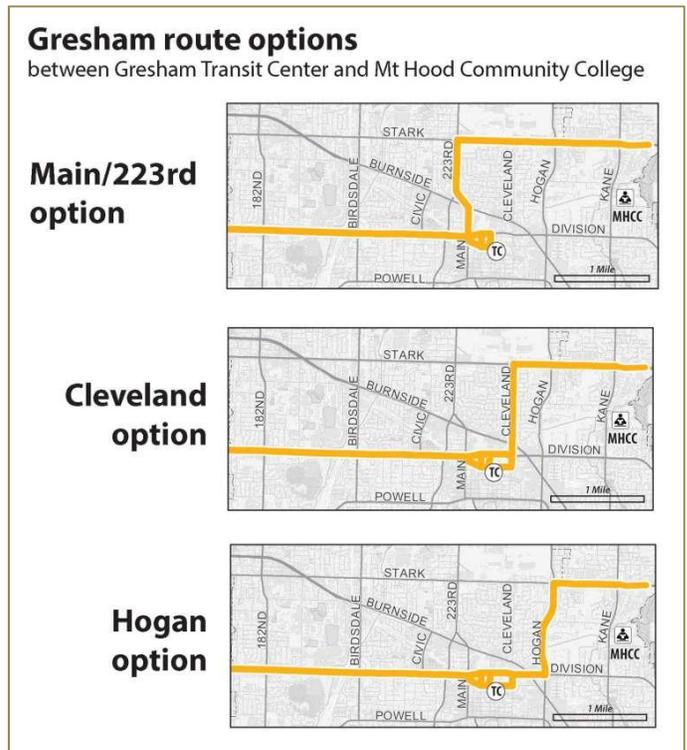
- Connections to central and eastern portions of Gresham Vista Business Park
- Connections to areas with development potential
- Less potential traffic delay than other routes
- Provides transit access to residents along Cleveland, which currently does not have transit
- Can use street improvements being done by the City of Gresham in 2016

Those who provided comments about Cleveland expressed concern about:

- The residential character of Cleveland
- Making sure residents are aware of the potential route
- Traffic and streetscape changes that would be needed to accommodate the route
- Disrupting connectivity
- Safety and security

Hogan Rd was supported slightly less than Cleveland Ave. People cite the advantages of this route as:

- Connections to commercial businesses on Hogan
- Connections to an area with highest development potential
- Connections to the greatest number of community resources



- Provides transit service to Hogan, which currently does not have transit
- Faster travel time compared to Main/223rd

Those respondents who provided comments about Hogan Rd expressed concerns about:

- Traffic

Of the three Gresham north/south routes, **Main/223rd** received less support than the other two. People cite the advantages of this route as:

- Connections to existing transit on 223rd
- Most connections of the three route options to commercial businesses along Stark and the greatest development potential at 223rd and Stark
- Most connections of the three route options to affordable housing units
- Connections to community resources
- Provides access to the entire southern border of Gresham Vista Business Park

Those respondents who provided comments about Main/223rd expressed concerns about:

- Maintaining walkability
- Traffic and safety for all travel modes
- Limited economic development opportunities

The full set of comments from the survey appears in the appendix. The following table presents the variety of responses received for routing considerations. Comments are coded according to these themes.

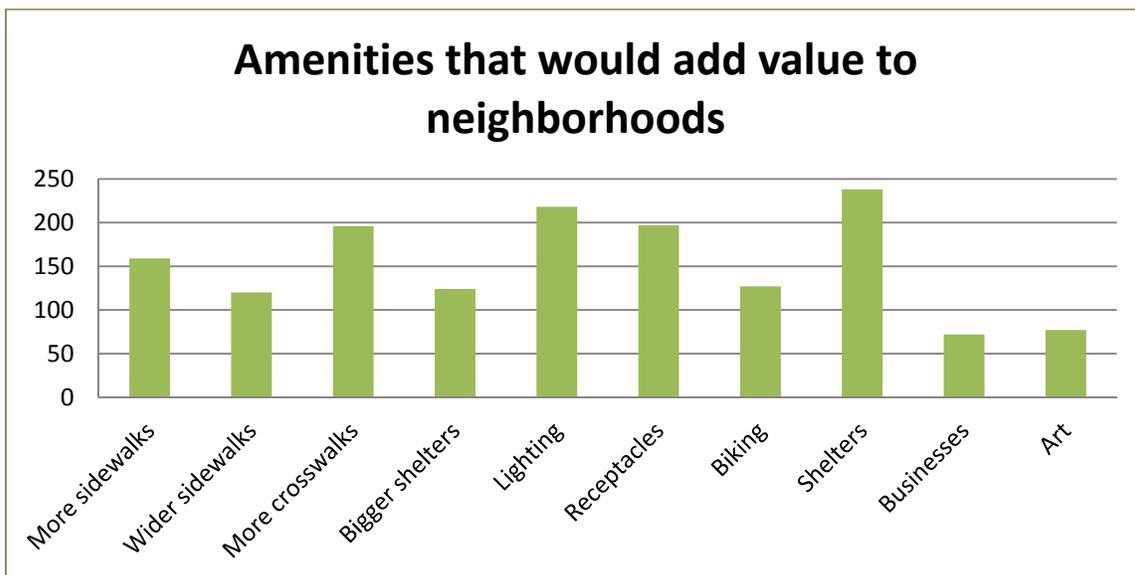
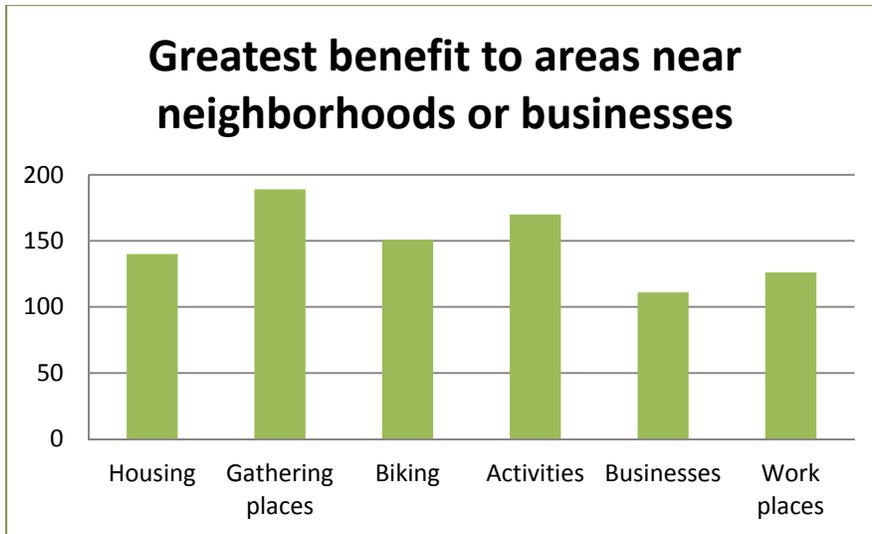
Transportation	<ul style="list-style-type: none"> ▪ Biking – bicycle connections, routes or other amenities ▪ Parking ▪ Safety and security – safety of stations, vehicles, roads, crossings and neighborhoods; crime/theft concerns ▪ Speed – speed of transit service ▪ Traffic – traffic conditions, potential impacts, congestion ▪ Walking – pedestrian access and amenities
Neighborhood and development qualities	<ul style="list-style-type: none"> ▪ Development – commercial or residential development, development opportunities ▪ Neighborhood effects – noise, pollution, and other potential impacts of new transit service ▪ Safety and security – safety of stations, vehicles, roads, crossings and neighborhoods; crime/theft concerns

Equity	<ul style="list-style-type: none"> ▪ Access – all types of access: to transit, residences, services, and business ▪ Accessibility ▪ Equity – low income and Limited English Proficiency communities, people of color, transit dependent population, youth, seniors, people with disabilities
Service design	<ul style="list-style-type: none"> ▪ Connections – connections to bus/MAX, destinations and populations ▪ Directness – directness of route ▪ Frequency ▪ Maintain/+ service – existing transit service or need for added service ▪ Reliability ▪ Ridership – existing and potential people served by transit ▪ Transit – existing and potential public transportation service and/or design
Routing	<ul style="list-style-type: none"> ▪ Cleveland ▪ Destinations – places to be served ▪ Hogan ▪ Main/223rd ▪ Route – potential transit routes

Station opportunity areas

During community conversations and in the online survey, participants were asked about amenities and improvements around stations that would add value to their neighborhood.

In general, respondents are most interested in improvements around stations that enhance safety and community connections, including gathering places, crosswalks, lighting, trash and recycling receptacles, and shelters.



Gresham Action Plan

The following charts show the relative importance of each action plan strategy and aggregates data from the online survey and community meetings.

Action plan items are ranked on a scale of “most important” (5) to “not important” (0). The values for each strategy were summed and then divided by the number of responses. The resulting value for each strategy indicates how important each is to respondents – the higher the score, the longer the bar, the more important the strategy.

Generally, respondents would like to see more jobs, fewer commercial vacancies, and more support for small businesses. Respondents would like to see transportation safety at

intersections, in the walking environment, and around stations. They are interested in improvements being coordinated with the new transit line that bring community resources and that enhance housing choice and quality.

People thought the most important actions include:

Economic development

- Jobs in commercial areas
- Retaining and attracting industrial jobs
- Reducing vacancies and supporting small businesses

Promote desired development

- Commercial redevelopment
- Jobs at key sites

Transportation

- Street and intersection design
- Sidewalk and crosswalk upgrades
- Transportation funding
- Lighting and safety

Create lively active places

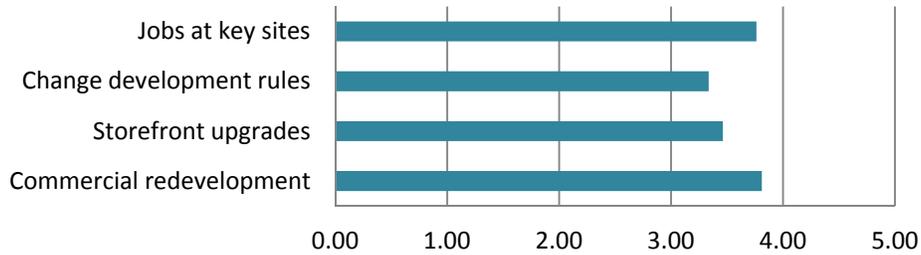
- Coordinate with transit project
- Community center
- Landscaping near stations
- Business districts

Housing

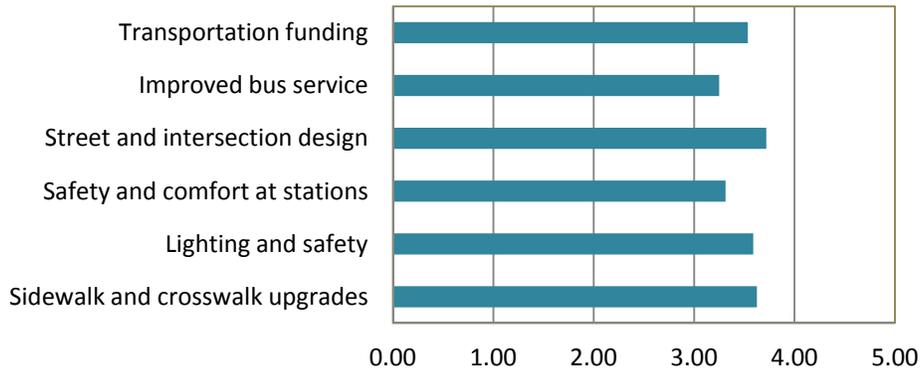
- Rental housing inspection
- Landlord training



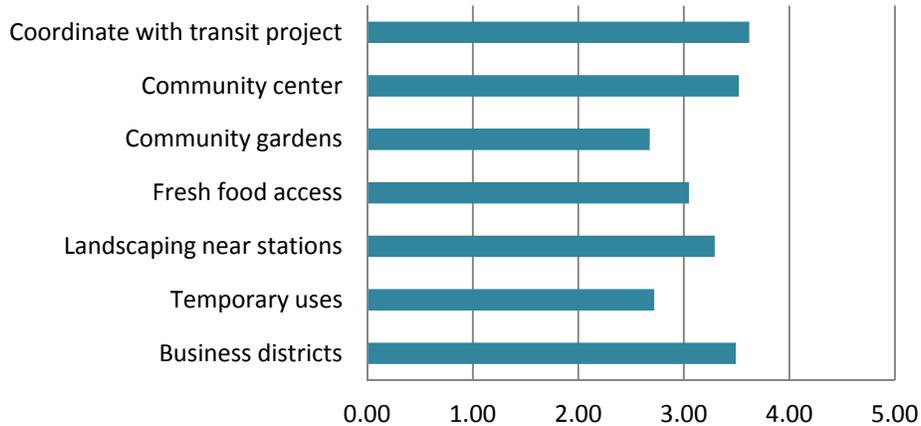
Gresham Action Plan Promote desired development

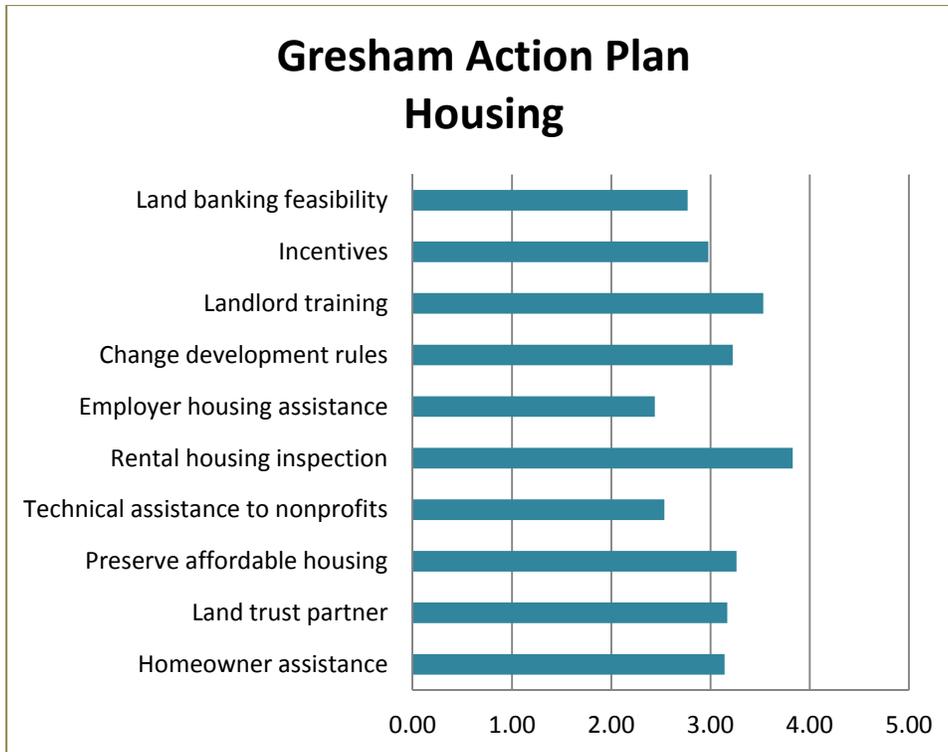


Gresham Action Plan Transportation



Gresham Action Plan Lively active places





The full set of comments from the survey appears in the appendix. The following table presents the variety of responses received for action plan consideration. The comments are coded according to these themes.

Transportation	<ul style="list-style-type: none"> ▪ Connections – connections to bus/MAX, destinations and people ▪ Transit – anything referring to public transportation ▪ Walking – pedestrian access and amenities
Equity	<ul style="list-style-type: none"> ▪ Accessibility – ADA access ▪ Affordable – housing for people with low incomes ▪ Displacement – gentrification/displacement of residents or businesses ▪ Equity – low income, people of color, etc ▪ Middle income – housing for people with middle incomes
Livability	<ul style="list-style-type: none"> ▪ Amenities – features that complement transit: trees, parking, etc ▪ Community – community centers and gathering places ▪ Employment – jobs and/or wages ▪ Livability – desired qualities of neighborhoods ▪ Safety and security – of transit or neighborhoods
Land use	<ul style="list-style-type: none"> ▪ Destinations – places transit should serve ▪ Food – restaurants, grocery stores, etc ▪ High density – housing/other development

	<ul style="list-style-type: none"> ▪ Mixed-use – residential/commercial land use ▪ Schools
Housing	<ul style="list-style-type: none"> ▪ Home ownership ▪ Homelessness ▪ Housing ▪ Rental – references to tenants or landlords
Rules and Regulations	<ul style="list-style-type: none"> ▪ Enforcement – enforcement of rules and regulations ▪ Laws/regulations – new or existing laws, zoning rules, etc ▪ Maintain/improve – refers to existing transit service and housing ▪ Zoning

Q3 What are additional considerations the Steering Committee should take into account when deciding on this route?

Answered: 73 Skipped: 220

#	Responses	Date
1	speed Passengers look for speed getting to their destination.	5/19/2015 8:58 PM
2	destinations development Hogan speed transit Connects to: •commercial businesses on Hogan •area with highest development potential •greatest number of community resources, in particular access and service to Mount Hood Medical Center. •Provides transit service to Hogan, which currently does not have transit. •Faster travel time compared to Main/223rd.	5/18/2015 4:32 PM
3	traffic No left turn signal on Burnside and Cleveland. The bus on Cleveland would cause even more congestion.	5/18/2015 4:31 PM
4	walking The fewer the stops the better! One of the leading factors in obesity is a sedentary lifestyle. There is no need to have a stop every other block or even every other 3. There should be, at a minimum, a distance of .5 miles between stops.	5/18/2015 12:56 PM
5	traffic Bus impacts to congestion. If Hogan is selected, bus turnouts should be designed to not stop traffic flow behind busses.	5/18/2015 12:21 PM
6	connections destinations Hogan support I think it is highly important to incorporate this new bus line with as many businesses as possible. The Hogan transit would provide this access the best. Stark and Division both have bus lines and people can take a bus to intersect with this new bus line.	5/18/2015 11:21 AM
7	neighborhood effects traffic The infrastructure is already there, and you won't be disrupting established residential areas with extra noise and pollution. Traffic moves very well through this area.	5/18/2015 11:17 AM
8	directness Hogan ridership speed support transit Hogan is a major street, and will benefit from having transit added to it. Like with 82nd, we want to add transit to the highest use corridors, so it will maximize effectiveness. 223rd/Main is the 2nd choice, but the backtracking is a major negative -- it reduces the real and perceived "express" nature of this MAX Express Bus route. I am strongly in favor of dedicated right of ways. In Central Connecticut -- hardly a bastion of quality transit -- they did complete BRT, with no cuts, and it blew away ridership estimates. East county is read for this: http://streetsblog.net/2015/05/08/connecticuts-new-brt-line-smashes-ridership-expectations/	5/18/2015 11:06 AM
9	Hogan route Hogan thur Palmquest thur to Burnside	5/18/2015 10:40 AM
10	destinations ridership transit Providing BRT to more densely populated areas makes the most sense, especially to desirable places to visit in Gresham.	5/18/2015 10:25 AM
11	speed traffic transit If traffic can impede the buses on Hogan, then that defeats the purpose of BRT, which is supposed to be rapid transit. If this is just going to be a glorified bus route, then don't do it at all.	5/18/2015 9:24 AM
12	Cleveland traffic Traffic impacts on both 223 and Hogan could be severe without dedicated lanes or turn out areas. Cleveland would have the least direct traffic impact.	5/18/2015 8:37 AM
13	access connections destinations maintain/+ service route My Mom has a hard time connecting and getting around to Gresham Winco, Gresham Fred Meyer, etc. without having to walk a tremendous amount from busing. She lives off of Wallula and Division. Seems like there should be some sort of NE Burnside bus.	5/18/2015 6:45 AM
14	connections maintain/+ service Connect to clackamas county	5/18/2015 6:45 AM
15	connections reliability transit Connections to MAX and other buses; I hate to miss a connection.	5/17/2015 11:23 PM
16	route support I don't. I'm sorry, but all are fine. If I had a choice, 1600.	5/17/2015 8:15 PM
17	access biking connections route Connections with established bike friendly routes.	5/17/2015 8:05 PM
18	access maintain/+ service route None of these bus routes are on Burnside. There is an entire area we can't access	5/17/2015 6:26 PM
19	destinations maintain/+ service route gateway to hogan along glisan, quick walk to mt hood med and line 20	5/17/2015 6:23 PM

Powell-Division: Gresham options survey

20	Hogan maintain/+ service route support Area that has no service at all like Hogan or even Burnside where the MAX doesn't run.	5/17/2015 3:51 PM
21	maintain/+ service route I am wondering why Kane wasn't considered., which would have been the very best connection for everyone in East Gresham.	5/17/2015 10:30 AM
22	accessibility maintain/+ service transit walking I live right off of Burnside. No, bus service. I used to walk and if I started limping more. Ride bus back home. No close bus for me. I was surprised. Burnside bus in not down Burnside, Stark bus in NOT doable, Division. either. I have gained 8 lbs in 6 months. woo hoo	5/16/2015 8:39 PM
23	support transit This route needs bus service.	5/16/2015 6:59 PM
24	traffic by 2020 traffic pattern may change as would traffic density	5/16/2015 6:22 PM
25	Cleveland Hogan support Go north on Hogan, go south on Cleveland	5/16/2015 1:44 PM
26	destinations speed Fastest travel to downtown from Gresham Transit Center	5/16/2015 11:03 AM
27	access maintain/+ service route transit walking This has nothing to do with this route. We need transit from Hwy 26 and Palmquist Rd. We have to walk about 1 mile to a bus stop. I'm positive something can be worked out for a turn around route.	5/16/2015 10:40 AM
28	directness Hogan speed support As of now there is no bus route on Hogan dr. which makes traveling a bit time consuming when I have to take bus 20 all the way around being that I live on 242nd and Hogan.	5/16/2015 9:53 AM
29	parking provide more parking areas	5/16/2015 9:26 AM
30	ridership transit What will benefit the riding public	5/16/2015 9:00 AM
31	development Development potential	5/16/2015 8:04 AM
32	neighborhood effects route traffic Less impact on traffic in my home neighborhood where I would be driving for local shopping, etc. (Hogan)	5/16/2015 7:28 AM
33	access route walking Most of us are used to walking to the buses, so a shorter walk is still an advantage. I vote to have it on a busy - main throughway.	5/16/2015 7:17 AM
34	safety and security safety	5/16/2015 7:13 AM
35	Cleveland directness equity Hogan safety and security Hogan & 223rd are wide streets which currently have limited points to cross safely. It the idea is to get from downtown Gresham to MHCC then it matters little which option is selected. If there is a desire to serve an undeserved area then Cleveland is the choice. Otherwise, Hogan would be the next best option as it provides direct access to the main line to a point farther out than the 223rd or Cleveland options.	5/16/2015 6:41 AM
36	Open	5/16/2015 6:22 AM
37	maintain/+ service Please do not decrease service ON POWELL on 9, 17 or 19	5/15/2015 11:23 PM
38	accessibility frequency How long of a wait time between the buses and is there going to be better disabled transit.	5/15/2015 10:39 PM
39	transit Making it ha email just a bus area for bus to go up and down those routes	5/15/2015 10:27 PM
40	directness Hogan Main/223rd ridership More direct than 223rd, and avoids the problems of Hogan. While either 223rd or Hogan have more local rider generators and destinations, the overall route benefits from a more direct route.	5/15/2015 10:16 PM
41	frequency Id say the frequency of the line or the rail that will be doing this route	5/15/2015 10:13 PM
42	access route transit It needs to run from Burnside/powell blvd. We have no service to any businesses on burnside from the s.e. side of gresham!	5/15/2015 10:08 PM
43	route Powell & Holgate for Bus Rapid Transit would also work great as alternative streets for future growth. Why couldn't you use KANE as an alternative versus Cleveland.	5/15/2015 10:03 PM
44	development Potential for future land use and development impacts (i.e. density to support the line and/or density that can be permitted due to proximity to high-capacity transit)	5/15/2015 9:42 PM
45	development equity neighborhood effects safety and security speed That the fair doesn't go up. And in the long run will this truly be better for the people of Portland and Gresham or worse? How is this truly going to help business in the area grow? To them it could spell disaster with more theft.	5/15/2015 9:41 PM

Powell-Division: Gresham options survey

46	access equity ridership speed Shorter commute, but added service for residents that currently don't have any bus service	5/15/2015 9:34 PM
47	route Driving along Cleveland, the streets seems a bit narrow compared to the other two-lane options.	5/15/2015 9:30 PM
48	speed traffic Traffic slowing the bus	5/15/2015 9:17 PM
49	speed transit we already have the Max line, how can the buses go faster than the existing speed limit on those roads. Since we already have Max, why spend the money for this?	5/15/2015 8:55 PM
50	reliability Reliability	5/15/2015 6:45 PM
51	access development reliability ridership speed traffic transit Fast travel to Mt Hood Comm. College is paramount. Avoiding traffic delays for on-time service is paramount. #20 service on Stark exists, and should not be duplicated. Service to new neighborhoods should be prioritized over business connections, as important as both are. The LOWEST priority is new development created by transit lines. This has been a mistake in the past. Transit should be about moving people, in ways that encourages them to leave their cars at home--period. not about development.	5/15/2015 12:47 PM
52	traffic Existing traffic patterns.	5/13/2015 11:05 PM
53	Cleveland safety and security traffic We need a turn signal at the intersection of Cleveland and Burnside before someone dies or gets injured, we don't need more traffic on Cleveland.	5/13/2015 8:34 PM
54	destinations route I don't think That's a should be adding more tri met options near GHS. Spread out to more areas that are not currently being served by tri met.	5/13/2015 10:11 AM
55	development route Width of existing street allows development. Most direct route.	5/13/2015 8:41 AM
56	neighborhood effects safety and security Residents don't want a bus stop in front of houses not that safe in many ways	5/13/2015 7:54 AM
57	neighborhood effects future changes to the neighboring area around the selected route	5/13/2015 7:31 AM
58	equity ridership those most in need will be those in affordable housing	5/12/2015 10:26 PM
59	do not support please build light rail instead	5/12/2015 10:12 PM
60	Cleveland Hogan neighborhood effects ridership support This section through Cleveland is all residential and would serve far less people than it would going down Hogan. Cleveland is only a 2 lane road and I feel this would have a terrible impact on the neighborhood.	5/12/2015 3:14 PM
61	traffic Staying away from the Hogan/Division/Burnside triangle at all costs - it will slow down service and make that intersection even worse.	5/12/2015 2:52 PM
62	reliability speed traffic BRT will not make frequent stops so traffic impacts could be mitigated	5/12/2015 11:03 AM
63	access transit Places that have no existing transit options	5/12/2015 10:16 AM
64	destinations Will there be a connection to the future VA center in Fairview.	5/12/2015 9:19 AM
65	biking Cleveland support transit walking there is no bus service on Cleveland. Cleveland should be improved with sidewalks and bike lanes and transit should use Cleveland.	5/12/2015 9:00 AM
66	reliability traffic Not having brt buses in traffic.	5/11/2015 8:37 PM
67	Hogan neighborhood effects support traffic It's the only road built to handle heavy bus traffic. Neighborhood streets like Cleveland and Main are not built or designed to handle the load of frequent bus trips and will fail quickly as a result.	5/11/2015 4:29 PM
68	traffic traffic is big issue	5/11/2015 4:11 PM
69	destinations Community College should be included in access.	5/11/2015 4:01 PM
70	reliability Traffic is a mess at Division and Hogan. BRT would make that worse and the buses would be delayed more often.	5/11/2015 8:38 AM
71	Cleveland neighborhood effects speed Cleveland is currently 25mph. It should stay that speed on such a residential street and neighborhood.	5/10/2015 5:19 PM
72	traffic Less traffic on Hogan than Cleveland Ave. The Cleveland route would run through a very high density residential area in comparison to the two other routes. The "Cons" section of the above pictures is totally false.	5/9/2015 12:12 PM

Powell-Division: Gresham options survey

73	<p>Cleveland Hogan reliability speed traffic I'd like to avoid Hogan, as current traffic on Hogan is often horrid and stand-still, particularly from 4-6 pm; frequent violations heading east and south from Hogan Place to Hogan Drive (no left turn - supposedly - from 4-7 pm). Heavy after-work traffic there. Cleveland route has only a 25-mile speed limit.</p>	5/8/2015 6:17 PM
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Q3 What are additional considerations the Steering Committee should take into account when deciding on this route?

Answered: 44 Skipped: 108

#	Responses	Date
1	destinations Hogan support I prefer Hogan over 223rd because this would give bus access to a rich retail strip (Bimart, Coastal, Harbor Freight) on Hogan as well as Home Depot, Albertson's and the Hospital on Stark. Transit is more valuable when it takes us not just from home to work, but also to the places we need access to in order to conduct our lives.	5/9/2015 3:52 PM
2	destinations equity ridership assistance for elderly ,the fact that it it easily connects to light rail	5/9/2015 2:42 PM
3	neighborhood effects Stay off off neighborhood streets.	5/8/2015 10:38 PM
4	Cleveland destinations reliability route Cleveland is 25 mph or less by schools, too narrow for "larger busses". 223 connection in front of GHS would be problematic.	5/8/2015 4:22 PM
5	Hogan Main/223rd traffic walking People could get off at the corner of 223rd and Division, and walk to the transit center, and walk to the stores in the Gresham Station Shopping Center AND the Gresham Town Fair Shopping Center. The Hogan corridor between Powell and Division is already AWFUL with traffic all the time, and is REALLY bad during peak times.	5/8/2015 9:33 AM
6	speed Adjusting the speed limit to 30	5/8/2015 7:26 AM
7	growth Hogan neighborhood effects support traffic Powell is a narrow thoroughfare. Unless this street is widened, I would be concerned that impact on traffic would be considerable. Division, Burnside and Stark are obviously much wider and can handle the additional impact. Hogan has always been considered as a great potential access route and those of us who have lived here forever can appreciate the sentiments of those who see we are losing our " country feel" to give it up, but we also have to consider community needs and not let sentimentality of the old get in the way of progress for the new.	5/8/2015 6:52 AM
8	Cleveland do not support Hogan Main/223rd neighborhood effects safety and security support traffic Having 4 lanes already in place, crosswalks, businesses etc., 223rd & Hogan, are well suited for bus travel and the pull-outs to pick up and drop off bus riders. The Cleveland route however is NOT well suited for our neighborhood for many reasons - two of which are the unnecessary costs to add the extra lanes, and road improvements etc., and the added bus traffic to "our residential" area every 15 minutes. This would ultimately destroy the tranquility of our "neighborhood", especially those with homes facing or backing to Cleveland. Also, there would be the added threat of more thefts/crime transported to our area. I am absolutely apposed to Cleveland being the chosen route for this project!!	5/7/2015 11:50 AM
9	Cleveland traffic Future traffic congestion issues Consideration for residents along the mostly-residential Cleveland route. Are they OK with this?	5/7/2015 10:22 AM
10	Cleveland neighborhood effects the preferences of the residents along Cleveland--do they want a bus line on that street?	5/5/2015 5:51 PM
11	route Adding a bus line to downtown Troutdale	5/5/2015 3:59 PM
12	environment traffic Please take into consideration the short and long term effect on the ecosystem(s) of the area (throughout planning, construction, and the subsequent foot/vehicle traffic that will be created).	5/5/2015 3:54 PM
13	Cleveland destinations transit School, and church on Cleveland. It is not currently serviced.	5/5/2015 12:32 PM
14	development growth 30k people move to the area every year. With this kind of growth, it is very important to set up systems that won't have to be changed every five years. Set it up so that ten years or fifteen years from now, the infrastructure is in place as the growth reaches it. You can always scale back if the anticipated growth slows, right? Zack Rouse Summa Real Estate Associates 503.381.0552	5/5/2015 10:29 AM
15	transit East side transit enhancement coordination with Stark street service.	5/4/2015 10:36 AM
16	destinations route Have you thought about turning north onto Kane from Division? That would drop people off right in front of MHCC.	5/4/2015 6:45 AM

Powell-Division: Gresham options survey

17	route traffic transit Can the streets themselves, handle the additional weight and frequency of buses?	5/3/2015 4:04 PM
18	safety and security walking Safety of pedestrians	5/2/2015 3:50 PM
19	transit Sufficient transit stations and stops. Easy access to transit. Having the greatest access to the community to transit.	5/1/2015 7:31 AM
20	Cleveland the other option would be cleveland	4/30/2015 9:05 PM
21	destinations equity route The steering committee also needs to look at the benefits of serving a poorer neighborhood like Rockwood, and connect to jobs along Stark, health service at MHMC, and education at MHCC. A route joining the Rockwood transit center with the Gresham transit center via SE Stark/MHCC/SE Kane/SE Division would be ideal to help this be a reality.	4/30/2015 8:50 PM
22	neighborhood effects Make sure you don't have negative effects on established and good neighborhoods at same time.	4/30/2015 8:41 PM
23	Cleveland neighborhood effects traffic Ultimately, it comes down to the needs of the community. A given route may be at the whim of traffic delays, but having a route on a certain street with delays may be better for families than no route there at all. Having the route on Cleveland may also add some much needed attention to the area.	4/30/2015 8:10 PM
24	reliability speed transit Traffic time, reliability of scheduling, and possibility of BRT exclusive infrastructure.	4/30/2015 7:45 PM
25	neighborhood effects The noise level and the street width	4/30/2015 7:08 PM
26	traffic Extreme traffic density along Main St. from Powell north to Burnside. Buses commonly drive over the existing center lines and into the opposing traffic lane (Southbound) in downtown Gresham	4/30/2015 7:05 PM
27	Main/223rd neighborhood effects Main/223rd seems to be the best route option due to the fact that it connects transit from Downtown Gresham. I think Cleveland would be the worst option due to all the residents who live along the Cleveland route. There would be too many homes that would be negatively impacted by this transit addition.	4/30/2015 7:02 PM
28	equity neighborhood effects How many families will be displaced by this new route	4/30/2015 6:42 PM
29	do not support neighborhood effects Keep commercial, commercial and neighborhoods safe from mass transit traffic. Leave quaint Main St. as a walkable passive restaurant/shopping retreat.	4/30/2015 4:07 PM
30	development Hogan neighborhood effects Fairview Parkway route limits economic development opportunities. NE Cleveland cuts through a residential neighborhood and disrupts connectivity. Hogan Road offers the best options for development and serving bus riders	4/30/2015 4:01 PM
31	safety and security traffic Safety of pick up ovations. Delays in other traffic during peak periods.	4/30/2015 3:32 PM
32	Cleveland support traffic 223rd and Hogan are busy with cars as is - less impact on them if Cleveland is picked. Thanks! Can't wait for it to be here!	4/30/2015 3:13 PM
33	traffic transit Add dedicated lanes now, before traffic volumes and congestion become worse and adding bus lanes becomes politically or financially impossible. Pursue designs (e.g. median busway, land banking) that would enable easy, low-cost conversion to LRT as an extension of the blue line at some future date when demand warrants.	4/30/2015 2:55 PM
34	Hogan Hogan is best choice	4/30/2015 2:51 PM
35	route Pass through Gresham TC for connection with 9-Powell	4/30/2015 2:47 PM
36	Cleveland speed traffic Hogan would be a really bad idea. Far too much traffic in that space. Cleveland would have to have major improvements to accommodate this concept as well as a higher speed limit.	4/30/2015 2:31 PM
37	transit walking The lack od transit within a reasonable walking distance	4/30/2015 2:08 PM
38	biking Relation to bike boulevards? bike lanes?	4/30/2015 2:07 PM
39	ridership Please remember this is not meant to be a local transit route, but a high capacity transit route. It's meant to serve high volumes of riders efficiently.	4/30/2015 2:06 PM
40	destinations Legacy Mount Hood Medical Center.	4/30/2015 1:58 PM
41	destinations proximity to Rockwood Town Center	4/30/2015 1:58 PM

Powell-Division: Gresham options survey

42	<p>reliability Transit reliability - many people use transit to get to work or school so limiting travel through areas that have high congestion would be good.</p>	4/30/2015 1:53 PM
43	<p>ridership route Have you considered a large loop continuing on Division to Kane and following can to Stark? It's unlikely that many of the Mt. Hood CC students would be willing to walk all the way from opposite ends of campus to catch the BRT. If there were a couple of stops perhaps one on the southwest corner of campus and another at the northwest, you'd provide a much great amenity for the campus and increase ridership. Also, Kane is a wider street currently then Cleveland and so would need fewer modifications to the streetscape or driving patterns.</p>	4/30/2015 1:43 PM
44	<p>Cleveland development reliability speed walking Cleveland route is walking distance from downtown Gresham (Main Street), but still has speed advantages. Cleveland is also an under-developed route with potential for growth/development, and this line will encourage development over time.</p>	4/30/2015 1:38 PM

Powell-Division: Gresham options survey

Action Plan: Economic Development

Q9 Comments

Answered: 15 Skipped: 278

#	Responses	Date
1	Employment Livability Mixed-use We need more viable businesses that support living wage jobs and a more vibrant commercial/residential/public space mix in our East County region.	5/18/2015 4:36 PM
2	Laws/regulations Let people be more industrious; lower business requirements and road blocks for entrepreneurs.	5/17/2015 11:27 PM
3	Home-based Laws/regulations Livability Mixed-use Type II home based businesses with customers can negatively affect neighborhoods. Type I businesses already have very few rules that would prevent them. The only modifications needed might be in the case of businesses in commercial or mixed use districts where the person also lives in a non-conforming home.	5/17/2015 10:38 AM
4	Transit I would not mind a part time job. but It would have to be along the max. On bad days I can get to the MAx	5/16/2015 8:46 PM
5	we need full & unrestrained comment from all whom	5/16/2015 2:56 PM
6	These city needs help in all areas	5/16/2015 7:15 AM
7	Food Where is the New Seasons or Trader Joe's besides Natural Grocer in Gresham	5/15/2015 10:06 PM
8	Transit Gresham should encourage the development of class A office space and the businesses that use it. Doing so would help utilize public transportation moving in the opposite direction than the current flow which is toward downtown Portland.	5/15/2015 9:53 PM
9	Housing More affordable housing	5/15/2015 9:18 PM
10	Laws/regulations you can't excuse businesses from taxation then strap the bill on the backs of the middle class, which is what Portland has done.	5/15/2015 9:03 PM
11	Laws/regulations Lower the speed limits easier to see places to shop	5/13/2015 7:58 AM
12	Livability No incentives for property owners who did not maintain their property in the last 10 years	5/13/2015 7:39 AM
13	especially important in Rockwood community	5/12/2015 10:29 PM
14	Home-based Livability Home based businesses need to be very neighbor friendly. Or it's a trade off of livability vs. jobs. There is a reason for having commercial zones.	5/12/2015 11:07 AM
15	High tech promote high tech industries	5/11/2015 4:46 PM

Powell-Division: Gresham options survey
Action Plan: Promote Desired Development
Q11 Comments

Answered: 11 Skipped: 282

#	Responses	Date
1	Displacement Housing Careful with gentrification.	5/17/2015 11:28 PM
2	Enforcement Livability It's the development rules that encourage the quality that we are seeking. Please ensure quality over ease because the quality developers are usually willing to follow the rules once they are known. It is the cheap and fly-by-night developers who whine most and don't want to do what is required.	5/17/2015 10:41 AM
3	Housing Zoning Go To Salem Tuesday, And go for the Inclusionary Zone laws Changed. 3:00 pm is the hearing. It will help housing tremendously	5/16/2015 8:48 PM
4	might be more relaxed outside city center.	5/16/2015 3:00 PM
5	Displacement Housing Do NOT gentrify or force residents to have to move due to increased rents and/or cost to buy	5/16/2015 7:16 AM
6	Accessibility Buses that are large enough for any wheelchair	5/15/2015 10:21 PM
7	Displacement Housing don't start condemning residential property with this. Its not fair and you will really make folks mad.	5/15/2015 9:05 PM
8	Housing Zoning quality middle-income single family housing --- no high density/low income/high rise (we have enough already)	5/13/2015 7:41 AM
9	Livability Don't trade development for livability. Congestion, giving away resources that support public safety, a poor environment, and lack of parks shouldn't be the tradeoff of enticing development.	5/12/2015 11:14 AM
10	Enforcement Livability Property owners should not get a free ride -- many have owned property for years & are not doing basic maintenance since it comes out of their pocket (resurfacing/re-stripping parking lots is an example)	5/12/2015 11:11 AM
11	Displacement Owners and current businesses need to be part of the discussion and solution. Don't run existing businesses out for bigger and better.	5/12/2015 9:23 AM

Powell-Division: Gresham options survey

Action Plan: Transportation
Q13 Comments

Answered: 11 Skipped: 282

#	Responses	Date
1	Connections Transit North/south connectivity to the corridor is very important	5/18/2015 8:42 AM
2	Destinations Maintain/improve Transit I would really like to see a busline that serves Glisan from About 122nd or 136th sll the way to Reynolds High School!	5/18/2015 12:37 AM
3	Maintain/improve Transit Cannot stress enough how much more outer Gresham service is needed: quite a few people have irregular job and school hours and they do go out on the weekends, needing the bus and MAX. Bus service stops at 8, 8:30 pm weekdays, 5 pm Saturdays and Sundays. Specifically talking about Bus 80 and 81. Also, extend MAX Line further East into Gresham please.	5/17/2015 11:31 PM
4	Safety and security Transit I talk to many people, even some of my 6'2" male friends do not feel safe at some of the Max and bus stops	5/16/2015 8:59 PM
5	Amenities ask property owners plant more tree's	5/16/2015 3:05 PM
6	Safety and security Walking bike routes and crosswalks are killing folks. Stop building those.	5/15/2015 9:07 PM
7	Safety and security Walking we need sidewalks in all neighborhoods so we don't get hit by a speeding car because we have to walk in street	5/13/2015 8:00 AM
8	Destinations Maintain/improve Transit Walking sidewalks where a trail has been worn by users --- improved/frequent bus service thru out all of Gresham with service to areas being developed in the southern portion of the city & connections to the industrial areas to the north. We have the population -- need to be able to move people from educational sites to housing to their jobs (all within Gresham)	5/13/2015 7:44 AM
9	Equity Maintain/improve Transit 181st Route needs to be increased; other low income areas where services have been depleted (main, etc) need to be proritized for travelability in east areas	5/12/2015 10:32 PM
10	Amenities Transit Create day parking for the commuters that will use this service. Avoid them using the nearby neighborhoods.	5/12/2015 11:16 AM
11	Maintain/improve Transit absolutely improved bus service thruout ALL of Gresham!	5/12/2015 11:12 AM

Powell-Division: Gresham options survey

Action Plan: Lively Active Places

Q15 Comments

Answered: 9 Skipped: 284

#	Responses	Date
1	Community Schools Gresham has a community center; it is MHCC. Invest in MHCC rather than duplicating efforts when MHCC already has the infrastructure needed.	5/18/2015 4:52 PM
2	Community Transit Could be a good project ot align with BRT Project, new community...(blank).	5/17/2015 11:33 PM
3	Community Schools Schools can be used as a center for activities and classes. A separate building isn't really necessary. A Community Schools program would be nice again, where the City, Schools and MHCC collaborated to provide activities and classes, etc. at extremely low cost.	5/17/2015 10:45 AM
4	Today I donated blood @ 125th and NE Halsey, The farmers market locked the Port a potty, Made it somewhat hard for the Red Cross workers, the people in the garden and the last few of us to use the toilet. my appointment was at 1:45 pm	5/16/2015 9:01 PM
5	Food More places to Eat and dine.	5/15/2015 10:22 PM
6	what are you going to do when the economy collapses?	5/15/2015 9:09 PM
7	Community Food no drug dealing/parking lot 'temporary uses' -- trees have been removed recently to improve sight lines for safety reasons -- fresh food access a high priority -- need several community centers (not just 1) -- encourage several 'neighborhood feel/unique identity' areas	5/13/2015 7:48 AM
8	Transit Coordinate actions in action plan with design and construction of bus rapid transit project is highest priority.	5/12/2015 2:58 PM
9	Community Tri-Met has cut down trees @ stations to improve safety/sight lines - need several community centers adaptable to several purposes in Gresham (not just 1)	5/12/2015 11:16 AM

Powell-Division: Gresham options survey

Action Plan: Housing

Q17 Comments

Answered: 13 Skipped: 280

#	Responses	Date
1	High density More people, more activity and constituents.	5/17/2015 11:35 PM
2	Home ownership Maintain/improve A mix of housing types and incomes is much more important than segregating the economically disadvantage, which would bring its own, well known set of problems. Gresham already has much more than it share of "affordable housing" and doesn't need more, with the possible exception of adding ancillary dwellings to more neighborhoods. It would be preferable to help with rehab of existing housing stock. I don't believe in helping with home ownership without an extreme screening process that would ensure maintenance after ownership.	5/17/2015 10:51 AM
3	Affordable Homelessness If Gresham gives permits to build home/apt 15% for low income, On Mothers Day I talked 2 old women living in their station wagon, the Elderly are loosing housing and more are living in their cars.	5/16/2015 9:07 PM
4	Affordable Displacement Yes, as long as there is no gentrification that would force people to move if costs increased	5/16/2015 7:18 AM
5	Affordable Low cost housing for low income people not just median income.	5/15/2015 10:24 PM
6	Affordable Affordable housing should be a top priority	5/15/2015 9:21 PM
7	Maintain/improve Rental code enforcement needs enforcing to make land lords improve properties. Gresham's code enforcement system probably needs as much work as Portlands does.	5/15/2015 9:14 PM
8	Home ownership I am a beneficiary of various first-time homebuyers programs. They are great. We also had a community service provision in our original documents for this condominium. It didn't work in this case. It had been kind of "cribbed" from a program with a natural fit for community service requirements for home ownership. Also, no actors involved here were willing to enforce the community service provision, so it was doomed, essentially, or not truly committed to.	5/15/2015 1:13 PM
9	Middle income Gresham does not need anymore low income housing. The huge influx of section 8 housing that we have had in the past has made our city far less desirable to the working class due to the large amount of crime in the Rockwood area.	5/14/2015 4:51 PM
10	Employment Maintain/improve Middle income Rental affordable housing should be middle-income housing - not low income -- rental inspections should require more than just a sloppy paint job which looks good from a distance --- employers need to pay wages that support middle income housing	5/13/2015 7:52 AM
11	Home ownership Maintain/improve consider incentives/reduce barriers for existing housing to be upgraded, leading to homeowners staying in neighborhood with housing upgrades and increases in home values - with a condition to stay in home for five years.	5/12/2015 10:36 PM
12	Employment Maintain/improve Rental The east county has a lot of the metro areas affordable housing currently, and therefore, the issues that go with that. Making the existing affordable housing better, which would potentially attract tenants that would use the new bus service for employment and shopping, rather than transit for crime, would be helpful for all the folk that currently live here. Fixing what we have should be a priority. Before trying to attract more of the same.	5/12/2015 11:32 AM
13	Employment Maintain/improve Middle income Rental Employers need to pay decent wages -- encourage middle class single family housing (not low income/high density) -- many rental units look ok from the street but are poorly maintained when seen up close -- affordable housing s/b middle income, not low income housing	5/12/2015 11:20 AM

Powell-Division: Gresham options survey
Action Plan: Economic Development

Q9 Comments

Answered: 7 Skipped: 145

#	Responses	Date
1	employment Gresham has been a bedroom community for decades. We NEED more employment opportunities. I have been working since 1980, but NEVER worked in Gresham--always Portland. I would LOVE to work where I choose to live.	5/9/2015 3:57 PM
2	resources - strategies MHCC mentors small businesses.	5/8/2015 4:30 PM
3	This checklist should allow for a choice of more than one item at each option. .ex: more than one item could be rated as a most important or least important.	5/8/2015 7:06 AM
4	livability zoning Where are "industrial areas" and what businesses are attracted to them? I always thought industrial areas were supposed to be noisy, stinky and dirty. Is this study trying to attract these kinds of businesses in or next to Gresham's residential areas?	5/7/2015 10:29 AM
5	employment livability In-country manufacturing needs a boost, but more importantly, environmentally sustainable business needs critical attention. Support growth of eco-groovy business and we all win.	5/5/2015 10:34 AM
6	employment Improve the quality of light-industrial and manufacturing jobs. Last thing we need is more low-income, retail and service-sector jobs.	4/30/2015 2:35 PM
7	food We need food carts	4/30/2015 2:10 PM

Powell-Division: Gresham options survey
Action Plan: Promote Desired Development

Q11 Comments

Answered: 3 Skipped: 149

#	Responses	Date
1	maintain/improve near-term We have done the storefronts and that has been very good for business in our core of historic downtown Gresham. I think that if we aren't setting to many roadblocks for encouraging new quality buildings and so forth, we can do more great things sooner than later. If we are too stringent, folks get discouraged and will take their business elsewhere.	5/8/2015 7:12 AM
2	How does Gresham define the concept of "Work with..."?	5/7/2015 10:35 AM
3	livability Zero carbon footprint should be the standard with new construction. Incentivize builders to build power plants, not energy consuming caverns.	5/5/2015 10:36 AM

Powell-Division: Gresham options survey

Action Plan: Transportation

Q13 Comments

Answered: 5 Skipped: 147

#	Responses	Date
1	Same comment as previous screen!	5/8/2015 7:12 AM
2	balanced uses safety and security Safety and improved multi-modal traffic flow are such important concepts. It's difficult to rank them.	5/7/2015 10:35 AM
3	biking Improved biking routes needs to be on this list.	5/4/2015 6:38 PM
4	amenities Transit stops must provide riders protection from the East Wind - this is very important	5/3/2015 4:20 PM
5	sorry, but I really do not like this rating system	5/1/2015 7:37 AM

Powell-Division: Gresham options survey

Action Plan: Lively Active Places

Q15 Comments

Answered: 8 Skipped: 144

#	Responses	Date
1	connections destinations transit i have been largely dependent on public transit for the last year due to a medical condition that makes driving problematic. Yet I find it easier to access businesses I need in Portland rather than Gresham, because the transit access is so much better to Portland locations.	5/9/2015 4:02 PM
2	equity livability transit I think this transit effort is more important than any further efforts to develop routes for bicycles. As a bicyclist I am appalled at the behaviour, arrogance of the daily bicyclists commuters. They should be charged a licensing fee for use on main roads, trails. Many eldeely people do not and will never ride a bicycle in our area and the lack of courtesy by the bicyclists should be a crime. Bad drivers whether on 2 or 4 wheels should be fined.Thank you	5/9/2015 2:53 PM
3	Same as previous screens!	5/8/2015 7:16 AM
4	resources - strategies Since these choices come with hugely different price tags, I'd prefer not to comment at this time for fear of being misinterpreted.	5/7/2015 10:39 AM
5	community food safety and security Food! Garden! Safety! Community!	5/6/2015 11:54 AM
6	amenities equity resources - strategies Where Portland fails repeatedly to give proper attention to its outlying areas (Rockwood, Lents, Brentwood/Darlington - essentially anywhere past SE 72nd Ave), give much attention to western Gresham. Make the contrast between Rockwood and Gresham so stark that Portland will be jealous and bring its side up to speed. Support business development and aesthetic infrastructural development from the western Gresham border in.	5/5/2015 10:40 AM
7	community near-term Use of parking lots ofr occasional events and Farmer's Markets is acceptable. Do not want to see them used for food carts	4/30/2015 4:17 PM
8	community near-term resources - strategies Use MHCC for community activities and such rather than spend money creating new locations.	4/30/2015 2:58 PM

Powell-Division: Gresham options survey

Action Plan: Housing

Q17 Comments

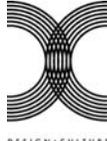
Answered: 6 Skipped: 146

#	Responses	Date
1	biking employment transit walking We have plentiful housing, but few places to work other than Portland or its WESTSIDE suburbs. Pleas improve transportation options in Gresham and actively recruit new employers to the area.	5/9/2015 4:06 PM
2	enforcement livability resources - strategies Some of this is already being done and shouldn't be part of survey. Ex: helping landlords...there are assns. that already do this but they need to be forced upon the landlords, apparently because there unfortunately plenty of landlords in this town that don't seem to care about their tenants, both in the business and family living sectors. They have allowed for too many substandard occurrences such as mold and poor plumbing to continue far too long and it becomes out of control because they let it go too long! There needs to be Serious fines for those who allow this!!	5/8/2015 7:27 AM
3	equity housing resources - strategies I don't understand where funds for land banking would come from, but it sounds like an idea worthy of further investigation. Are mobile homes and parks really good for residents? I always thought they were traps in which unsophisticated 'home-owners' lost out to unscrupulous owners/managers.	5/7/2015 10:43 AM
4	resources - strategies Partner with Local Realtor Jake Woolsey (503) 791-6350 to help with these goals. He was awesome in helping me find a Gresham home	5/5/2015 6:42 PM
5	Please do something about this rating system	5/1/2015 7:39 AM
6	equity housing resources - strategies Duplicate what has been done at Fir Acres. Encourage more immigrants to settle here and support them as they become part of our community.	4/30/2015 6:03 PM



Community Engagement Support Report

May 2015



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Metro

Brian Monberg
Dana Lucero

City of Gresham

Brian Martin

City of Portland

Alexandra Howard

Gresham Consulting Team

Carlos Gonzalez
Kirstin Greene
Linda Castillo
Omar Carrillo
Pam Phan
Polo Catalani

Metro Consulting Team

Anita Yap
Joy Alise Davis
Kirstin Greene
Roberto Jimenez
Sam Gollah
Stefano Viggiano
Therese McLain

Portland Consulting Team

Anita Yap
Kirstin Greene
Pam Phan
Therese McLain

Community Engagement Liaisons

Krishna Maya Koirala
Kolini Fusitua
Natalya Sobolevskaya
Linda Castillo
Ping Khaw

Youth Organizers

Amy Alvarado
Anne Victor
Bel Paw
Ender Bay
Eric Sosalessso
Esme Kai-Willow
Fabiola Sandoval Mejia
Fatuma Gedi
Hannah Kelley
Isaac Alvarado
Juan Perez-Torres
LaShawn McCarthy
Laura Molina
Nanda González
Rachel Fetters
Rosita Rendon
Stephanie Rojas

Cogan Owens Greene Support Team

Edward Hill
Gina Ellison
Lynn Findlay
Nancy Marshall
Steve Faust

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1. Introduction

Through our contract with Parsons Brinckerhoff, subconsultants Cogan Owens Greene (COG), Gollah Consulting and members of the Multicultural Collaborative, were retained to support outreach and engagement services for the Powell-Division Transit and Development Project to complement the City of Portland, City of Gresham and Metro entities. Our work was focused on reaching communities that had been less involved to date, including culturally specific communities with limited English proficiency. In early 2015, we reviewed demographic information and conducted stakeholder interviews to develop outreach and engagement strategies to reach the diverse population along the corridor. This report summarizes work conducted for Metro, the City of Portland and the City of Gresham from April 1 to May 20. A report of results from February (www.oregonmetro.gov/powelldivision) was submitted under separate cover.

2. Public Engagement Strategies and Methods

The Powell-Division Transit and Development Project seeks to bring important investments to Gresham, East Portland and Southeast Portland, supporting and improving local communities and making it easier for people to get around.

The Powell-Division Transit and Development Engagement Plan has the following overall goals:

- 1. Communicate complete, accurate, understandable, and timely information
- 2. Gather input by providing meaningful opportunities to participate
- 3. Facilitate timely public notice of opportunities to participate
- 4. Facilitate the involvement of low-income populations, communities of color, and people with limited or no English language proficiency



The community engagement strategies we developed were consistent with the overall Engagement Plan goals and designed to reach people who live within or use services in the areas identified in the development of the Powell-Division project. Specifically, our work focuses on a support plan that addresses both the Title VI Program and Environmental Justice requirements and responds to the Metro Demographic Baseline Analysis from September 2014. The activities described in this report are intended to augment other community outreach activities and online communication conducted directly by Metro, Portland and Gresham.



Our team employed two basic methods to achieve responses: business canvassing and community discussions. Additional tools of interactive displays and a mailer were used to raise awareness.

Specific corridor populations targeted for outreach by the COG Team are predominantly racial and ethnic minorities, persons with low-income, persons with limited English proficiency.

Methods

The following means were employed to reach these populations:

- Youth canvass of businesses along the Portland section of the corridor at key station areas 50th/52nd and 82nd (72 surveys completed)
- Nine culturally specific community based workshops (113 participants)
- Design and installation of interactive displays at the Rosewood Initiative, Mt. Hood Community College, Portland Community College and Metro for awareness-building and comment opportunity (25 comment cards received)



The following sections summarize these results.

3. Business Canvassing

As part of the business outreach, we recruited, trained and employed bilingual youth from diverse backgrounds to administer business surveys in key station areas. They focused their efforts both in Portland (April) and Gresham (February). In total, the youth collected 72 business surveys in Portland and 64 in Gresham. Several in Portland were collected in Chinese (11) and in Vietnamese (8).

Results from the City of Portland canvass follow. Gresham results were included in our summary report from February 2015.



Q1. How can transit better serve your business?

Out of the 72 businesses surveyed in Portland, 53 respondents answered this question. Of those, the most frequent responses were:

- Improved access
- Increased convenience
- More destinations

Other frequent responses include more frequent service, better public perception and more ridership. Notably, many businesses did not know how better transit service could serve their business and did not provide a substantive response to this question. When asked if they would see **changes as positive for your business**, 50 out of 56 businesses (90%) that responded said yes.

Q2. Do you or your employees often take transit to get to work?

Responses were nearly evenly divided among those who answered: 39 (55%) responding yes, 32 (45%) responding no.

Q3. Of the remaining connections for the bus to transition from Powell to Division, what street do you prefer for the transition between Powell and Division?

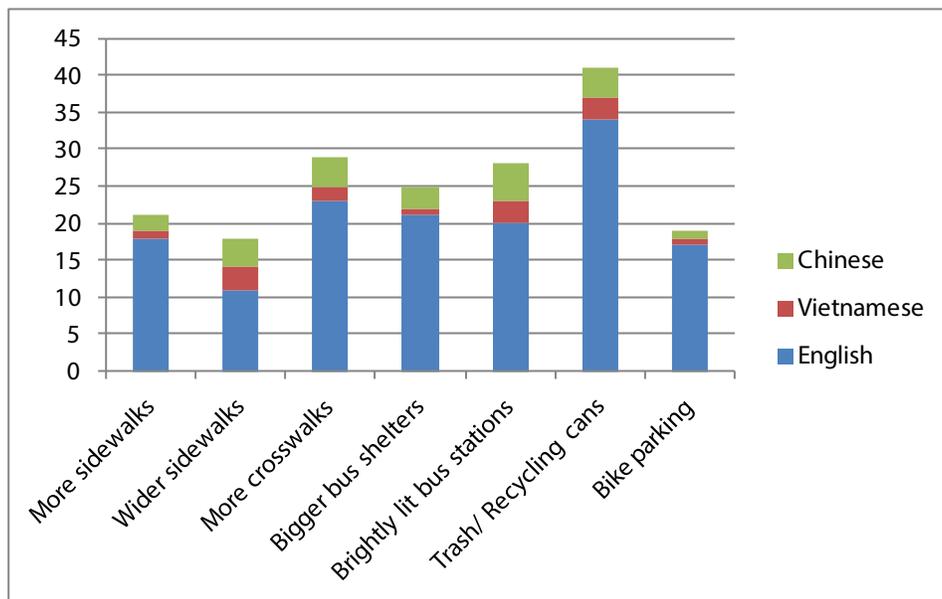
Of the 58 respondents who answered this question, 38 (65%) think that 82nd makes the best crossover. Only six think that 50th would be the best choice and three think 52nd would be best. The remainder did not express a preference at this time.

Q4. Regarding the route from Gresham to Mt. Hood Community College, which of the remaining choices is the best choice?

Most Portland area respondents did not have a firm answer to this question and declined to offer a choice. Of those who did express a preference, most prefer Hogan Street.

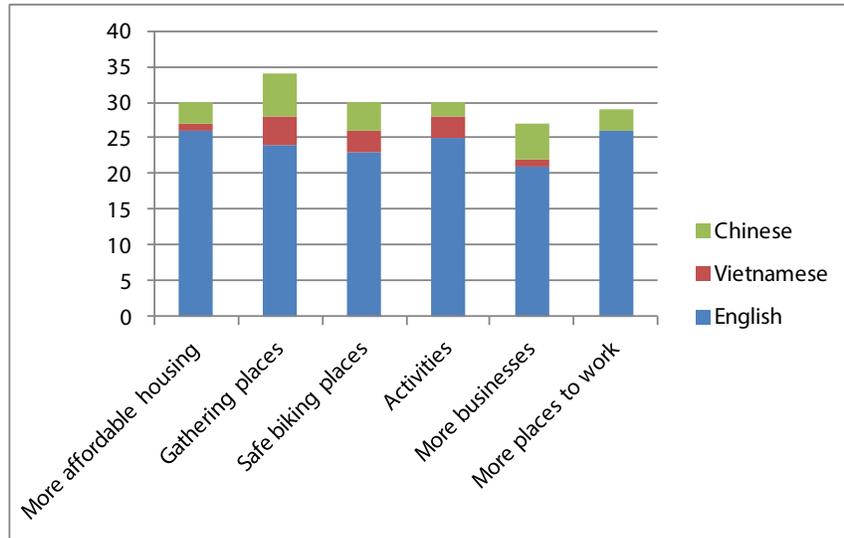
Q. 5 Of the land use or station area improvements that could come with this rapid bus, which would you most like to see?

This question focuses mostly on getting “to” the station, and the experience waiting at the station. Respondents prioritize trash and recycling bins, followed closely by those improvements that focus on safety: more crosswalks and brightly lit stations. Other mentions include security cameras.



Q6. Which of these things would provide the greatest benefit to the area near your business?

When asked to indicate from a list of land use/activities or uses around the station, respondents as a whole favor gathering places slightly more often than other uses, though there was also strong support for all uses mentioned as choices, as shown below.



Demographics of the business respondents are included in the Appendix.

4. Community Specific Discussions

In the six weeks between April 7 and May 21, members of the Multicultural Collaborative and trained Community Engagement Liaisons planned, facilitated and reported on 11 culturally specific, community-based discussions in the Powell-Division Corridor. The Gresham area discussions (Tongan, Russian, Latino Network and Bhutanese community) focused on the City's [draft Action Plan \(www.greshamoregon.gov/powelldivision\)](http://www.greshamoregon.gov/powelldivision). This action plan was based, in part, on the discussions held in February.

Gresham Community Based Discussions

The format of the April phase discussions held in Gresham generally included a brief overview by City of Gresham Senior Planner Brian Martin. Participants then reviewed the draft action plan key points and provided comments. With the Russian Speaking Network of Oregon, the respondents also completed questionnaires. These are included in the following section in combination with Portland phase discussions as the questions were the same. Participants also used a customized hands-on "Build a Station" magnet board activity to stimulate discussion about station area improvements and to generate further interest and inquiry around the idea of a Bus Rapid Transit line.

4.1 Tongan American Resource Committee

Tongan community members continued to advocate for a Pacific Island themed station area. They felt this would help recognize the breadth of the community in the region, on a par with other location and culturally-oriented stops and stations.

Line crossover point: Regarding the route in Gresham, several of the 19 participants favor 223rd, stating the access is good from Division.

Economic development: participants appreciate the focus on jobs and are interested in pursuing contracting opportunities associated with Bus Rapid Transit line construction. Brian agreed to connect Community Engagement Liaison, Kolini Fusitua, with City Procurement Officer, Scott Jury.

Participants remain concerned about affordable housing, and the ability to stay in the area. They would like to see a cultural community center and low income housing for seniors.

Transportation improvements: participants urge TriMet to keep the fares low. Don't increase the fares with the new line. Continue park and ride programs.

From the magnet board exercise and report back, respondents emphasize shelters and trash bins. The shelters are very important for riders who need to wait in the rain.



4.2 Russian Speaking Network of Oregon

The 22 participants in the Russian language discussion held in Gresham expressed interest in economic and business development, affordable and high quality housing, improvement in the experience riding transit and outdoor quality experiences for children and youth. They wondered whether there will be affordable and more diversified housing. They would like to see incentives to assist with home-buying.



Participants would like to make sure that the new bus line will go to places where more people and vulnerable populations will be able to use it: seniors, students, disabled and people who go to work every day. Participants wanted to know more about affordable fares and improvements that can be done at the bus stops and stations. Many mentioned safety is a top priority.

Economic development: create more jobs, incentives for small business, grants for existing business, free education for business, mixed housing and connecting farming with urban markets.

Desired development: mixed housing with business on the first floor, an entertainment place for families with children (not free, but high standards like PLAY PDX or Big Owls), affordable and high quality housing, manufacturing jobs.

Active places: focus on the Gresham Library, Mt. Hood Community College and the Gresham Mall. Participants like the idea of a night market to activate the area.



Transportation: most participants use routes 4 and 9 or their car. Safety is very important. They recommend providing education for people not to wear dark clothes at night. They also recommend crossing at 50th in Portland and using Hogan Street in Gresham. Participants would like to see more local short bus routes that are more frequent (diversified system).

Housing: affordable and high quality housing including 3-5 bedroom options, mixed housing, incentives for homebuyers, areas for mini-houses and mobile homes. Participants also want the planning team to know that incentives available for homebuyers are not accessible to the Russian speaking population.

4.3 Latino Network

Among the 19 participants in the Latino Network session, key themes include secure connections for walkers and bikers; spaces for people to come together as a community and as families; reaction spaces and meeting spaces; continued improvement of the areas; building sidewalks, adding trees at stop areas, seating, public art; and crosswalks with flashing lights. For example, 122nd and SE Division has a lot of movements. It is a very busy area. They note stop areas need more illumination and increased non-police patrolled stop areas for safety and to manage problematic people at the stops, with security cameras that are hidden.

They offered several questions:

- Will there be increase transit noise and pollution?
- Is it possible to utilize newer technology; electric or hybrid transit to reduce air and noise pollution?
- Will the bus service hours change or have increased frequency? Can the hours of service be expanded?
- Will the price of bus tickets go up?
- Why will it take five years to get the most dangerous corridors up to safety standards and with the right flashing crosswalks?

Overall project: participants are positive and understanding of overall process and decision not to move forward on the 257th/Division route as discussed as an option in February. Summarized responses to the action recommendations follow.

Economic development: continue to recommend spaces and places for community and families to gather, 182nd/Division and Hogan Street/Stark Street need upgrades like parks and markets, areas for recreation like pools, arts for the kids, a community center would be ideal.

Desired development: huge interest in a community center and affordable housing with no displacement.

Active places: participants want to have more parks where a family can gather and are user friendly.

Transportation: participants recommend beginning now to set up use by electric and hybrid means. Support the creation of a 'charging' station.



Housing: Gresham needs more affordable options for medium to low income families and individuals. There is a particular need for affordable housing for college students and/or the creation of student housing. Participants recommend creating more housing in central Gresham. They suggest the City land bank areas for future housing needs.

In summary, Latino Network participants were excited for this part 2 session update on the action plan that followed the initial meeting. They were glad to see that most of their recommendations made it into the Gresham Action Plan (draft). The two group members who attended the Steering Committee shared the committee process and the connections of the roles of a community participant reporting the community of color recommendations to the Steering Committee.

Regarding the Build a Station magnet board activity, summary responses follow.

- Emergency button needed at all stops
- Nearby or in-station coffee shops
- Garbage cans and regular collection of trash
- Improved lighting
- Benches and spaces for a family
- Bike rack, water dispenser
- Plant more trees in transit areas and beautify space
- No smoking enforcement around transit areas



4.4 Latino Parent Night

Brian Martin and Carlos Gonzalez presented the draft action plan to the Latino Parent Night at Gresham High School. Participants were asked if they wanted to add or remove any of the actions and strategies; the answer was no. Based on their earlier input, they agreed with all the actions presented in the draft plan. Respondents mentioned their top priorities are affordable housing and more jobs.



4.5 Oregon Bhutanese Community Organization

Among the 11 Oregon Bhutanese Community Organization members present for this second phase discussion, key themes included safe sidewalks, affordable housing, bus waiting areas with a roof, restrooms in main transit centers and lighting of dark streets. They really want overhead street crossing bridges for safety on the busiest areas. Participants appreciate the involvement and enjoyed the participatory exercise.



Questions included how to find affordable housing and home ownership programs and community gathering places (where to gather). They also want to know where to file a housing complaint.

Summary responses to the action plan questions follow.

Economic development: need more jobs, open market places. City should continue to work on attracting and retaining businesses.

Desired development: gathering places for community, more jobs, affordable housing and a community center.

Active places: hospitals, clinics, colleges, grocery stores, community centers or temple where people can gather.

Transportation: need better bus services on some streets. Employment options locally as one participant had to travel 24 miles for their job. Need more jobs in Gresham. More crosswalks, bike lanes, shelters and waiting areas at bus stations. Restrooms at some stations would be good.



Housing: affordable housing in Portland and Gresham. Housing inspections should be done more frequently.

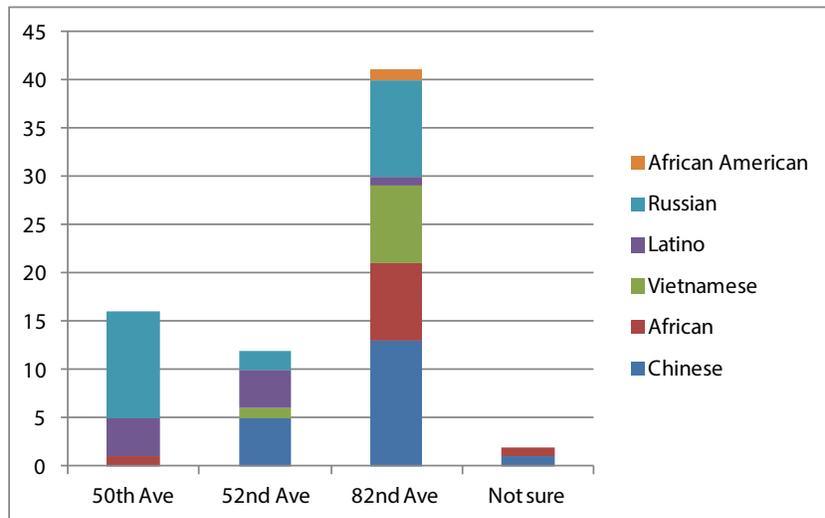
Build a Station hands on activity: participants used nearly all the optional icons. In addition, they would like to see public phones, shelters, pedestrian bridges at busy stations, restrooms in some stations and security cameras.

Portland Community Based Discussions

Community specific summary results for the Portland-based discussions are summarized on the following charts, which show both individual and aggregate responses to questionnaire topics.

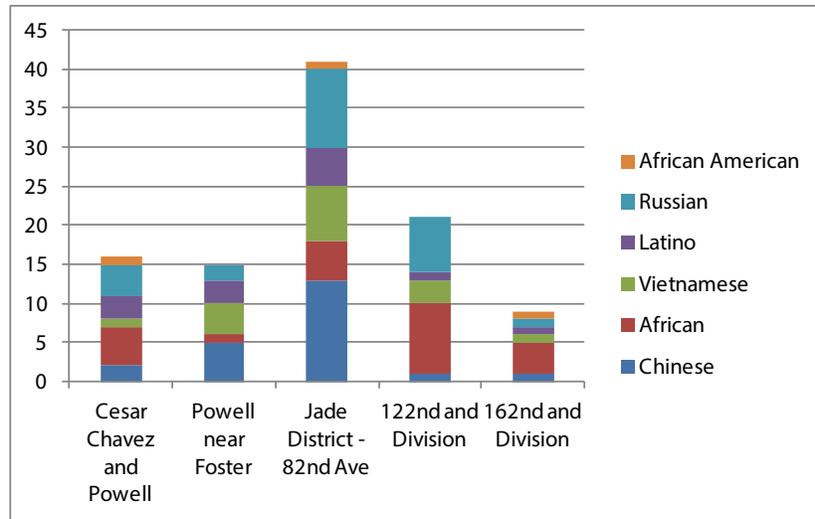
Powell-Division Crossover

Most respondents prefer the 82nd Avenue crossover route.



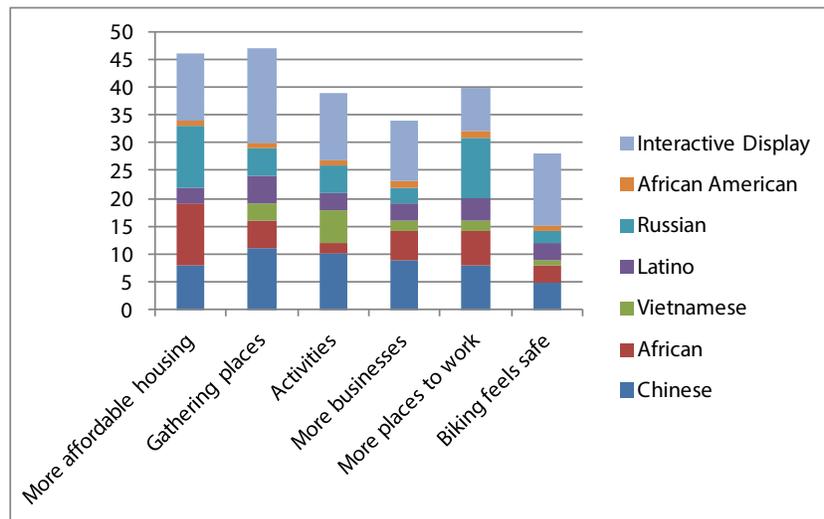
Most Used Stations

Regarding which major station respondents through they would use most often, a majority indicated 82nd Avenue.



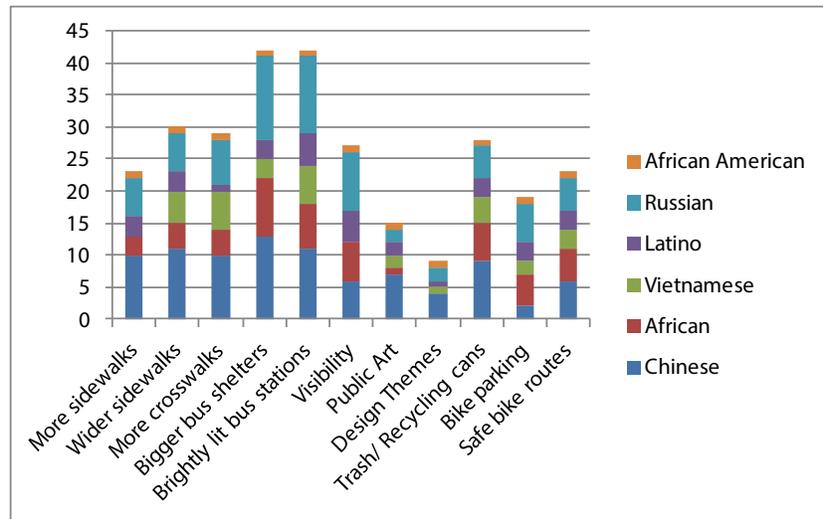
Station Amenities

Thinking of which uses respondents would like to see near the stop, affordable housing, gathering places and jobs lead the list.



Station Area Improvements

Regarding attributes that would help participants get to or wait for transit, bigger shelters, brightly lit (safe) stations and trash/recycling receptacles lead the list as summarized below.



Detailed responses by community group follow.

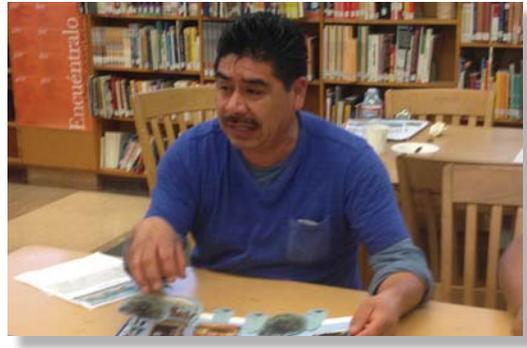
4.6 Latino Network

Ten participants familiar with the Powell Division corridor participated in this discussion, conducted in Spanish. Key themes include:

- 82nd is seen as too busy, not a recommended street to add more transit to.
- Any rapid line for consideration should be outside of heavy impact areas.



- Adding rapid transit to local service may create confusion about the right bus, or right stop unless this is mitigated with educational programs that help riders identify which buses go where, better signage and notification, clear signage if it is a fast bus or a regular bus and where it stops.
- Identify major area stations like those that connect with Max or other major bus routes. Create major and minor stops (especially before the Tillicum bridge/orange line).
- Powell should not be a multi stop street (too traffic saturated), try to cross over to Division for stops as it seems less saturated and provides for faster travel.
- Recommend Powell St parking lots (park and rides) – for ease of travel.
- Marshall area seen as very busy as well.



Participants wonder if it will be possible to create frequent stops and shuttle service to get to the line. For long trips, they wonder if transfers would be available for Gresham. Participants are curious to know more about the sites in question. Overall, participants are positive and interested in contributing ideas to make the future experience as user friendly as possible.

Participants want to maintain an emphasis on existing businesses along the line, and to improve connector routes. Regarding transit use, ridership frequency varied from infrequent use to the only mode of transportation. They feel 52nd makes the most sense for the crossover route to connect to the bus to Mt. Hood Community College. Regarding frequently used transit stations, participants cited 122nd, 82nd and downtown. Participants' trips focused on connecting to shopping, PCC, the Mid-County library and downtown Portland.

Regarding amenities, the following ranked the highest:

1. Garbage cans with regular pick up of debris from each station to improve cleanliness.
2. More bathrooms.
3. Increased shelters with cover (for rain or hot days) or benches under trees with enough space for a large family.
4. Security cameras (in a cage so they are not broken or vandalized), emergency /panic button at each station. Also regular patrolling of area for security and to reduce graffiti.
5. Good lighting.
6. Place to park bikes.
7. Coffee shop on or near station for coffee and healthy snacks.
8. Integrate plant life, flowers and other items to beautify the space.
9. Expand hours of service to meet needs of workers who work outside typical hours.

These amenities were informed by the Build a Station hands on activity. Participants really liked and were energized by this activity. Upon creating their stations, they put in place some of the amenities they had mentioned above. They recommend including more shelters and considerations for family spaces and associated amenities.

Finally, participants emphasized more sidewalks and walkable streets. In addition, restricting smoking, including enforcement and citations.

4.7 Chinese Community

In this Chinese-language facilitated discussion, more than 20 participants contributed their thoughts, and 19 completed the questionnaire in Chinese. Summary results follow.



Regarding the route today, participants value safety and convenience. They appreciate reduced rates for seniors and the diversity of the community today. Most respondents use transit daily. They use both the 4 and the 9. Stops they use center around Powell and connections with routes 71 and 72. Thirteen of 19 respondents feel the crossover should be at 82nd. Most did not respond to the Gresham-area crossover question. They use the 82nd Avenue station most often, to shop, visit with family and conduct business.

Respondents favor safety-oriented amenities: more and wider sidewalks with additional crosswalks, bigger bus shelters, brightly lit bus stations, trash and recycling containers. In terms of uses around the stations, respondents favor activities, gathering places and more businesses.



4.8 African Immigrant Community

Among the 15 participants from a range of African countries, key themes include affordable housing, easy access to Park and Ride and reducing wait times at the bus stations. Participants are positive toward the project; thinking it will make travel a bit easier. They wonder if it can provide jobs.

Above all, participants value an efficient transit system that could replace the current system, which tends to run late.

Participants use transit on average 20 times a month.

The most frequently used stops are 122nd, 82nd, and Cesar Chavez. Work, home and shopping, and community services are the primary destinations at these stops.

The most desired amenities include larger and brightly lit stations and adequate trash and recycling. Participants also mentioned safe crossings and pull outs for buses. Above all, more affordable housing is most important in the future development of the transit stations.

Participants also want the planning team to recognize that this corridor is a hub for social welfare activities. Having quick and efficient transit that gets them to these places will be very beneficial.



Using the Build a Station hands on exercise, the majority of participants designed lively, larger shelters with restroom and lighting (the request for restrooms was mentioned frequently as part of the design concept). Participants stated that there are a lot of elders who might use the restroom while waiting for the bus. Though there wasn't a restroom icon, this was verbally expressed by a majority of participants. This was followed by "small market" food/coffee cart and crosswalks with flashing lights for safety. Some student participants attempted to design a shelter with a camera for safety. Others designed lively shelters with landscaping nicely interspersed with trash cans and bike parking.



4.9 Vietnamese Community

In the Vietnamese language focus group workshop, the seven participants are generally interested in the project, but are also concerned about further traffic delays and pedestrian safety.

Walking is the primary and preferred mode of getting around the 82nd Avenue/Jade District neighborhood. Safety while walking is important. PCC is a very important central location and destination with access to 82nd Avenue. Participants wonder if it is possible for the Vietnamese community to receive support to build a Vietnamese-specific community center space.

Most respondents say that they use bus on a regular basis; averaging approximately 2-3 times/week. Many ride the 4 and/or the 9.

Respondents indicated that 82nd Avenue is the primary hub of shops and cultural gatherings for the Vietnamese Community. The VNCO office is located on 89th and Division, and the Van Lang Language school is at PCC on Sundays. Everyone agreed that 82nd is the best location for a new station area.

Top desired amenities include safe walkable streets, sidewalks, and crosswalks from the buses, while public meeting space in the form of picnic tables and benches were all preferred. Small fruit stands were also of interest, along with bikes and bike parking.

Participants want to know how they can be more involved.



4.10 Portland African American Leadership Forum (PAALF)

Multicultural Collaborative team member Joy Alise Davis with Design+Culture Lab coordinated a meeting open to Portland African American Leadership Forum (PAALF) members with an interest in the Powell Division corridor. PAALF members are currently in the midst of creating a Portland Plan for their community and have many meetings during this same timeframe. That likely affected the turnout, as one participant was able to attend the meeting held on May 15. City of Portland staff and this active community member had a good discussion about public investment and concerns regarding current and potential future displacement. While new stations are a great opportunity to create a sense of place, displacement is a real concern, having been a lived experience by African American community members in N/NE Portland. New bus service and development opportunities are exciting, as long as they can benefit current residents. This participant currently accesses Cesar Chavez Boulevard, the Jade District and 162nd/Division for both work and leisure. They consider the best stops along their ride to be 50th and Division, 26th and Powell and 165th and Division. This participant recommends an inventory of vacant lots and seeing how the African American community can work with/contribute to development of those lots.



5. Interactive Display

Display Board Timeline: April 17, 2015-May18, 2015

Display Locations:

- Rosewood Initiative (Nonprofit Organization): 16126 SE Stark St, Portland, OR
- Mt. Hood Community College: 26000 SE Stark St, Gresham, OR
- Portland Community College SE Campus: 2305 SE 82nd Ave Portland, OR
- Metro Regional Government: 600 Northeast Grand Avenue, Portland, OR



Design+Culture Lab designed and built four creative interactive display boards to raise awareness and engage the diverse populations along the corridor. The goal of the interactive display board was to design tools that allowed community members to understand the benefit of this new transit route and to conceptualize the future site design options. The interactive display board was designed as a communication tool that not only informed the public, but also allowed them to participate in a creative way, even if English is not their first language.

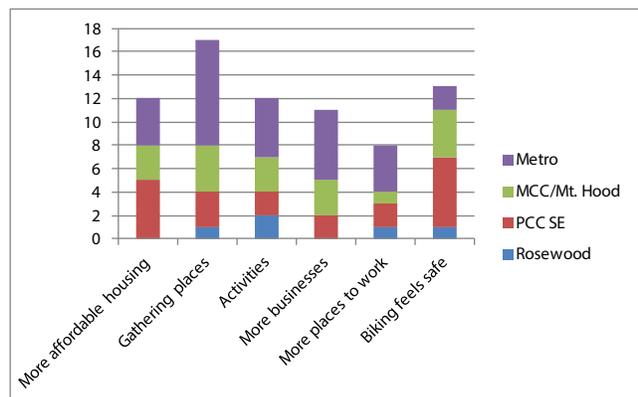


Each interactive display board included: a 36" x 48" trifold display board; an "envisioning the future" tower; and a participatory voting box or bowl. Using the envisioning the future tower, community members were able to visualize the many design elements of the Powell-Division Transit. Each tower consisted of three rotating blocks. Each rotating block was dedicated to visually sharing station site design options. Community members rotated the blocks and learned more about future transit improvements. After viewing the envisioning the future

tower, community members casted their vote in a ballot box or bowl and entered the raffle to receive gift certificates to the Oregon Zoo.

Each display contained a comment card with a question about station area attribute preferences. This question about station areas – "which of the following are most important to you" – also was asked in community discussions. The aggregate of responses to that question is included in Section 4 (page 12). The chart to the right shows responses and preferences from each station area display. In total, 25 responses were received.

Results are summarized in the Community Based Discussions section.



6. Postcard Mailing

In order to continue to inform Gresham area residents about the Bus Rapid Transit crossover connections under consideration, Metro and the City of Gresham developed a post card to focus attention on the areas under consideration. More than 2,000 postcards were mailed to apartment residents and single family homes in the study area. In addition, Metro staff left flyers in key gathering places and apartments in the Gresham corridor area.

Maybe you've heard, bus rapid transit is coming to Gresham.

Faster, more reliable transit connections to jobs, Mt Hood Community College, the Gresham Transit Center and on to Downtown Portland are coming as soon as 2020, but how should it get there?

Join the conversation as it moves forward this year. Take a 5-minute survey open through May 19, 2015.

www.oregonmetro.gov/powelldivision

Enhancing communities
Join us at a community forum to learn about City actions that could bring positive changes along the future transit route.

May 6 from 7 to 8:30 p.m.
Gresham City Hall, 1333 NW Eastman Pkwy

Visit the website to comment online, learn more and sign up for email updates. Share your thoughts and you could win Zoo tickets!

Gresham route options
between Gresham Transit Center and Mt Hood Community College

Main/223rd option



Cleveland option



Hogan option

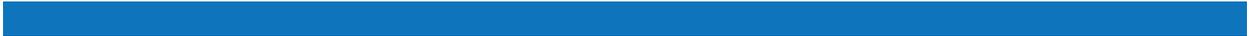


Powell-Division Transit and Development Project
Metro
600 NE Grand Avenue
Portland OR 97232



5-minute survey open through May 19, 2015 www.oregonmetro.gov/powelldivision

Powell-Division Transit and Development Project is a partnership of the cities of Gresham and Portland, Multnomah County, ODOT, TriMet and Metro



Appendix

Appendix A: Demographics

Appendix B: Interactive Display Images

Appendix C: Images From the Build A Station Exercise

Appendix D: Interactive Display Comment Card

Appendix E: Business Interview Questions

Appendix F: Questionnaire

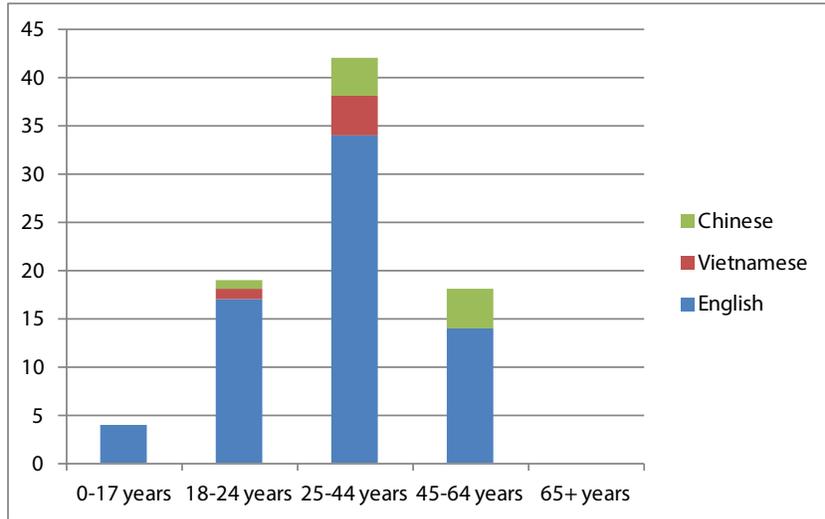
Appendix G: Completed Reporting Forms

Appendix H: Business Verbatims

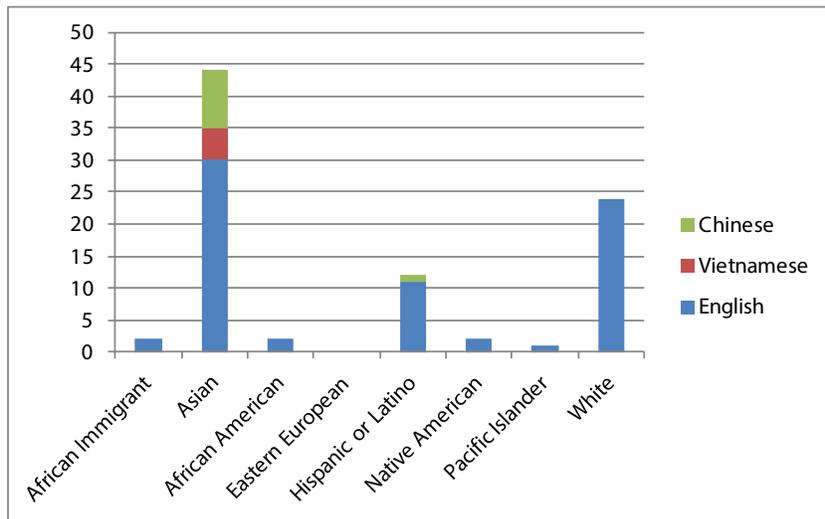
Appendix A: Demographics

Portland Business Respondents: Demographics

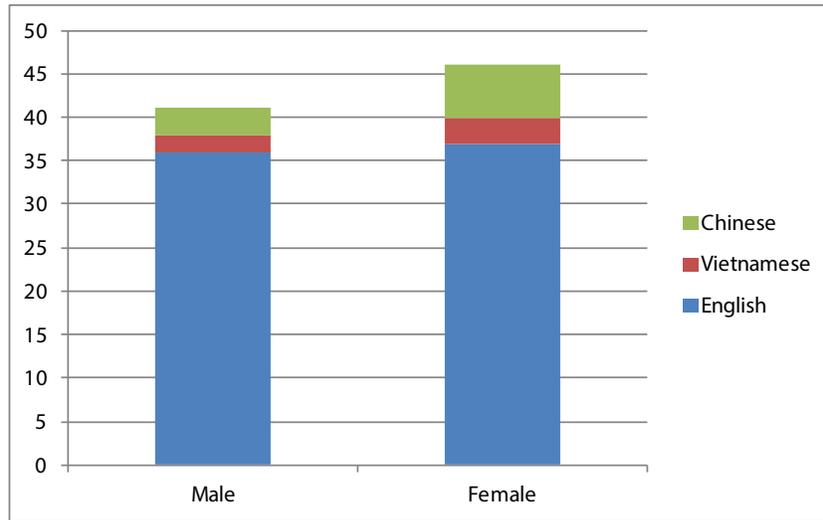
Age



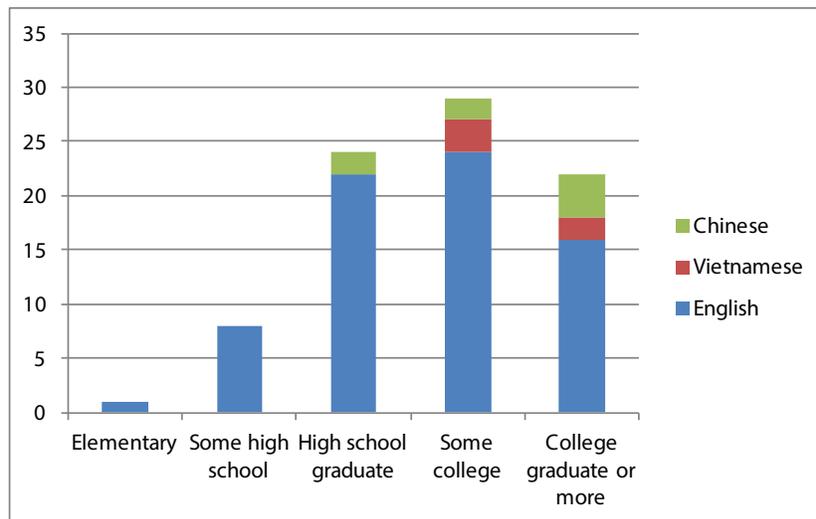
Racial/ethnic identity



Gender

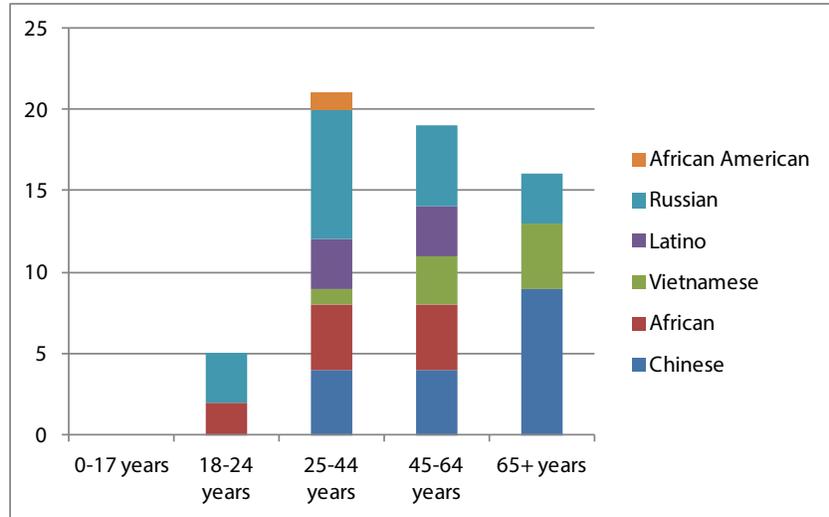


Education

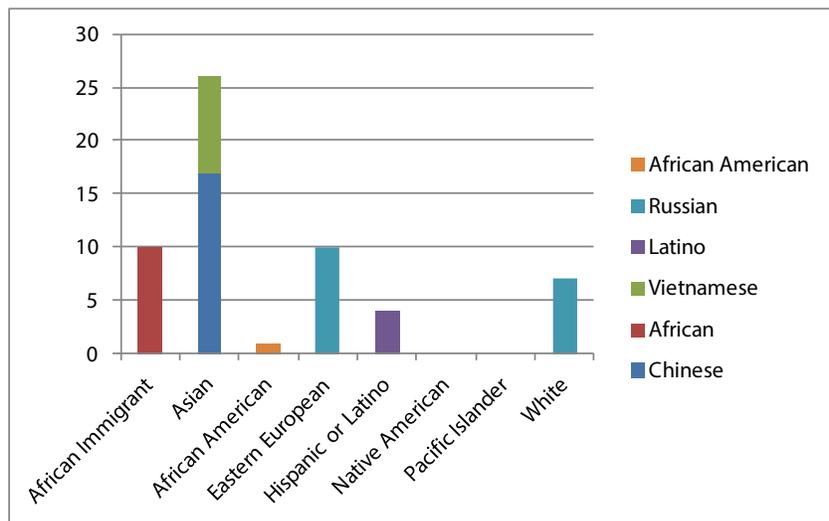


Community Based Discussion Respondents: Demographics

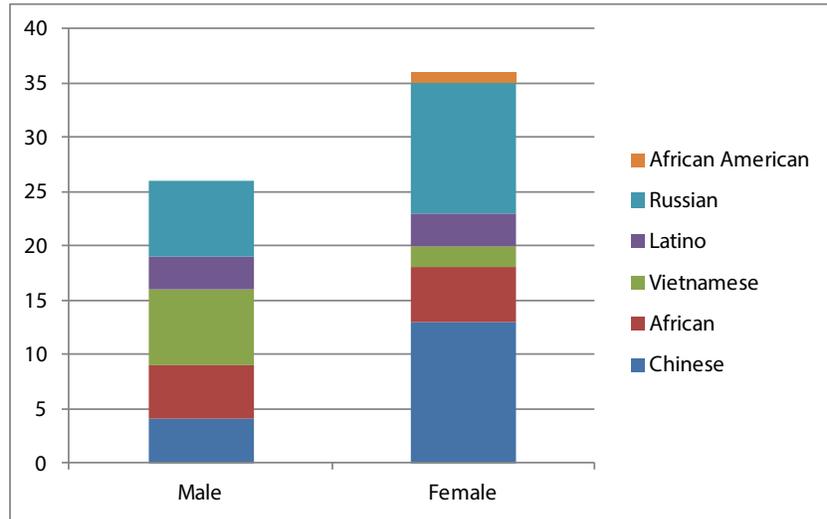
Age



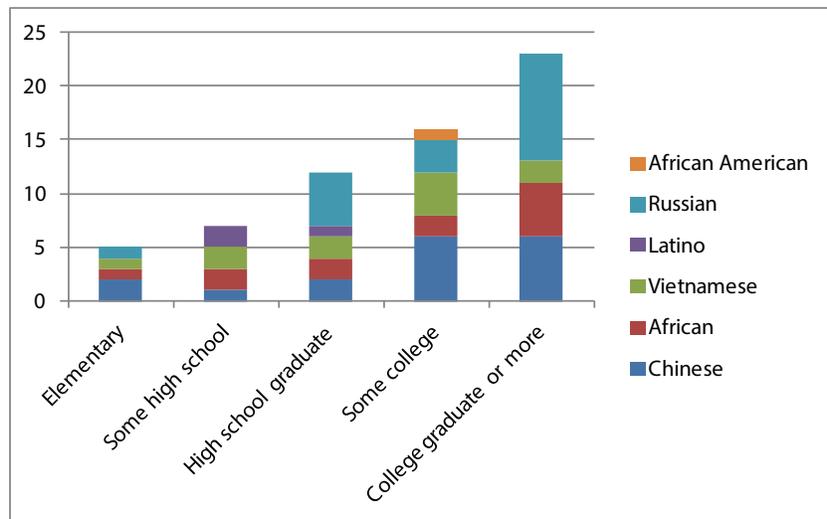
Racial and Ethnic Identity



Gender



Education



Appendix B: Interactive Display Images

Interactive Display Board Blueprint

Interactive display boards can be used as a useful communication tool to conceptualize and visualize the future station design concepts for the Powell-Division Transit and Development Project. We envision this communication tool not only as a way to inform the public on the benefits of the project but to also allow them to participate in the process. There are three aspects of this interactive display board *The Tri-fold Display Board*; *The Envisioning the Future Tower*; and *The Participatory Voting Box*.

Ideal Display Locations

- Rosewood Initiative : 16126 SE Stark St, Portland, OR
- Mt. Hood Community College: 26000 SE Stark St, Gresham, OR
- Portland Community College SE Campus : 2305 SE 82nd Ave Portland, OR
- David Douglas High School : 1001 SE 135th Ave, Portland, OR (poster only)
- Centennial High School : 3505 SE 182nd Ave, Gresham, OR (poster only)



DESIGN + CULTURE

Envisioning the Future Tower

Using the Envisioning the Future Tower community members will be able to visualize the many design elements of the Powell-Division Transit. Each tower will have three blocks. Each block will be dedicated to visualizing station site design and transit route options. Community members will rotate the blocks and vote on what would improve their bus ride. Examples of this three-dimensional engagement tool has been implemented in Salt Lake City, Utah by the City Creek Center.



* City Creek Center Example

DESIGN + CULTURE

The Participatory Voting Box

After viewing the *Envisioning the Future Tower*, community members will take a picture and cast their vote online. If community members have no access to a smart phone with a camera, they can use a paper submission in a clear large acrylic ballot box. This inexpensive engagement tool will allow community members to visualize the voting process and have confidence that their voice is being heard.



Example



After community members vote on their ideal bus ride improvements, they will enter the raffle to receive a gift certificate to the Oregon Zoo.

DESIGN + CULTURE

Appendix C: Images From the Build A Station Exercise





Appendix D: Interactive Display Comment Card



In station areas that you live or work near or, in station areas that you visit often, which of the following are most important to you? Station areas are the places near the stop—generally about a five minute walk from the stop. (Check all that apply.)

- More **housing** that is affordable to people at a range of income levels
- Gathering places**, such as plazas, outdoor markets or businesses that are good places for neighbors and families to meet and socialize
- Activities** such as markets and fairs or temporary uses such as food carts to enliven the neighborhood
- More **businesses** to shop or get services (banks, hair salons, etc.)
- More places to **work**
- More places where **biking feels safe**
- What types of businesses** would you like to see in the area? _____
- Other? _____

Enter to win four tickets to the Oregon Zoo by filling out your contact information on the back side!

Contact Information

Name

Email

Phone

Add me to the email update list: Yes No I'm already on it

Thank you!

www.oregonmetro.gov/powelldivision

Appendix E: Business Interview Questions

BUSINESS INTERVIEW QUESTIONS

April 2015

Hello! I am working with the City of Portland and Metro to help improve transit along Powell and Division. A new kind of bus, called bus rapid transit, could be running nearby by 2020. Do you have a few moments to answer a few questions about how transit could help your business? Everyone who answers will be entered into a drawing for free zoo tickets. Thank you!

1. How can transit better serve your business? _____

2. Do you or your employees often take transit to get to work? Yes No
3. The new Powell-Division bus rapid transit route will run from Central City Portland across the new Tilikum Crossing and then travel along Powell, then crossing over to Division to head to Gresham. Right now, we want to know where people think it should go. In Southeast Portland it will run along Powell Blvd then cross to Division St as it heads east toward Gresham. What route option do you think would provide the best connections?
Which of these streets should the bus use to make the best connections as it transitions between Powell Blvd and Division St in Portland?
 50th Ave
 52nd Ave
 82nd Ave
 Not sure
Why? _____
4. The route will serve Downtown Gresham, including the Gresham Transit Center at 8th and Kelly. What is the best route for it to continue to Mt. Hood Community College?
 Main/223rd
 Cleveland
 Hogan
 Not sure
Why? _____
5. Other improvements will come with this new bus. Which of these changes you would most like to see near your business?
 More sidewalks
 Wider sidewalks with street trees and planter strips
 More crosswalks across busy streets
 Bigger bus shelters
 Brightly lit bus stations
 Trash and recycling cans
 Bike parking
 Other _____
 Do you see these changes as positive for your business? Yes No
6. Which of these things would provide the greatest benefit to the area near your business and/or your business?
 More housing that is affordable to people at a range of income levels
 Gathering places, such as plazas, outdoor markets or businesses that are good places for neighbors and families to meet and socialize
 More places where biking feels safe
 Activities such as markets and fairs or temporary uses such as food carts to enliven the neighborhood
 More businesses to shop or get services (insurance, banks, hair salons, etc)
 More places to work
 Are there specific types of business that you would like to see open in the area?
 Other? Explain _____



OPTIONAL Demographic Questions – These questions are included only to help us know how well results represent people in the corridor. They will not be recorded with your name or address information.

7. How old are you?

- 0-17 years
- 18-24 years
- 25-44 years
- 45-64 years
- 65+ years
- I'd prefer not to answer

8. With which of the following racial or ethnic groups do you most closely identify? [check all that apply]

- African Immigrant Country of Origin: _____
- Asian Country of Origin: _____
- African American/Black Country of Origin: _____
- Eastern European Country of Origin: _____
- Hispanic or Latino Country of Origin: _____
- Native American Tribe or Country of Origin: _____
- Pacific Islander Country of Origin: _____
- White
- Other (specify) _____
- I'd prefer not to answer

9. What gender do you identify with?

- Female
- Male
- Other
- I'd prefer not to answer

10. How much education have you completed?

- Elementary
- Some high school
- High school graduate
- Some college/community college
- College graduate or more

What is your zipcode? _____

If you would like to receive updates about this project so you can stay involved, please fill out the information below or go to www.oregonmetro.gov/powelldivision to sign up for the email list.

First and Last Name

Email

Company

Phone

Thank you for participating!

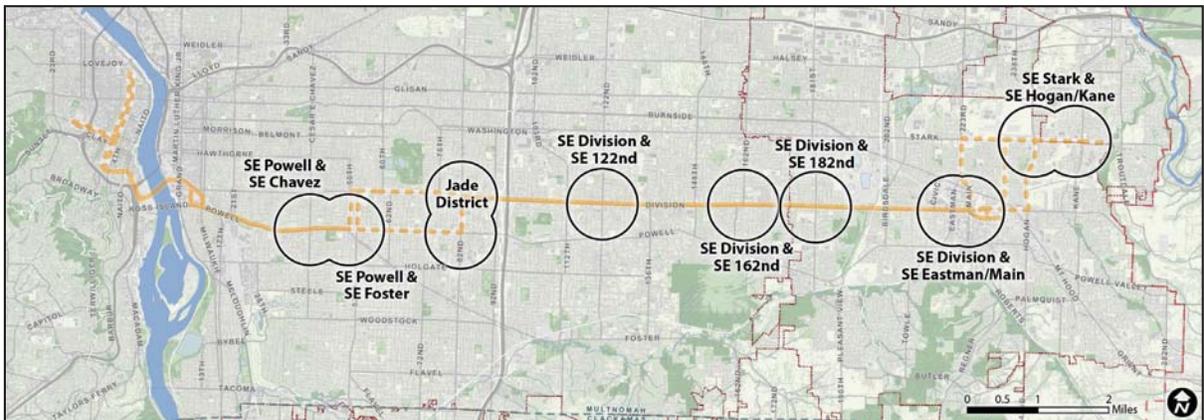
Appendix F: Questionnaire



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

QUESTIONNAIRE

April 2015



INTRODUCTION

Lines 4-Division and 9-Powell are among the region's busiest bus lines. The Powell-Division Transit and Development Project will bring improvements that save riders time and provide a higher quality service beyond today's Frequent Service.

We are studying a range of bus options, routes that connect Gresham and Portland, and ways to improve walking and biking access along the route.

So far, the project Steering Committee decided to continue work on a bus rapid transit line that will serve Downtown Portland, cross the Willamette River on the new Tilikum Crossing bridge, travel on Powell Boulevard in southeast Portland and use Division Street to travel to Gresham and Mount Hood Community College.

But there are more choices, and we need your help!

You can help design the line by answering the following short list of questions about the remaining route choices, station design and about what you would like to see at major station locations.

Transit Use

1. In thinking about the proposed route, please describe what you value most in the Powell Division area. What is the first thing that comes to mind? _____

2. How often have you used transit in the last month or so?

- Haven't used
- Once or twice
- Few times a week
- Daily

If you haven't used transit often, what changes would make it easier for you to use it?

If you rode transit in the last month, did you use No. 4 Division? Yes No

If you rode transit in the last month, did you use No. 9 Powell? Yes No

3. Please list the three stops that you use most frequently.

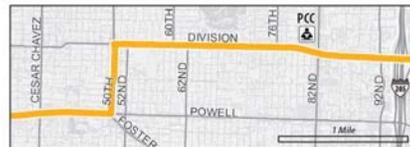
Bus Route

4. The new Powell-Division bus rapid transit route will run from Central City Portland across the new Tilikum Crossing and then travel along Powell, then crossing over to Division to head to Gresham.

Based on your knowledge and experience, which of these streets should the bus use to make the best connections as it transitions between Powell Blvd and Division St?

- 50th Ave
- 52nd Ave
- 82nd Ave
- Not sure

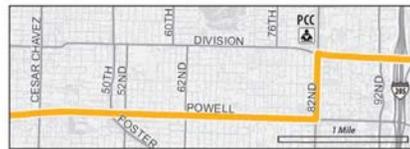
Why? _____



50th Ave



52nd Ave



82nd Ave

5. The route will serve Downtown Gresham, including the Gresham Transit Center at 8th and Kelly. What is the best route for it to continue to Mt. Hood Community College?

- Main/223rd
- Cleveland
- Hogan
- Not sure

Why? _____



Main/223rd



Cleveland



Hogan

Station Design and Neighborhood Service

6. There are five major station areas along the route in Portland, along with many other potential stops. Which of these major stations do you think you use would most often? Check as many as apply.

- Cesar Chavez and Powell
- Powell near Foster
- Jade District – 82nd Ave
- 122nd and Division
- 162nd and Division

What brings you to these areas?

7. Which of the following would most improve bus stops/bus stations in Portland, and either improve your ability to get to bus stops you use frequently or make your walk to the stop better and your wait more comfortable? (Check as many as apply.)

- More sidewalks**
- Wider sidewalks** with street trees and planter strips
- More crosswalks** across busy streets
- Large bus shelters** for weather protection
- Brightly lit** bus stations
- Visibility**
- Public art**
- Station-specific **design themes**
- Trash and recycling cans**
- Bike parking**
- Safe feeling bike routes**

Other? _____

8. In station areas that you live or work near or, in station areas that you visit often, which of the following are most important to you? Station areas are the places near the stop—generally about a five minute walk from the stop. (Check as many as apply.)

- More **housing** that is affordable to people at a range of income levels
- Gathering places**, such as plazas, outdoor markets or businesses that are good places for neighbors and families to meet and socialize
- Activities** such as markets and fairs or temporary uses such as food carts to enliven the neighborhood
- More **businesses** to shop or get services (banks, hair salons, etc.)
- More places to **work**
- More places where **biking feels safe**
- What types of businesses** would you like to see in the area? _____
- Other? _____

OPTIONAL Demographic Questions – Your survey is anonymous. The following questions are included only to help us know how well results represent people in the corridor.

9. How old are you?

- 0-17 years
- 18-24 years
- 25-44 years
- 45-64 years
- 65+ years
- I'd prefer not to answer

10. With which of the following racial or ethnic groups do you most closely identify? [check all that apply]

- African Immigrant Country of Origin: _____
- Asian Country of Origin: _____
- African American/Black Country of Origin: _____
- Eastern European Country of Origin: _____
- Hispanic or Latino Country of Origin: _____
- Native American Tribe or Country of Origin: _____
- Pacific Islander Country of Origin: _____
- White
- Other (specify) _____
- I'd prefer not to answer

11. What gender do you identify with?

- Female
- Male
- Other
- I'd prefer not to answer

12. How much education have you completed?

- Elementary
- Some high school
- High school graduate
- Some college/community college
- College graduate or more

What is your zipcode? _____

If you would like to receive updates about this project so you can stay involved, please fill out the information below or go to www.oregonmetro.gov/powelldivision to sign up for the email list.

First and Last Name

Email

Thank you for participating!

POWELL DIVISION COMMUNITY DISCUSSIONS REPORTING FORM

Date: May 2, 2015 Location: Irco,

of Participants: 15 Discussion leader: Sam Gollah

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?

Affordable housing Easy access to Park Ride, Longer wait times at bus stops

2. Key questions?

Will project provide jobs

3. How you would describe the overall attitude about the Powell Division Transit Project?

Positive. They think the project would make travel a bit easier

4. From what you've heard from the participants, what do they value most in the Powell Division area?

Efficient transit system could replace the old one; usually late

5. Using one month as a benchmark, what is the median usage of transit usage by the focus group participants?

Twenty days; with average weekly rat four

6. What stops ranked highest in frequency usage? List the top three.

122nd and Division, 82nd and Cesar Chavez

7. What are the two major station areas do participants often use? What bring them to these areas?
List the top three.

122nd and Division, 82nd max station

8. What bus stop/bus stations comfort amenities ranked highest? List top three.

Bigger bus, brightly lit stations, and trash/Recycling

9. What else did participants mention the project team should know?

That the corridor is hub for social welfare activities; And having quick and efficient transit

That getting them to those places will be huge.

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!

POWELL DIVISION COMMUNITY DISCUSSIONS REPORTING FORM

Date: 5/9/2015 Location: VNCO, 2448 SE 89th Ave, 3B 97206

of Participants: 7 Discussion leader: Pam Phan and Thao Tu

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?

Walking is the primary and preferred mode of getting around the 82nd ave neighborhood.
Safety while walking is important. Also PCC is a very important location.

2. Key questions?

Is it possible for the Vietnamese community to get support from the City to develop a
Community center space? One specifically for the Vietnamese Community.

3. How you would describe the overall attitude about the Powell Division Transit Project?

Generally interested, however concerned about further traffic delays and pedestrian safety.

4. From what you've heard from the participants, what do they value most in the Powell Division area?

PCC and central location of 82nd Ave for the Vietnamese community.

5. Using one month as a benchmark, what is the median usage of transit usage by the focus group participants?

Most participants suggested that they used the bus on a regular basis. My interpretation of this is about 2-3 times per week.

6. What stops ranked highest in frequency usage? List the top three.

Specific stop names were not mentioned. However using the 4 and 9 were mentioned heavily.

7. What are the two major station areas do participants often use? What bring them to these areas?
List the top three.

82nd is the primary hub of shops and cultural gatherings for the Vietnamese Community. The VNCO office is located on 89th and Division, and the Van Lang Language school is at PCC on Sundays. Everyone agreed that 82nd is the best location for a new station area.

8. What bus stop/bus stations comfort amenities ranked highest? List top three.

Safe walkable streets, sidewalks, and crosswalks from the buses, while public meeting space in the form of picnic tables and benches were all preferred. Small fruit stands were also of interest, and then bikes and bike parking.

9. What else did participants mention the project team should know?

Would government agencies support the Vietnamese community to develop cultural community space?
How can Vietnamese people get more involved?

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!

REPORTING FORM

Date: 4/23/15

Location: Alder Elementary School

of Participants: 19

Discussion leader: KOLINI FUSCO

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?

- EAST CROSSING FROM DIVISION CENTER AREA BY GROUND TO BE AT 223.
- PACIFIC ISLAND THEME STOP STATION.
- PROJECT CONTRACT TO INCLUDE TOWNHOMES CONTRACTOR

2. Key questions? WELL LIGHTING AT STOP STATION
- SHAFTER FROM RAIN.

3. How you would describe the overall attitude about the Powell Division Transit Project?

- CONCERN HOUSING WILL INCREASE
- EXCITED WITH ALTERNATE TRANSPORTATION FROM GROUND TO DOWNTOWN.

4. From what you've heard from the participants, what is their response to the action recommendations?

Economic Development: MORE BUSINESS -> MORE CONVICTION

- POSSIBLE LOW INCOME HOUSING BUT FEAR INCREASE IN HOUSING

Desired Development: COMMUNITY CENTER, LOW INCOME HOUSING.

Active Places: COMMUNITY RESOURCE CENTER, OUTDOOR

Transportation: KEEP FARE LOW, DON'T INCREASE WITH NEW LINE.

- CONVICTION PARKING TRAIL PARK AND RIDE.

TONGAN - 2

Housing: FARE Housing low / Affordable Housing
Along New Line on the East Side

5. What else did participants mention the project team should know?

APPRECIATE THAT TONGAN COMMUNITY HAS AN INPUT IN THIS
PROJECT AND HOPE TO BE INCLUDED IN FUTURE LOCAL General
Project

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!!!!

REPORTING FORM

Date: 4/28/2015 Location: 12414 E Burnside St. Portland, OR 97233

of Participants: 22 Discussion leader: Therese, Carlos, Anna

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?

Economic and Business Development; Affordable and high quality housing; Improvement of experience with transit; outdoor quality time for children

2. Key questions?

When will people have affordable and more diversified housing?

Why don't the city provide incentives that are more accessible for the homebuyers?

3. How you would describe the overall attitude about the Powell Division Transit Project?

Participants would like to make sure that the new bus line would go to places where more people and vulnerable population would be able to use it: seniors, students, disabled, and people who go to work every day. Participants wanted to know more about affordable fares and improvements that can be done at bus stops and stations. Many people mentioned that safety is a top priority for them.

4. From what you've heard from the participants, what is their response to the action recommendations?

Economic Development:

Create more jobs, incentives for small businesses, grants for existing businesses, free education for businesses, mixed housing

Desired Development:

Mixed housing with business on the first floor, an entertainment place for families with children (not free, but high standard, like PLAY PDX, or Big owls), affordable and high quality housing, Companies that can offer manufacturing jobs.

Active Places:

Gresham Library, MHCC, Gresham Mall.

Transportation:

Route 4 and 9, and car

Housing:

Affordable and high quality housing, mixed housing, incentives for homebuyers, areas for mini houses and mobile homes.

5. What else did participants mention the project team should know?

Incentives that are available for homebuyers are not accessible!

People would like to see more “local” short bus routes that are more frequent.

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!!!!

POWELL DIVISION COMMUNITY DISCUSSIONS REPORTING FORM | PAAF

Date: 05/15/2015 Location: Rosewood

of Participants: 1 Discussion leader: Alex, Joy

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?

Concerns about displacement. The new stations are a great opportunity to create a sense of place. Hopefully local residents will be able to name the stations and contribute to the design.

2. Key questions?

What is the city doing to ensure that people currently living along the corridor will not be displaced?

3. How you would describe the overall attitude about the Powell Division Transit Project?

Concerns about displacement, but excited about new bus service and development opportunities that can benefit current residents.

4. From what you've heard from the participants, what do they value most in the Powell Division area?

Ensuring that people currently living along the corridor will benefit from new bus service and development.

5. Using one month as a benchmark, what is the median usage of transit usage by the focus group participants?

6. What stops ranked highest in frequency usage? List the top three.

7. What are the two major station areas do participants often use? What bring them to these areas? List the top three.

[Cesar Chaves, Jade District and 162nd and Division. Work and leisure.](#)

8. What bus stop/bus stations comfort amenities ranked highest? List top three.

[50th & Division, 26th & Powell, 165th & Division](#)

9. What else did participants mention the project team should know?

[There are a lot of empty lots along the corridor. It will be good to inventory those lots and see how our community can work/contribute with the development of those lots.](#)

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!

REPORTING FORM

Date: May 7, 2015 _____ Location: Gresham Rockwood LN office _____

of Participants: 19 _____ Discussion leaders: Brian Martin, Carlos Gonzales, Linda Castillo

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?
 - a. Secure connections, for walkers and bikers
 - b. Spaces for people to come together as a community and as families; reaction spaces and meeting spaces
 - c. Continued improvement of the areas; building sidewalks, adding trees of stop areas, seating, public art
 - d. **cross walks with flashing lights (i.e 122/ and Division has a lot of 'movement, very busy area).
 - e. Stop areas need more illumination.
 - f. Secure and increased non-police patrolled stop areas for safety and to manage problematic people at the stops, security cameras that are hidden.
-
-
-

2. Key questions?

- ❖ Will there be increase transit noise and pollution?
 - ❖ Is it possible to utilize newer technology; electric or hybrid transit to reduce air & noise pollution?
 - ❖ Will the bus service hours change, increased frequency, can the hours of service be expanded?
 - ❖ Will the price of bus tickets go up?
 - ❖ Why will it take 5 years to get the most dangerous corridors up to safety standards and with the right flashing crosswalks?
-
-
-

3. How you would describe the overall attitude about the Powell Division Transit Project?

Positive and understanding of over all process and decision not to move forward on the 257/Division route.

4. From what you've heard from the participants, what is their response to the action recommendations?

Economic Development: Continue to recommend spaces and places for community and families to gather, 182/Div & Hogan/Stark need upgrades like parks and markets, areas for recreation like pools, arts for the kids, a community center would be ideal

Desired Development:

Huge interest in a community center and affordable housing w/ no displacement.

Active Places:

Participants want to have more parks supported, created that family can gather at and is user friendly/

Transportation:

Begin to set up use by electric and hybrid means. Support the creation of a 'changing' station.

Housing:

Gresham needs more affordable options for medium to low incomes. There is particular need for affordable hsg for college students and/or the creation of student hsg.

Create more housing in central Gresham, land bank areas for future hsg needs,

5. What else did participants mention the project team should know?

They were excited for this part 2 session update on the action plan after initial meeting. Glad to see most recommendation made it into the Gresham Action Plan (draft). The two group members who attended the steering committee shared the process and the connections of the roles of a community participant reporting the community of color recommendations of those gathered for the steering committee.

6. Please provide a summary as well as impressions of the "build-a-station" activity (magnets/boards). Again, the group these build a station boards. Key elements for a station per the exercise:

- ❖ Emergency button needed at all stops
- ❖ Nearby or in station coffee shops
- ❖ Garbage cans and regular collection of trash
- ❖ Improved lighting
- ❖ Benches and spaces for a family

- ❖ Bike rack, water dispenser,
- ❖ Plant more trees in transit areas and beautify space
- ❖ No smoking enforcement around transit areas.

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!!!!

REPORTING FORM

Date: _____ April 29, 2015 _____ Location: _____ Madison HS _____

of Participants: _____ 10 _____ Discussion leader: Carlos Gonzalez & Linda Castillo _____

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?
 - A. 82nd seen as too busy, not a recommended street to add more transit to
 - B. Any rapid line for consideration should be outside of heavy impact areas
 - C. Over laying transit may create confusion abt the right bus, right stop unless this is mitigated w/ed programs that which buses go where, btr computer signage/notification, bus has clear signage if a fast bus or a regular bus and where it stops.
 - D. Identify major area stations like the max, that are like a hum gto transfer to other bus links. Create a major station and smaller stops (esp before the Tillicum bridge/orange line).
 - E. Powell as a not a multi stop street (too traffic saturated), tr to cross over to Division for stops as it seems less saturated and provides for faster travel.
 - F. Rec. Powell St. parking lots (park& rides) for ease of travel.
 - G. Marshall area seen as very busy, as well.
-

2. Key questions?
 - A. Will it be possible to create frequent stops and shuttle service?
 - B. For long stretch trips will there be transfers to Gresham?
 - C. What are the sites in question?
-

3. How you would describe the overall attitude about the Powell Division Transit Project?
Group was positive, and interested in contributing ideas to make it as user friendly as possible.

4. From what you've heard from the participants, what do they value most in the Powell Division area?
 - ❖ Value the business there
 - ❖ Connector routes
-

5. Using one month as a benchmark, what is the median usage of transit usage by the focus group participants?
 - a. Varied from in frequent use to only mode of transportation
6. What stops ranked highest in frequency usage? List the top three.

Didn't ask this question. But group did offer that a turn at 52nd makes sense for line 71, then easier to walk to catch bus to Mt. Hood.

7. What are the two major station areas do participants often use? What bring them to these areas? List the top three.

122nd, 82, and destination Down town. The stops popular to connection to shopping, PCC, the Midcounty Library and connections to downtown.

8. What bus stop/bus stations comfort amenities ranked highest? List top three.

-
1. Garbage cans w/ regular pick up of debris from each station to improve cleanliness.
 2. More bathrooms.
 3. More shelters with cover (or rain or hot days) or benches under trees with enough space for a large family.
 4. More security w/cameras (in a cage s they are not broken or vandalized) and emergency /panic button at each station, and regular patrolling of area for security and to reduce graffiti
 5. Good lighting
 6. Place to park bikes
 7. Coffee shop on or near station for coffee and health snacks
 8. Integrate plant life, flowers and other items to beautify the space, incorporate elements
 9. Expand hours of service to meet needs of worker outside our alternative work packages.
-
-
-

9. What else did participants mention the project team should know?

- ❖ Community wants more sidewalks and walkable side streets
 - ❖ Create space restriction for smokers, employ citations if smoker encroach in non smoking area.
-
-

10. Please provide a summary as well as impressions of the "build-a-station" activity (magnets/boards).

Group really liked and was energized by this activity. Upon creating their stations they put in place some of the amenities they had mentioned before. But did ask in the future to include more shelters and family space considerations.

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!!

POWELL DIVISION COMMUNITY DISCUSSIONS REPORTING FORM

Date: 5/2/15 Location: HA VL Vietnamese Sandwich shop, 2738 SE 82nd Blvd. #102, Portland OR 97266

of Participants: 16 Discussion leader: Ping Khaw-Sutherland

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?

Participants would like to see more public restrooms at the transit centers. The convenience and safety of the area are the most important concerns to them.

2. Key questions?

When will the project be done and running? Will there be free fare zone for seniors?

3. How you would describe the overall attitude about the Powell Division Transit Project?

Positive. Many are excited over the possibilities of new and improved facility.

4. From what you've heard from the participants, what do they value most in the Powell Division area?

The convenience and safety of the area, easy access to shopping areas.

5. Using one month as a benchmark, what is the median usage of transit usage by the focus group participants?

4 to 5 times per week.

6. What stops ranked highest in frequency usage? List the top three.

82nd, 52nd and Powell.

7. What are the two major station areas do participants often use? What bring them to these areas? List the top three.

Powell and 82nd: Fubborn market. Grocery shopping.

8. What bus stop/bus stations comfort amenities ranked highest? List top three.

1. Public bathroom. 2. Bus stop shelter 3. Good lighting

9. What else did participants mention the project team should know?

Should have more convenient stores along Division, Powell and 52nd. Chairs at the bus stations for seniors. Free bus fare for seniors.

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!

REPORTING FORM

Date: 05-092015 Location: Gresham City Hall

of Participants: 11 Discussion leader: Brian Martin

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?

The key themes were about safe sidewalks, affordable housing, bus waiting areas with a roof, restrooms in main transit centers and lights in the dark streets.

Key questions?

Some of the key questions were, how to find affordable housing, community gathering centers, and they really wanted overhead street crossing bridges for their own safety in the most busiest streets.

2. How you would describe the overall attitude about the Powell Division Transit Project?

It was a great involvement of all the people gathered during the meeting.

3. From what you've heard from the participants, what is their response to the action recommendations?

Economic Development: Need more jobs, open market places.

Desired Development: Gathering places for community.

Active Places: Hospitals, Clinics, Colleges, Grocery stores, Community centers.

Transportation: Need better bus services in some streets.

Housing: Affordable housing in Portland areas and Gresham.

4. What else did participants mention the project team should know?

Participants really wanted their list above to be fulfilled.

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!!!!

Appendix H: Business Verbatims

Public Engagement Support Report Appendix

Portland Area Business Canvass Results

Responses to open ended questions follow. Please see the body of the report for summarized results and also quantitative results.

1. How can transit better serve your business?

- Takes forever, more reliability.
- Easier driving, cheap fares, avoid traffic.
- Busses to core.
- Closer to business.
- Sidewalks.
- Keeping the roads clear.
- Bring people in.
- Bring more people in.
- More stops.
- Shelter in front.
- Better policing (shooting).
- It's already good.
- Winter is better.
- Have more routes.
- Frequent service = more customers.
- Can't, too much busses.
- Doing very well.
- More buses.
- Safer crosswalk.
- Cost more ride taxi, have more posted busses.
- Transport a lot more people to area, more customers
- Old people can come and take bus. Take green line to shop at their store.
- More buses come, more frequently.
- Bring people into the store.
- Budget your money if there is no money for buses; no raising taxes; Trimet should create their own bus name.
- More people.
- More bus stops.
- It already serves business well.
- More foot-traffic.
- Closer bus stops.
- Bringing customers from other areas.
- It's good already.
- Pretty lucky 72 and 9 and 4. More frequent, and past 9 or 10pm less than 30 minute waits. Run later in evening.

- Yes. Many more people, foot traffic
- More stops.
- No waiting.
- More bus.
- Get's people to the salon.
- By bringing customer.
- Not block lane to pull into parking lot.
- More customer can easily access us.
- It good.
- Bus is good so far. Route covers the street to this business.
- Earlier bus service.
- Trimet works well for business.
- More on time arrivals.
- Mobility, more people.
- More direct buses.
- Transit can't help, I need more cars on the road.
- Getting people here conveniently.
- Parking issue.
- Serves great. On time, but not always. North is more late, 30 minutes late. SE is fine.
- Brings more people to the area. Depends on if there is a stop close. We want people to see your sometimes.
- All for it. Anything to save time for people.
- Faster and reliable buses.
- Hour on passes to half of the day. Weekend have more faster service.
- Reliability.
- Bus should go on Powell.
- Trimet works well.
- Will cause more crime.
- High school time interfering with traffic.
- More traffic, more people.
- No idea (4)

3. Which streets between Powell and Division should be used for best connections as transitions?

[Responses to open ended questions follow. Please see the body of the report for summarized results and quantitative results.]

Why?

82nd

- More options to get off
- Busy traffic, wide lanes, businesses
- Longer, closer
- Busy
- Because people drive here (foreign people)
- It's more convenient

- Convenient
- More people
- It's already busy
- Wider street/crosses PCC
- More businesses, more people
- Connected to most places in area, most convenient
- Businesses on the street
- Buses would eat up car lanes
- Busy, close to business
- Smartest move because it's not single lane street
- It's closer to the business
- Busy street, ready for buses
- More people
- Most people
- More direct/straight route before cross over, traffic might too hard
- Better for businesses
- Business are located
- Busy street
- Business, free traffic on the street
- It would clog up 82nd with buses
- Main intersection
- Because it is an important Avenue
- Good choice
- Main area.
- Benefits business.
- For those who ride the bus.

50th

- 82nd already connected to those street Foster area
- Better choice
- Already bus on 82nd
- Less buses present on that street as of now
- Good route to Division.
- Right next to our business.
- Doesn't matter where it goes. Just needs to be functional. 82nd too congested.
- Benefits business.
- People will see business better.

52nd

- Traffic wise
- 52nd has less buses, there should be more buses
- It's where my business is. I want more people to see my business.
- 82nd has enough. Not as much going as the other streets.
- A lot of business
- Right next to our business.

- Doesn't matter where it goes. Just needs to be functional. 82nd too congested.
- Benefits business.
- People will see business better.
- High school students take the bus, therefore more people into business.

5. Which improvements would be best near your business?

[Responses to open ended questions follow. Please see the body of the report for summarized results and quantitative results.]

- Security cameras.
- Have to walk far to find a crosswalk
- More lit areas for riders to walk on street for safety.
- Credit cards should be accepted on bus. Card swipe.
- Public restroom, there are things being negative ex: homeless.
- Security cameras.

6. Which would provide greatest benefit to the area near business?

[Responses to open ended questions follow. Please see the body of the report for summarized results and quantitative results.]

- Help out social problems
- Safety. Low crime rate, good signals, proper speed, good/proper signs.
- Too many. Enough businesses.
- More shelter home for homeless.
- Made in USA/Oregon stores
- None of these will affect his business.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

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MAKING A GREAT PLACE



Powell-Division Transit and Development Project

Opportunity Area Selection and Key Issues Summary

September 15, 2014

The Powell-Division Transit and Development Project includes efforts to come to regional agreement on a route, transit vehicle type and station locations for enhanced transit in the Powell-Division corridor. The project seeks to provide a better experience and faster ride for the thousands of people who board buses in the corridor every day to get to school, work or go shopping.

Transit's purpose is to connect people to the places they need to go. For this reason, the project also includes in-depth studies of opportunity areas along the route. Opportunity areas are defined as places in the corridor, typically intersections, which have the potential for housing, job and/or commercial growth; are likely to become major station areas in the future; and/or would benefit from improved access to destinations that help people satisfy their daily needs.

This summer, building on previous research completed for this project, City of Portland and City of Gresham staff identified eight opportunity areas for in-depth study.

Selected Opportunity Areas

1. SE Powell/SE Chavez
2. SE Powell/SE Foster
3. Jade District
(SE 82nd between SE Division & SE Powell)
4. SE Division/SE 122nd
5. SE Division/SE 162nd
6. SE Division/SE 182nd
7. Division/Eastman/Main
8. Stark/242nd (Hogan)

In selecting these eight areas, in addition to housing and/or employment development capacity and anticipated growth, staff sought out areas that have medium to lower levels of development readiness and medium to lower levels of transit orientation today and/or urban design issues. Staff also looked for areas with populations of likely transit-dependent households. Staff's focus on less well-served, but growing areas was guided by the adopted Powell-Division Transit and Development Project goals, which emphasize equity, well-being and efficiency in the transportation system.

The purpose of the forthcoming opportunity area planning is to develop community visions and action plans that identify land uses, development types and investments that those who live and work in and around the opportunity areas would like to see.

Advanced planning in areas with growth potential, but also with concentrations of lower-income and transit-dependent households, will provide the opportunity to identify actions and measures to preserve and enhance affordability and support community stability. It will also provide the opportunity to develop strategies to create thriving mixed-income communities and to spur ground-up economic development.

Community visioning and action area planning work will begin this fall and will continue into early spring. Early work will include research and outreach, with larger workshops expected in January 2015, and completed community visions and action plans in spring 2015.

How were the opportunity areas for in-depth study identified?

The eight identified opportunity areas were selected based on an assessment of both qualitative and quantitative factors. Efforts were made to select areas that represented the diversity of conditions found throughout the corridor. Studying areas that represent a diversity of the issues in the corridor will aid the development of action plans that could be applied to other station areas, as the project moves forward.

A data analysis conducted by Fregonese Associates for the cities of Gresham and Portland provided important background information for staff's decision-making process. This data analysis included, but was not limited to, an assessment of demographic conditions, transit orientation, transit ridership and development readiness in and around each of the nodes identified in the opportunities and constraints work completed by project staff in February 2014. To organize their analysis and to tie the analysis directly to the larger project, Fregonese Associates identified measures that correspond to each of the project's adopted goals: transportation, efficiency, equity and well-being. For more information on the data analysis, please review the Powell-Division Transit and Development Project Opportunity Area Screening Process report, which is provided as part of the Steering Committee packet for the Sept. 29, 2014.

In addition to data analysis, staff completed site visits, reviewed existing development patterns and conditions and analyzed existing and proposed land use policies and plans, prior to identifying the eight identified opportunity areas. Areas that already have a high transit orientation and with high development readiness were generally not selected for further study.

Opportunity area summaries and key issues

Provided below are brief descriptions of the eight selected opportunity areas. These descriptions provide a summary of conditions and highlight key challenges and opportunities. For more information, please review the node profiles provided as Appendix A in the Opportunity Area Screening Report referenced above.

SE Powell/SE Chavez

The intersection at Powell and Chavez is a key transit and community service hub for adjacent residents, many of which live in the large number of multi-family residential complexes south of Powell, from 26th Avenue up to and near Creston Park. Currently, the area includes a Safeway and commercial and community services. It is also a transfer point to TriMet line 75, which connects south to Milwaukie and north to St. Johns. With the exception of the Safeway, much development in this area is set back behind parking, which creates an auto-oriented feel.

The area is designated as a Neighborhood Center on the 2035 Comprehensive Plan Proposed Draft. Neighborhood Centers are intended to provide a wide range of housing types and should have sufficient zoning within a half-mile walking distance of a Town Center to accommodate 3,500 households.

The City of Portland's gentrification and displacement study noted that census tracts in this area are in the early stages of gentrification (Bates, 2013). Given the documented

gentrification and displacement risk and growth potential, the area surrounding Cesar Chavez and Powell is an important area to study.

Key issues include identifying ways to preserve and expand the affordable housing supply in the area, which has proximity to services, active main streets and the downtown employment core. It will also be important to study different design approaches to creating pedestrian and transit-friendly environments adjacent to a street with higher traffic volumes. The larger commercially-zoned parcels along Powell may provide opportunities to explore innovative site design concepts that create more pedestrian oriented environments.

SE Powell/SE Foster (SE 50th/SE 52nd)

The Powell/Foster intersection is more than the meeting point of four streets, it is a significant landmark in Portland's geography and transportation system. In addition to connecting to the diagonal Foster Road, which provides neighborhoods to the south and southeast, like Lents and Mount Scott-Arleta, access to inner Portland main streets, the intersection provides connections to Brentwood-Darlington, the Springwater Corridor and Clackamas County. TriMet lines 71, 14 and 9 all pass through the area and Franklin High School is located to the north, between Powell and Division.

The area farther southeast along Foster is identified as a potential Neighborhood Center and growth is expected along the Foster corridor, up to Lents, which is a regionally-designated Town Center. Like the census tracts near Powell and Chavez, Bates' 2013 study indicates that this area is in early stages of gentrification and displacement. Given the noted gentrification and displacement risk, the presence of larger parcels and its role as a transportation hub, it is important to set goals and intentionally guide development in this area.

Key issues to explore may include providing opportunities for developing mixed-income and/or affordable housing and for creating a more walkable area that would better facilitate transit transfers and safe pedestrian and bike connections.

Jade District (82nd/Division-Powell)

The Jade District is a burgeoning commercial area, with growing services like Portland Community College, which are drawing people from around the region. The recent success and popularity of the Jade Night Market, coordinated by APANO (Asian Pacific American Network of Oregon), is an example of the growing community interest in the area. Significant additional work is being completed by APANO as part of the Jade District Neighborhood Prosperity Initiative, which is a public/private partnership that aims to transform underserved commercial districts in east Portland into engines of economic growth without displacing residents or businesses. The Jade District is an ethnically-diverse area.

The areas along 82nd from Division to Powell and along Powell and Division near 82nd are active, with heavy pedestrian and transit use. Thousands of people get on and off buses in the area to access businesses and services every day. Traffic volumes on all three major streets in this area are also very high.

The PCC SE Center Campus at 82nd and Division is a key activity point and its role is expected to grow significantly over the next 10 years. This facility provides accessible education for people of varying ages and educational backgrounds. As enrollment increases, it will become increasingly important to improve access to and from the campus and to provide needed services nearby. Beyond the anticipated growth at PCC, the entire area has notable commercial, mixed-use and housing growth potential, both along the mixed-use commercial corridors and within the adjacent residential neighborhoods, particularly the multi-family designated areas that are located between 82nd and I-205. Despite the high volume of transit users and growth potential, connections between the commercial and residential areas are poor and the pedestrian environment along the major streets is in need of improvement.

Key issues in this area include coordinating the work of the Powell-Division project with the recently completed Jade District work to ensure that existing community goals are part of the project. It will also be essential to coordinate work with the upcoming Oregon Department of Transportation Project (ODOT) project for 82nd. Creating and expanding partnerships to support locally-driven economic development and affordable housing is also important.

SE Division/SE 122nd

With a concentration of businesses and a connection to TriMet line 71, which runs north and south along 122nd, the intersection of 122nd and Division is a focal point of the Division-Midway area. This area is also a Town Center in Portland's 2035 Comprehensive Plan Proposed Draft. Town Centers are expected to be highly accessible and walkable places, with concentrations of community, civic and commercial activity. Today, however, much of the existing development, with frequent driveways and sidewalks that are often not separated from traffic, limited landscaping and large parking lots, does not create a pedestrian and transit-friendly environment.

Compared to other areas in the corridor, there are high concentrations of communities of color, youth and elder populations and households in poverty. Today, this area includes affordable family housing, with moderate levels of transit access, but high transit use.

A land use vision and action plan for this area could identify community-supported site designs, uses and pedestrian improvements that would help create a more walkable environment and improve connections from adjacent neighborhoods. Action plans could also identify where community members may want to support specific development types or uses that would provide needed services and help maintain affordability as the city grows. Working directly with community members and community organizations such as the East Portland Action Plan and the Division-Midway Alliance, which is a public /private partnership that aims to increase the visibility of commercial districts, grow more jobs, strengthen existing businesses and fill vacant commercial spaces, will be essential to success.

Lessons learned from this area, along with lessons learned from the SE Division/SE 162nd opportunity area, could be applied to the area at 148th and Division and to other areas in Portland and Gresham east of I-205.

SE Division/SE 162nd

The area at the intersection of Division and 162nd currently includes a movieplex and retail shopping center, smaller businesses and other services. The area is very auto-oriented and has development potential. It is also home to many lower-income households.

Key issues in this area could include strategies to increase the number and diversity of local services to make it easier for local residents to meet their needs close to home and create a thriving and active area. This intersection is designated as a Neighborhood Center on the 2035 Comprehensive Plan Proposed Draft.

Division/182nd

This intersection in west Gresham has many people living nearby that usually rely heavily on public transportation, including people of color, the young, community elders and those with lower incomes. These groups could benefit from enhanced transit service, on the east-west Division corridor and especially on 182nd.

The areas has several community destinations, including a shopping center on the northeast corner of 182nd and Division, a health clinic, and Centennial elementary, middle and high schools. Pedestrian and bicycle access to these destinations and to transit is challenging in some areas with few routes available from adjacent neighborhoods and several areas with lack of sidewalks and comfortable crosswalks.

In addition, some properties were identified that might provide redevelopment opportunities in the future when property owners decide to make a change. The study would provide an opportunity for the community to envision what the future could look like with regard to uses, buildings, public spaces and other changes to the physical environment. Lessons learned and strategies developed at 182nd and Division could be applied to other locations along the route that share the corridor multi-family and commercial character of this area.

Division/Eastman Parkway and Division/Main Avenue

This opportunity area is in the middle of Gresham's Regional Center, where Civic Neighborhood and Downtown meet. This area is designated for intense new residential and commercial development as part of Gresham's Community Development Plan and would benefit from a rethinking of this area to improve the connection between the two halves of the Regional Center.

Some areas have small blocks and good buildings with interesting commercial uses. These areas are separated by large shopping centers, parking lots and arterials with five or more motor vehicle lanes. The Downtown lacks significant buildings and gateway elements to indicate its presence to those passing on the arterials.

This opportunity area also has important destinations, such as City Hall, Gresham High School, Multnomah County library, social service organizations, Main Avenue restaurants and shops and some of Gresham's most cherished parks and plazas. It ranked first among the corridor's opportunity areas in the number of community amenities/services found within one-half mile of the station area.

On the development side, the area has good transit service but has not seen significant non-subsidized market-rate development in the last 10 years. This study could determine strategies to encourage more intense development with a mix of uses to bring more jobs, housing and vitality to Gresham's Regional Center.

Lessons learned and strategies developed at Division and Eastman/Main could be applied to other locations along the route that are centers with key destinations and a need to determine how to encourage desired development.

Stark and 242nd (Hogan)

This intersection has less transit service than most of the opportunity areas but is expected to have high growth in employment in the near future. This opportunity area shares some characteristics of the corridor environment of 182nd and Division (with different demographics) but is defined by its proximity to three important campuses - Gresham Vista Business Park, Mount Hood Medical Center and Mt. Hood Community College. These campuses will drive the expected employment growth, and a key part of the study will be determining how to connect enhanced transit and the campus destinations.

Although the campuses have significant developable land, most of the commercial and residential property nearby is already developed. Some potentially redevelopable properties were identified, so the study could determine how any redevelopment could take advantage of and support the nearby campuses. Physical improvements, such as better road, pedestrian and bike connections, between nearby residential areas, the campuses and the enhanced transit could also be evaluated.

Lessons learned and strategies developed in this opportunity area could be applied to other areas with campuses along the corridor, including those with older shopping centers that might desire to update to take advantage of changing circumstances.

What are the next steps? What will community visions and action plans include? This fall and winter, staff will continue to work with Fregonese Associates and will work with the community to complete in-depth analyses of the eight identified opportunity areas.

Community visions may identify:

- Desired land uses (residential, commercial, industrial, public space)
- Development intensity (how big are buildings and how close together)
- Street design
- Access to transit and key destinations, such as need for better pedestrian/bike connections and safety
- Safety and security
- Community needs, such as quality affordable housing, support for existing businesses, community gathering places

Action plans could include such elements as:

- Physical improvements such as street improvements, sidewalks, crosswalks, plazas or elements related to stations
- Changing development rules to remove obstacles to desired development
- Financial incentives to promote desired development
- Developer recruitment
- Promoting equity through such strategies as affordable housing retention, adding affordable units and small business retention programs.

Staff Contacts

For more information about the work described in this report, please contact City of Gresham, City of Portland or Metro staff. Contact information is provided below.

City of Gresham

Brian Martin, Senior Planner

brian.martin@greshamoregon.gov

(503) 618-2266

City of Portland

Alexandra Howard, Project Coordinator

alexandra.howard@portlandoregon.gov

(503) 823-7849

Radcliffe Dacanay, Management Analyst

Radcliffe.dacanay@portlandoregon.gov

Metro

Brian Monberg, Principal Regional Planner

brian.monberg@oregonmetro.gov

(503) 797-7621

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POWELL - DIVISION TRANSIT & DEVELOPMENT PROJECT

Opportunity Area Screening Process

DRAFT

September 15, 2014

Purpose

The Powell - Division Transit & Development Project is intended to assist the community in addressing unmet transit needs in the corridor by choosing a route and vehicle type for high-capacity transit along the Powell - Division corridor. The project also will study the possibilities and implications of development that may occur along this route, development which supports the community vision.

This document describes the approach and methodology for screening potential Powell - Division Transit and Development Project station areas to identify places for more refined study for the City of Portland and the City of Gresham. The opportunity area screening process provides a framework to evaluate, classify, screen and select opportunity areas for further study. Studying these example opportunity areas in depth will provide a basis for developing strategies that reflect local values and market realities that can be applied to other, similar station areas within the corridor.

Methodology

This memo evaluates the 28 opportunity areas (16 in Portland, 12 in Gresham) to identify eight for in-depth study. Opportunity areas are defined as a ½ mile radius around an intersection that could be a potential stop on the new transit route. Initial opportunity area identification was completed through the *Powell-Division Opportunities and Constraints Analysis*.

The following steps were taken to identify opportunity areas for further study:

1. Create profiles of each opportunity area to summarize pertinent data
2. Define evaluation measures and summarize by opportunity area
3. Define screening criteria and quantify opportunity area performance
4. Classify opportunity areas by development readiness and transit orientation
5. Select opportunity areas through in-house workshop discussions with the intention of selecting opportunity areas that will serve as types for other opportunity areas

1. Create profiles of each opportunity area to summarize pertinent data

A high-level, quantitative profile of each opportunity area was created that includes data and maps on transit orientation, demographics, urban form, land use, zoning and market conditions. These profiles provide details about each opportunity area to serve as useful starting points for understanding the character, activity and population and transit supportiveness of each opportunity area in future phases of this project.

2. Define evaluation measures and summarize by opportunity area

The evaluation measures are organized around goals relevant to land use from the Powell-Division Transit and Development Project. This approach provides a framework for understanding the opportunity areas in the context of the project goals. For each goal a series of evaluation measures are identified and described (Table 1). The outcome of the evaluation provides a starting point for determining the most effective strategies for achieving the project goals within a given opportunity area.

The methodology for the evaluation focuses only on the Powell-Division corridor. The intent of this approach is to understand the relative similarities and differences between opportunity areas within the corridor to identify the places within the corridor that best meet the goals of the project. Each opportunity area was assigned a score between one and five, using natural breaks in the distribution of the data across all opportunity areas. A score of one or two is considered *low*, three is considered *moderate* and four or five is *high*.

Table 1. Project goals and evaluation measures

Project Goal	Evaluation Measures
Transportation/Efficiency "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." "A high capacity transit	<i>Transit orientation:</i> Use Metro's Transit Oriented Development (TOD) score to assess how supportive development patterns are of transit ridership. The TOD score includes five component measures: <ul style="list-style-type: none">• <i>People:</i> The number of residents and workers in an area has a direct correlation with reduced auto trips;• <i>Places:</i> Areas with commercial urban amenities such as restaurants, grocers, and specialty retail not only allow residents to complete daily activities without getting in a car, but they also improve the likelihood of higher density development by increasing residential land values;• <i>Physical Form:</i> Small block sizes promote more compact development and walkability;

project is efficiently implemented and operated.”

- *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;
- *Pedestrian/Bicycle Connectivity:* Access to sidewalks and low stress bikeways encourages many more people to walk or cycle to transit and neighborhood destinations.

Transit performance: Use the transit performance component of the Metro TOD score to identify opportunity areas with existing high quality transit service, and those in need of better service. Transit performance score is a combination of peak hour frequency and transit stop density.

Current and future ridership: Identify opportunity areas where transit is currently in high demand, and potentially underserved. Opportunity areas with high demand but low service provide a picture of where existing service is not meeting current demands. Current ridership includes all stops within ¼ mile of the opportunity area center. Future ridership projections were not available at time of study, so 2035 population and employment projections were used as proxies for future ridership. Opportunity areas with high future population or employment and low current transit service are areas where there is a possibility for future demand for transit.

Well-being

“Future development and transit improvements create safe, healthy neighborhoods and improve access to social, educational, environmental and economic opportunities.”

Development readiness: Development readiness is measured as the average sales price per square foot of all property sales in 2012 and 2013. New development or redevelopment is often important to improve access to opportunity and create safer, healthier neighborhoods. Areas with low property values may not be able to support compact development that can expand access to transit to more people and create more destinations and amenities within the corridor. These areas may require different intervention strategies than areas that have high market value and can already support compact development forms.

Regional destinations: Identify opportunity areas that contain destinations with potential to draw people from across the region. Regional destinations are important places to connect to regional transportation systems, including transit. Regional destinations include college campuses, major employers, designated centers and light rail stations.

Table 2. Screening criteria

Project goal	Screening criteria
Transportation/ Efficiency	<ol style="list-style-type: none"> 1. <i>High future population or high future employment:</i> Is the opportunity area projected to have high future population or employment? This indicates the area will have high demand for transit in the future. 2. <i>Low service, high ridership:</i> Does the opportunity area have low or moderate transit service, yet high or moderate current ridership? This indicates that the area is currently underserved and could have higher ridership with better service. 3. <i>Low service, high population growth:</i> Does the opportunity area have low or moderate transit performance, yet high future population? This indicates the area will need better transit service to support higher transit demand in the future. 4. <i>Low service, high employment growth:</i> Does the opportunity area have low or moderate transit performance, yet high future employment? This indicates the area will need better transit service to support higher transit demand in the future.
Well-being	<ol style="list-style-type: none"> 5. <i>Regional destination:</i> Does the opportunity area have at least one regional destination? This indicates that the area will need to be well-connected to the regional transit system so access to these destinations can be improved. 6. <i>Concentration of community destinations:</i> Does the opportunity area have a high concentration of community destinations? This indicates that the area is both destination to travel to and a favorable place to locate new housing, because community services and amenities are nearby.
Equity	<ol style="list-style-type: none"> 7. <i>Low service, high need:</i> Does the opportunity area have low or moderate transit performance and high levels of people in poverty, youth and elderly, or zero vehicle households? This indicates that many people who depend on transit live in the area, but they are in need of better service. 8. <i>High population of communities of color:</i> Does the opportunity area have a high concentration of communities of color? This indicates that a historically-disadvantaged population lives in the area, and would benefit from expanded access to opportunity.

Community destinations: Assess the number of community destinations in the opportunity area. Community destinations are drawn from the Coalition for a Livable Future’s Regional Equity Atlas, and include libraries, gathering spaces, faith-based institutions, civic and social organizations, human and social services, arts and culture centers, health clinics, hospitals, schools, public services, food markets and grocery stores, financial services, parks and open spaces.

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.”

Transit dependent populations: Opportunity areas with concentrations of people who depend on transit, yet are underserved, should be prioritized for further study. Populations who are potentially transit-dependent include the youth and elders (under 18, over 65); households that do not own a vehicle; and those earning less than the poverty level.

Communities of color: Transportation and housing opportunities should be equally available to communities of all races and ethnicities.

Less than 80% of median family income: The Federal poverty level is widely considered too low to include all people who are struggling to maintain self-sufficiency. This broader measure of income identifies opportunity areas with high population of people above the poverty line, but still in need of affordable housing and transportation. Median family income is established for each metropolitan statistical area by the U.S. Department of Housing and Urban Development.

3. Define screening criteria and quantify opportunity area performance

The evaluation measures alone cannot quantify the performance of each opportunity area relative to project goals. Screening criteria were developed to quantify how well an opportunity area performs on each evaluation measure. Additionally, the screening criteria combine evaluation measures to test important questions related to project goals, such as opportunity areas with poor transit service, yet high need for transit or high current ridership. Taken together, the nine screening criteria can be used to distinguish opportunity areas based on the degree to which they achieve the project goals. Opportunity areas with high potential to achieve project goals will meet more of the screening criteria. Alternatively, the screening criteria can be viewed individually to understand important differences between opportunity areas. (See Appendix C)

9. *High population of households earning less than 80% of median family income:* Does the opportunity area have a high concentration of households that earn less than 80% of the regional median family income? This indicates that there is potential for a high population of people earning above the poverty line, but still in need of access to affordable housing and transportation.
-

4. Classify opportunity areas by development readiness and transit orientation

Two of the evaluation measures—development readiness and transit orientation—were considered useful to understanding the type of strategies that would be needed for each opportunity area to contribute to project goals. Development readiness indicates an opportunity area’s current market conditions, and thus the potential for and likely timing of new development or redevelopment. Transit orientation measures the extent to which the current development pattern are supportive of transit ridership. As these two measures are essential to plan strategies, they provide a useful method to organize opportunity areas in a typology.

All opportunity areas were mapped on a matrix with transit orientation on one axis, and development readiness on the other, to identify a potential typology. Opportunity areas with high transit orientation generally had higher development readiness, so three classes of opportunity areas were established:

- *Emerging:* low transit orientation, low development readiness
- *Transition:* moderate transit orientation, moderate development readiness
- *Booming:* high transit orientation, high development readiness

Booming opportunity areas are generally considered not in need of significant planning or investment; these opportunity areas are likely to attract transit-oriented development—that contributes to project goals—without additional public investment beyond the new transit service. Transition opportunity areas are places where new development is possible in the short term, but modest public intervention will be necessary to leverage development that is both transit-oriented and expands access and opportunity. Emerging opportunity areas are likely to see new development over a longer time frame, and significant public intervention will be necessary to catalyze private transit supportive investment in the near future. In these locations, the approach may be to set the table with strategies that increase transit orientation and otherwise make the area a more attractive place to live and work now. This will support future development. (See Appendix C)

5. Select opportunity areas through in-house workshop discussions

The consultant team facilitated in-house workshops with both the City of Portland and the City of Gresham to present the results of the opportunity area analysis to “short list” a limited number of opportunity areas that reflect the diversity of opportunity area typologies within the corridor. The same methodology was used for both cities, ensuring a regionally consistent approach.

Results

The results of the opportunity area evaluation process are available on the project website and in the appendices of this memo:

- Appendix A: *Opportunity Area Profiles*
- Appendix B includes the *Opportunity Area Evaluation Matrix* a summary the evaluation measures across all opportunity areas (Figure 1 – Portland, Figure 2- Gresham).
- Appendix C includes maps with the results of each screening criteria, and two supplemental maps to show different transit-dependent populations
 - *High future population or high future employment* (Figure 3)
 - *Low service, high ridership* (Figure 4)
 - *Low service, high population growth* (Figure 5)
 - *Low service, high employment growth* (Figure 6)
 - *Regional destinations* (Figure 7)
 - *Concentration of community destinations* (Figure 8)
 - *Low service, high need* (Figure 9)
 - *Communities of color* (Figure 10)
 - *Less than 80% of median family income* (Figure 11)
 - *Youth and elderly (under 18, over 65)* (Figure 12)
 - *Zero vehicle households* (Figure 13)
- Appendix D includes the *Opportunity Area Classification Matrix* (Figure 14), which maps the opportunity areas based on transit orientation and development readiness, and categorizes the opportunity areas based on how many screening criteria they meet.

Powell-Division Transit and Development Project

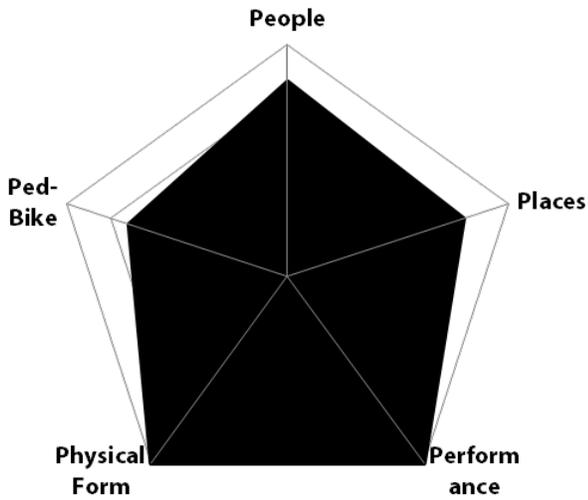
Appendix A: Opportunity Area Profiles

This report provides a high-level, quantitative profile of each opportunity area in the Powell-Division corridor. The purpose of these opportunity area profiles is to inform and support the process of selecting individual areas for more detailed study and planning.

The profiles are ordered from west to east in the document. The rankings listed next to some metrics are relative to the 28 opportunity areas in the corridor. Definitions of several metrics used in the profiles are provided below.

- **Transit orientation:** A zero to 100 score intended to measure the degree to which current development and land use patterns are supportive of transit ridership. Scores are relative to all other opportunity areas in the corridor, so the most transit-oriented area receives a score of 100 and the least transit-oriented a score of zero. The transit orientation score was developed by Metro for the regional *Transit-Oriented Development Strategic Plan*, and includes these five component measures:
 - *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 not only allow residents to complete daily activities without getting in a car, but they also improve the likelihood of higher density development by increasing residential land values;
 - *Physical Form:* Small block sizes promote more compact development and walkability;
 - *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
 - *Pedestrian/Bicycle Connectivity:* Access to sidewalks and low stress bikeways encourages many more people to walk or cycle to transit and neighborhood destinations.
- **Community destinations:** 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 and parks and open spaces.
- **Half-mile walk distance area:** Due to irregular street networks and other barriers, a half-mile walking distance from the center of the node does not extend as far as a half-mile linear distance (also known as “as the crow flies” distance). This measures the half-mile walk area as a percentage of the half-mile linear area around the center of the opportunity area. A larger half-mile walk area denotes a more connected street network and less physical barriers to walking.
- **Sidewalk completeness:** The percentage of streets within the opportunity area with sidewalks on both sides of the street, an important measure of the safety and convenience of walking.
- **Building value as percent of area average:** The value of each building within the opportunity area as a percent of the average building value for that land use within that subarea. There are six subareas in the corridor: Inner Portland, Jade District, East Portland, Gresham West, Gresham Central and Gresham East. This measure identifies buildings that have potential for redevelopment because they are of lower value than most other buildings of the same use within that area of the corridor.

12th and Division



Transit orientation

Rank

Transit orientation (0-100 index)	100	1
People	84	2
Places	80	4
Performance	100	1
Physical Form	100	1
Ped-Bike Connectivity	72	3
Current daily ridership	628	11
Projected future ridership	N/A	N/A

Demographics

Rank

Population	5,163	27
Percent change 2000-2010	12%	23
2035 Projection	5,971	20
Transit-dependent populations		
Youth/elderly (under 18, over 65)	20%	27
Zero car households	19%	3
Less than poverty level	17%	21
Less than 80% of median family income	56%	21
Communities of color	18%	25

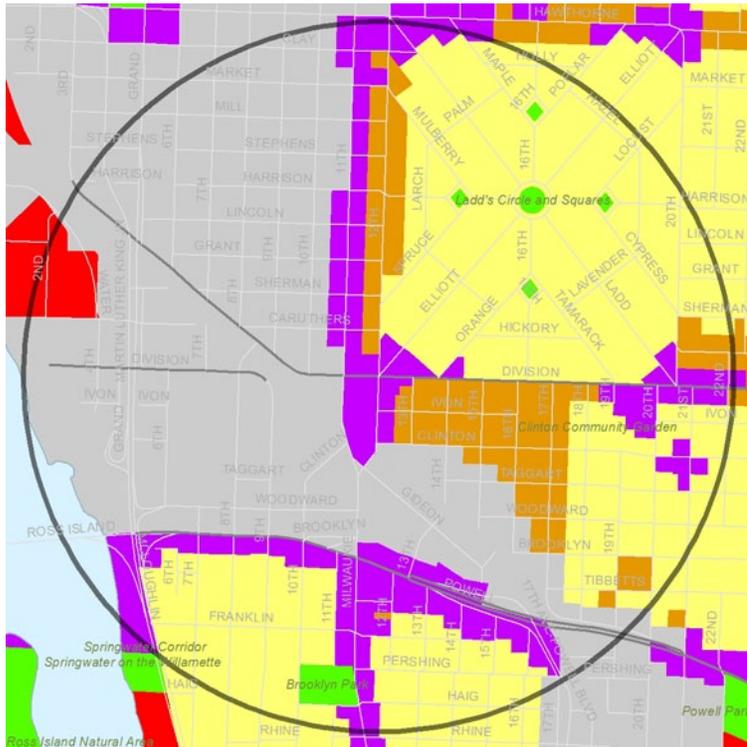


Urban form

Rank

Half mile walk distance area	68%	1
Average lot size (sq. ft)	6,601	26
Sidewalk completeness	66%	5
Community destinations	16	5
Fresh food destinations	5	1

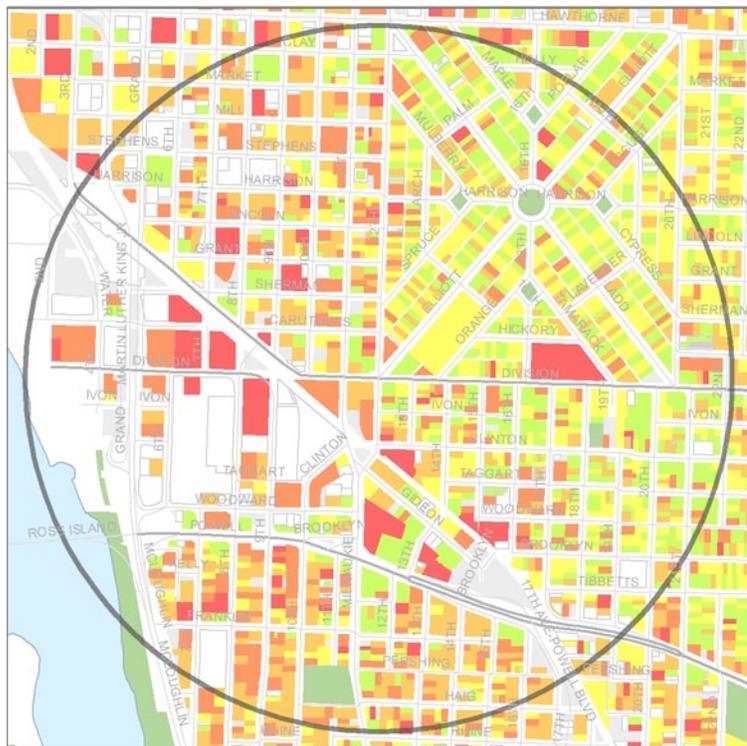
 Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	2,530	23
Percent change 2000-2010	11%	25
Employment	4,951	1
Retail and services	25%	
Office	39%	
Industrial	33%	
Public/education	3%	
Zoning		
Single-Family Residential	38%	
Multi-Family Residential	8%	
Mixed-Use Residential	13%	
Commercial	1%	
Industrial	40%	
Parks and Open Space	1%	

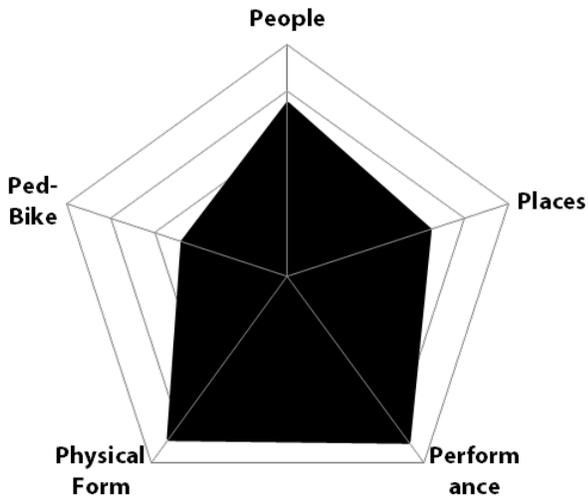


Market conditions

Rank

Building value as percent of area average		
Vacant lot	7%	
Less than 50%	2%	
50% to 75%	14%	
75% to 100%	22%	
100% to 125%	22%	
Greater than 125%	25%	
Avg. land value per square foot		
Single family residential	\$37	1
Multifamily residential	\$10	5
Commercial	\$22	7
Avg. total value per square foot		
Single family residential	\$83	1
Multifamily residential	\$424	7
Commercial	\$55	7
Avg. annual appreciation, 2003-2014	4.00%	11

Milwaukie and Powell



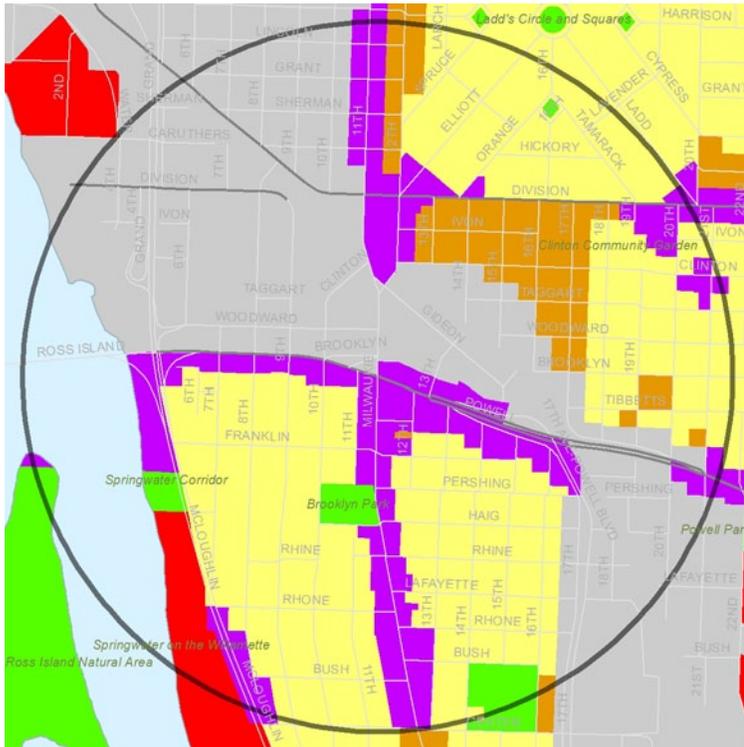
Transit orientation		Rank
Transit orientation (0-100 index)	83	2
People	74	3
Places	64	1
Performance	88	2
Physical Form	87	2
Ped-Bike Connectivity	47	9
Current daily ridership	1,606	4
Projected future ridership	N/A	N/A

Demographics		Rank
Population	4,711	28
Percent change 2000-2010	7%	28
2035 Projection	4,949	26
Transit-dependent populations		
Youth/elderly (under 18, over 65)	17%	28
Zero car households	21%	1
Less than poverty level	20%	16
Less than 80% of median family income	61%	17
Communities of color	17%	26



Urban form		Rank
Half mile walk distance area	63%	6
Average lot size (sq. ft)	7,930	22
Sidewalk completeness	63%	10
Community destinations	18	4
Fresh food destinations	4	4

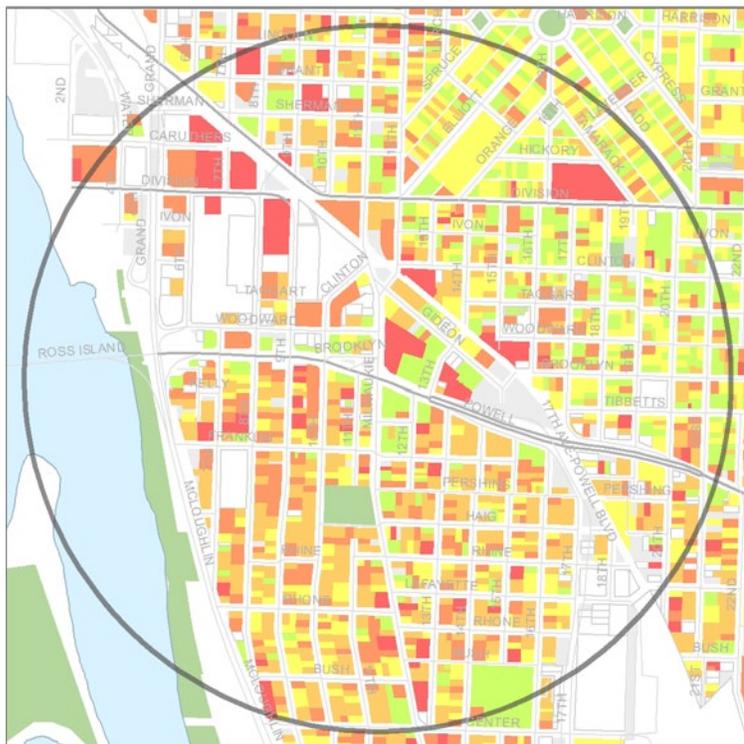
 Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	2,341	25
Percent change 2000-2010	11%	26
Employment	3,465	5
Retail and services	17%	
Office	40%	
Industrial	38%	
Public/education	4%	
Zoning		
Single-Family Residential	37%	
Multi-Family Residential	6%	
Mixed-Use Residential	16%	
Commercial	4%	
Industrial	34%	
Parks and Open Space	3%	

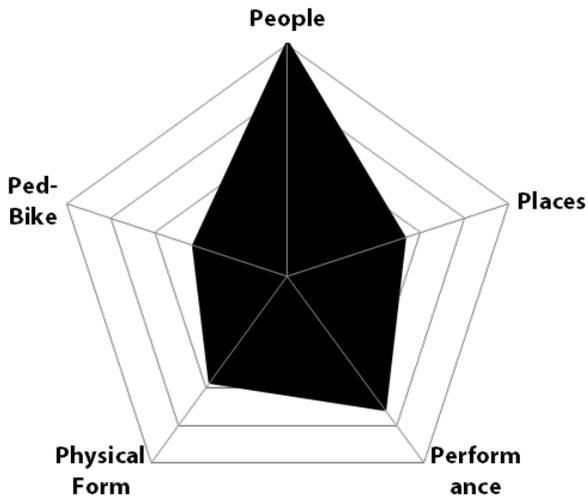


Market conditions

Rank

Building value as percent of area average		
Vacant lot	7%	
Less than 50%	3%	
50% to 75%	16%	
75% to 100%	29%	
100% to 125%	21%	
Greater than 125%	18%	
Avg. land value per square foot	\$31	3
Single family residential	\$33	3
Multifamily residential	\$21	1
Commercial	\$21	9
Avg. total value per square foot	\$88	5
Single family residential	\$74	3
Multifamily residential	\$494	6
Commercial	\$53	8
Avg. annual appreciation, 2003-2014	3.90%	12

26th and Powell



Transit orientation

Rank

		Rank
Transit orientation (0-100 index)	67	4
People	100	1
Places	53	9
Performance	71	5
Physical Form	56	5
Ped-Bike Connectivity	42	15
Current daily ridership	918	10
Projected future ridership	N/A	N/A

Demographics

Rank

		Rank
Population	7,269	16
Percent change 2000-2010	14%	21
2035 Projection	7,822	13
Transit-dependent populations		
Youth/elderly (under 18, over 65)	20%	26
Zero car households	18%	5
Less than poverty level	21%	14
Less than 80% of median family income	56%	21
Communities of color	19%	24



Half mile walking distance from opportunity area center

Urban form

Rank

		Rank
Half mile walk distance area	61%	12
Average lot size (sq. ft)	7,611	23
Sidewalk completeness	65%	8
Community destinations	14	6
Fresh food destinations	2	14



Land use and zoning

Rank

Housing Units	3,419	10
Percent change 2000-2010	20%	19
Employment	3,903	4
Retail and services	16%	
Office	63%	
Industrial	16%	
Public/education	4%	
Zoning		
Single-Family Residential	57%	
Multi-Family Residential	4%	
Mixed-Use Residential	10%	
Commercial	6%	
Industrial	20%	
Parks and Open Space	2%	

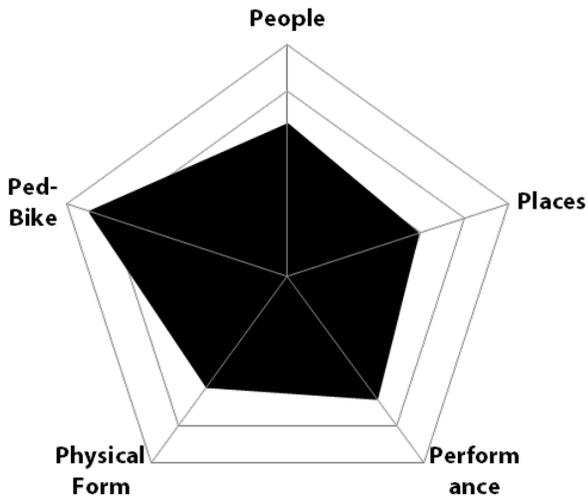


Market conditions

Rank

Building value as percent of area average		
Vacant lot	5%	
Less than 50%	2%	
50% to 75%	13%	
75% to 100%	26%	
100% to 125%	26%	
Greater than 125%	21%	
Avg. land value per square foot	\$30	5
Single family residential	\$33	4
Multifamily residential	\$7	7
Commercial	\$26	3
Avg. total value per square foot	\$130	1
Single family residential	\$73	4
Multifamily residential	\$818	1
Commercial	\$70	4
Avg. annual appreciation, 2003-2014	4.20%	9

Cesar Chavez and Division



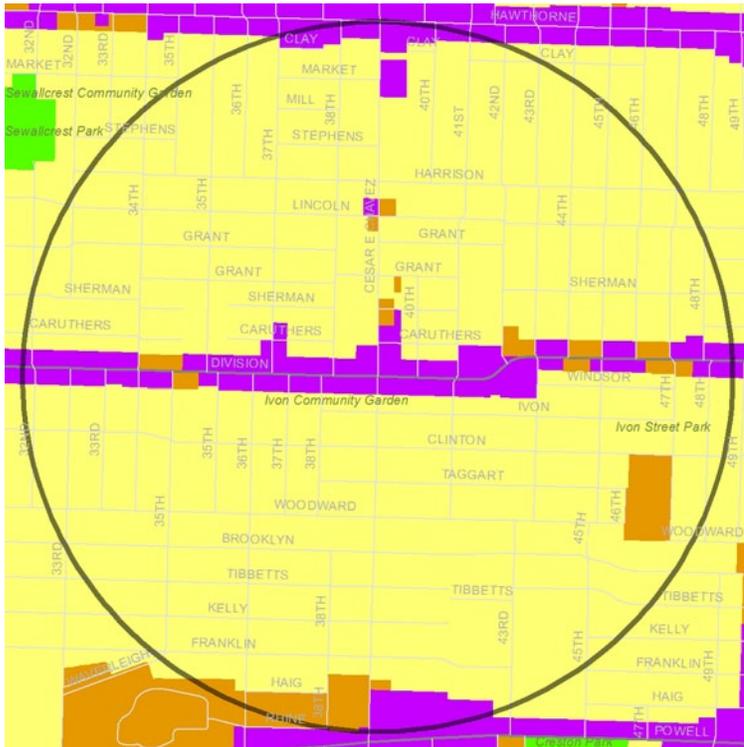
Transit orientation		Rank
Transit orientation (0-100 index)	74	3
People	65	8
Places	59	5
Performance	65	8
Physical Form	59	3
Ped-Bike Connectivity	89	1
Current daily ridership	1,148	7
Projected future ridership	N/A	N/A

Demographics		Rank
Population	8,918	5
Percent change 2000-2010	8%	27
2035 Projection	9,428	6
Transit-dependent populations		
Youth/elderly (under 18, over 65)	25%	24
Zero car households	10%	21
Less than poverty level	15%	24
Less than 80% of median family income	45%	26
Communities of color	16%	27



Urban form		Rank
Half mile walk distance area	63%	4
Average lot size (sq. ft)	5,443	28
Sidewalk completeness	74%	1
Community destinations	10	13
Fresh food destinations	2	14

Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	4,042	3
Percent change 2000-2010	9%	27
Employment	1,941	12
Retail and services	39%	
Office	44%	
Industrial	10%	
Public/education	7%	

Zoning

Single-Family Residential	88%
Multi-Family Residential	4%
Mixed-Use Residential	8%
Commercial	0%
Industrial	0%
Parks and Open Space	0%

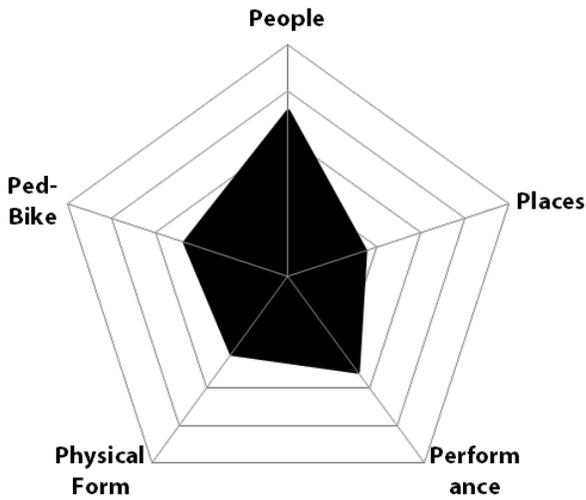


Market conditions

Rank

Building value as percent of area average		
Vacant lot	3%	
Less than 50%	1%	
50% to 75%	8%	
75% to 100%	23%	
100% to 125%	34%	
Greater than 125%	29%	
Avg. land value per square foot	\$35	1
Single family residential	\$36	2
Multifamily residential	\$11	4
Commercial	\$41	1
Avg. total value per square foot	\$91	3
Single family residential	\$79	2
Multifamily residential	\$561	2
Commercial	\$104	1
Avg. annual appreciation, 2003-2014	5.90%	3

Cesar Chavez and Powell



Transit orientation

		Rank
Transit orientation (0-100 index)		
People	71	4
Places	35	8
Performance	51	10
Physical Form	41	7
Ped-Bike Connectivity	47	10
Current daily ridership	1,828	3
Projected future ridership	N/A	N/A

Demographics

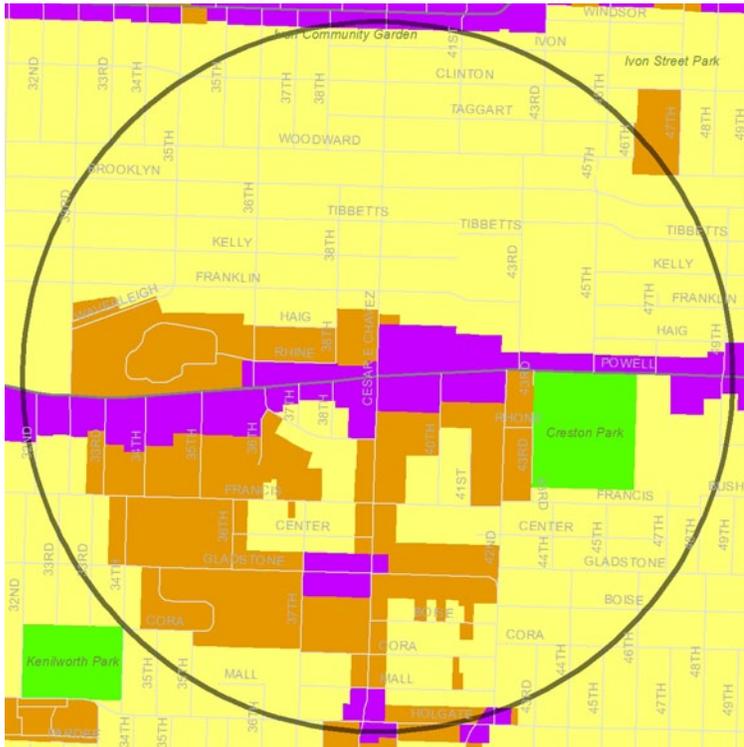
		Rank
Population	8,899	6
Percent change 2000-2010	8%	25
2035 Projection	9,708	5
Transit-dependent populations		
Youth/elderly (under 18, over 65)	23%	25
Zero car households	15%	9
Less than poverty level	16%	22
Less than 80% of median family income	58%	18
Communities of color	21%	23



Urban form

		Rank
Half mile walk distance area	63%	3
Average lot size (sq. ft)	7,482	24
Sidewalk completeness	64%	9
Community destinations	11	10
Fresh food destinations	2	14

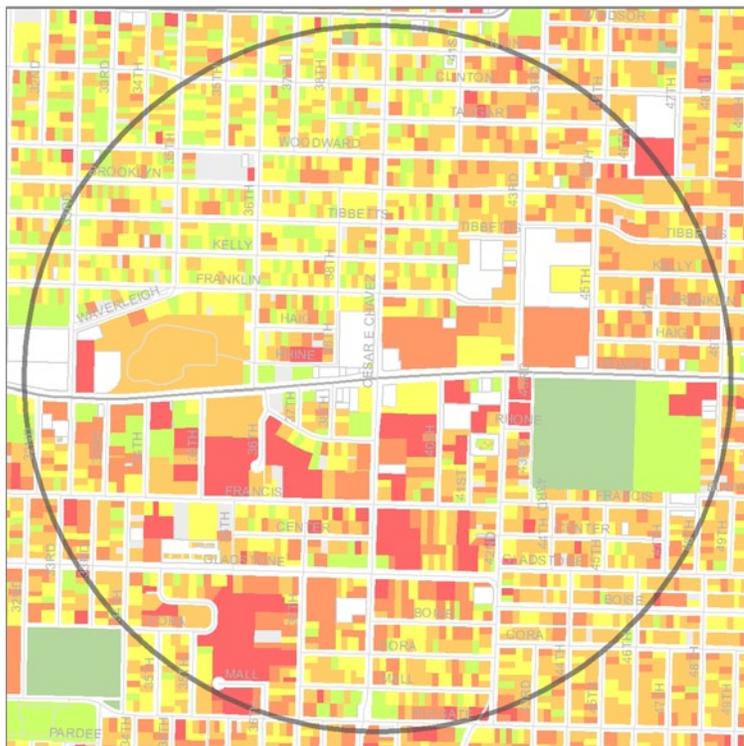
— Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	4,328	1
Percent change 2000-2010	12%	24
Employment	1,555	16
Retail and services	31%	
Office	57%	
Industrial	3%	
Public/education	10%	
Zoning		
Single-Family Residential	65%	
Multi-Family Residential	23%	
Mixed-Use Residential	10%	
Commercial	0%	
Industrial	0%	
Parks and Open Space	3%	

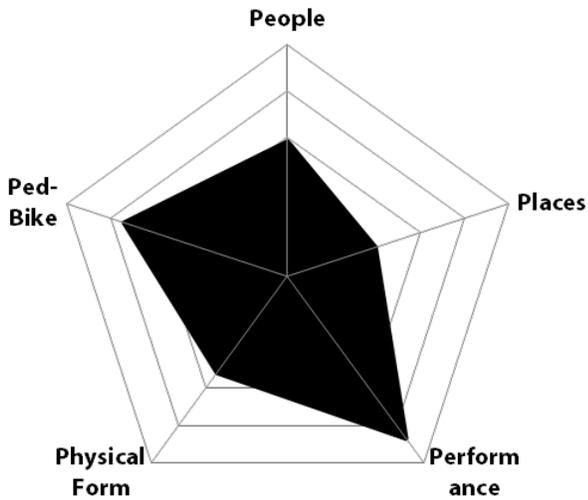


Market conditions

Rank

Building value as percent of area average		
Vacant lot	5%	
Less than 50%	3%	
50% to 75%	16%	
75% to 100%	35%	
100% to 125%	25%	
Greater than 125%	13%	
Avg. land value per square foot	\$29	6
Single family residential	\$31	6
Multifamily residential	\$12	3
Commercial	\$24	4
Avg. total value per square foot	\$76	8
Single family residential	\$64	6
Multifamily residential	\$271	9
Commercial	\$61	5
Avg. annual appreciation, 2003-2014	7.80%	2

50th and Division



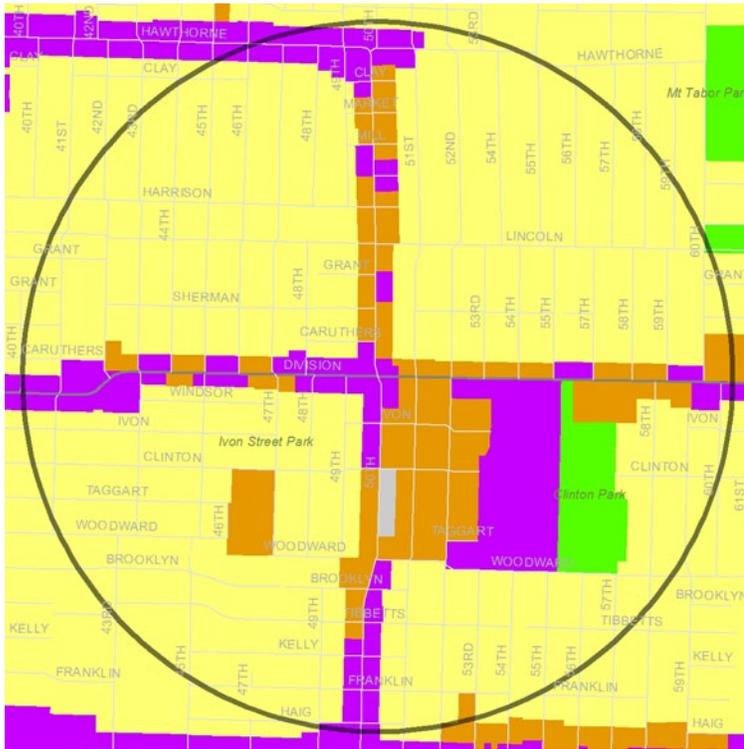
Transit orientation		Rank
Transit orientation (0-100 index)	67	5
People	58	11
Places	40	11
Performance	87	3
Physical Form	52	6
Ped-Bike Connectivity	74	2
Current daily ridership	1,012	9
Projected future ridership	N/A	N/A

Demographics		Rank
Population	9,463	3
Percent change 2000-2010	22%	19
2035 Projection	8,330	11
Transit-dependent populations		
Youth/elderly (under 18, over 65)	28%	22
Zero car households	12%	14
Less than poverty level	10%	26
Less than 80% of median family income	52%	24
Communities of color	24%	19



Urban form		Rank
Half mile walk distance area	62%	9
Average lot size (sq. ft)	5,919	27
Sidewalk completeness	73%	2
Community destinations	13	7
Fresh food destinations	1	21

 Half mile walking distance from opportunity area center



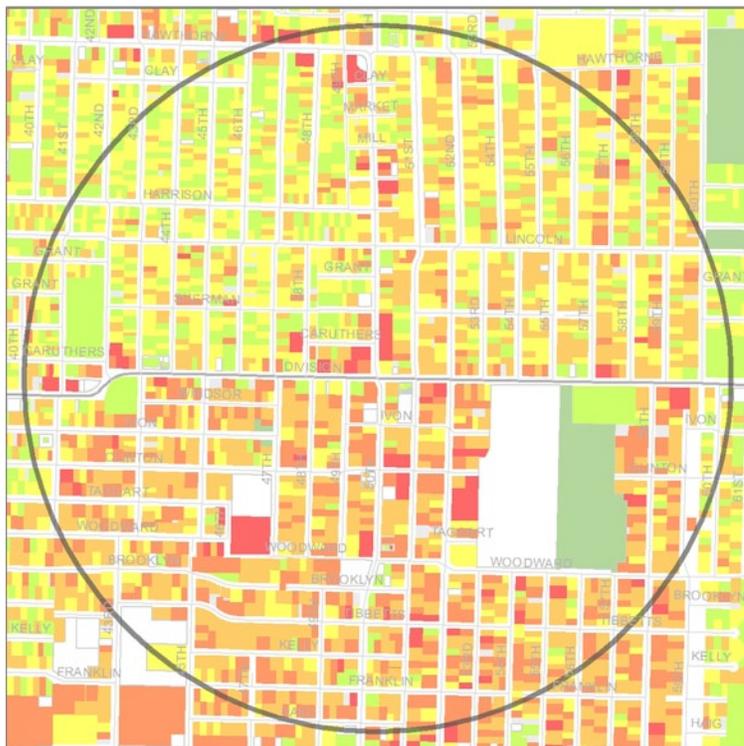
Land use and zoning

Rank

Housing Units	4,283	2
Percent change 2000-2010	26%	15
Employment	1,209	18
Retail and services	26%	
Office	43%	
Industrial	11%	
Public/education	20%	

Zoning

Single-Family Residential	74%
Multi-Family Residential	11%
Mixed-Use Residential	12%
Commercial	0%
Industrial	0%
Parks and Open Space	3%

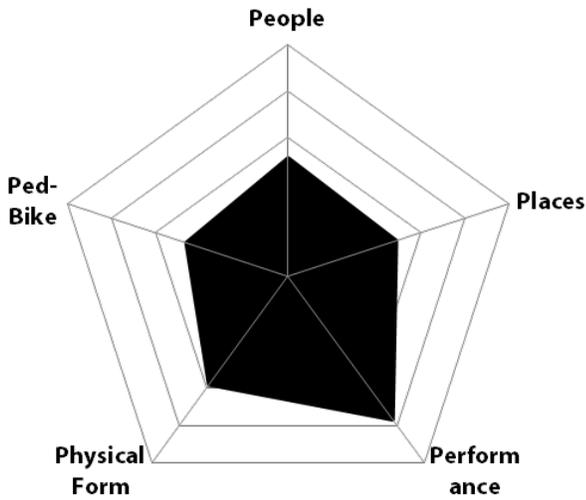


Market conditions

Rank

Building value as percent of area average		
Vacant lot	2%	
Less than 50%	2%	
50% to 75%	14%	
75% to 100%	34%	
100% to 125%	28%	
Greater than 125%	18%	
Avg. land value per square foot	\$31	4
Single family residential	\$33	5
Multifamily residential	\$5	9
Commercial	\$29	2
Avg. total value per square foot	\$91	4
Single family residential	\$68	5
Multifamily residential	\$520	4
Commercial	\$77	3
Avg. annual appreciation, 2003-2014	5.20%	5

Foster-Powell



Transit orientation

		Rank
Transit orientation (0-100 index)	61	6
People	51	15
Places	49	5
Performance	77	4
Physical Form	58	4
Ped-Bike Connectivity	46	12
Current daily ridership	1,514	6
Projected future ridership	N/A	N/A

Demographics

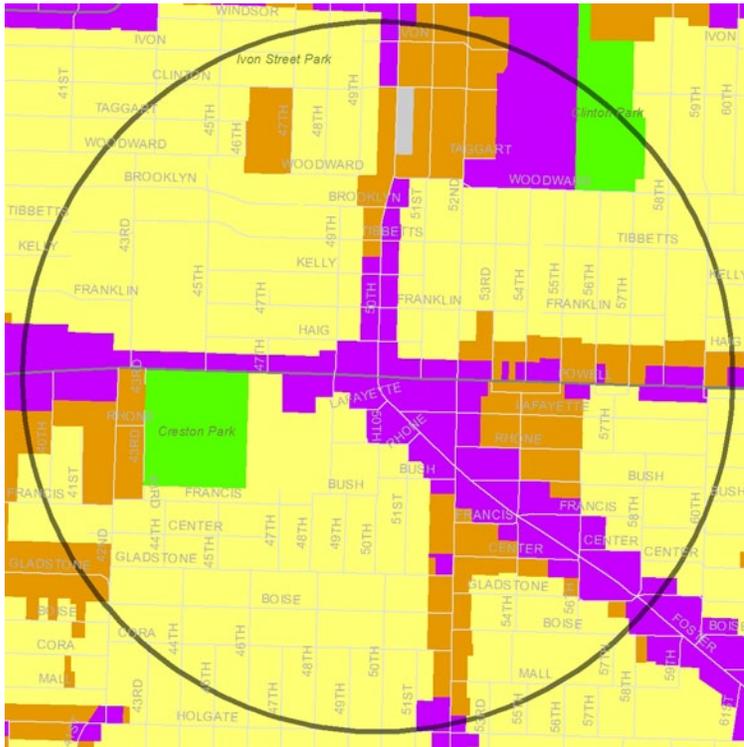
		Rank
Population	7,984	13
Percent change 2000-2010	8%	26
2035 Projection	8,720	8
Transit-dependent populations		
Youth/elderly (under 18, over 65)	25%	23
Zero car households	12%	14
Less than poverty level	16%	23
Less than 80% of median family income	57%	19
Communities of color	25%	18



Urban form

		Rank
Half mile walk distance area	64%	2
Average lot size (sq. ft)	7,128	25
Sidewalk completeness	70%	3
Community destinations	12	9
Fresh food destinations	3	6

 Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	3,695	7
Percent change 2000-2010	12%	22
Employment	1,482	17
Retail and services	34%	
Office	36%	
Industrial	12%	
Public/education	18%	
Zoning		
Single-Family Residential	64%	
Multi-Family Residential	15%	
Mixed-Use Residential	16%	
Commercial	0%	
Industrial	0%	
Parks and Open Space	4%	

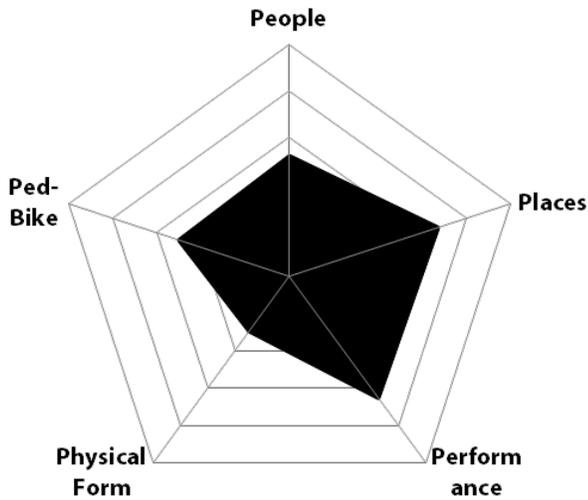


Market conditions

Rank

Building value as percent of area average		
Vacant lot	3%	
Less than 50%	5%	
50% to 75%	27%	
75% to 100%	44%	
100% to 125%	15%	
Greater than 125%	5%	
Avg. land value per square foot	\$24	7
Single family residential	\$25	7
Multifamily residential	\$13	2
Commercial	\$21	8
Avg. total value per square foot	\$53	10
Single family residential	\$51	7
Multifamily residential	\$146	10
Commercial	\$59	6
Avg. annual appreciation, 2003-2014	3.30%	15

82nd and Division



Transit orientation

		Rank
Transit orientation (0-100 index)	48	10
People	52	14
Places	67	5
Performance	65	7
Physical Form	29	9
Ped-Bike Connectivity	50	7
Current daily ridership	3,198	1
Projected future ridership	N/A	N/A

Demographics

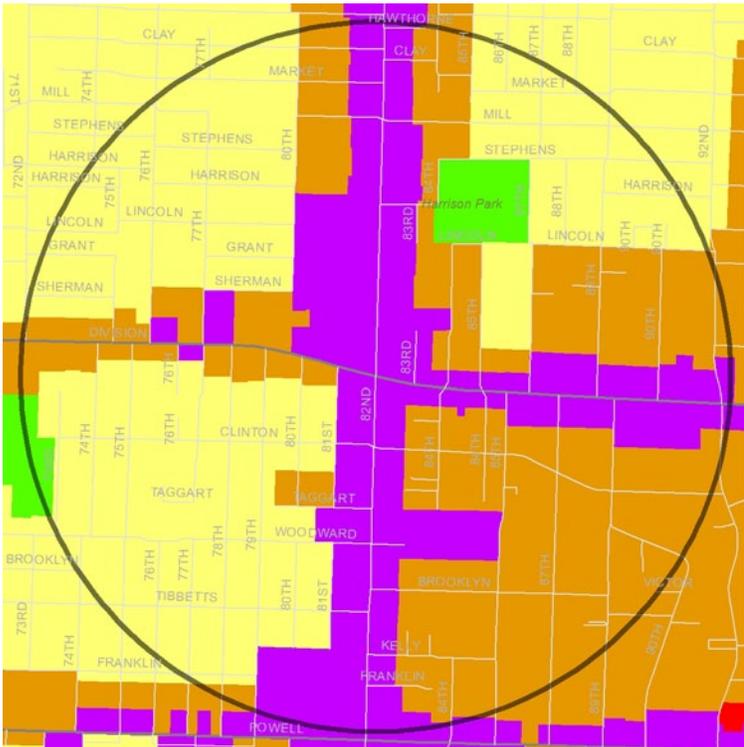
		Rank
Population	8,632	8
Percent change 2000-2010	46%	7
2035 Projection	9,911	3
Transit-dependent populations		
Youth/elderly (under 18, over 65)	33%	21
Zero car households	17%	7
Less than poverty level	23%	8
Less than 80% of median family income	66%	14
Communities of color	41%	11



Urban form

		Rank
Half mile walk distance area	61%	14
Average lot size (sq. ft)	8,864	21
Sidewalk completeness	39%	20
Community destinations	11	10
Fresh food destinations	3	6

 Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	3,580	8
Percent change 2000-2010	52%	4
Employment	2,105	10
Retail and services	39%	
Office	26%	
Industrial	2%	
Public/education	33%	
Zoning		
Single-Family Residential	40%	
Multi-Family Residential	34%	
Mixed-Use Residential	24%	
Commercial	0%	
Industrial	0%	
Parks and Open Space	2%	

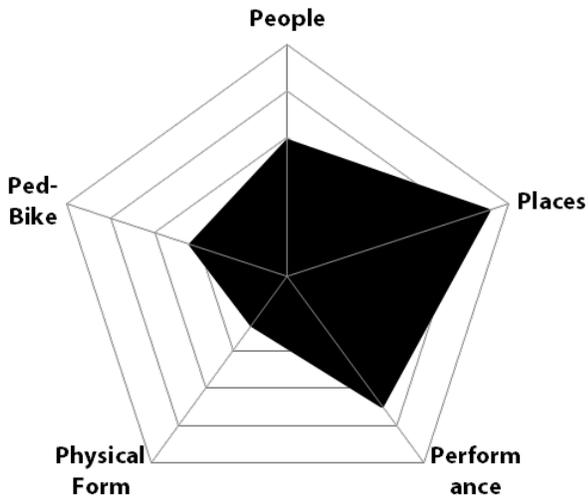


Market conditions

Rank

Building value as percent of area average		
Vacant lot	4%	
Less than 50%	4%	
50% to 75%	14%	
75% to 100%	27%	
100% to 125%	23%	
Greater than 125%	26%	
Avg. land value per square foot	\$17	8
Single family residential	\$17	8
Multifamily residential	\$3	13
Commercial	\$22	5
Avg. total value per square foot	\$43	14
Single family residential	\$37	8
Multifamily residential	\$137	12
Commercial	\$48	12
Avg. annual appreciation, 2003-2014	4.50%	7

82nd and Powell



Transit orientation

		Rank
Transit orientation (0-100 index)	51	8
People	58	10
Places	91	2
Performance	69	6
Physical Form	26	11
Ped-Bike Connectivity	44	13
Current daily ridership	2,792	2
Projected future ridership	N/A	N/A

Demographics

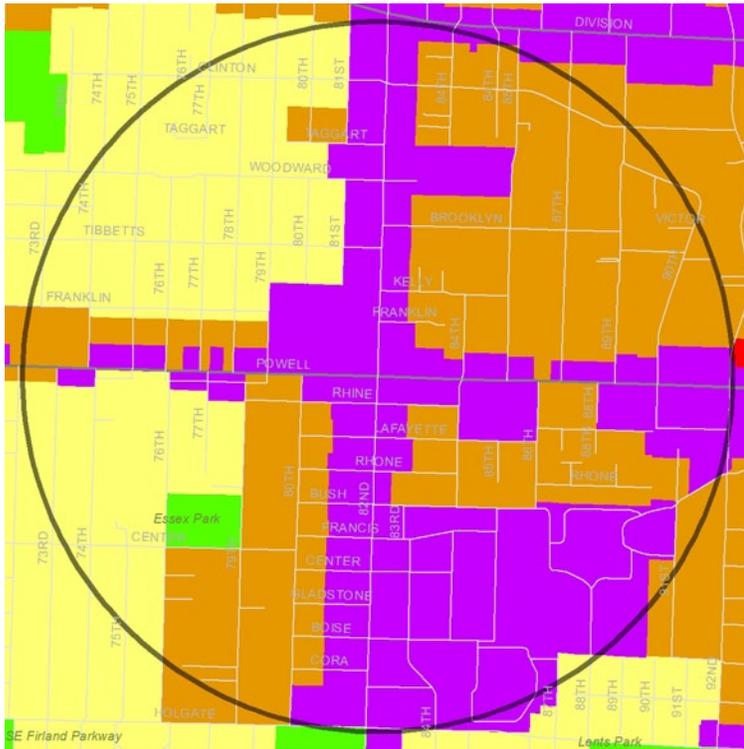
		Rank
Population	8,002	12
Percent change 2000-2010	43%	8
2035 Projection	10,682	1
Transit-dependent populations		
Youth/elderly (under 18, over 65)	36%	14
Zero car households	21%	1
Less than poverty level	26%	6
Less than 80% of median family income	64%	16
Communities of color	38%	14



Urban form

		Rank
Half mile walk distance area	61%	15
Average lot size (sq. ft)	9,647	20
Sidewalk completeness	44%	19
Community destinations	10	13
Fresh food destinations	4	4

Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	3,376	11
Percent change 2000-2010	40%	8
Employment	2,949	7
Retail and services	55%	
Office	26%	
Industrial	1%	
Public/education	18%	
Zoning		
Single-Family Residential	25%	
Multi-Family Residential	38%	
Mixed-Use Residential	36%	
Commercial	0%	
Industrial	0%	
Parks and Open Space	1%	

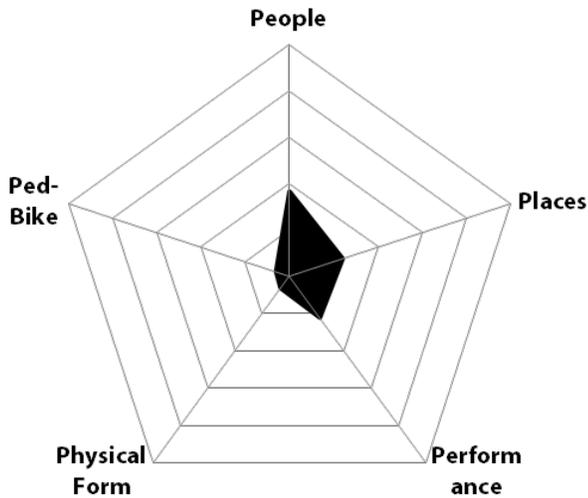


Market conditions

Rank

Building value as percent of area average		
Vacant lot	5%	
Less than 50%	3%	
50% to 75%	13%	
75% to 100%	24%	
100% to 125%	28%	
Greater than 125%	22%	
Avg. land value per square foot	\$15	9
Single family residential	\$17	10
Multifamily residential	\$2	18
Commercial	\$22	6
Avg. total value per square foot	\$45	12
Single family residential	\$35	9
Multifamily residential	\$141	11
Commercial	\$47	13
Avg. annual appreciation, 2003-2014	4.50%	6

112th and Division



Transit orientation

		Rank
Transit orientation (0-100 index)		
People	10	24
Places	36	22
Performance	24	17
Physical Form	22	16
Ped-Bike Connectivity	7	20
Ped-Bike	6	28
Current daily ridership	218	20
Projected future ridership	N/A	N/A

Demographics

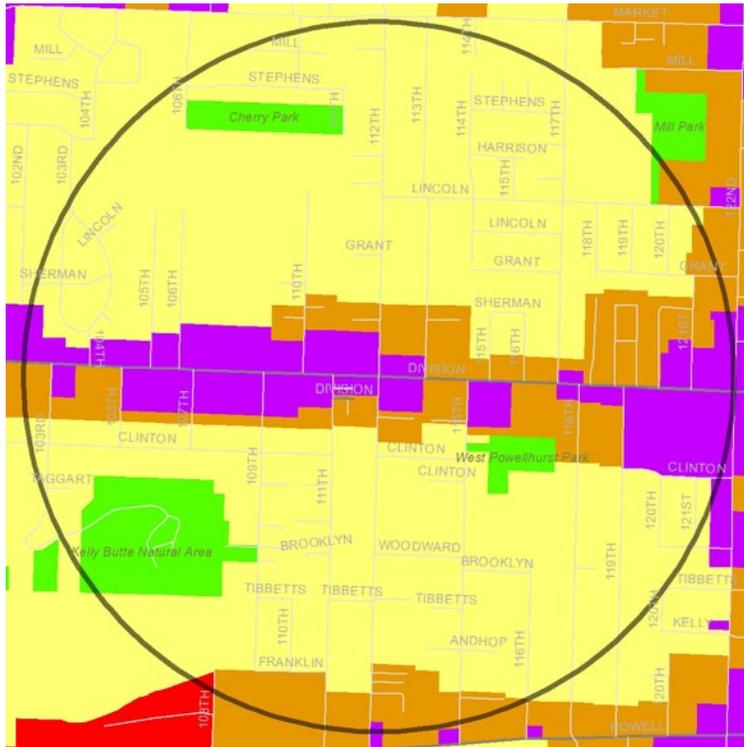
		Rank
Population	6,548	23
Percent change 2000-2010	25%	17
2035 Projection	8,482	10
Transit-dependent populations		
Youth/elderly (under 18, over 65)	37%	10
Zero car households	11%	17
Less than poverty level	38%	1
Less than 80% of median family income	65%	15
Communities of color	39%	12



Urban form

		Rank
Half mile walk distance area	60%	16
Average lot size (sq. ft)	13,919	14
Sidewalk completeness	20%	26
Community destinations	5	19
Fresh food destinations	3	6

 Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	2,330	26
Percent change 2000-2010	15%	20
Employment	814	24
Retail and services	43%	
Office	39%	
Industrial	2%	
Public/education	16%	

Zoning

	Single-Family Residential	69%
	Multi-Family Residential	14%
	Mixed-Use Residential	11%
	Commercial	0%
	Industrial	0%
	Parks and Open Space	6%

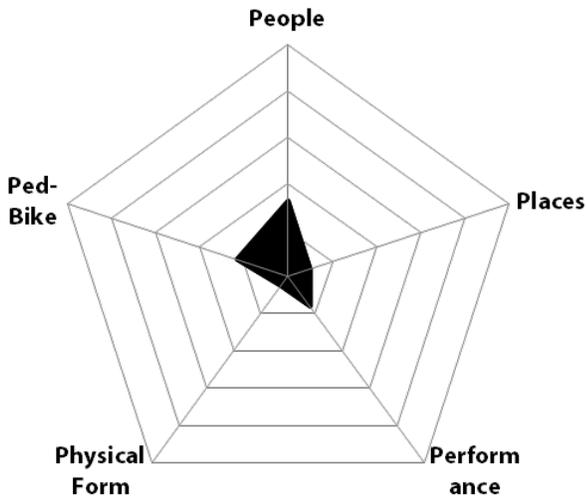


Market conditions

Rank

Building value as percent of area average		
	Vacant lot	5%
	Less than 50%	1%
	50% to 75%	6%
	75% to 100%	29%
	100% to 125%	37%
	Greater than 125%	18%
Avg. land value per square foot	\$10	20
Single family residential	\$11	24
Multifamily residential	\$3	10
Commercial	\$16	14
Avg. total value per square foot	\$28	20
Single family residential	\$23	21
Multifamily residential	\$122	16
Commercial	\$42	19
Avg. annual appreciation, 2003-2014	2.90%	19

112th and Powell



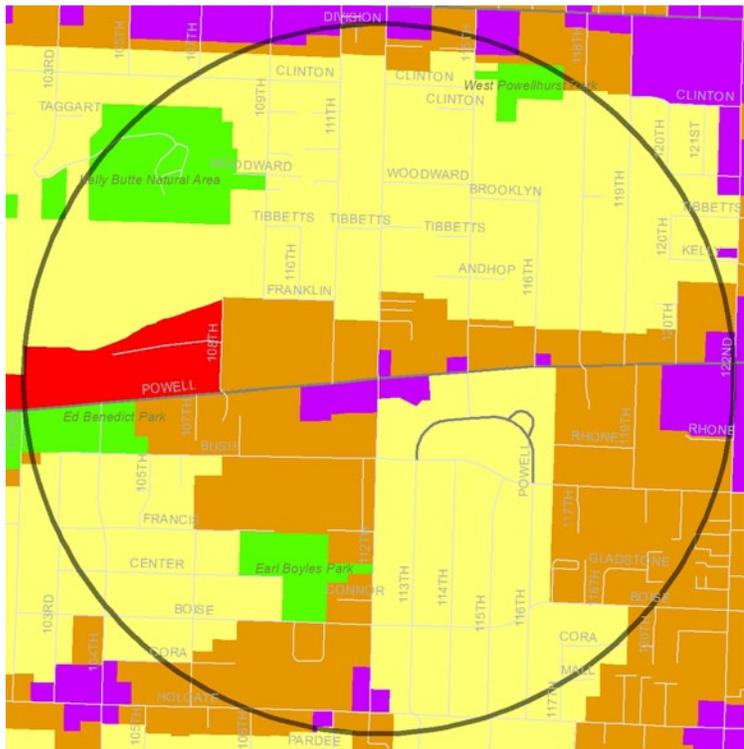
Transit orientation		Rank
Transit orientation (0-100 index)	9	25
People	32	24
Places	10	23
Performance	16	20
Physical Form	5	24
Ped-Bike Connectivity	23	21
Current daily ridership	206	22
Projected future ridership	N/A	N/A

Demographics		Rank
Population	8,168	11
Percent change 2000-2010	51%	3
2035 Projection	7,437	15
Transit-dependent populations		
Youth/elderly (under 18, over 65)	37%	8
Zero car households	15%	9
Less than poverty level	30%	4
Less than 80% of median family income	75%	2
Communities of color	50%	2



Urban form		Rank
Half mile walk distance area	61%	13
Average lot size (sq. ft)	12,776	15
Sidewalk completeness	15%	28
Community destinations	3	23
Fresh food destinations	3	6

Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	2,961	17
Percent change 2000-2010	42%	6
Employment	1,001	20
Retail and services	41%	
Office	36%	
Industrial	3%	
Public/education	21%	
Zoning		
Single-Family Residential	57%	
Multi-Family Residential	29%	
Mixed-Use Residential	3%	
Commercial	3%	
Industrial	0%	
Parks and Open Space	8%	

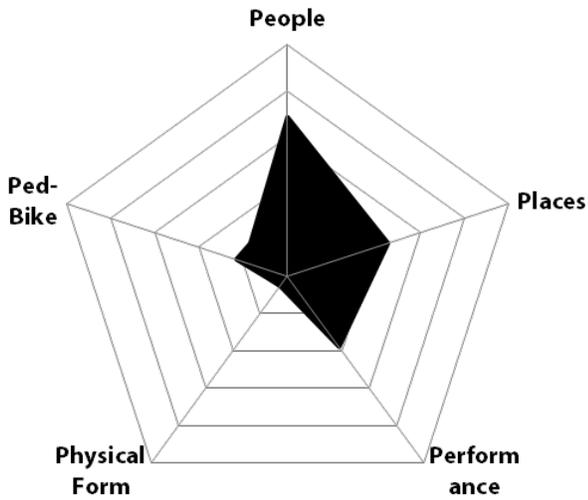


Market conditions

Rank

Building value as percent of area average		
Vacant lot	6%	
Less than 50%	1%	
50% to 75%	8%	
75% to 100%	29%	
100% to 125%	37%	
Greater than 125%	15%	
Avg. land value per square foot	\$9	25
Single family residential	\$10	25
Multifamily residential	\$3	16
Commercial	\$11	22
Avg. total value per square foot	\$25	26
Single family residential	\$21	25
Multifamily residential	\$88	21
Commercial	\$38	20
Avg. annual appreciation, 2003-2014	3.20%	17

122nd and Division



Transit orientation

		Rank
Transit orientation (0-100 index)	24	14
People	68	5
Places	45	13
Performance	38	14
Physical Form	5	23
Ped-Bike Connectivity	19	22
Current daily ridership	1,594	5
Projected future ridership	N/A	N/A

Demographics

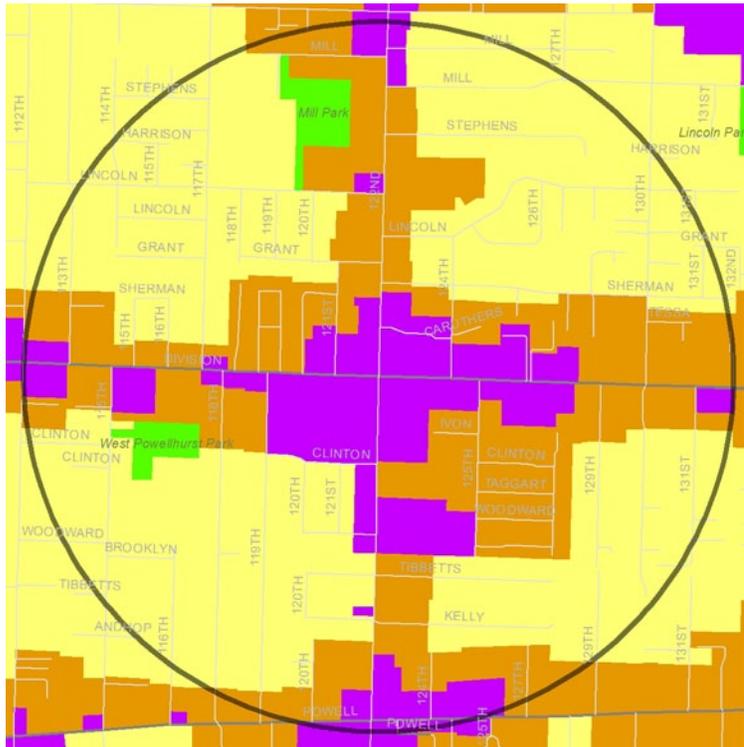
		Rank
Population	10,750	1
Percent change 2000-2010	40%	11
2035 Projection	10,589	2
Transit-dependent populations		
Youth/elderly (under 18, over 65)	37%	9
Zero car households	18%	5
Less than poverty level	32%	3
Less than 80% of median family income	69%	9
Communities of color	41%	10



Urban form

		Rank
Half mile walk distance area	61%	11
Average lot size (sq. ft)	10,882	18
Sidewalk completeness	21%	25
Community destinations	7	16
Fresh food destinations	5	1

— Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	3,767	6
Percent change 2000-2010	30%	13
Employment	1,872	13
Retail and services	30%	
Office	51%	
Industrial	10%	
Public/education	10%	
Zoning		
Single-Family Residential	54%	
Multi-Family Residential	29%	
Mixed-Use Residential	15%	
Commercial	0%	
Industrial	0%	
Parks and Open Space	2%	

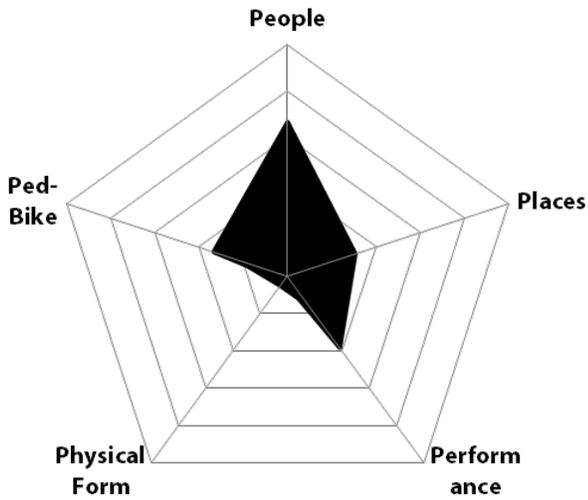


Market conditions

Rank

Building value as percent of area average		
Vacant lot	6%	
Less than 50%	3%	
50% to 75%	9%	
75% to 100%	34%	
100% to 125%	34%	
Greater than 125%	11%	
Avg. land value per square foot	\$10	21
Single family residential	\$11	22
Multifamily residential	\$2	17
Commercial	\$17	10
Avg. total value per square foot	\$35	17
Single family residential	\$23	22
Multifamily residential	\$124	15
Commercial	\$48	11
Avg. annual appreciation, 2003-2014	3.50%	13

122nd and Powell

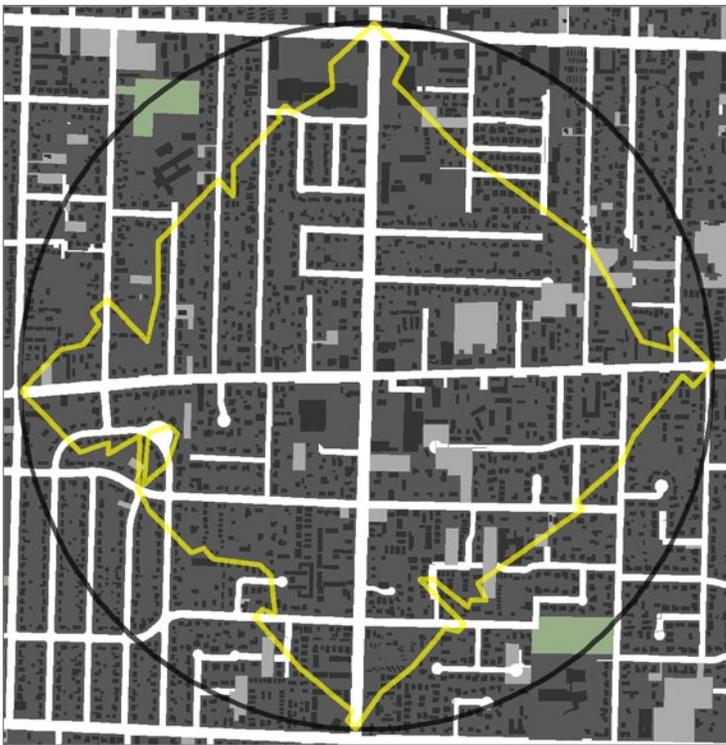


Transit orientation

		Rank
Transit orientation (0-100 index)	23	15
People	66	7
Places	31	15
Performance	38	13
Physical Form	3	25
Ped-Bike Connectivity	33	17
Current daily ridership	1,080	8
Projected future ridership	N/A	N/A

Demographics

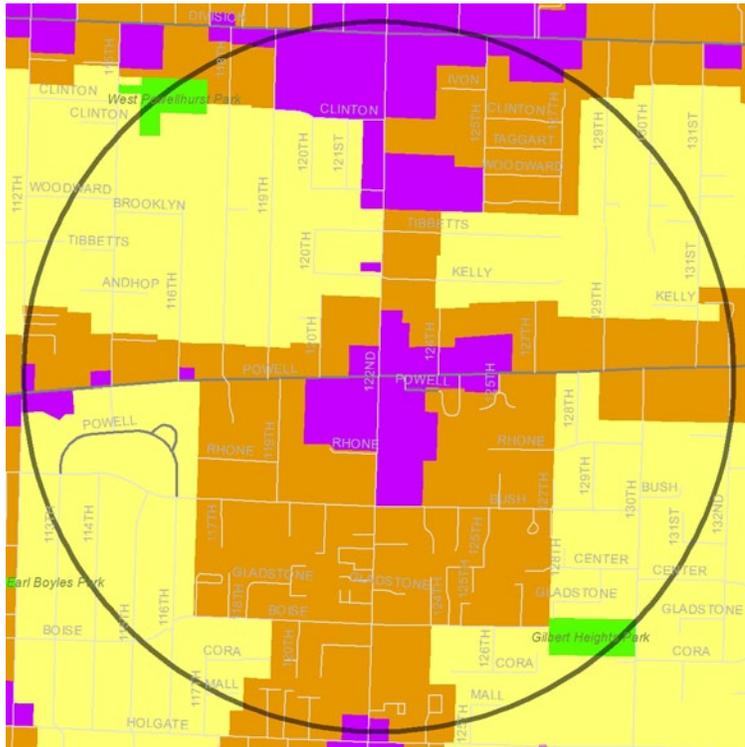
		Rank
Population	10,373	2
Percent change 2000-2010	41%	10
2035 Projection	9,828	4
Transit-dependent populations		
Youth/elderly (under 18, over 65)	38%	5
Zero car households	19%	3
Less than poverty level	36%	2
Less than 80% of median family income	68%	11
Communities of color	43%	7



Urban form

		Rank
Half mile walk distance area	58%	23
Average lot size (sq. ft)	11,126	17
Sidewalk completeness	16%	27
Community destinations	4	20
Fresh food destinations	2	14

— Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	3,888	4
Percent change 2000-2010	40%	7
Employment	1,653	15
Retail and services	37%	
Office	42%	
Industrial	11%	
Public/education	10%	

Zoning

Single-Family Residential	46%
Multi-Family Residential	41%
Mixed-Use Residential	12%
Commercial	0%
Industrial	0%
Parks and Open Space	1%

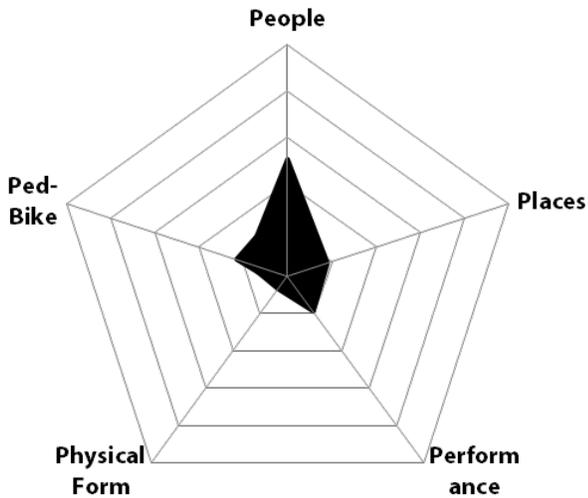


Market conditions

Rank

Building value as percent of area average		
Vacant lot	6%	
Less than 50%	1%	
50% to 75%	9%	
75% to 100%	28%	
100% to 125%	38%	
Greater than 125%	15%	
Avg. land value per square foot	\$11	18
Single family residential	\$12	17
Multifamily residential	\$3	11
Commercial	\$15	16
Avg. total value per square foot	\$35	16
Single family residential	\$26	18
Multifamily residential	\$104	19
Commercial	\$46	14
Avg. annual appreciation, 2003-2014	4.20%	8

148th and Division



Transit orientation

		Rank
Transit orientation (0-100 index)	14	18
People	50	16
Places	18	15
Performance	19	17
Physical Form	7	19
Ped-Bike Connectivity	19	23
Current daily ridership	277	18
Projected future ridership	N/A	N/A

Demographics

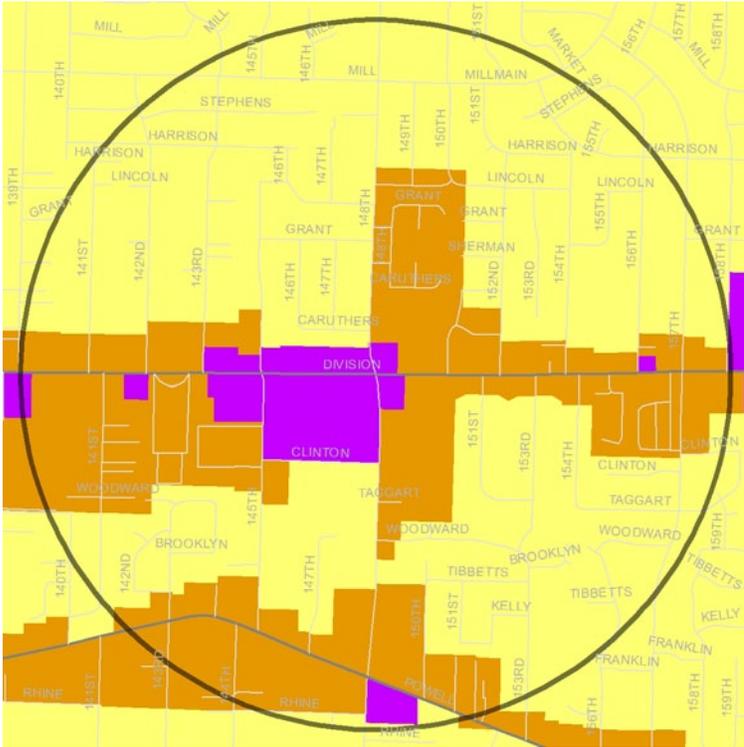
		Rank
Population	8,826	7
Percent change 2000-2010	42%	9
2035 Projection	7,938	12
Transit-dependent populations		
Youth/elderly (under 18, over 65)	35%	17
Zero car households	12%	14
Less than poverty level	23%	7
Less than 80% of median family income	69%	9
Communities of color	42%	8



Urban form

		Rank
Half mile walk distance area	58%	25
Average lot size (sq. ft)	10,024	19
Sidewalk completeness	27%	22
Community destinations	3	23
Fresh food destinations	3	6

— Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	3,217	13
Percent change 2000-2010	36%	10
Employment	839	23
Retail and services	54%	
Office	28%	
Industrial	1%	
Public/education	17%	

Zoning

Single-Family Residential	64%
Multi-Family Residential	31%
Mixed-Use Residential	6%
Commercial	0%
Industrial	0%
Parks and Open Space	0%

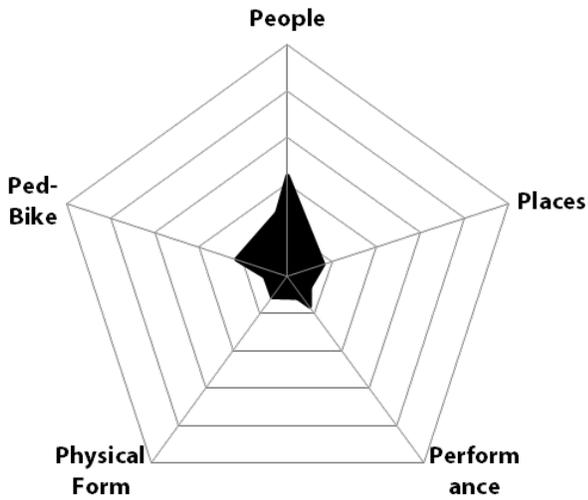


Market conditions

Rank

Building value as percent of area average		
Vacant lot	4%	
Less than 50%	1%	
50% to 75%	6%	
75% to 100%	34%	
100% to 125%	40%	
Greater than 125%	12%	
Avg. land value per square foot	\$8	27
Single family residential	\$10	26
Multifamily residential	\$1	24
Commercial	\$14	19
Avg. total value per square foot	\$34	19
Single family residential	\$20	26
Multifamily residential	\$113	17
Commercial	\$36	21
Avg. annual appreciation, 2003-2014	0.10%	25

162nd and Division



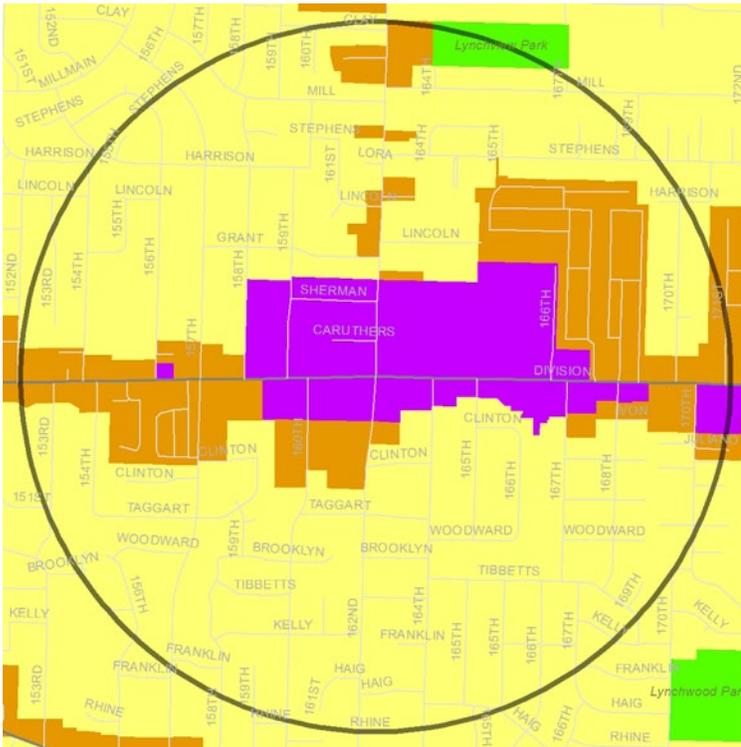
Transit orientation		Rank
Transit orientation (0-100 index)	12	22
People	43	19
Places	16	17
Performance	12	24
Physical Form	11	14
Ped-Bike Connectivity	12	25
Current daily ridership	366	16
Projected future ridership	N/A	N/A

Demographics		Rank
Population	8,323	10
Percent change 2000-2010	34%	13
2035 Projection	7,512	14
Transit-dependent populations		
Youth/elderly (under 18, over 65)	36%	15
Zero car households	11%	17
Less than poverty level	23%	9
Less than 80% of median family income	73%	3
Communities of color	43%	6



Urban form		Rank
Half mile walk distance area	62%	8
Average lot size (sq. ft)	11,170	16
Sidewalk completeness	27%	23
Community destinations	3	23
Fresh food destinations	2	14

— Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	3,201	15
Percent change 2000-2010	25%	18
Employment	683	26
Retail and services	50%	
Office	44%	
Industrial	3%	
Public/education	2%	

Zoning

Single-Family Residential	70%
Multi-Family Residential	17%
Mixed-Use Residential	12%
Commercial	0%
Industrial	0%
Parks and Open Space	1%

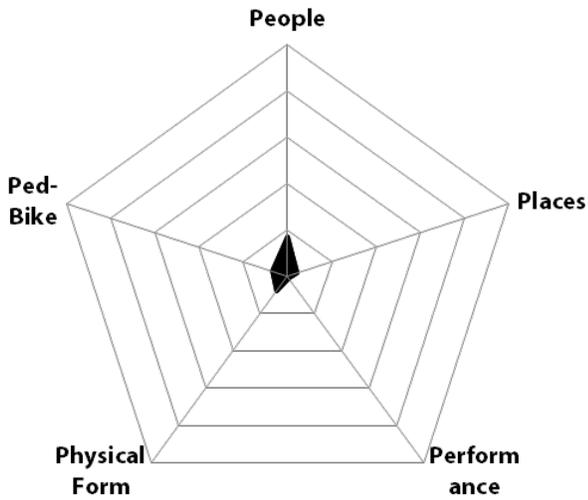


Market conditions

Rank

Building value as percent of area average		
Vacant lot	3%	
Less than 50%	1%	
50% to 75%	10%	
75% to 100%	44%	
100% to 125%	35%	
Greater than 125%	5%	
Avg. land value per square foot	\$9	26
Single family residential	\$9	28
Multifamily residential	\$3	15
Commercial	\$14	18
Avg. total value per square foot	\$22	27
Single family residential	\$19	28
Multifamily residential	\$135	13
Commercial	\$33	23
Avg. annual appreciation, 2003-2014	0.50%	23

162nd and Powell



Transit orientation

		Rank
Transit orientation (0-100 index)	1	28
People	17	27
Places	4	19
Performance	1	27
Physical Form	8	18
Ped-Bike Connectivity	7	26
Current daily ridership	130	23
Projected future ridership	N/A	N/A

Demographics

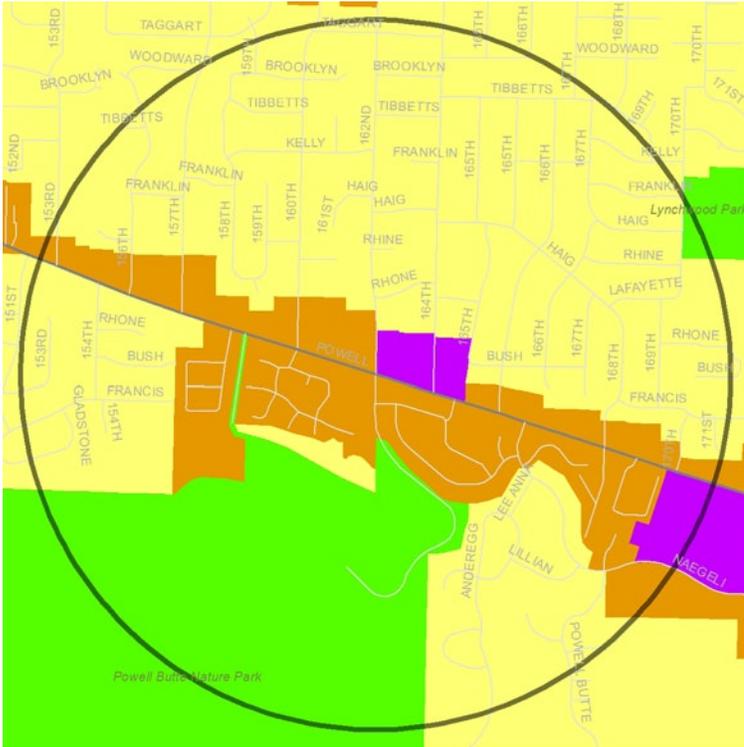
		Rank
Population	6,987	21
Percent change 2000-2010	32%	15
2035 Projection	4,958	25
Transit-dependent populations		
Youth/elderly (under 18, over 65)	34%	20
Zero car households	8%	27
Less than poverty level	19%	17
Less than 80% of median family income	67%	13
Communities of color	35%	16



Urban form

		Rank
Half mile walk distance area	50%	28
Average lot size (sq. ft)	20,609	3
Sidewalk completeness	30%	21
Community destinations	4	20
Fresh food destinations	0	25

 Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	2,553	22
Percent change 2000-2010	25%	16
Employment	247	28
Retail and services	48%	
Office	48%	
Industrial	4%	
Public/education	0%	
Zoning		
Single-Family Residential	60%	
Multi-Family Residential	17%	
Mixed-Use Residential	2%	
Commercial	0%	
Industrial	0%	
Parks and Open Space	20%	

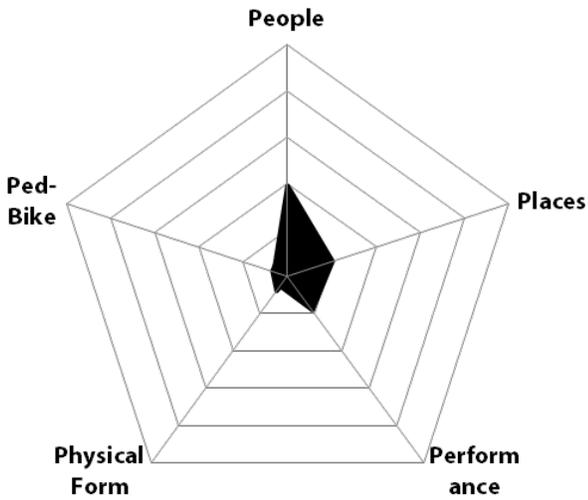


Market conditions

Rank

Building value as percent of area average		
Vacant lot	4%	
Less than 50%	1%	
50% to 75%	12%	
75% to 100%	48%	
100% to 125%	30%	
Greater than 125%	3%	
Avg. land value per square foot	\$12	15
Single family residential	\$11	21
Multifamily residential	\$1	23
Commercial	\$11	24
Avg. total value per square foot	\$26	24
Single family residential	\$22	23
Multifamily residential	\$106	18
Commercial	\$27	24
Avg. annual appreciation, 2003-2014	5.20%	4

182nd and Division



Transit orientation

		Rank
Transit orientation (0-100 index)	8	26
People	39	21
Places	20	14
Performance	18	18
Physical Form	5	22
Ped-Bike Connectivity	6	27
Current daily ridership	482	12
Projected future ridership	N/A	N/A

Demographics

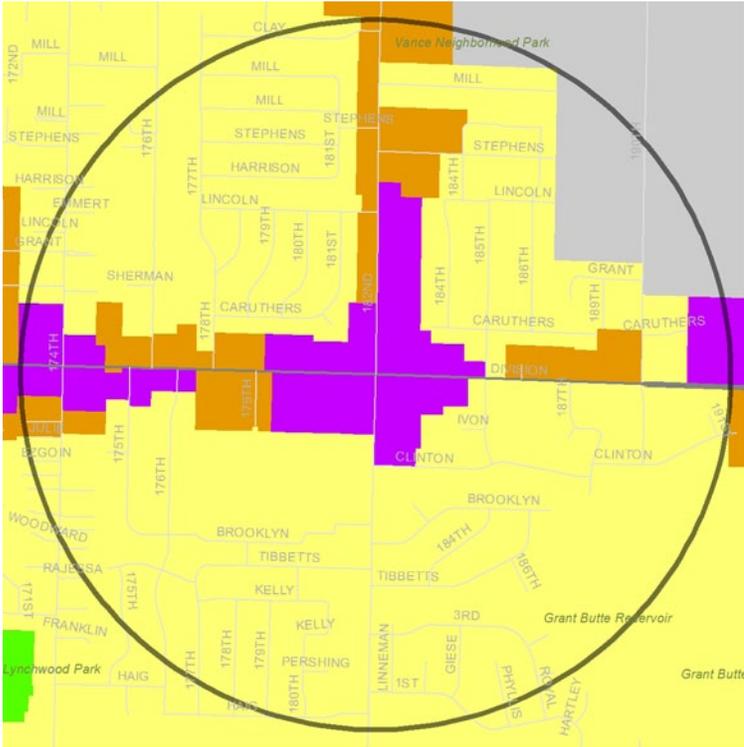
		Rank
Population	7,585	15
Percent change 2000-2010	49%	6
2035 Projection	4,621	28
Transit-dependent populations		
Youth/elderly (under 18, over 65)	39%	2
Zero car households	15%	9
Less than poverty level	22%	12
Less than 80% of median family income	72%	4
Communities of color	57%	1

Urban form

		Rank
Half mile walk distance area	59%	21
Average lot size (sq. ft)	14,371	13
Sidewalk completeness	22%	24
Community destinations	7	16
Fresh food destinations	3	6



— Half mile walking distance from opportunity area center



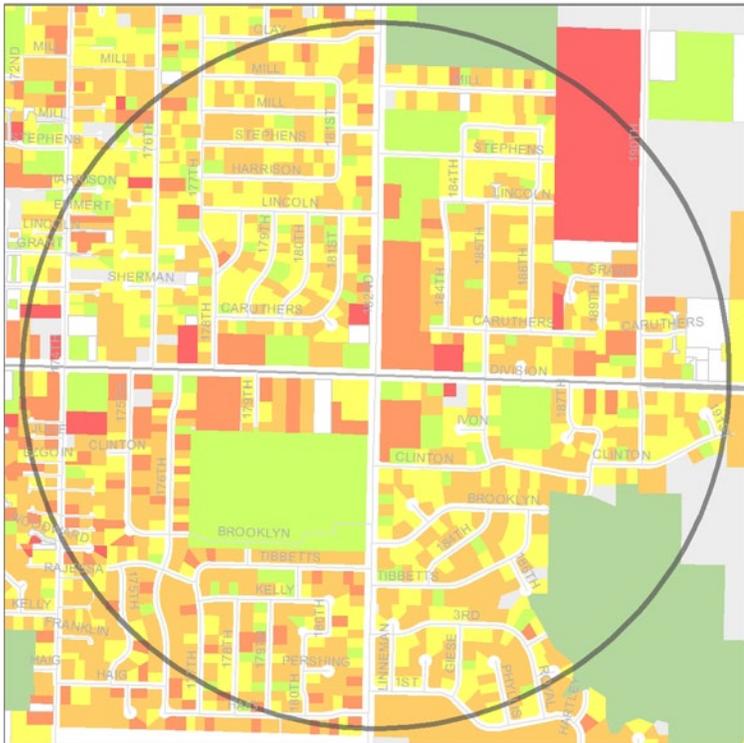
Land use and zoning

Rank

Housing Units	2,442	24
Percent change 2000-2010	44%	5
Employment	1,014	19
Retail and services	18%	
Office	21%	
Industrial	1%	
Public/education	61%	

Zoning

Single-Family Residential	75%
Multi-Family Residential	9%
Mixed-Use Residential	10%
Commercial	0%
Industrial	6%
Parks and Open Space	0%

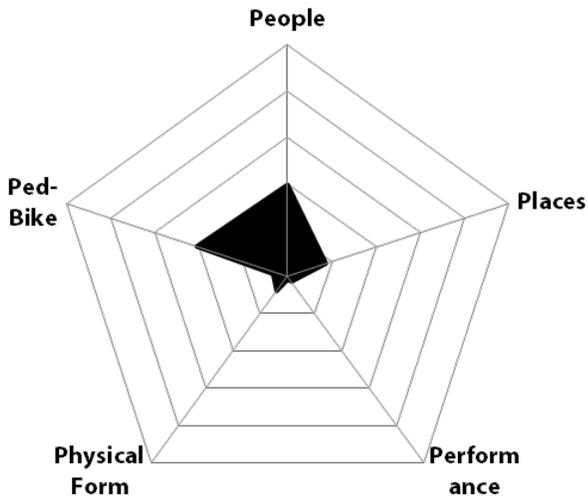


Market conditions

Rank

Building value as percent of area average		
Vacant lot	3%	
Less than 50%	1%	
50% to 75%	7%	
75% to 100%	43%	
100% to 125%	37%	
Greater than 125%	8%	
Avg. land value per square foot	\$9	22
Single family residential	\$10	27
Multifamily residential	\$7	6
Commercial	\$12	21
Avg. total value per square foot	\$19	28
Single family residential	\$20	27
Multifamily residential	\$26	28
Commercial	\$27	25
Avg. annual appreciation, 2003-2014	-0.20%	27

182nd and Powell



Transit orientation

Rank

Transit orientation (0-100 index)	13	21
People	39	20
Places	17	14
Performance	3	26
Physical Form	1	27
Ped-Bike Connectivity	41	16
Current daily ridership	389	14
Projected future ridership	N/A	N/A

Demographics

Rank

Population	8,567	9
Percent change 2000-2010	51%	4
2035 Projection	5,570	23
Transit-dependent populations		
Youth/elderly (under 18, over 65)	38%	6
Zero car households	10%	21
Less than poverty level	17%	19
Less than 80% of median family income	43%	27
Communities of color	41%	9

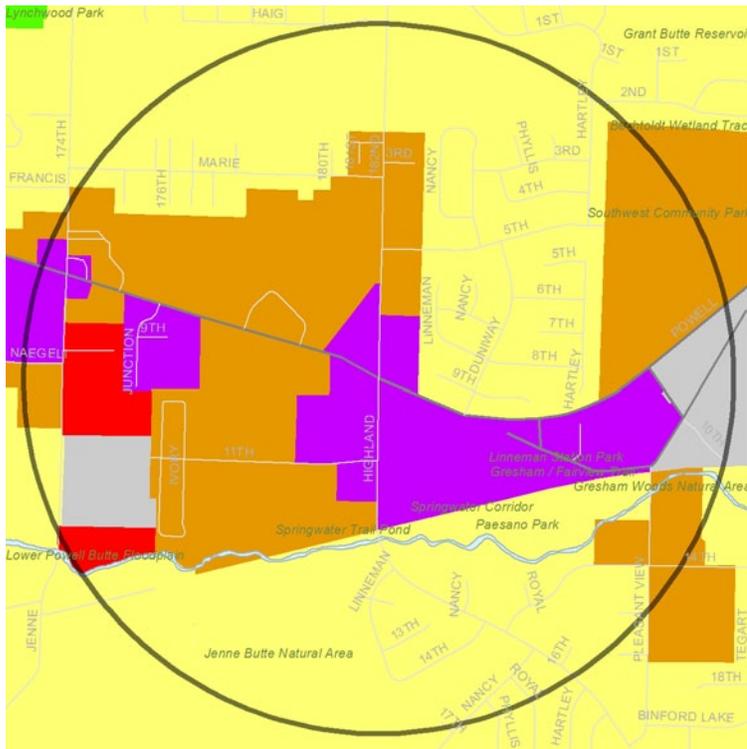


Urban form

Rank

Half mile walk distance area	58%	26
Average lot size (sq. ft)	20,276	5
Sidewalk completeness	53%	12
Community destinations	4	20
Fresh food destinations	1	21

 Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	3,576	9
Percent change 2000-2010	38%	9
Employment	987	21
Retail and services	53%	
Office	39%	
Industrial	4%	
Public/education	3%	
Zoning		
Single-Family Residential	50%	
Multi-Family Residential	29%	
Mixed-Use Residential	13%	
Commercial	3%	
Industrial	4%	
Parks and Open Space	0%	

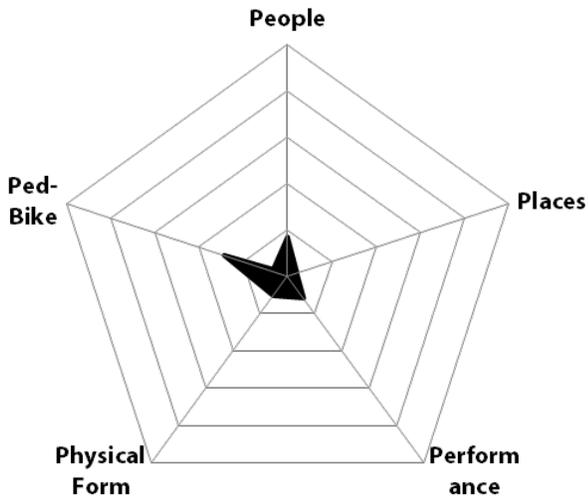


Market conditions

Rank

Building value as percent of area average		
Vacant lot	12%	
Less than 50%	1%	
50% to 75%	8%	
75% to 100%	28%	
100% to 125%	34%	
Greater than 125%	11%	
Avg. land value per square foot	\$9	24
Single family residential	\$14	12
Multifamily residential	\$0	28
Commercial	\$10	25
Avg. total value per square foot	\$49	11
Single family residential	\$27	16
Multifamily residential	\$131	14
Commercial	\$26	26
Avg. annual appreciation, 2003-2014	15.90%	1

Birdsdale and Division



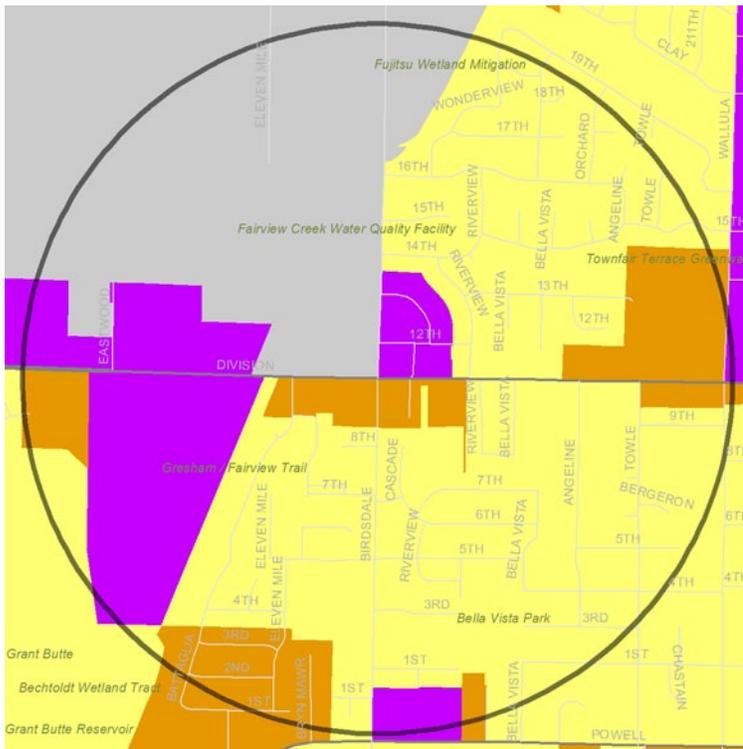
Transit orientation		Rank
Transit orientation (0-100 index)	7	27
People	1	28
Places	4	13
Performance	12	23
Physical Form	11	15
Ped-Bike Connectivity	29	19
Current daily ridership	54	27
Projected future ridership	N/A	N/A

Demographics		Rank
Population	5,707	24
Percent change 2000-2010	66%	2
2035 Projection	5,856	22
Transit-dependent populations		
Youth/elderly (under 18, over 65)	35%	18
Zero car households	13%	13
Less than poverty level	15%	25
Less than 80% of median family income	70%	7
Communities of color	49%	4



Urban form		Rank
Half mile walk distance area	63%	7
Average lot size (sq. ft)	18,357	7
Sidewalk completeness	48%	14
Community destinations	0	28
Fresh food destinations	3	6

Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	2,275	28
Percent change 2000-2010	65%	2
Employment	712	25
Retail and services	25%	
Office	25%	
Industrial	50%	
Public/education	1%	

Zoning

Single-Family Residential	51%
Multi-Family Residential	11%
Mixed-Use Residential	15%
Commercial	0%
Industrial	23%
Parks and Open Space	0%

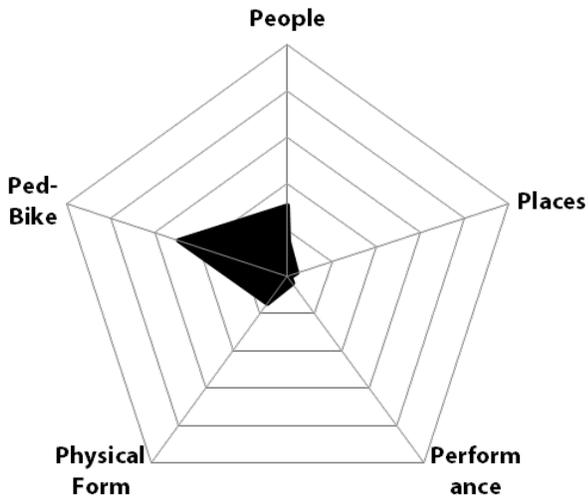


Market conditions

Rank

Building value as percent of area average		
Vacant lot	8%	
Less than 50%	1%	
50% to 75%	14%	
75% to 100%	25%	
100% to 125%	41%	
Greater than 125%	9%	
Avg. land value per square foot	\$12	14
Single family residential	\$13	14
Multifamily residential	\$2	19
Commercial	\$5	27
Avg. total value per square foot	\$28	21
Single family residential	\$29	13
Multifamily residential	\$97	20
Commercial	\$20	28
Avg. annual appreciation, 2003-2014	3.30%	16

Birdsdale and Powell



Transit orientation

Rank

Transit orientation (0-100 index)	17	17
People	30	25
Places	1	13
Performance	4	25
Physical Form	15	13
Ped-Bike Connectivity	49	8
Current daily ridership	55	26
Projected future ridership	N/A	N/A

Demographics

Rank

Population	7,105	19
Percent change 2000-2010	34%	14
2035 Projection	6,302	18
Transit-dependent populations		
Youth/elderly (under 18, over 65)	34%	19
Zero car households	8%	27
Less than poverty level	9%	28
Less than 80% of median family income	57%	19
Communities of color	49%	5

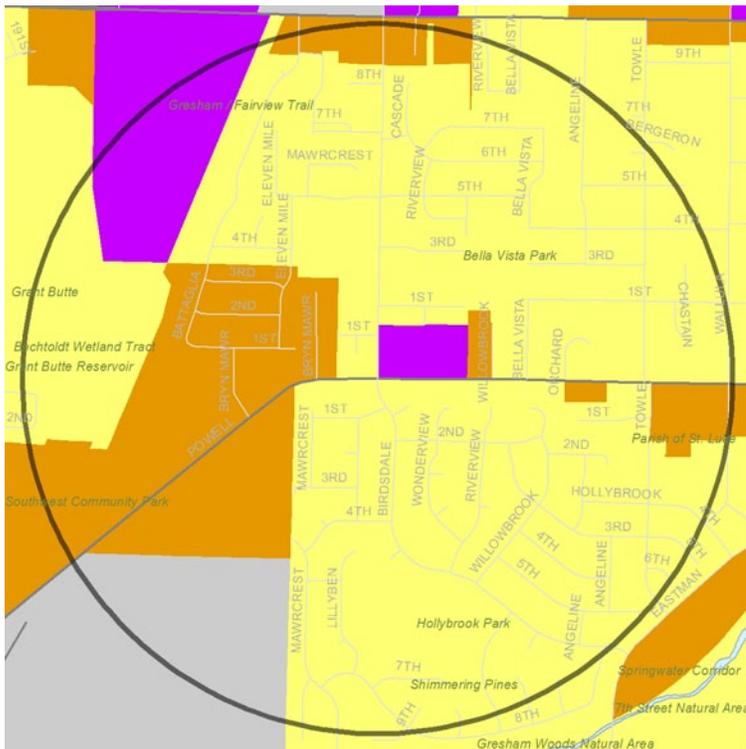


Urban form

Rank

Half mile walk distance area	58%	22
Average lot size (sq. ft)	16,284	10
Sidewalk completeness	61%	11
Community destinations	1	27
Fresh food destinations	0	25

 Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	2,753	19
Percent change 2000-2010	32%	11
Employment	540	27
Retail and services	1%	
Office	25%	
Industrial	64%	
Public/education	10%	

Zoning

Single-Family Residential	70%
Multi-Family Residential	18%
Mixed-Use Residential	6%
Commercial	0%
Industrial	6%
Parks and Open Space	0%

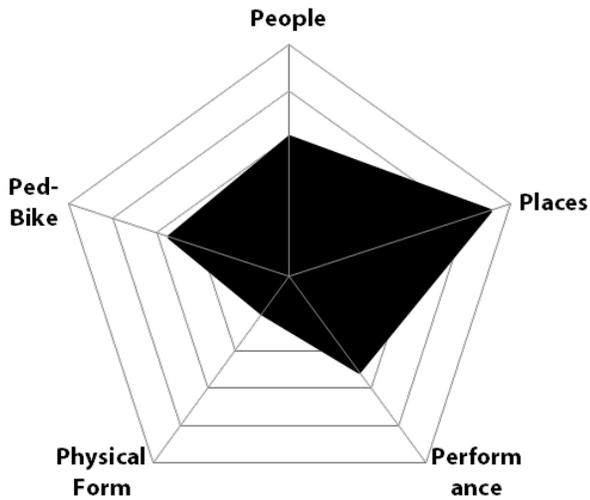


Market conditions

Rank

Building value as percent of area average		
Vacant lot	6%	
Less than 50%	0%	
50% to 75%	14%	
75% to 100%	29%	
100% to 125%	44%	
Greater than 125%	5%	
Avg. land value per square foot	\$12	12
Single family residential	\$13	15
Multifamily residential	\$6	8
Commercial	\$4	28
Avg. total value per square foot	\$25	25
Single family residential	\$27	14
Multifamily residential	\$37	27
Commercial	\$21	27
Avg. annual appreciation, 2003-2014	2.00%	21

Eastman and Division



Transit orientation

		Rank
Transit orientation (0-100 index)	48	11
People	60	9
Places	91	2
Performance	51	11
Physical Form	20	12
Ped-Bike Connectivity	54	6
Current daily ridership	385	15
Projected future ridership	N/A	N/A

Demographics

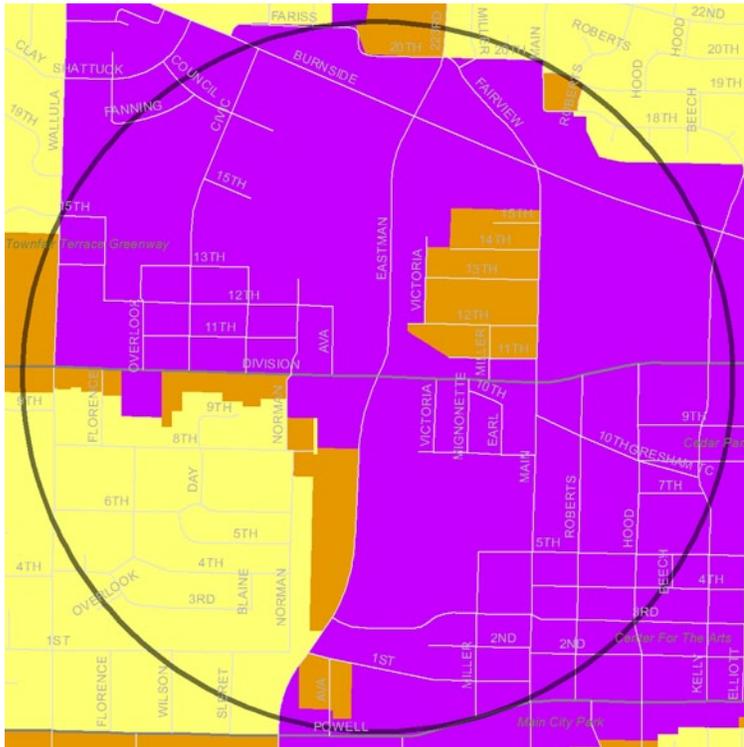
		Rank
Population	5,469	25
Percent change 2000-2010	49%	5
2035 Projection	8,622	9
Transit-dependent populations		
Youth/elderly (under 18, over 65)	37%	12
Zero car households	14%	12
Less than poverty level	17%	20
Less than 80% of median family income	68%	11
Communities of color	39%	13



Urban form

		Rank
Half mile walk distance area	58%	24
Average lot size (sq. ft)	20,529	4
Sidewalk completeness	46%	16
Community destinations	36	2
Fresh food destinations	2	14

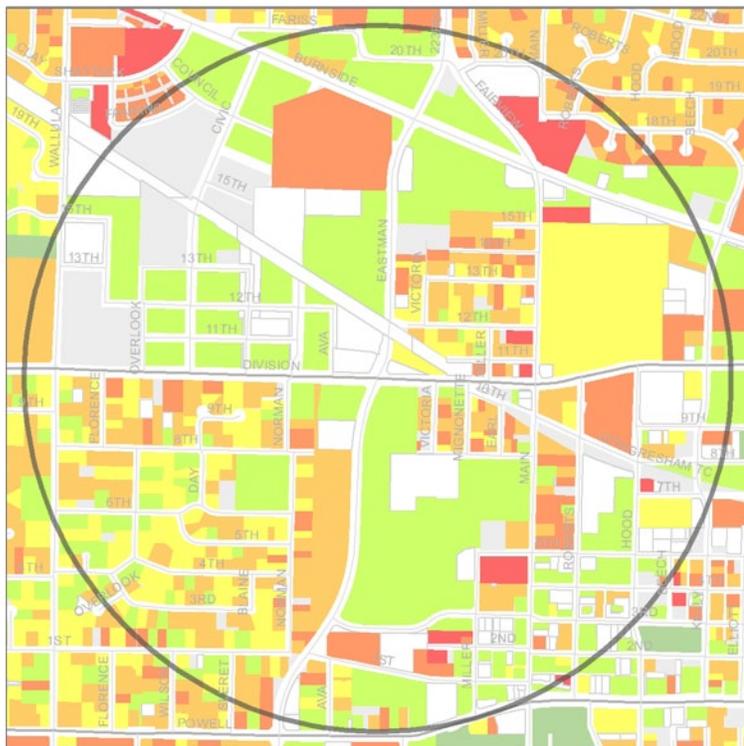
Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	2,555	21
Percent change 2000-2010	63%	3
Employment	4,615	3
Retail and services	43%	
Office	33%	
Industrial	1%	
Public/education	23%	
Zoning		
Single-Family Residential	18%	
Multi-Family Residential	10%	
Mixed-Use Residential	72%	
Commercial	0%	
Industrial	0%	
Parks and Open Space	0%	

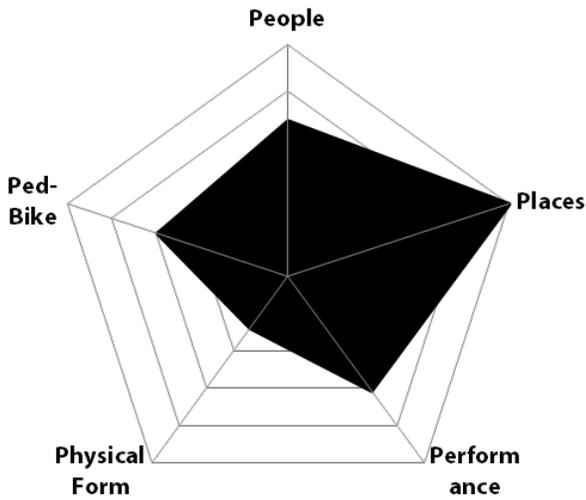


Market conditions

Rank

Building value as percent of area average		
Vacant lot	9%	
Less than 50%	1%	
50% to 75%	9%	
75% to 100%	25%	
100% to 125%	17%	
Greater than 125%	26%	
Avg. land value per square foot	\$12	13
Single family residential	\$12	18
Multifamily residential	\$3	14
Commercial	\$16	13
Avg. total value per square foot	\$81	6
Single family residential	\$27	15
Multifamily residential	\$530	3
Commercial	\$49	10
Avg. annual appreciation, 2003-2014	4.00%	10

Main and Division



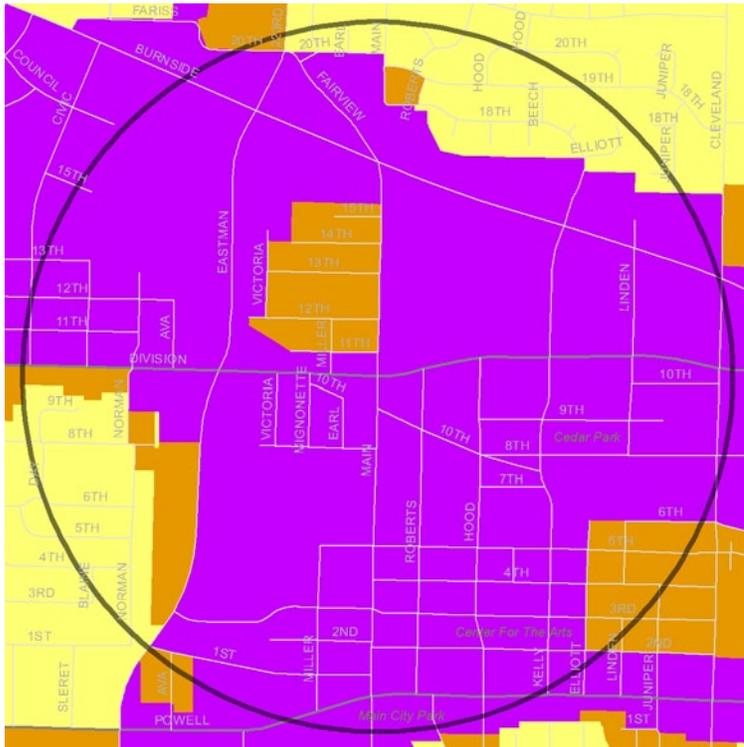
Transit orientation		Rank
Transit orientation (0-100 index)	57	7
People	67	6
Places	100	1
Performance	61	9
Physical Form	28	10
Ped-Bike Connectivity	59	5
Current daily ridership	358	17
Projected future ridership	N/A	N/A

Demographics		Rank
Population	5,287	26
Percent change 2000-2010	21%	20
2035 Projection	9,111	7
Transit-dependent populations		
Youth/elderly (under 18, over 65)	40%	1
Zero car households	16%	8
Less than poverty level	20%	15
Less than 80% of median family income	70%	7
Communities of color	36%	15



Urban form		Rank
Half mile walk distance area	63%	5
Average lot size (sq. ft)	17,308	9
Sidewalk completeness	46%	15
Community destinations	41	1
Fresh food destinations	2	14

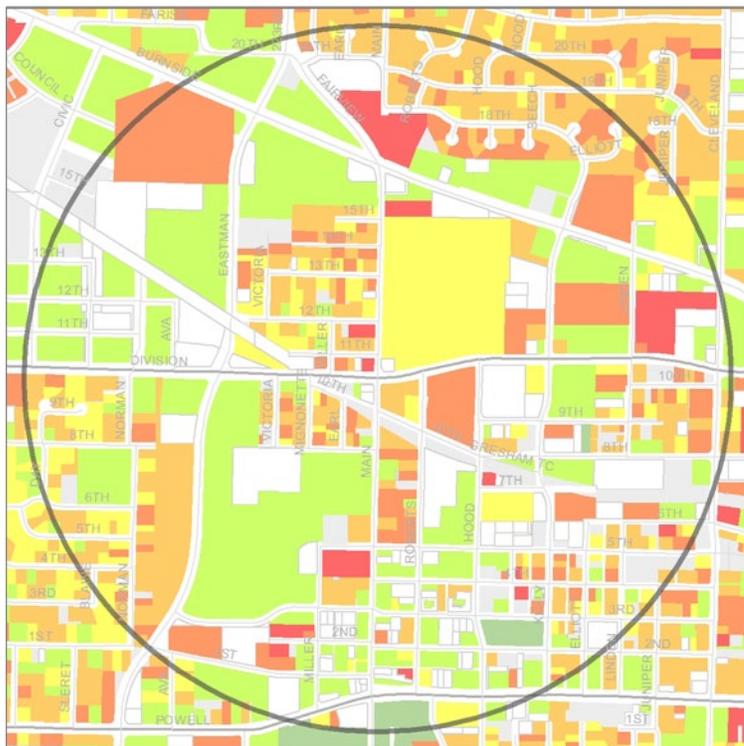
Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	2,286	27
Percent change 2000-2010	30%	12
Employment	4,935	2
Retail and services	41%	
Office	36%	
Industrial	1%	
Public/education	22%	
Zoning		
Single-Family Residential	12%	
Multi-Family Residential	10%	
Mixed-Use Residential	78%	
Commercial	0%	
Industrial	0%	
Parks and Open Space	0%	

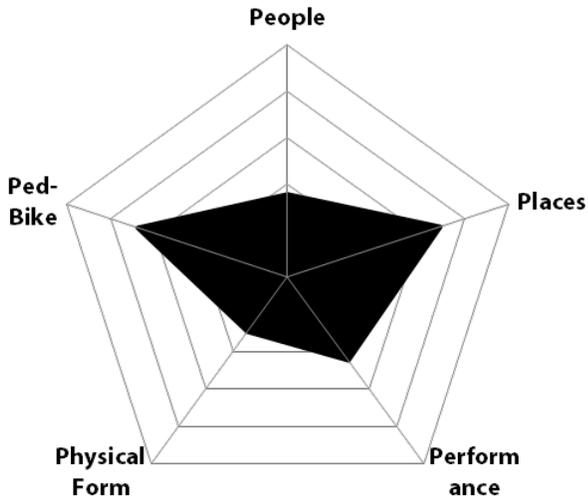


Market conditions

Rank

Building value as percent of area average		
Vacant lot	9%	
Less than 50%	2%	
50% to 75%	10%	
75% to 100%	31%	
100% to 125%	11%	
Greater than 125%	22%	
Avg. land value per square foot	\$13	11
Single family residential	\$13	13
Multifamily residential	\$3	12
Commercial	\$16	12
Avg. total value per square foot	\$77	7
Single family residential	\$29	12
Multifamily residential	\$501	5
Commercial	\$46	15
Avg. annual appreciation, 2003-2014	3.10%	18

Main and Powell

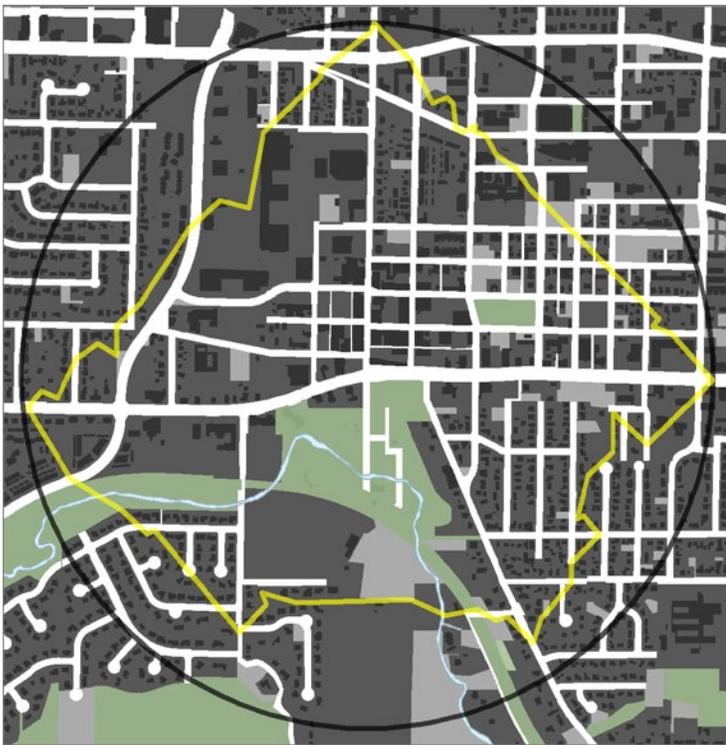


Transit orientation

		Rank
Transit orientation (0-100 index)	47	12
People	35	23
Places	69	1
Performance	45	12
Physical Form	29	8
Ped-Bike Connectivity	68	4
Current daily ridership	78	25
Projected future ridership	N/A	N/A

Demographics

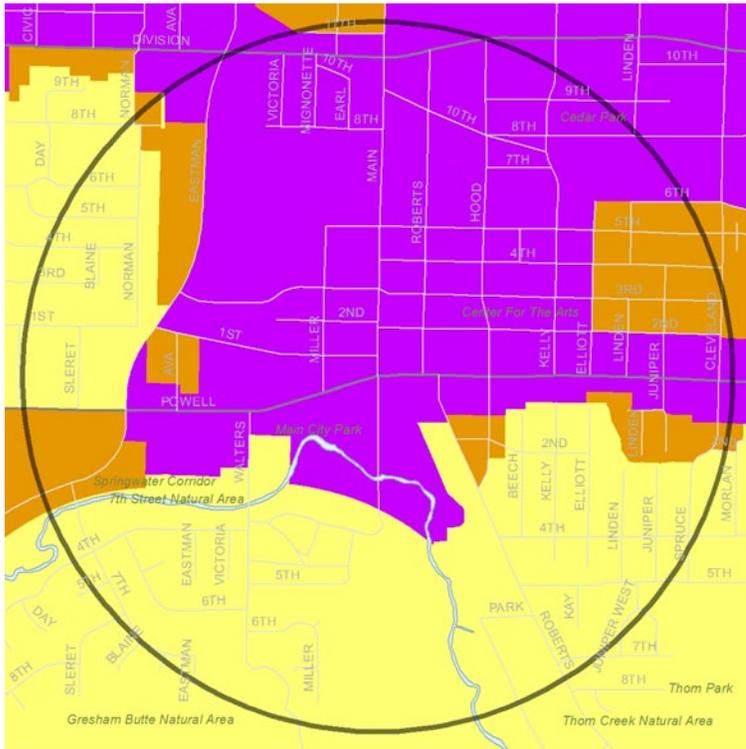
		Rank
Population	7,220	18
Percent change 2000-2010	90%	1
2035 Projection	6,872	16
Transit-dependent populations		
Youth/elderly (under 18, over 65)	36%	16
Zero car households	10%	21
Less than poverty level	22%	10
Less than 80% of median family income	71%	5
Communities of color	33%	17



Urban form

		Rank
Half mile walk distance area	60%	17
Average lot size (sq. ft)	15,695	11
Sidewalk completeness	46%	18
Community destinations	28	3
Fresh food destinations	3	6

— Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	3,056	16
Percent change 2000-2010	93%	1
Employment	2,159	9
Retail and services	34%	
Office	61%	
Industrial	2%	
Public/education	3%	
Zoning		
Single-Family Residential	41%	
Multi-Family Residential	11%	
Mixed-Use Residential	48%	
Commercial	0%	
Industrial	0%	
Parks and Open Space	0%	

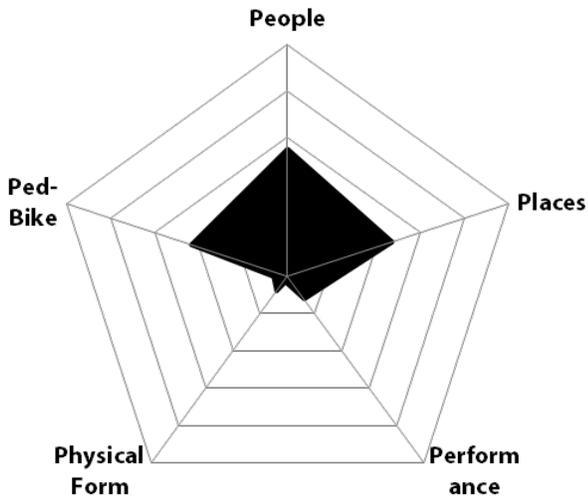


Market conditions

Rank

Building value as percent of area average		
Vacant lot	11%	
Less than 50%	1%	
50% to 75%	8%	
75% to 100%	30%	
100% to 125%	23%	
Greater than 125%	17%	
Avg. land value per square foot	\$11	16
Single family residential	\$12	20
Multifamily residential	\$1	22
Commercial	\$15	15
Avg. total value per square foot	\$70	9
Single family residential	\$27	17
Multifamily residential	\$416	8
Commercial	\$45	16
Avg. annual appreciation, 2003-2014	1.60%	22

Hogan and Division



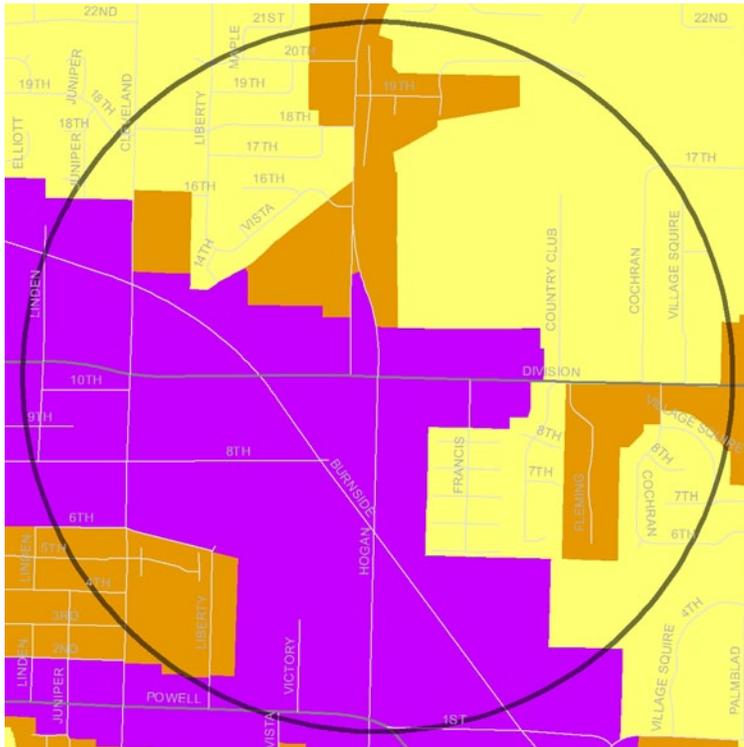
Transit orientation		Rank
Transit orientation (0-100 index)	23	16
People	55	13
Places	47	5
Performance	12	22
Physical Form	3	26
Ped-Bike Connectivity	44	14
Current daily ridership	107	24
Projected future ridership	N/A	N/A

Demographics		Rank
Population	7,035	20
Percent change 2000-2010	14%	22
2035 Projection	6,643	17
Transit-dependent populations		
Youth/elderly (under 18, over 65)	37%	11
Zero car households	11%	17
Less than poverty level	26%	5
Less than 80% of median family income	51%	25
Communities of color	23%	21



Urban form		Rank
Half mile walk distance area	60%	18
Average lot size (sq. ft)	18,537	6
Sidewalk completeness	49%	13
Community destinations	11	10
Fresh food destinations	0	25

Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	3,202	14
Percent change 2000-2010	15%	21
Employment	2,245	8
Retail and services	49%	
Office	38%	
Industrial	12%	
Public/education	0%	
Zoning		
Single-Family Residential	40%	
Multi-Family Residential	17%	
Mixed-Use Residential	43%	
Commercial	0%	
Industrial	0%	
Parks and Open Space	0%	

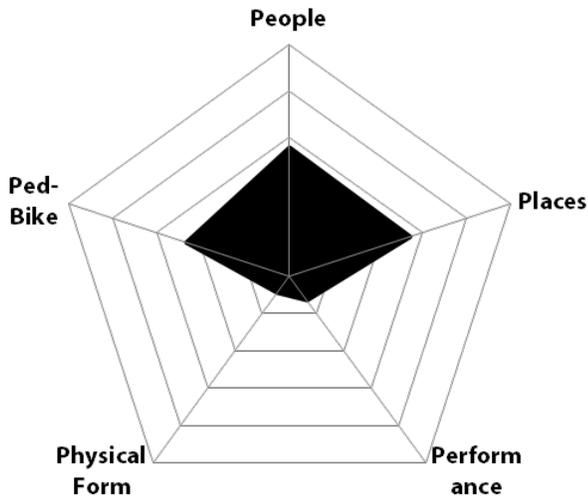


Market conditions

Rank

Building value as percent of area average		
Vacant lot	7%	
Less than 50%	3%	
50% to 75%	8%	
75% to 100%	43%	
100% to 125%	19%	
Greater than 125%	13%	
Avg. land value per square foot	\$11	17
Single family residential	\$15	11
Multifamily residential	\$1	25
Commercial	\$15	17
Avg. total value per square foot	\$45	13
Single family residential	\$31	11
Multifamily residential	\$78	22
Commercial	\$49	9
Avg. annual appreciation, 2003-2014	2.10%	20

Hogan and Powell



Transit orientation

		Rank
Transit orientation (0-100 index)	28	13
People	55	12
Places	55	4
Performance	13	21
Physical Form	9	16
Ped-Bike Connectivity	47	11
Current daily ridership	20	28
Projected future ridership	N/A	N/A

Demographics

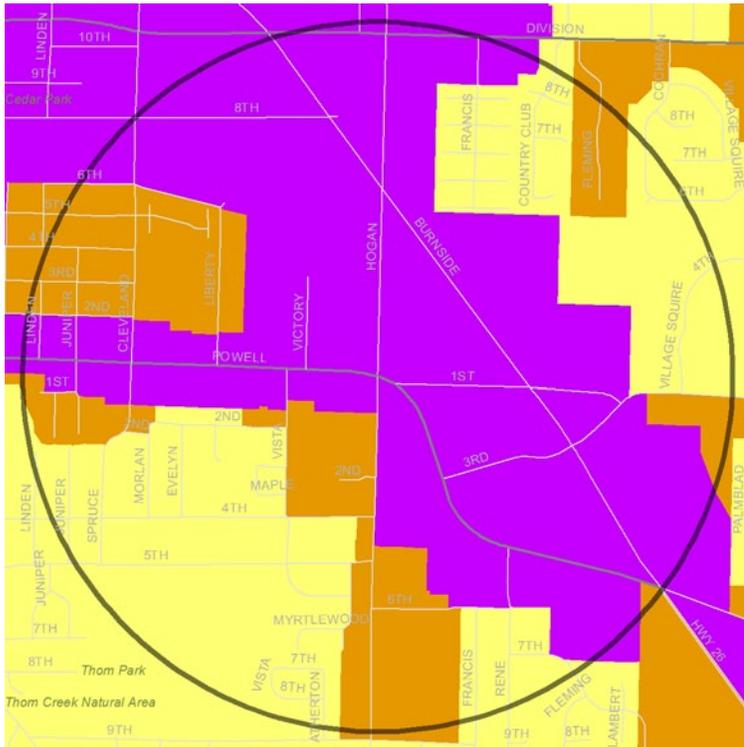
		Rank
Population	8,921	4
Percent change 2000-2010	29%	16
2035 Projection	6,061	19
Transit-dependent populations		
Youth/elderly (under 18, over 65)	37%	7
Zero car households	11%	17
Less than poverty level	22%	11
Less than 80% of median family income	54%	23
Communities of color	23%	20

Urban form

		Rank
Half mile walk distance area	62%	10
Average lot size (sq. ft)	17,399	8
Sidewalk completeness	46%	17
Community destinations	13	7
Fresh food destinations	5	1



 Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	3,830	5
Percent change 2000-2010	25%	17
Employment	2,105	10
Retail and services	60%	
Office	27%	
Industrial	13%	
Public/education	1%	

Zoning

Single-Family Residential	31%
Multi-Family Residential	18%
Mixed-Use Residential	51%
Commercial	0%
Industrial	0%
Parks and Open Space	0%

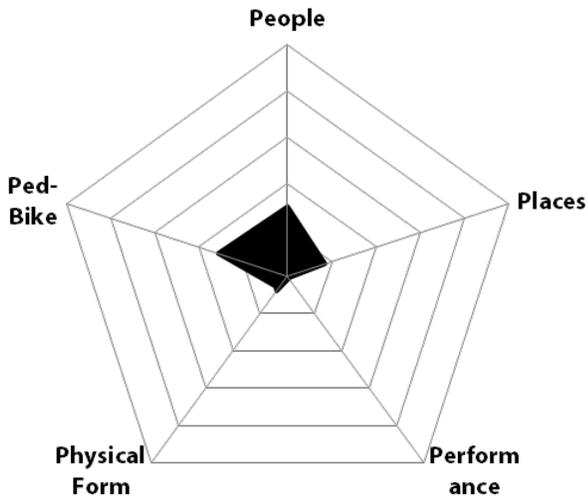


Market conditions

Rank

Building value as percent of area average		
Vacant lot	10%	
Less than 50%	7%	
50% to 75%	14%	
75% to 100%	28%	
100% to 125%	26%	
Greater than 125%	9%	
Avg. land value per square foot	\$14	10
Single family residential	\$17	9
Multifamily residential	\$1	21
Commercial	\$17	11
Avg. total value per square foot	\$34	18
Single family residential	\$33	10
Multifamily residential	\$62	24
Commercial	\$34	22
Avg. annual appreciation, 2003-2014	3.50%	14

Hogan and Stark



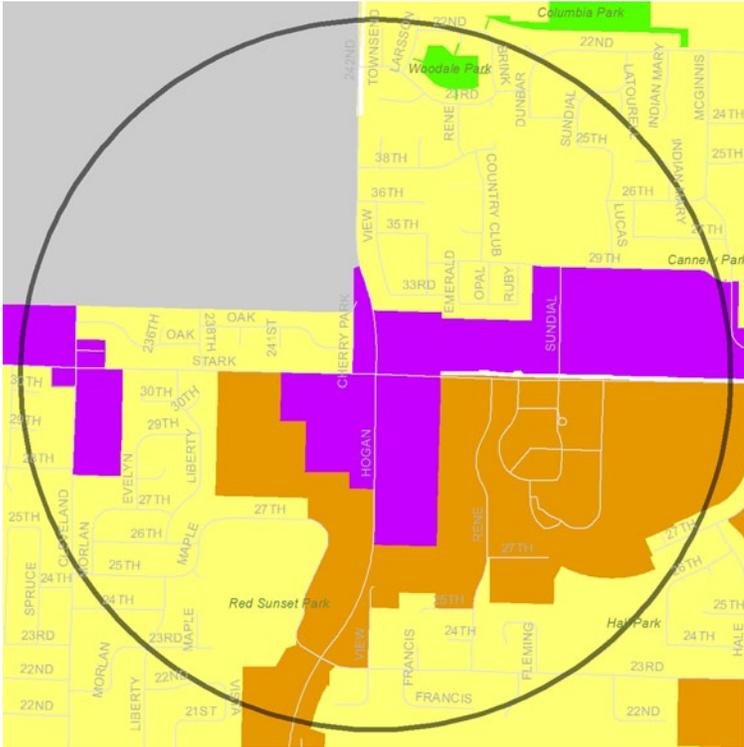
Transit orientation		Rank
Transit orientation (0-100 index)	11	23
People	30	26
Places	17	4
Performance	1	28
Physical Form	7	21
Ped-Bike Connectivity	31	18
Current daily ridership	277	18
Projected future ridership	N/A	N/A

Demographics		Rank
Population	6,927	22
Percent change 2000-2010	24%	18
2035 Projection	4,798	27
Transit-dependent populations		
Youth/elderly (under 18, over 65)	36%	13
Zero car households	9%	25
Less than poverty level	21%	13
Less than 80% of median family income	38%	28
Communities of color	22%	22



Urban form		Rank
Half mile walk distance area	52%	27
Average lot size (sq. ft)	23,720	1
Sidewalk completeness	66%	7
Community destinations	7	16
Fresh food destinations	1	21

 Half mile walking distance from opportunity area center



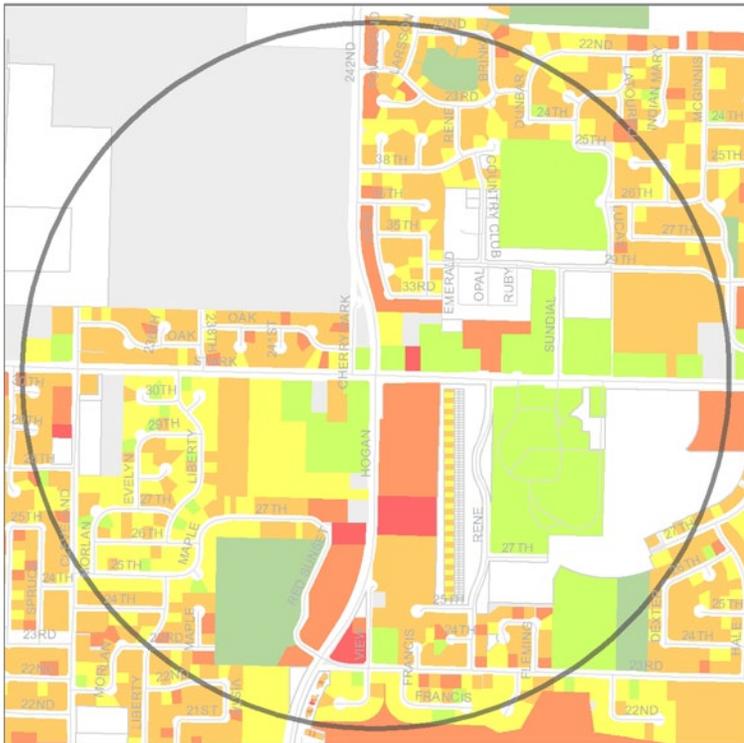
Land use and zoning

Rank

Housing Units	2,722	20
Percent change 2000-2010	12%	23
Employment	1,715	14
Retail and services	26%	
Office	65%	
Industrial	2%	
Public/education	8%	

Zoning

Single-Family Residential	45%
Multi-Family Residential	21%
Mixed-Use Residential	15%
Commercial	0%
Industrial	18%
Parks and Open Space	0%

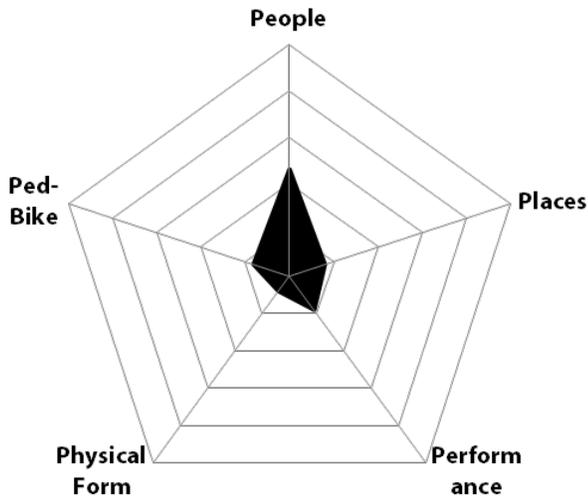


Market conditions

Rank

Building value as percent of area average		
Vacant lot	4%	
Less than 50%	1%	
50% to 75%	5%	
75% to 100%	43%	
100% to 125%	28%	
Greater than 125%	4%	
Avg. land value per square foot	\$8	28
Single family residential	\$11	23
Multifamily residential	\$0	27
Commercial	\$12	20
Avg. total value per square foot	\$28	22
Single family residential	\$22	24
Multifamily residential	\$44	26
Commercial	\$44	17
Avg. annual appreciation, 2003-2014	0.50%	24

Kane and Stark



Transit orientation

		Rank
Transit orientation (0-100 index)		
People	46	17
Places	16	4
Performance	18	19
Physical Form	8	17
Ped-Bike Connectivity	16	24
Current daily ridership	459	13
Projected future ridership	N/A	N/A

Demographics

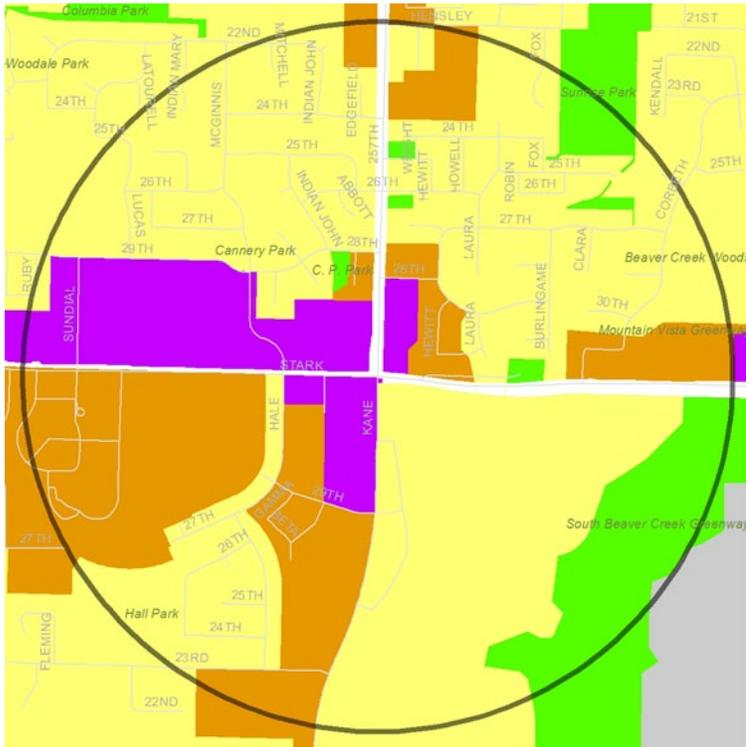
		Rank
Population	7,267	17
Percent change 2000-2010	40%	12
2035 Projection	5,123	24
Transit-dependent populations		
Youth/elderly (under 18, over 65)	38%	4
Zero car households	9%	25
Less than poverty level	19%	18
Less than 80% of median family income	71%	5
Communities of color	50%	2



Urban form

		Rank
Half mile walk distance area	59%	19
Average lot size (sq. ft)	23,395	2
Sidewalk completeness	69%	4
Community destinations	9	15
Fresh food destinations	1	21

— Half mile walking distance from opportunity area center



Land use and zoning

Rank

Housing Units	2,836	18
Percent change 2000-2010	29%	14
Employment	3,111	6
Retail and services	13%	
Office	34%	
Industrial	1%	
Public/education	53%	
Zoning		
Single-Family Residential	57%	
Multi-Family Residential	21%	
Mixed-Use Residential	11%	
Commercial	0%	
Industrial	0%	
Parks and Open Space	8%	

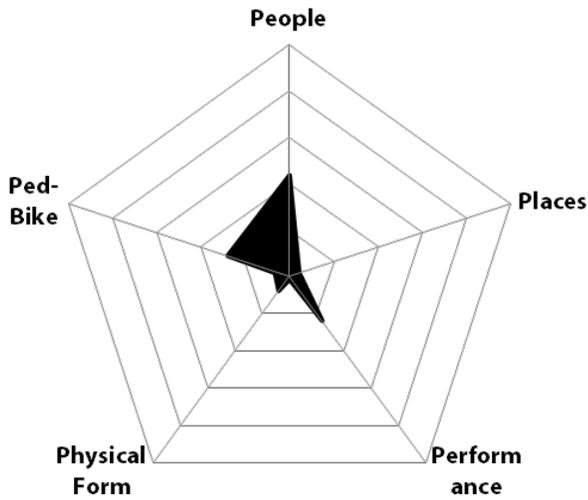


Market conditions

Rank

Building value as percent of area average		
Vacant lot	5%	
Less than 50%	1%	
50% to 75%	10%	
75% to 100%	55%	
100% to 125%	23%	
Greater than 125%	3%	
Avg. land value per square foot	\$10	19
Single family residential	\$12	19
Multifamily residential	\$2	20
Commercial	\$11	23
Avg. total value per square foot	\$27	23
Single family residential	\$24	20
Multifamily residential	\$61	25
Commercial	\$44	18
Avg. annual appreciation, 2003-2014	-0.10%	26

Kane and Division



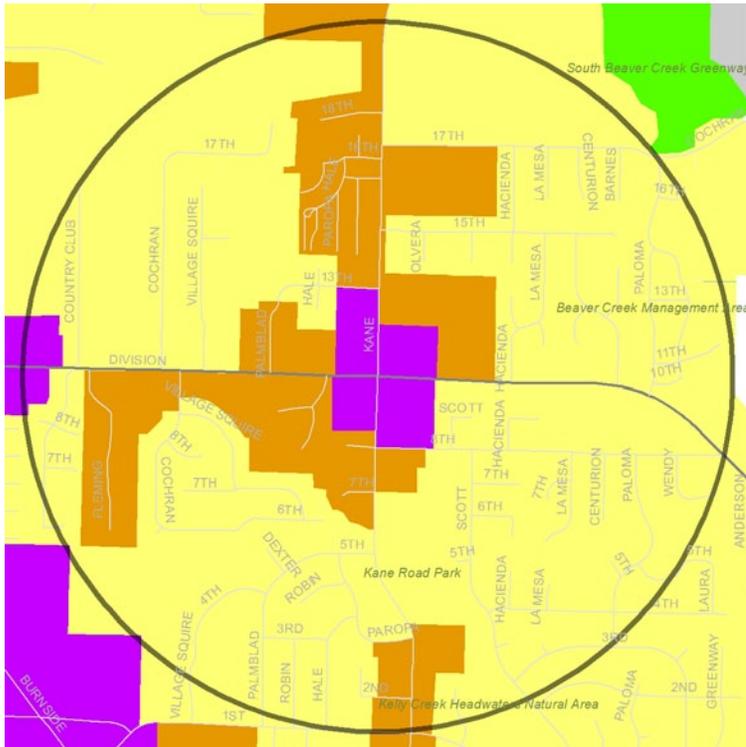
Transit orientation		Rank
Transit orientation (0-100 index)	13	20
People	43	18
Places	4	5
Performance	24	15
Physical Form	1	28
Ped-Bike Connectivity	28	20
Current daily ridership	211	21
Projected future ridership	N/A	N/A

Demographics		Rank
Population	7,821	14
Percent change 2000-2010	9%	24
2035 Projection	5,872	21
Transit-dependent populations		
Youth/elderly (under 18, over 65)	39%	3
Zero car households	10%	21
Less than poverty level	10%	27
Less than 80% of median family income	92%	1
Communities of color	11%	28



Urban form		Rank
Half mile walk distance area	59%	20
Average lot size (sq. ft)	15,214	12
Sidewalk completeness	66%	6
Community destinations	2	26
Fresh food destinations	0	25

— Half mile walking distance from opportunity area center



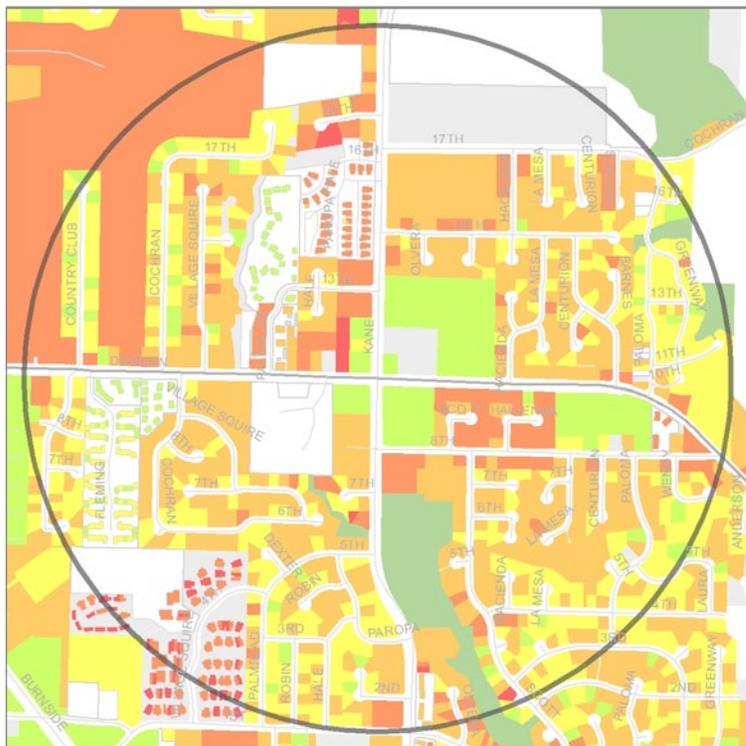
Land use and zoning

Rank

Housing Units	3,220	12
Percent change 2000-2010	6%	28
Employment	856	22
Retail and services	40%	
Office	56%	
Industrial	2%	
Public/education	2%	

Zoning

	Single-Family Residential	76%
	Multi-Family Residential	19%
	Mixed-Use Residential	4%
	Commercial	0%
	Industrial	0%
	Parks and Open Space	0%



Market conditions

Rank

Building value as percent of area average		
	Vacant lot	3%
	Less than 50%	2%
	50% to 75%	20%
	75% to 100%	34%
	100% to 125%	27%
	Greater than 125%	11%
Avg. land value per square foot	\$9	23
Single family residential	\$13	16
Multifamily residential	\$0	26
Commercial	\$6	26
Avg. total value per square foot	\$36	15
Single family residential	\$25	19
Multifamily residential	\$67	23
Commercial	\$93	2
Avg. annual appreciation, 2003-2014	-1.30%	28

Appendix B Figure 1: Opportunity Area Evaluation Matrix, Portland



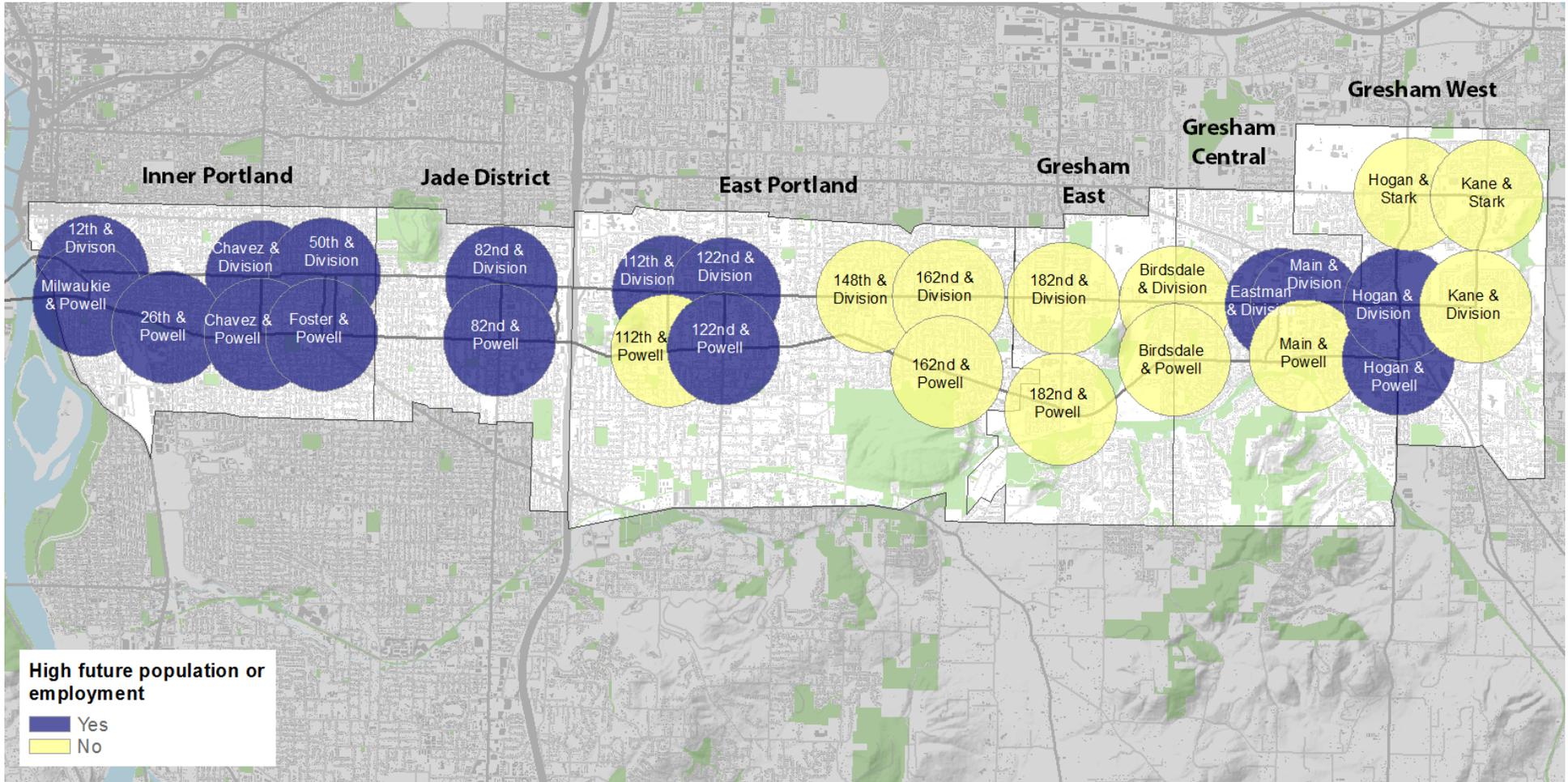
	12th and Division	Milwaukie and Powell	26th and Powell	Chavez/ Division	Chavez/ Powell	50th and Division	Foster-Powell	82nd and Division	82nd and Powell	112th and Division	112th and Powell	122nd and Division	122nd and Powell	148th and Division	162nd and Division	162nd and Powell
Transit orientation	High	High	Medium	High	Medium	Medium	Medium	Medium	Medium	Medium	Low	Medium	Medium	Low	Low	Low
Transit performance	High	High	Medium	Medium	Low	High	Medium	Medium	Medium	Low	Low	Medium	Medium	Low	Low	Low
Key destinations	High	High	High	Low	Low	Low	Low	High	Low	Low	Low	Low	Low	Low	Low	Low
Community destinations	Medium	Medium	Medium	Medium	Low	Medium	Medium	Low	Medium	Medium	Low	Medium	Medium	Low	Low	Low
Ridership	Medium	Medium	Medium	Medium	Medium	Medium	Medium	High	High	Low	Low	Medium	Medium	Low	Medium	Low
Current population	Low	Low	Low	Medium	Medium	Medium	Medium	Medium	Medium	Low	Medium	High	High	Medium	Medium	Low
Future population	Low	Low	Medium	Medium	High	Medium	Medium	High	High	Medium	Medium	High	High	Medium	Medium	Low
Current employment	High	Medium	Medium	Low	Low	Low	Medium	Medium	Medium	Low	Low	Medium	Medium	Low	Low	Low
Future employment	High	Medium	Medium	Low	Low	Low	Low	Low	Medium	Low	Low	Medium	Low	Low	Low	Low
Communities of color	Low	Low	Low	Low	Low	Low	Low	Medium	Medium	Medium	High	Medium	High	Medium	High	Medium
Youth/elderly	Low	Low	Low	Low	Low	Low	Low	Medium	Medium	Medium	Medium	Medium	High	Medium	Medium	Medium
Zero car households	Medium	High	Medium	Low	Low	Low	Low	Medium	High	Low	Medium	Medium	Medium	Low	Low	Low
Under poverty	Low	Medium	Medium	Low	Low	Low	Low	Medium	Medium	High	Medium	Medium	High	Medium	Medium	Medium
Less than 80% of MFI	Low	Medium	Medium	Low	Low	Low	Low	Medium	Medium	Medium	High	Medium	Medium	Medium	Medium	Medium

Figure 2: Opportunity Area Evaluation Matrix, Gresham

	182nd and Division	182nd and Powell	Birdsdale and Division	Birdsdale and Powell	Eastman and Division	Main and Division	Main and Powell	Hogan and Division	Hogan and Powell	Hogan and Stark	Kane and Stark	Kane and Division
Transit orientation												
Transit performance												
Key destinations												
Community destinations												
Ridership												
Current population												
Future population												
Current employment												
Future employment												
Communities of color												
Youth/elderly												
Zero car households												
Under poverty												
Less than 80% of MFI												

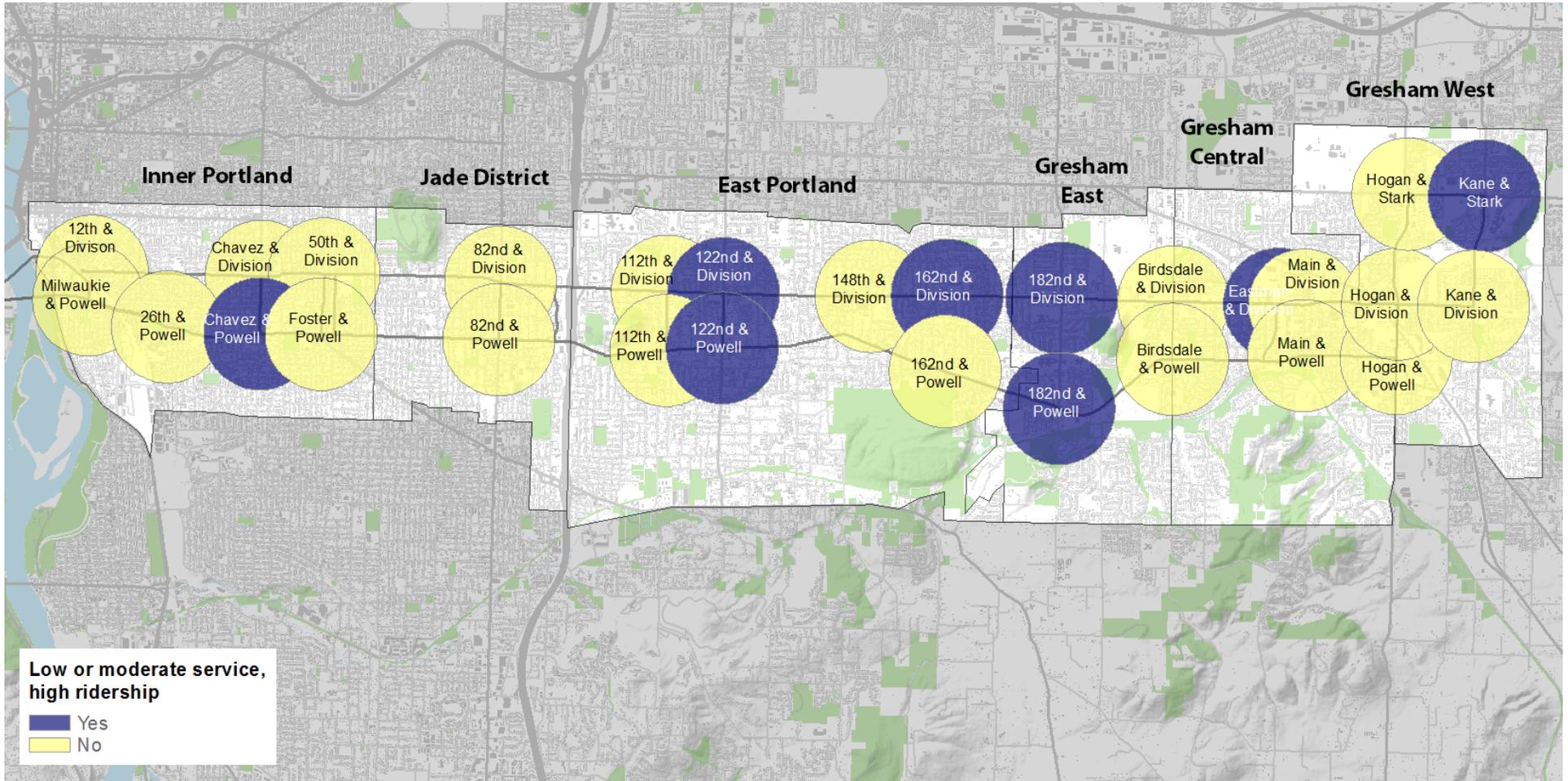
Appendix C

Figure 3: High future population or high future employment



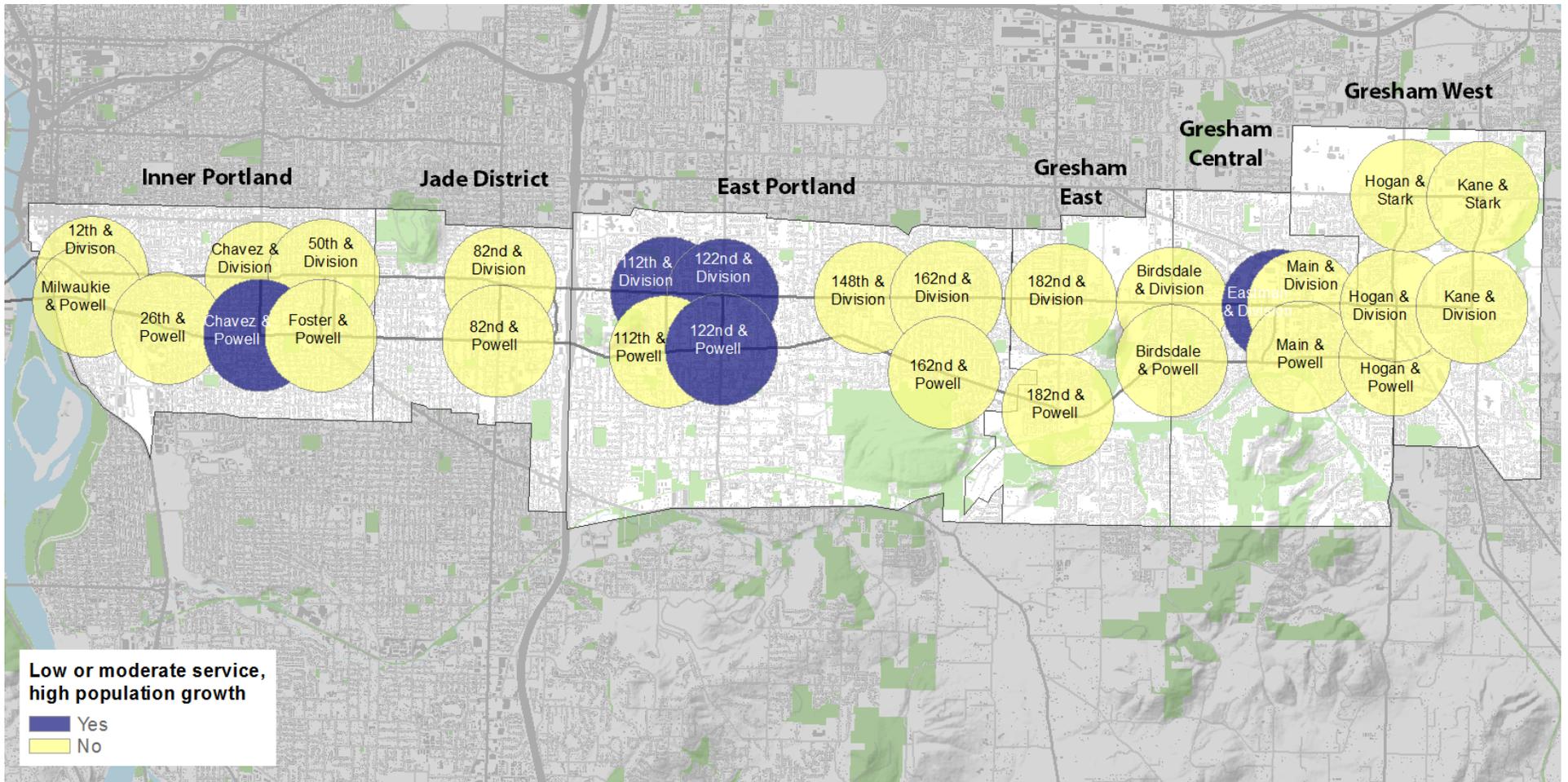
Source: Author's analysis of data from Metro's population and employment projections

Figure 4: Low service, high ridership



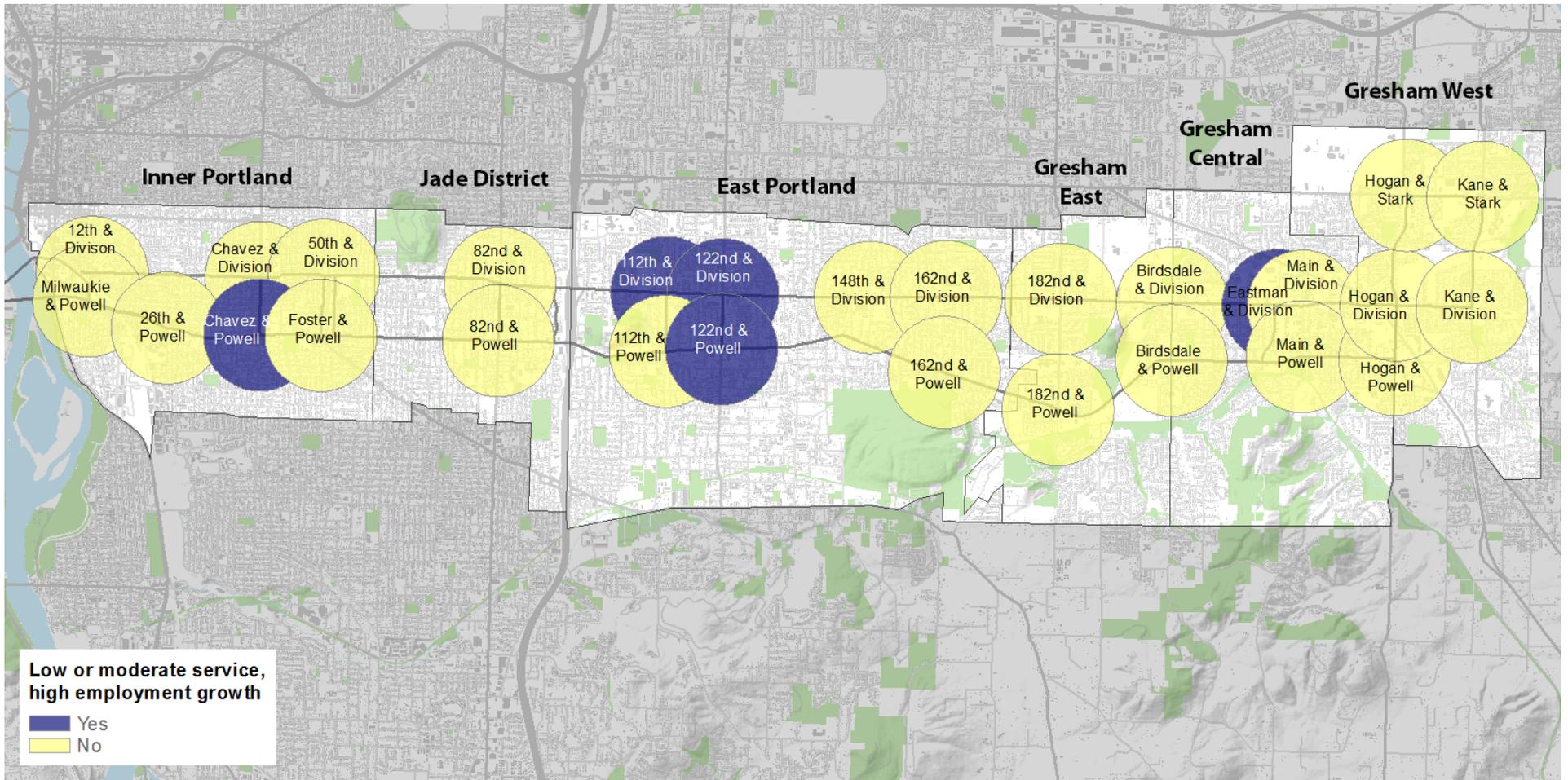
Source: Author's analysis of data from Metro's Transit Orientation Score and TriMet ridership data

Figure 5: Low service, high population growth



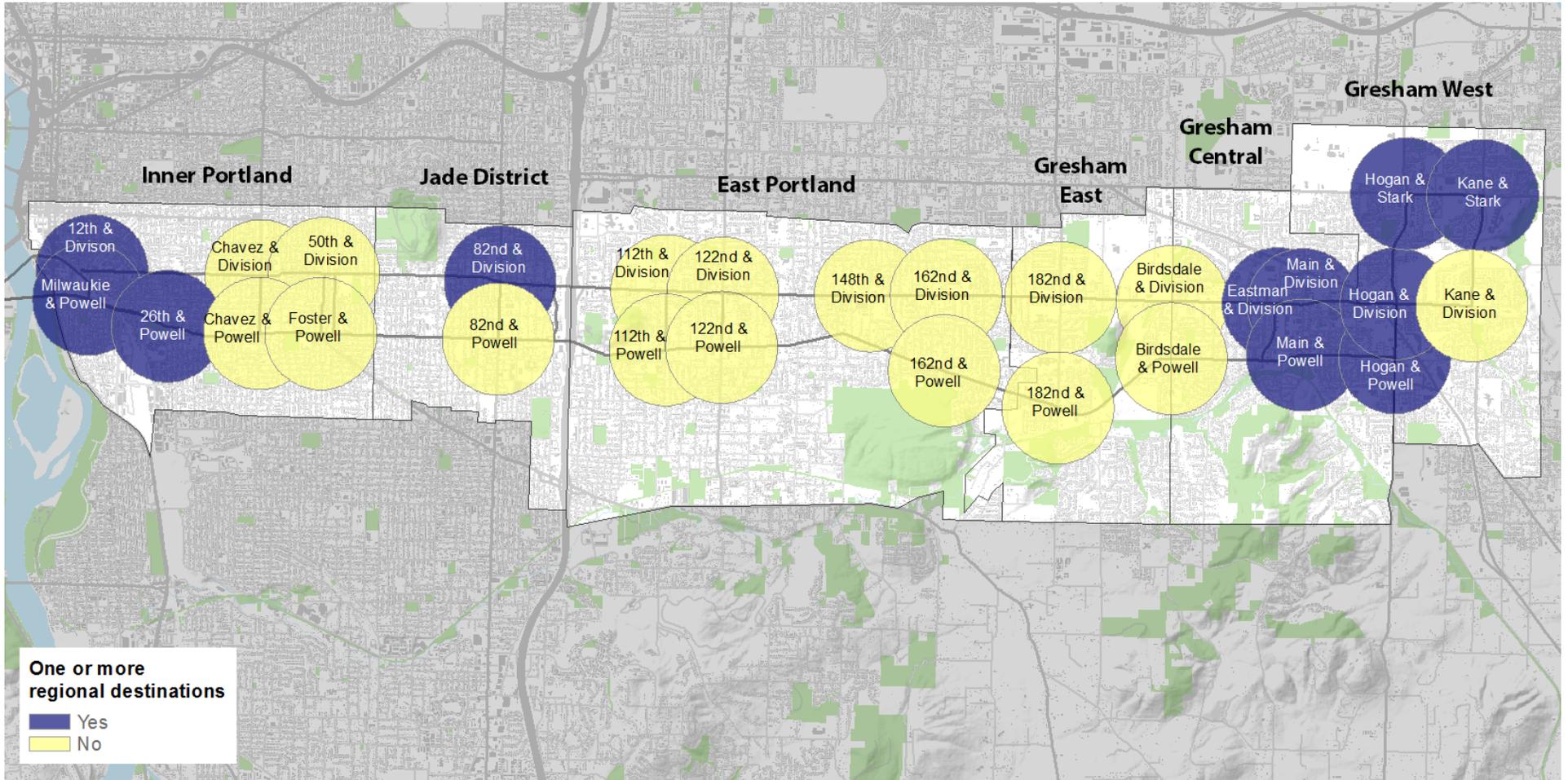
Source: Author's analysis of data from Metro's Transit Orientation Score and regional population and employment projections

Figure 6: Low service, high employment growth



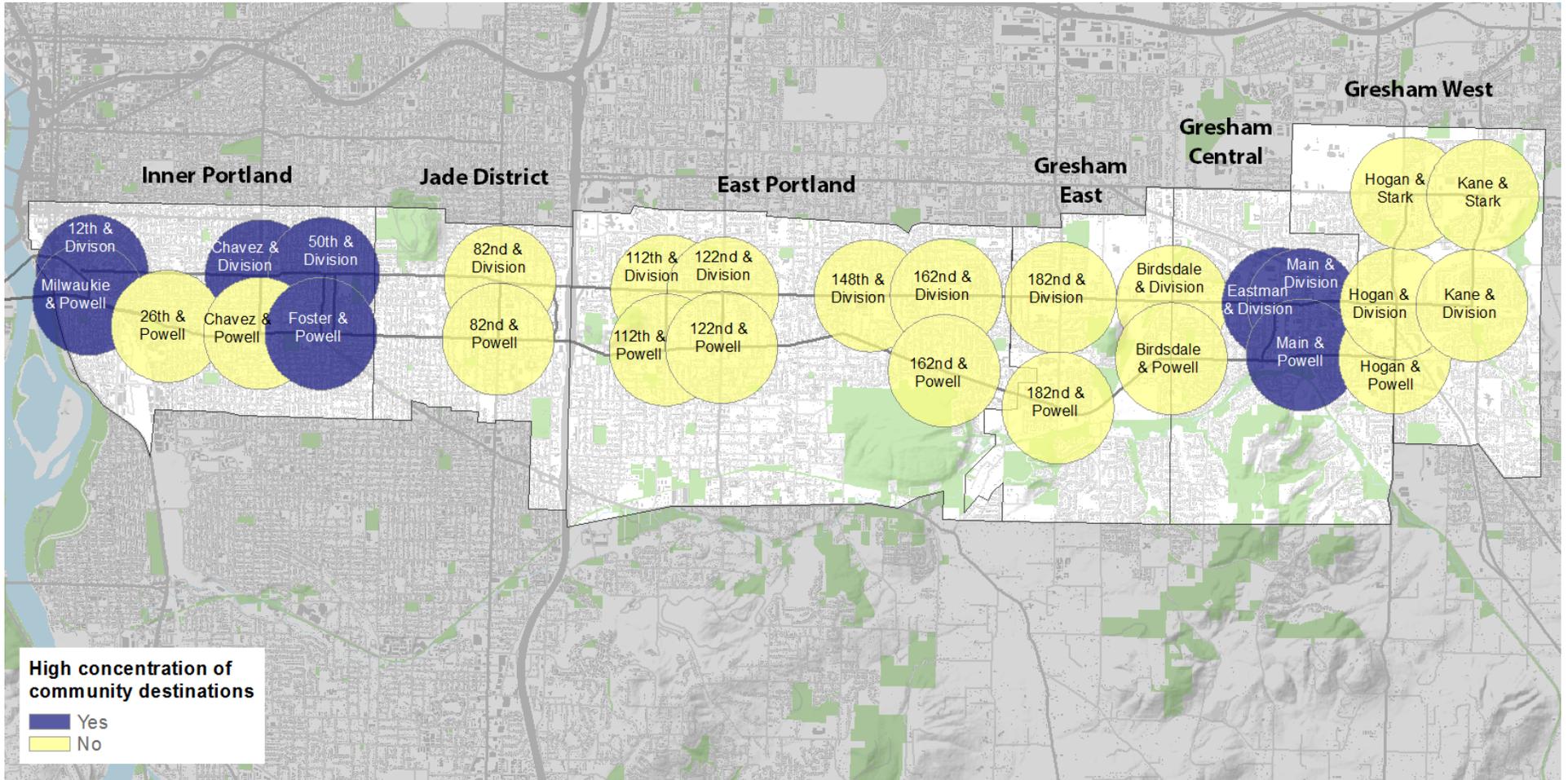
Source: Author's analysis of data from Metro's Transit Orientation Score and regional population and employment projections

Figure 7: Regional destinations



Source: Staff and consultant input

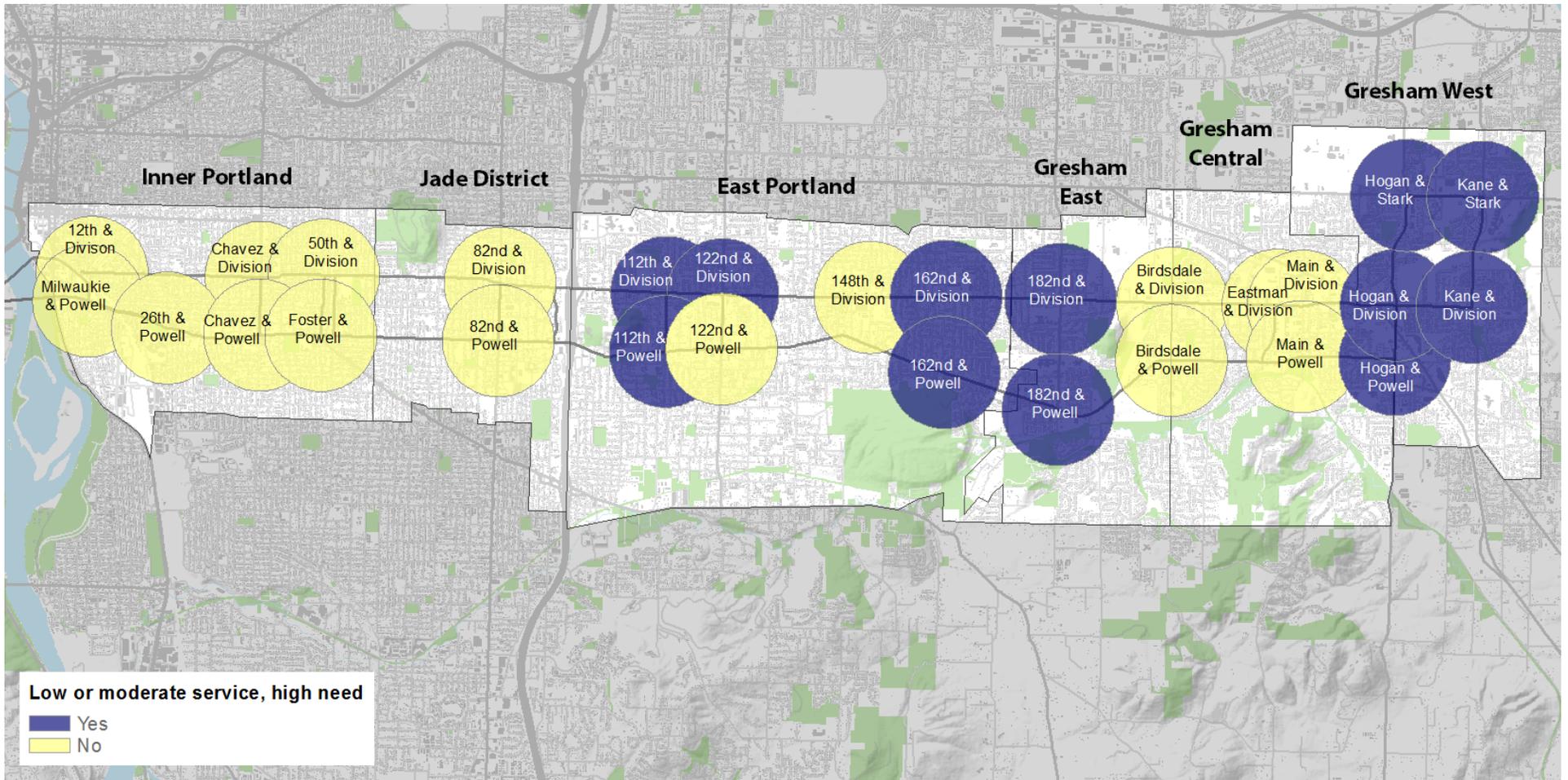
Figure 8: Concentration of community destinations¹



Source: Author's analysis of data prepared by Metro from the Coalition for a Livable Future's Regional Equity Atlas

¹ Community destinations is defined by Metro in collaboration with the Coalition for a Livable Future's Regional Equity Atlas

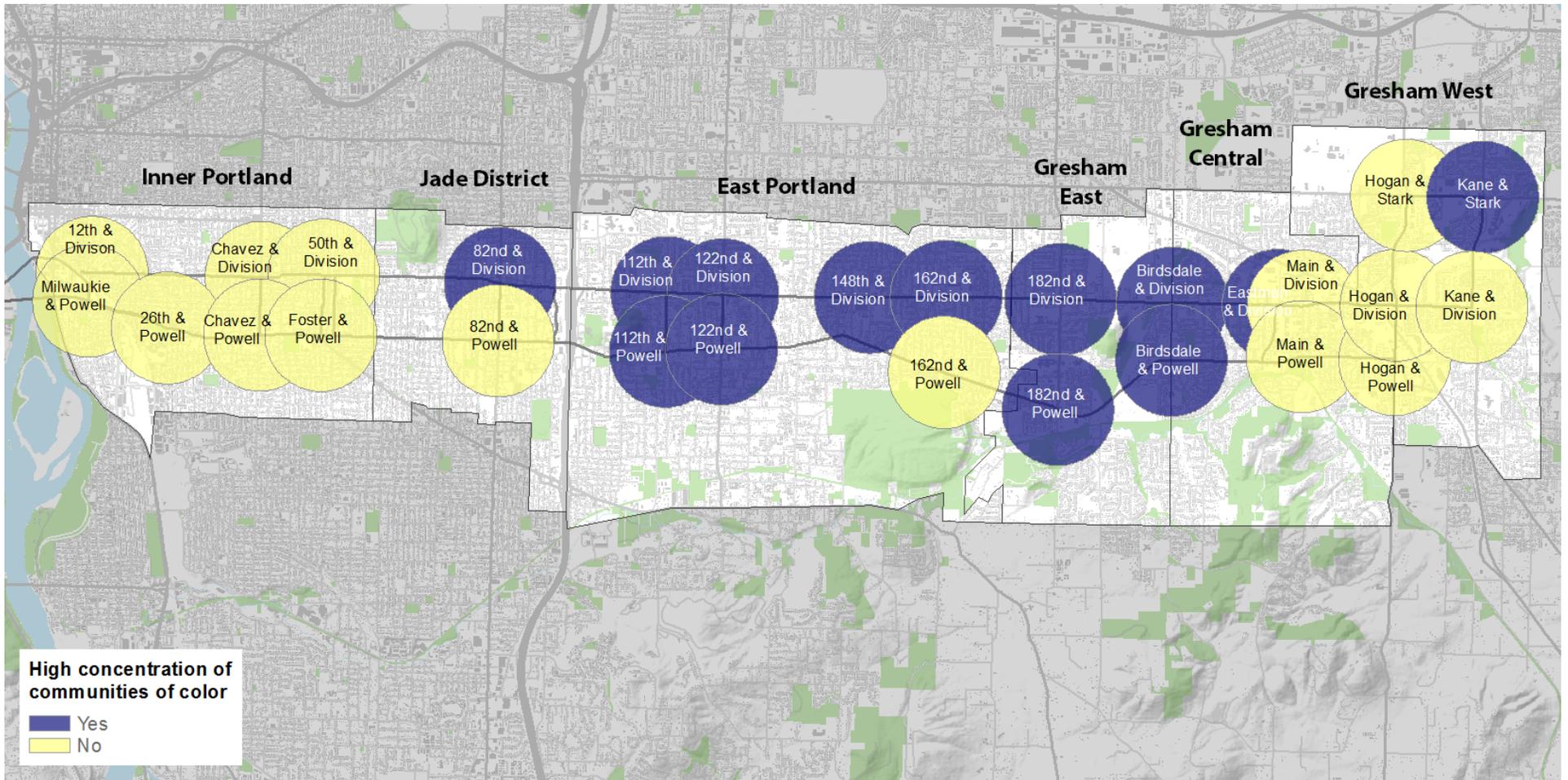
Figure 9: Low service, high need²



Source: Author's analysis of data from Metro's Transit Orientation Score and American Community Survey 2008-2012 Five-Year Survey, U.S. Census Bureau, retrieved from <https://www.nhgis.org>

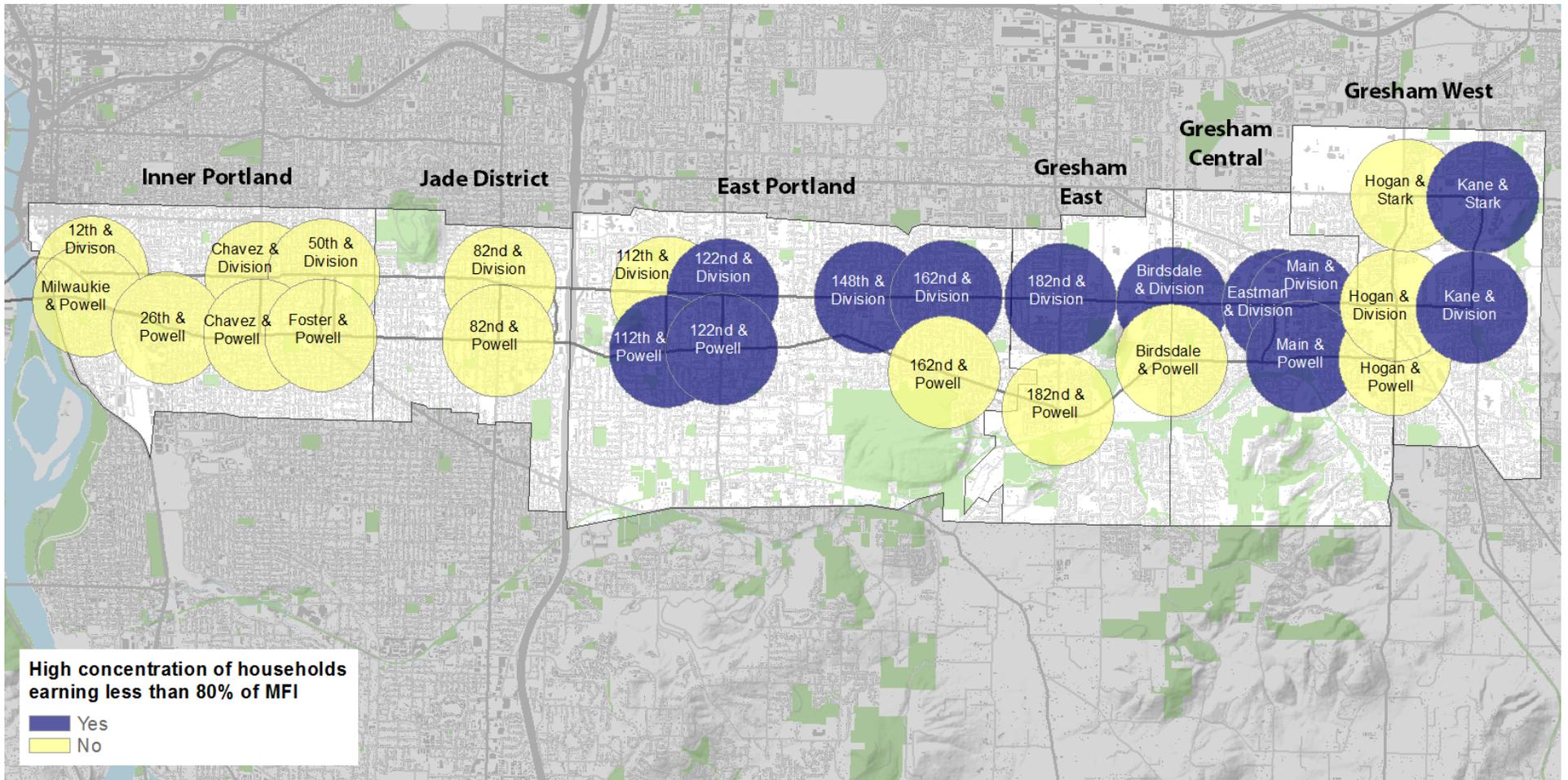
² High need is defined as transit-dependent populations, which includes youth (under 18), elders (over 65), under poverty and zero vehicle households.

Figure 10: Communities of color



Source: Author's analysis of data from American Community Survey 2008-2012 Five-Year Survey, U.S. Census Bureau, retrieved from <https://www.nhgis.org>

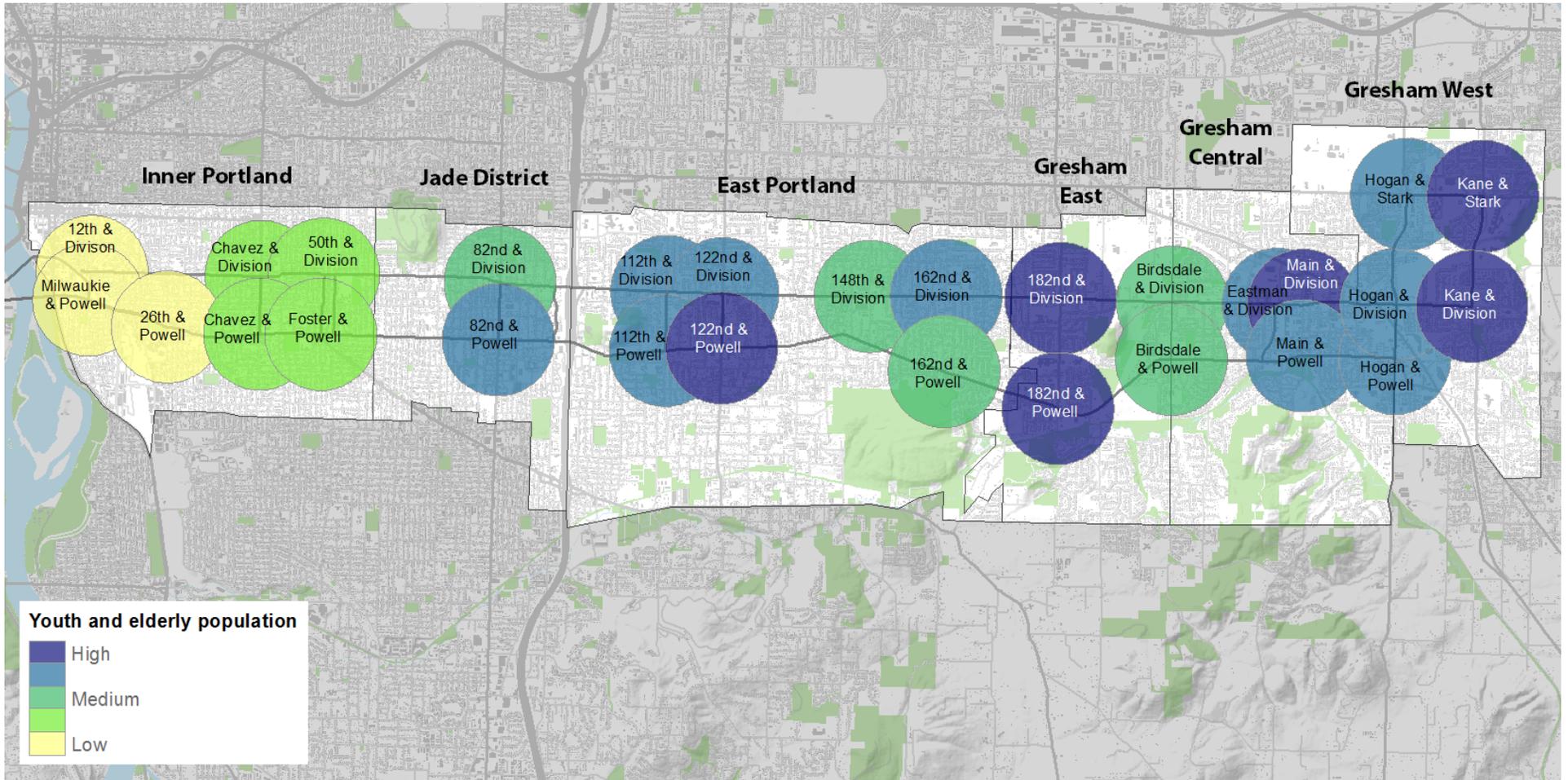
Figure 11: Households earning less than 80% of median family income³



Source: Author's analysis of data from American Community Survey 2008-2012 Five-Year Survey, U.S. Census Bureau, retrieved from <https://www.nhgis.org>

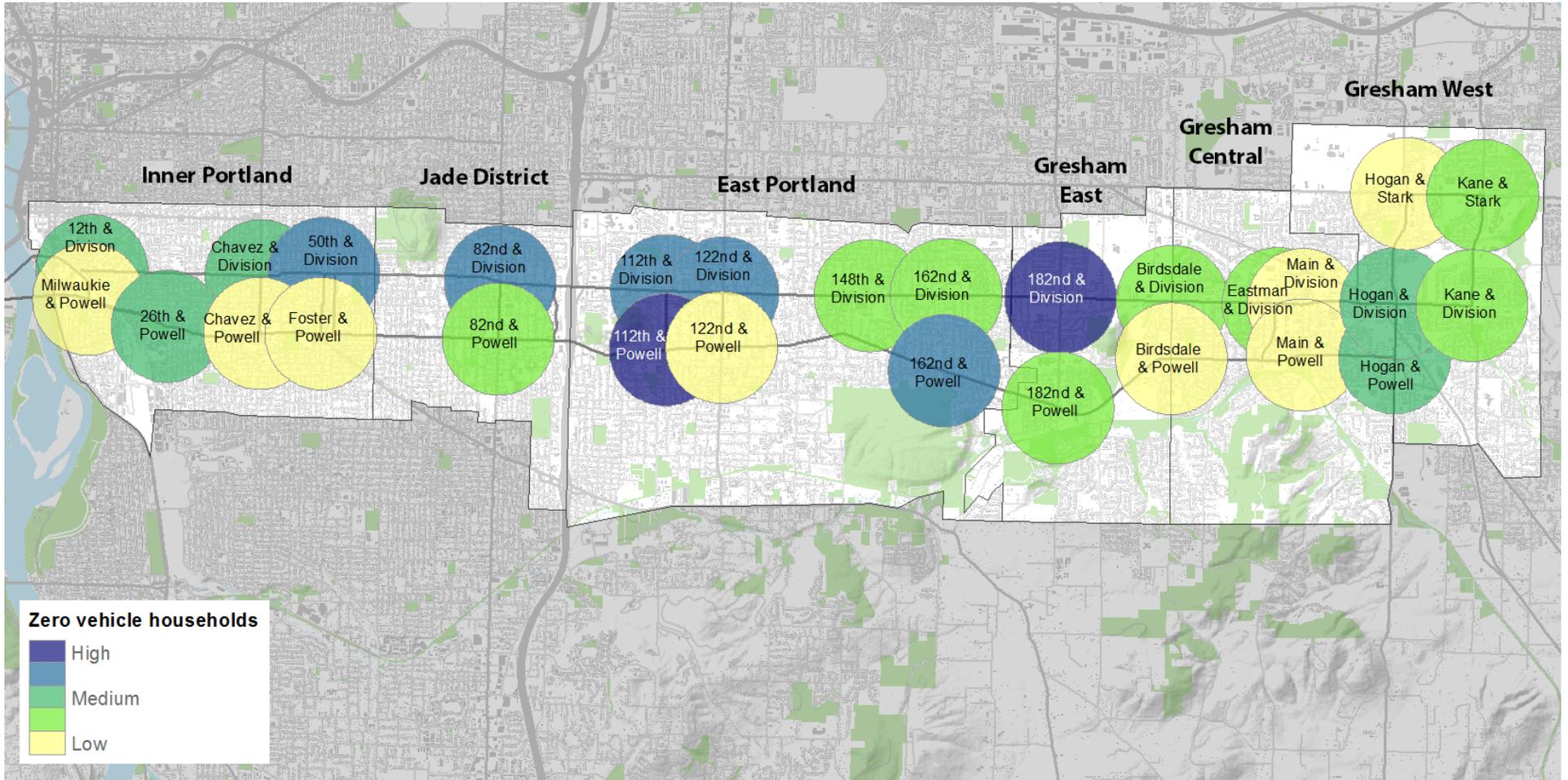
³ Median family income is established for the Portland-Vancouver-Hillsboro MSA by the U.S. Department of Housing and Urban Development

Figure 12: Youth and elderly (under 18, over 65)



Source: Author's analysis of data from American Community Survey 2008-2012 Five-Year Survey, U.S. Census Bureau, retrieved from <https://www.nhgis.org>

Figure 13: Zero vehicle households



Source: Author's analysis of data from American Community Survey 2008-2012 Five-Year Survey, U.S. Census Bureau, retrieved from <https://www.nhgis.org>

Appendix D

Figure 14: Opportunity Area Classification Matrix



Date: March 10, 2014
To: Alex Howard, Radcliffe Dacanay, Bureau of Planning and Sustainability, City of Portland
From: Leila Aman
Re: Redevelopment Scenario Analysis

The purpose of this memo is to outline the technical approach to the redevelopment scenarios and analysis conducted as part of the Powell Division Real Estate Analysis and Urban Design project. This analysis will be used to inform the development of an action plan for each of the selected opportunity areas.

Background

The purpose of this memorandum is to outline and describe the redevelopment analysis and modelling approach conducted for the City of Portland in key opportunity areas within the Powell Division Transit corridor. The results of this analysis provides important market information from which an action plan will be developed to implement the development goals of the community and the goals of the Powell Division Transit and Development project.

Fregonese Associates was tasked with creating a methodology to evaluate all potential opportunity areas and working with the City recommend up to six key opportunity areas. Those key opportunity areas were recommended and accepted by the Powell Division Transit and Development project steering committee in September of 2014 and include:

- 26th and Powell
- Chavez and Powell
- Foster/Powell
- 82nd and Division
- 122nd and Division
- 162nd and Division.

Fregonese Associates was tasked with examining the feasibility of different building prototypes within these key opportunity areas, creating renderings of existing and potentially market-feasible development, engaging the public in a workshop to gather input, and developing an action plan for the key opportunity areas.

Fregonese Associates has completed the redevelopment analysis in the key opportunity areas and has identified their market position relative to a range of real estate product types. The findings from this analysis show that very few product types are financially feasible given current achievable rents and land costs. Thus, our aim with this analysis was to provide a range of prototypes that, while not currently feasible, could be reasonably achieved in the near term (10 years or less) given future investment in High Capacity Transit (HCT) and other actions such as catalytic investment (tax abatement or other

financial programs) and investments in public amenities (parks, plazas and pedestrian infrastructure). In collaboration with City of Portland staff, 6 specific sites were identified within the opportunity areas and matched with building types that have near to medium-term potential for redevelopment. These sites and associated building types were then used to inform renderings to help illustrate the scale of potential redevelopment opportunities in the context of public realm improvements such as HCT, streetscape improvements, and improved pedestrian crossings. The focus of this document is to explain the technical methods and assumptions used to determine what prototypes were feasible.

When Does Development Happen?

Private development will only occur when it is financially feasible. When achievable rents and available incentives do not cover construction and operating costs, lots remain vacant and many existing structures remain underutilized. The difference between the cost of redevelopment and potential operating income – the feasibility gap – determines whether or not projects will “pencil.” The market reality faced by property owners and developers, particularly in outer Southeast Portland, is characterized by a lack of comparable successful development ventures and achievable rents that are too low to cover project costs without significant subsidies.

While there are many factors that determine how much a development will cost, and how much return it will provide, a simplified way to comprehend the process is a ‘development curve’ (Figure 1). As rents increase relative to development costs, sites become more “redevelopment ready”. When market feasibility reaches the feasibility hurdle (dashed line), private investment is able to achieve a reasonable return and new construction is likely to occur without direct intervention. The public sector can help lower the feasibility hurdle through policy incentives to help make less profitable sites more developable, earlier on. Understanding redevelopment readiness is a key first step to tailoring strategies and leveraging public investment to support transit oriented development and greater economic prosperity in the Powell-Division corridor.

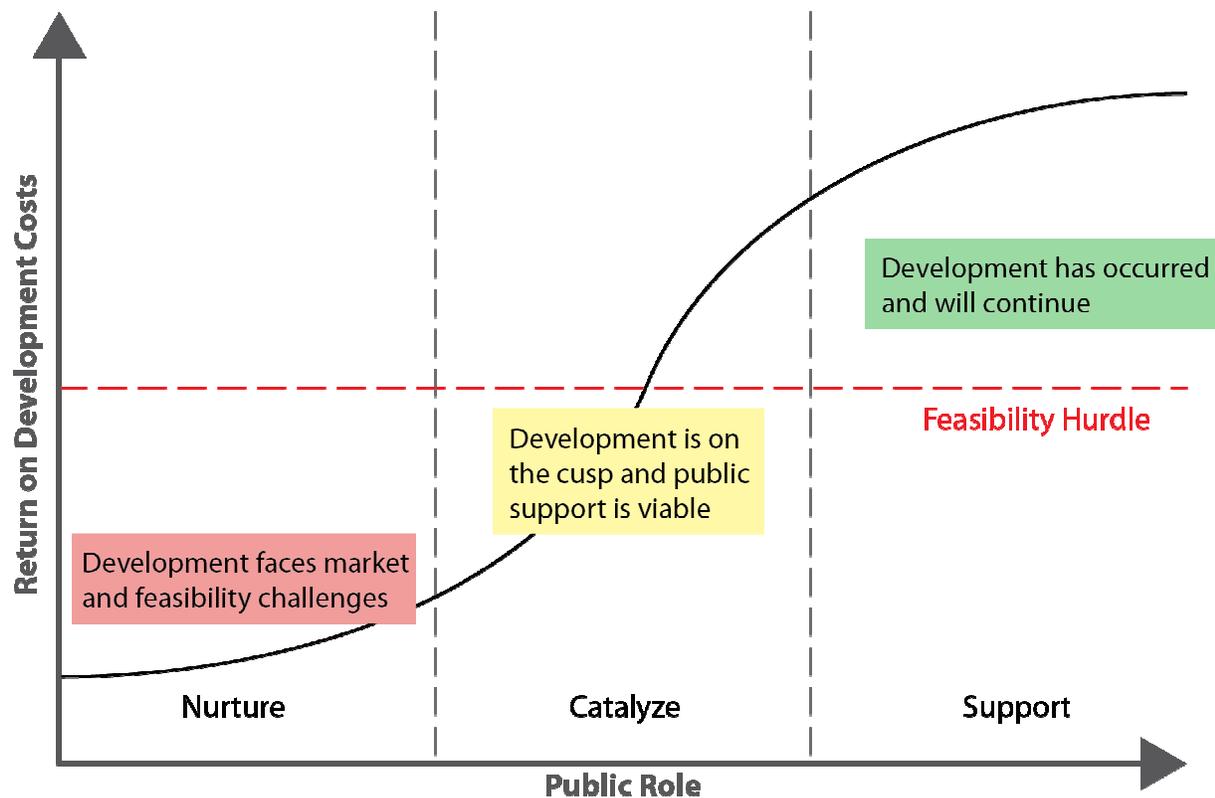


Figure 1 Development curve for a typical development. As return on development costs increase, projects begin to happen. Alternatively, increased public support can help shift projects above the feasibility hurdle.

Envision Tomorrow

Envision Tomorrow (ET) is an open-access scenario planning package that allows users to analyze how their community's current growth pattern and future decisions impacting growth will impact a range of measures from public health, fiscal resiliency and environmental sustainability. The Fregonese team used the Envision Tomorrow suite of tools to identify potential redevelopment locations, feasible building types, and potential funding tools to leverage development within the corridor that is transit and supportive of community goals and aspirations. Fregonese staff, with oversight from City of Portland planning staff, used ET to develop and test a series of building prototypes to determine locations where they would be physically, legally, and financially feasible under both existing, and potential future conditions. Using a scenario approach FA developed a base case scenario that reflects existing conditions, and a best case that assumes changes in the regulatory framework to a smaller extent and the required rents needed to achieve transit supportive development within the opportunity areas within the near term.

Prototype Buildings

Prototype buildings are the building blocks of Envision Tomorrow, and represent a range of existing and aspirational product types. Fregonese Associates provided the City of Portland with a library of prototype buildings. These prototypes include detailed rent and construction cost data and represent a

range of existing and aspirational building types specific to the East Portland real estate market. A full list of these prototypes is included in Table 1 below.

Table 1 Portland Powell-Division Building Prototype Library

	Prototype	FAR	DU/Acre	EMP/Acre	Stories	Parking
Mixed Use	Mod Rise Residential	2.73	126.1	16.5	5	0.5/DU 1.0 retail
	Mid Rise Residential	2.57	89.1	37.6	4	0.5/DU 1.0 retail
	Mid Rise Senior Adaptive Reuse	3.45	143.8	52.1	4	0.25/DU 1.0 retail
Residential	5 Story Apartment	3.07	136.4		5	0.5/DU
	4 Story Apartment	2.39	97.5		4	0.5/DU
	3 Story Senior Housing	1.13	69.5		3	0.75/DU
	Garden Apartment	1.10	48.1		3	1.2/DU
	Townhomes High	1.08	39.3		3	1.0/DU
	Townhomes Medium	0.59	17.8		2	1.35/DU
Employment	Arterial Commercial	0.45		19.7	1	2.0 retail
	Main Street Retail	1.18		68.4	2	1.0 retail 2.0 office
	Strip Center Adaptive Reuse	0.45		36.8	1	2.0 retail 2.0 office
	Low Rise Office	0.74		80.3	2	2.5 office
	Mid Rise Office	1.88		218.6	4	2.0 office
	Medical Office	1.66		192.7	4	2.5 office
	Low Rise Hotel	1.18	80.6	21.5	3	1.0/room
	Mid Rise Hotel	3.31	214.2	61.2	5	0.5/room

Development Feasibility Scenarios

Working with City of Portland staff, Fregonese Associates conducted detailed planning, financial, and physical analysis of the Powell-Division corridor in order to determine what locations had potential for new and redevelopment. This analysis had two phases; first identifying the sites of opportunity, and second determining which of the building prototypes would be most appropriate.

The first phase of identifying opportunity sites was conducting by examining the building and improvement value, land use, zoning, and location. For the initial screen, we performed a redevelopment feasibility analysis to exclude from our analysis any parcels without capacity for redevelopment given their high land value. Next, we performed a series of exclusions to remove parcels that were 'off the table' for redevelopment. First, we removed condominiums, simply because the shared ownership makes them difficult to purchase for redevelopment. Then we excluded single family homes that were not on arterials, as we did not want to impact these residential neighborhoods. The

exception to this were single families less than 100 feet from arterials, because due to their proximity to the main street, they had an opportunity to redevelop. Additionally, we also excluded small lot single family homes (zone R3, R5, and R7), regardless of their location, as they simply were not large enough to build anything new. Finally, we excluded parcels that were not within Portland’s buildable lands inventory.

After this definitional exclusionary work was performed, Fregonese Associate staff conducted an internal audit to check the results of this process, adding in parcels that may be candidates for redevelopment despite meeting some of the above criteria, and removing parcels that would not work for a different reason. Finally, these results were shared with City of Portland staff, who conducted an additional audit, adding and removing parcels. The result of this combined effort was a redevelopable parcels layer for the Powell-Division corridor.

Once a redevelopable parcel layer was created, the second phase was to determine which building prototypes would be feasible on each redevelopable parcel, given the parcels existing use, size, value, and either current or expected zoning. For each building prototype we developed a set of criteria to screen parcels for appropriate size, zoning, and existing use (**Error! Reference source not found.**). We then found the total value of all parcels that meet the criteria, and analysed these values, and the required rent and sales prices required for redevelopment (see **Error! Reference source not found.**).

Table 2 Building Prototype Feasibility Physical Criteria

	Prototype	Minimum Parcel Size (sqft)	Acceptable Zones	Current Use
Mixed Use	Mod Rise Residential	20,000	CX, CG*, RX, IR,	Any
	Mid Rise Residential	10,000	CX, CG*, RX, IR, CS	Any
	Mid Rise Senior Adaptive Reuse	43,560	CS, EX, CG	Retail
Residential	5 Story Apartment	10,000	CX, RS, IR, CS*, CG*	Any
	4 Story Apartment	10,000	CX, RX, IR, CS, CG*	Any
	3 Story Senior Housing	10,000	CG, RH, CS	Any
	Garden Apartment	8,712	CS, CG	Any
	Townhomes High	5,000	R1, RH, CG	Any
	Townhomes Medium	5,000	R1, R2, R2.5	Any
Employment	Arterial Commercial	10,000	C01, C02, CG	Any

Main Street Retail	4,000	CM1, CG, CM, CS	Any
Strip Center Adaptive Reuse	20,000	CG, CS, CM	Retail
Low Rise Office	10,000	CO1, CO2, CG	Any
Mid Rise Office	10,000	EX, EG1, EG2, CS, CX	Any
Medical Office	10,000	EX, EG1, EG2, CS, CX	Any
Low Rise Hotel	10,000	CS, CG, EG1	Any
Mid Rise Hotel	10,000	CS*, CX, EG2, EX	Any

* Denotes expected future zoning with changes

At this particular stage of the project, these parcels were simply a measure of what could *potentially* redevelop given a set of basic criteria. Certainly not all of them are expected to redevelop, and even those that did meet the broad criteria above may require more site specific planning work to facilitate their development. What this analysis does provide is a way to broadly understand the physical capacity and market feasibility of development at different opportunity areas within the corridor. Additionally, the outputs generated in this stage were used to assist the renderings by informing what could be reasonably shown in the renderings, given market realities.

Base Case vs Best Case

When modelling the future of the selected key opportunity areas within the Powell-Division corridor, Fregonese Associates looked at two different scenarios: the base case and the best case. The base case simply examined the future development of the corridor based on existing zoning regulations. The best case also examined the development of the corridor, but using slightly different zoning regulations. Specifically, the best case changed CG zones to CS zones, and raised the height limit above the existing forty five feet.

The changes in zoning allows for more options and greater development potential along the corridor. First, transitioning CG (general commercial) to CS (storefront commercial) allows for a more mixed use, urban style development. The CS zone is more pedestrian and transit oriented, which is designed to create a more enticing streetscape for the corridor, as opposed to the more auto oriented CG zone. Second, increasing the height restriction above forty five feet allows for denser transit supportive development. The current height restriction limits buildings to approximately four stories, but by building higher than that allows for several things. First, it simply means more people, which helps support the new HCT service. Second, it allows for developers to build more of the profitable residential developments, which in turn allows them to afford other amenities, such as pedestrian facing ground floor retail, better streetscaping, and landscaping.

Assumptions

Prototype Library

Fregonese Associates conducted extensive research in order to develop reasonable and appropriate prototypes for the key opportunity areas in the Powell Division transit corridor. This included the local real estate knowledge of our Portland-based team, 3rd party real estate data including CoStar and RMLS, interviews with local experts and developers, and other market based research. The building prototypes were presented to City staff, who helped to further develop and refine the prototypes. This included the general type of building, as well as building specifics, including height, allowable zones, and parking ratios.

Construction Costs

In modeling the financial characteristics of our buildings, we used construction costs from RSMeans. Construction costs varied across the different prototypes, based on construction type, intended use, quality of finishings, and new construction vs rehabilitation. In addition to the cost of the building itself, costs included parking, service development charges, and other fees. In order to simplify the analysis, we assumed that construction costs would remain constant across the forecast horizon.

Land Value Appreciation

In order to determine which prototypes would be financially feasible on different parcels in the near to medium term, we needed to know how much the land and improvement would cost in the future as well. From tax assessor data, we know the present land and improvement value, and based on researched assumptions, we can make an educated guess as to the value in the future.

To determine how much value would increase, we examined another urban [HA1] high capacity investment and observed appreciation in property values. In 2001, the MAX Yellow Line began service along Interstate Ave. in North Portland. While the characteristics are quite different it did provide a starting point for understanding potential changes in property value over time assuming an investment in high capacity transit within the corridor. We chose to examine the 10 year period from 2004-2014 as it represented both boom and bust cycles in our economy and the completion of major streetscape improvements in the area. From our analysis, we found that value skyrocketed after the investment, with increases ranging from 50%-400% (Table 3). Based on this research, and discussions with local economic and development experts, we assumed a more conservative increase of 75% in the close in neighborhoods of East Portland, and a 50% increase in the rest of the Powell-Division Corridor [HA2]. These assumptions reflect recent trends in development and property value trends within the corridor.

Table 3 Changes in property values along and near the MAX Yellow Line, 2004-2014

Address	Property Type	2004 Value	2014 Value	Percent Change
4834 N Interstate Ave	Whse showroom	\$686,890.00	\$985,000.00	43%
4739 N Interstate Ave	Motel	\$589,510.00	\$950,000.00	61%

1613 N Wygant St	Residential improved	\$174,360.00	\$312,120.00	79%
5429 N Interstate Ave	Auto gas service station	\$391,960.00	\$873,020.00	123%
5712 N Interstate Ave	9-20 unit multi-family	\$374,060.00	\$679,770.00	82%
5715 N Maryland Ave	Residential improved	\$177,330.00	\$307,820.00	74%
5930-5940 N Interstate Ave	Store w/apt or office over	\$242,510.00	\$779,700.00	222%
4550 N Interstate Ave	Office bank	\$887,140.00	\$1,792,000.00	102%
1505 N Going St	SR	\$528,610.00	\$1,110,140.00	110%

Understanding the major differences between the Interstate MAX example and the proposed Powell-Division HCT, both in terms of potential mode and location, we felt this was still the most accessible comparison.

Determining Future Necessary Rental and Lease Rates

In order to determine which prototypes were feasible along the corridor in the near to medium term, we needed to determine how large the “feasibility gap” was, and whether we could reasonably assume that it could be closed by an investment in HCT. In order to do this, we conducted a residual land value (RLV) analysis. RLV is a method to determine the maximum amount a developer can pay for the land in order to achieve a reasonable rate of return on their investment. A RLV calculation holds all other costs and revenues constant in order to determine the land cost. Thus, in order to complete the RLV, it was necessary to make assumptions about necessary rents, lease rates, and sales prices.

Given the difficulty in predicting the future position of the real estate market, we instead chose to focus on the rents necessary to make private-sector development feasible in the different opportunity areas. Again, these are rough values, and are not meant to be absolute predictions of what future rents will be. Once we added these values and calculated the RLV, we could compare the dollar value of the RLV to the dollar value of the areas, based on the land appreciation described above. We could then compare these values, and see if indeed the “feasibility gap” still existed, or was within a reasonable range to allow for new development along the corridor.

In order to determine which products were viable along the corridor in the near term, we needed to determine two items: the future land cost, and the future rent/lease/sales price required to achieve a reasonable return (for simplicity, herein referred to as necessary rent). As was outlined in the Land Value Appreciation section, we used a research based approach to estimate appreciation. To estimate necessary rents, we used a combination residual land value calculation, and tipping point analysis.

Scenario Results

Different market conditions exist in the different stations area within the Powell-Division corridor. Broadly speaking, achievable rents are higher and feasibility gaps lower in the close in sections of the corridor, and decrease in the further east sections of the corridor. As a result of this, there are more

opportunities for new and larger developments close-in to Portland, and opportunities for smaller developments and more adaptive reuse further east.

As expected, many of the real estate product types we tested are not feasible today within much of the corridor given current achievable rents. It is possible, however, that this situation may change in the near to medium term as the region’s population continues to increase and investments in HCT and other urban infrastructure begin to make the corridor a more desirable place to live and work. Rather than make assumptions about what future achievable rents might be, we instead chose to frame the analysis by looking at necessary rents required to make different product types pencil for private sector developers. This approach allowed us to identify product types that have necessary rents that are within a reasonable range of existing achievable rents and may be feasible in the near to medium-term.

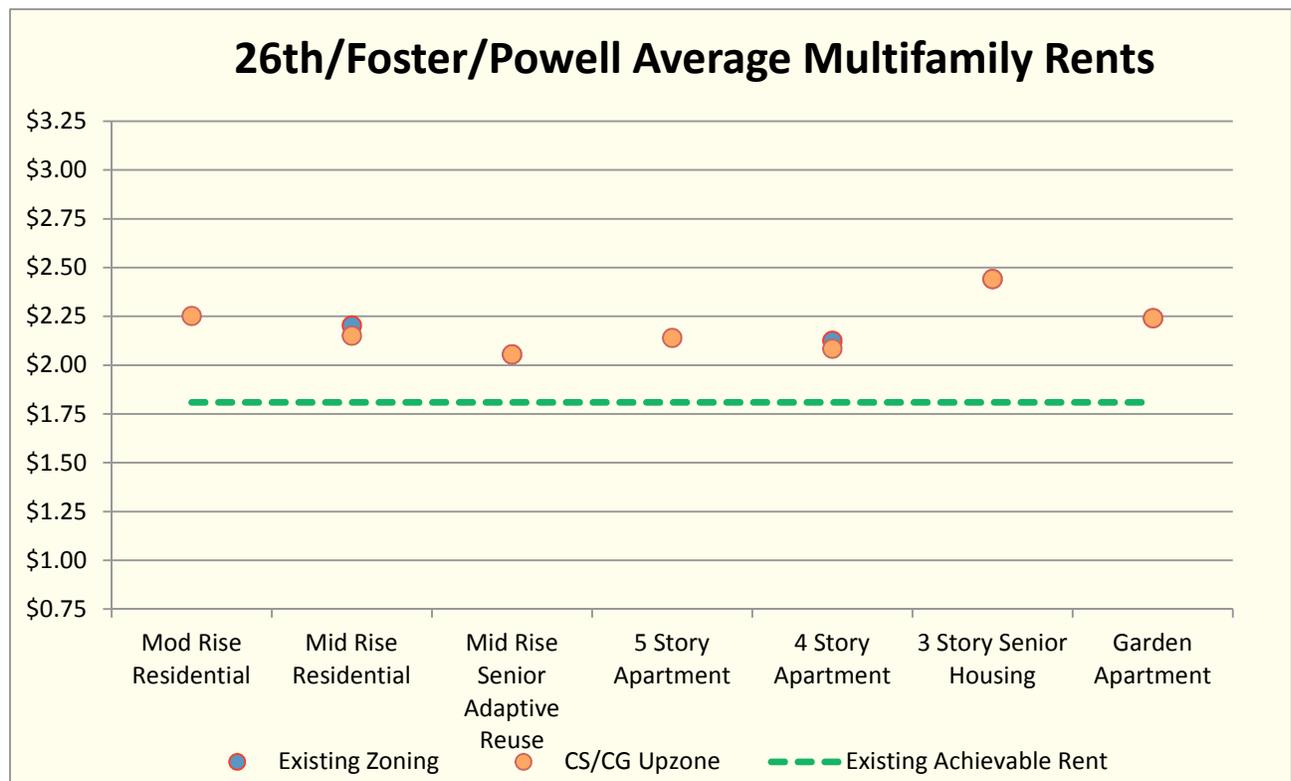


Figure 2 through

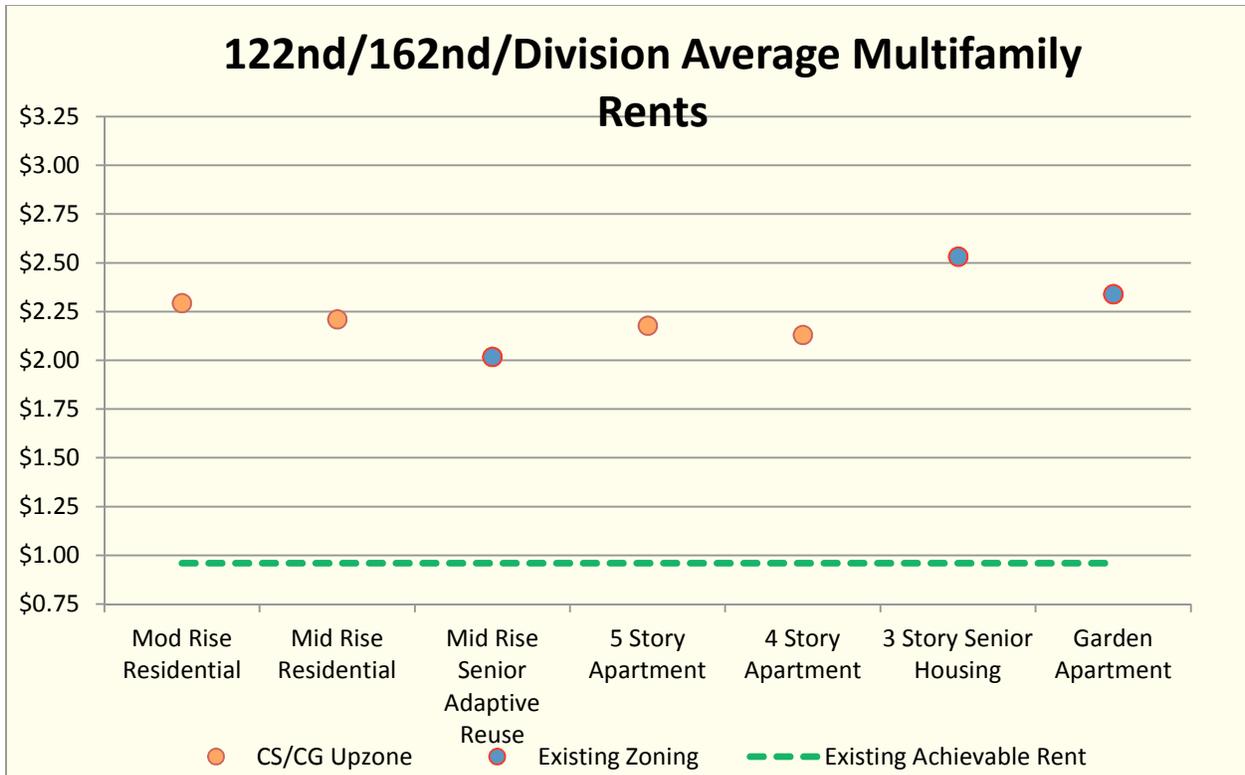


Figure 4 show the progression of current achievable and necessary rents for mixed use and multifamily housing across the station areas, going east. Current achievable rents were decided based on CoStar (see Appendices), while necessary rents were calculated based on anticipated future costs and revenues. There is a clear decrease in existing achievable rents as one goes further east along the corridor. That decrease in achievable rents can be compared to the necessary rents to make different prototypes financially feasible to develop. Indeed, as can be seen in the graphs, existing achievable rents are not sufficient in any area to warrant redevelopment. However, if we look at necessary rents we can see how the different products could become viable across the different locations. For example, given necessary rents all prototypes are within the range of reasonableness for near term development in the close-in 26th/Foster/Powell section, some become more viable at 82nd however the gap between achievable rents and necessary rents are still too great at 122nd/162nd over the same time period.

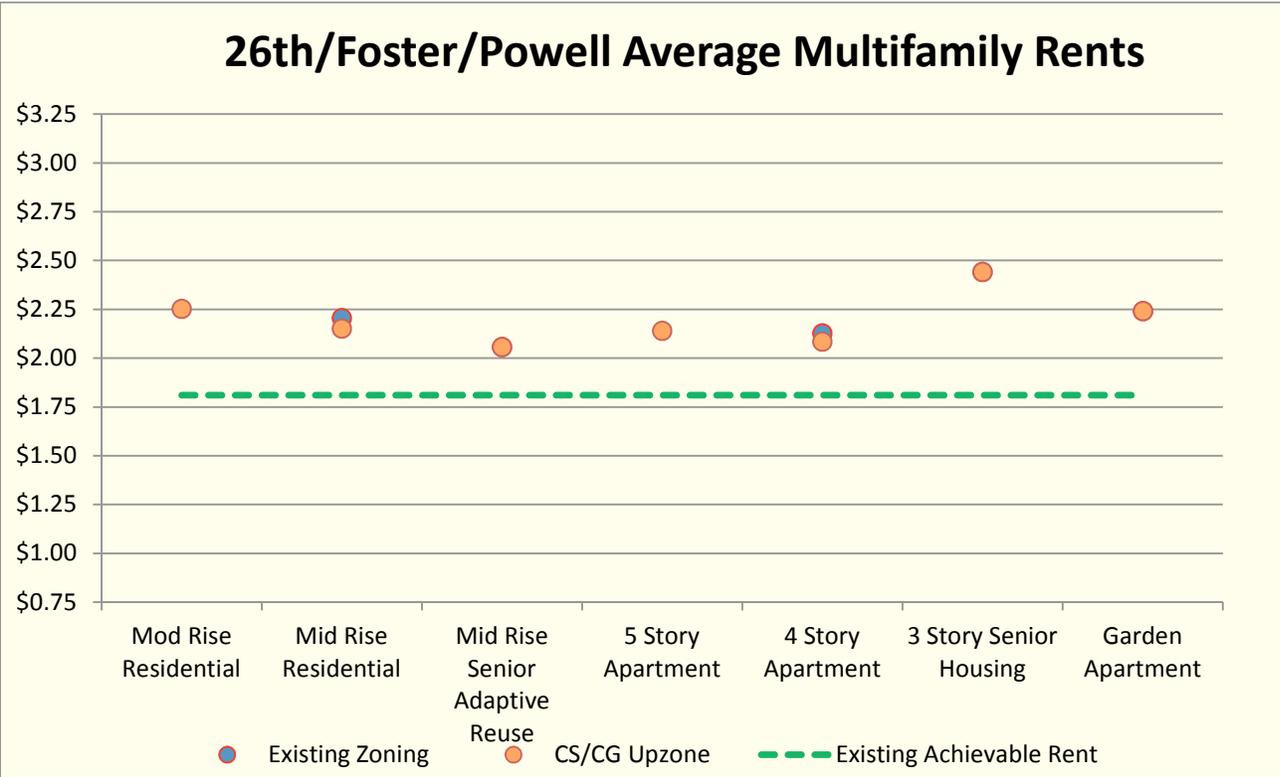


Figure 2 Existing achievable rents, and necessary rents for new multifamily developments. Note the difference between the dots for existing zoning, and the CS/CG zoning change in the buildings with a 'up-zoned' variant.

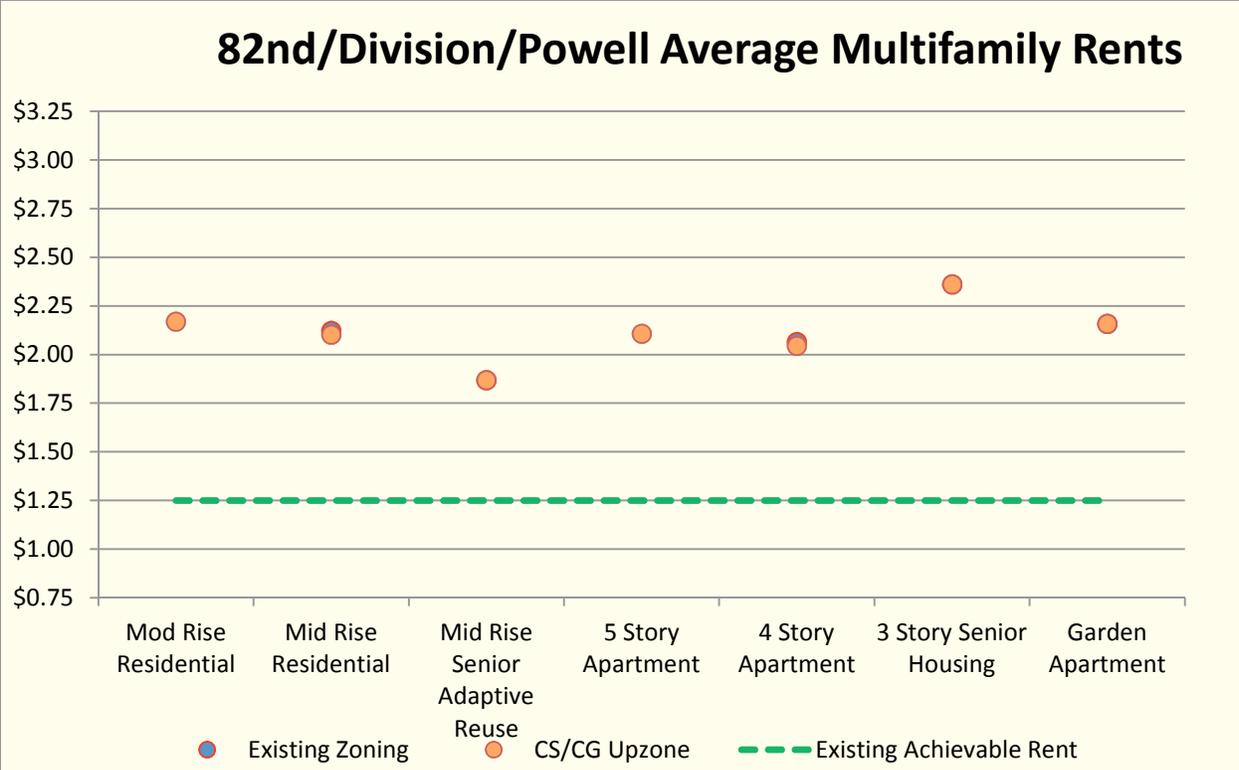


Figure 3 Existing achievable rents, and necessary rents for new multifamily developments at 82nd Ave., further away from the CBD.

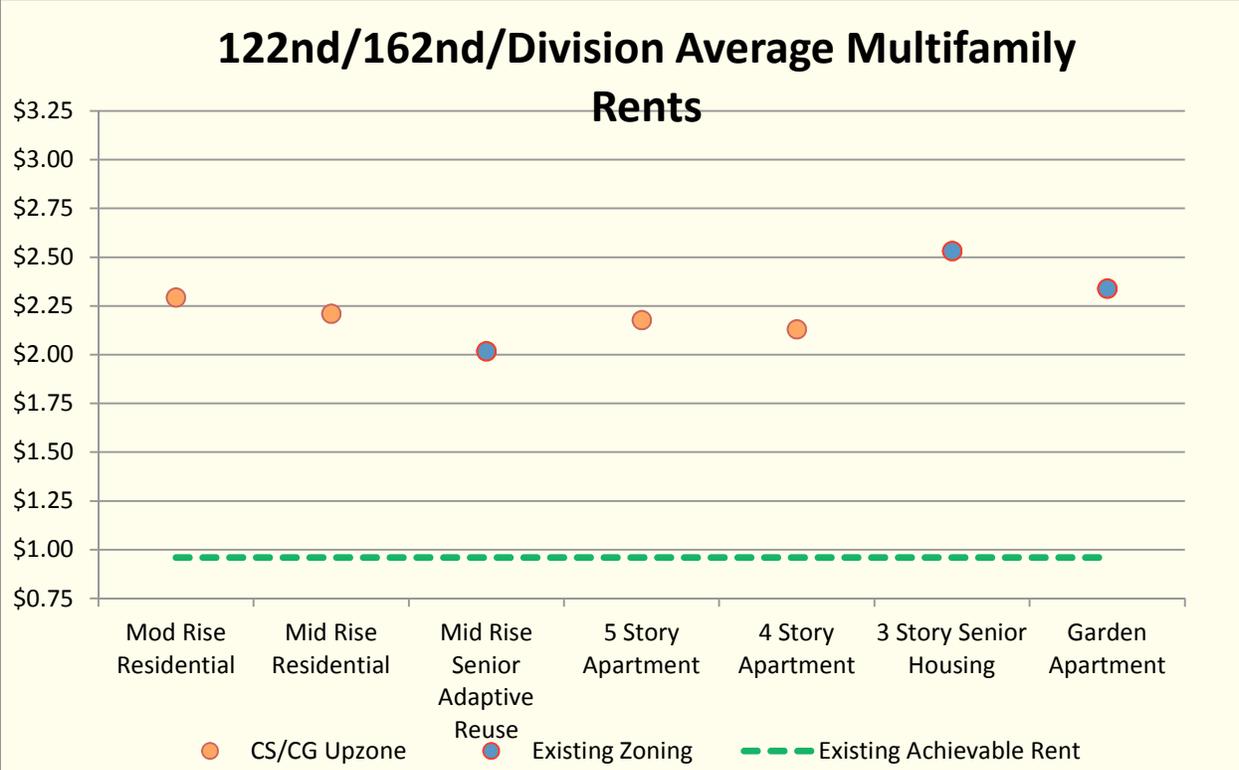


Figure 4 Existing achievable rents, and necessary rents for new multifamily developments at 122nd Ave., in far east Portland.

To re-iterate, these graphs show what products are viable from a financial perspective, and does not necessarily mean that all prototypes can or should be built in an area. For example, in 26th/Foster/Powell, while all prototypes are viable, the CG zoning in the part of the corridor limits more urban 4 and 5 story building types due to a minimum landscaping requirement and 45 foot height limit.

See Appendix for the existing and necessary rents for all product categories across the corridor. A similar trend occurs for the single family homes, and retail, and office product categories. Close-in areas, particularly those west of I-205, generally have higher existing achievable rents and a smaller gap to fill for most product types. East of I-205, the focus for near to medium-term market-feasible development should be on smaller scale projects and adaptive re-use to help stabilize real estate markets and provide comparable projects for developers and their financiers. It is worth noting that much of the development that has occurred on Powell Boulevard, west of I-205 in the last 10 years has been of this smaller-scale adaptive re-use variety. Our experience working in the Portland Region has shown us that this is a natural progression and a key to priming the local real estate market for more intensive investment and development.

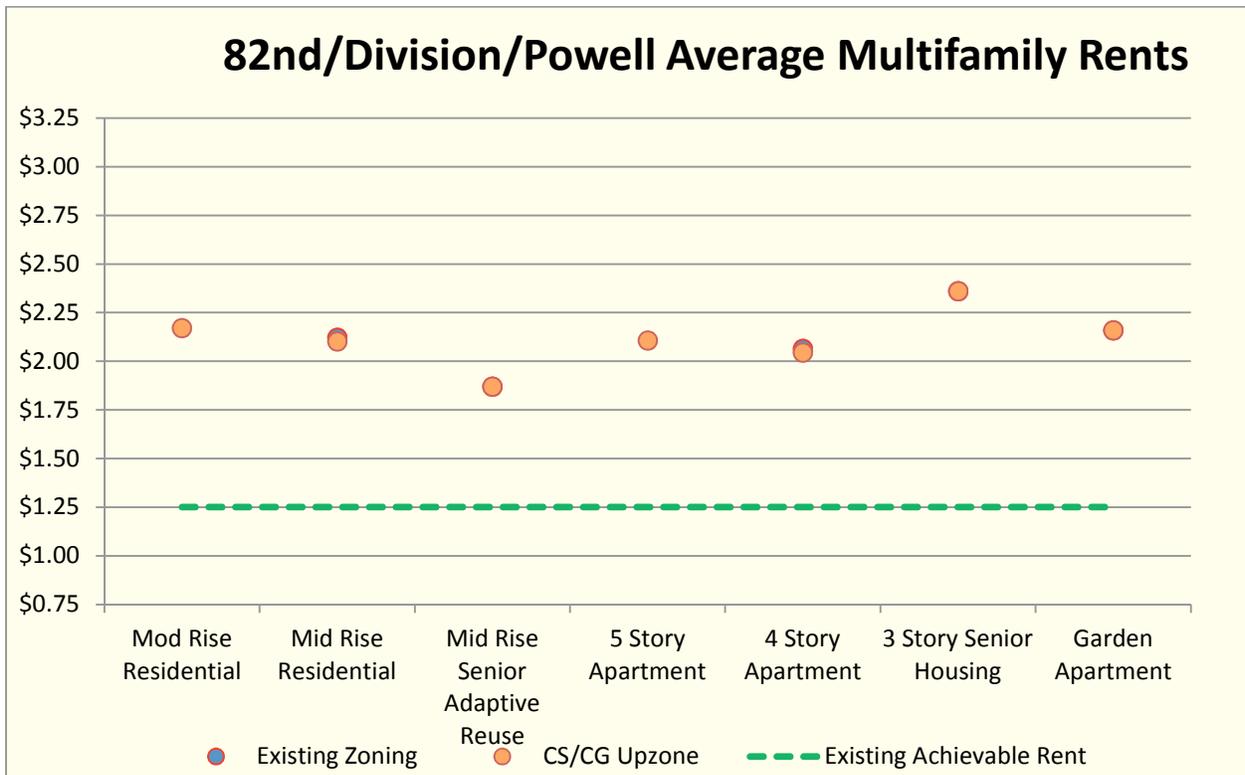
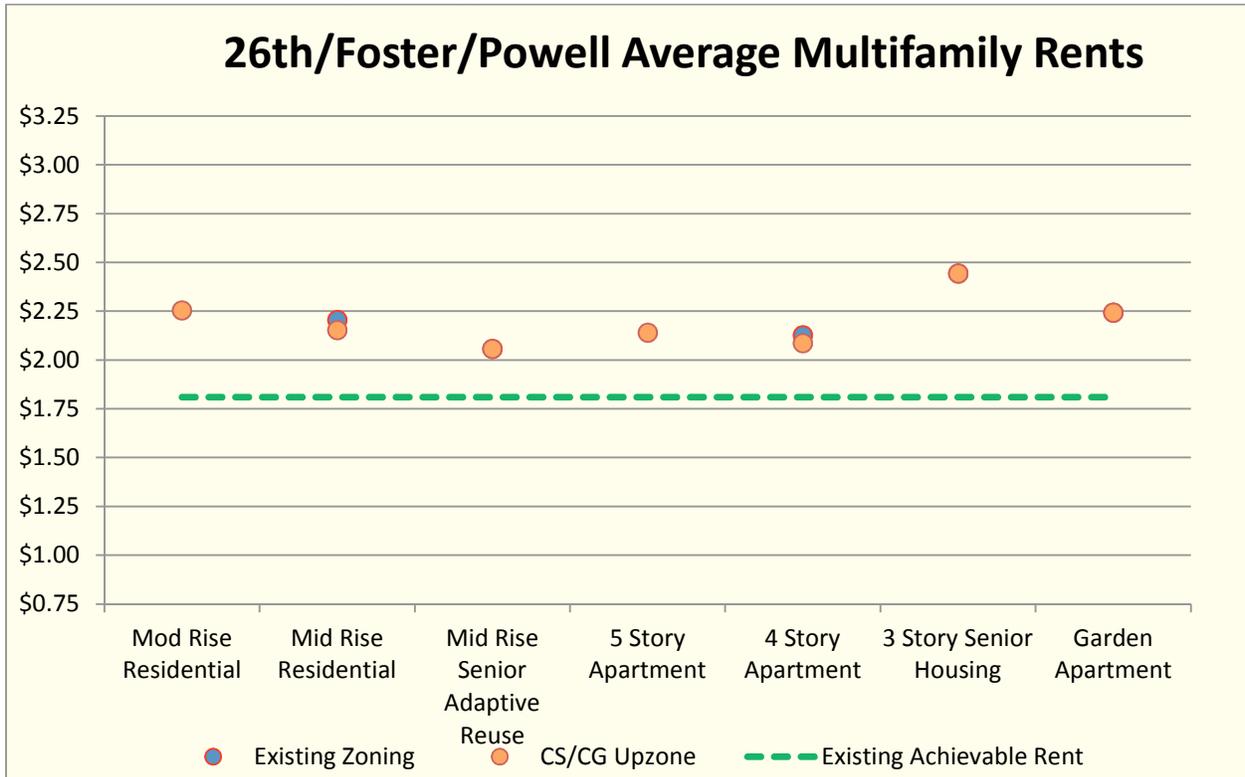
Next Steps

The scenario analysis provides a market based assessment of the opportunity areas and provides key information for understanding what is reasonable for redevelopment in the near term. This information will be used in addition to information gathered from existing plans, community input to create action plans for the opportunity areas to help set the stage for near term investment.

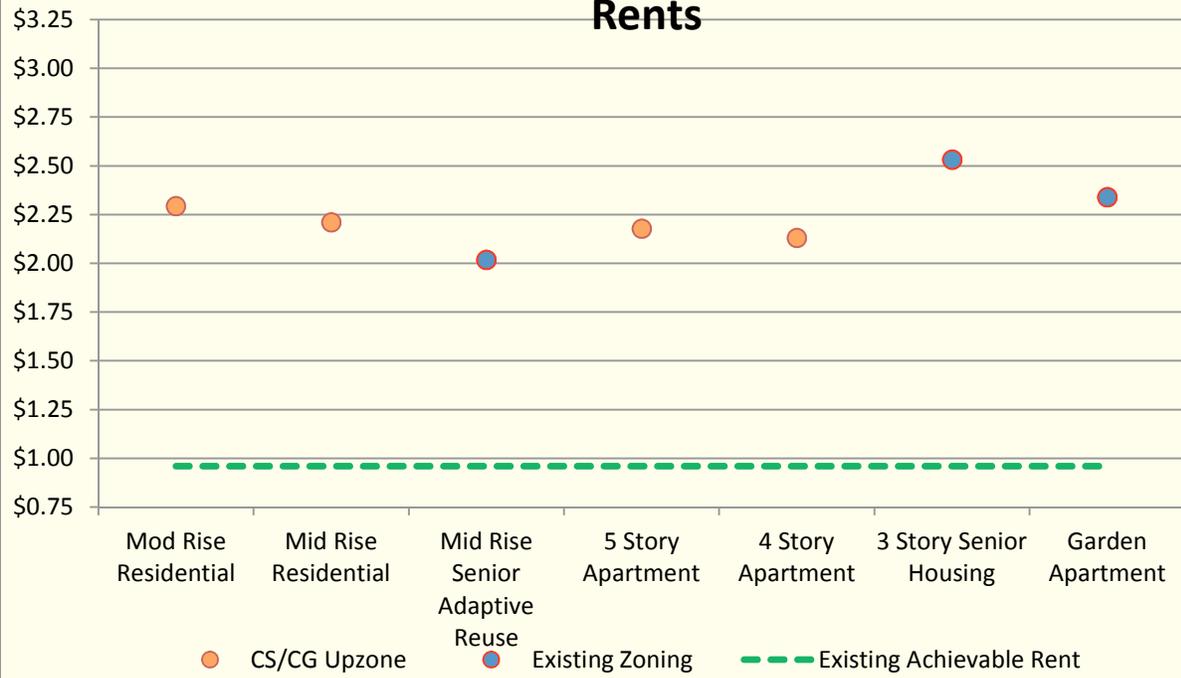
Appendix

Below are the full series of graphs showing existing achievable rents, necessary rents, and the rents needed under different zoning regimes to make redevelopment viable.

Mixed Use and Multifamily Prototypes



122nd/162nd/Division Average Multifamily Rents



Single Family Prototypes

26th/Foster/Powell Average Single Family Sales Prices



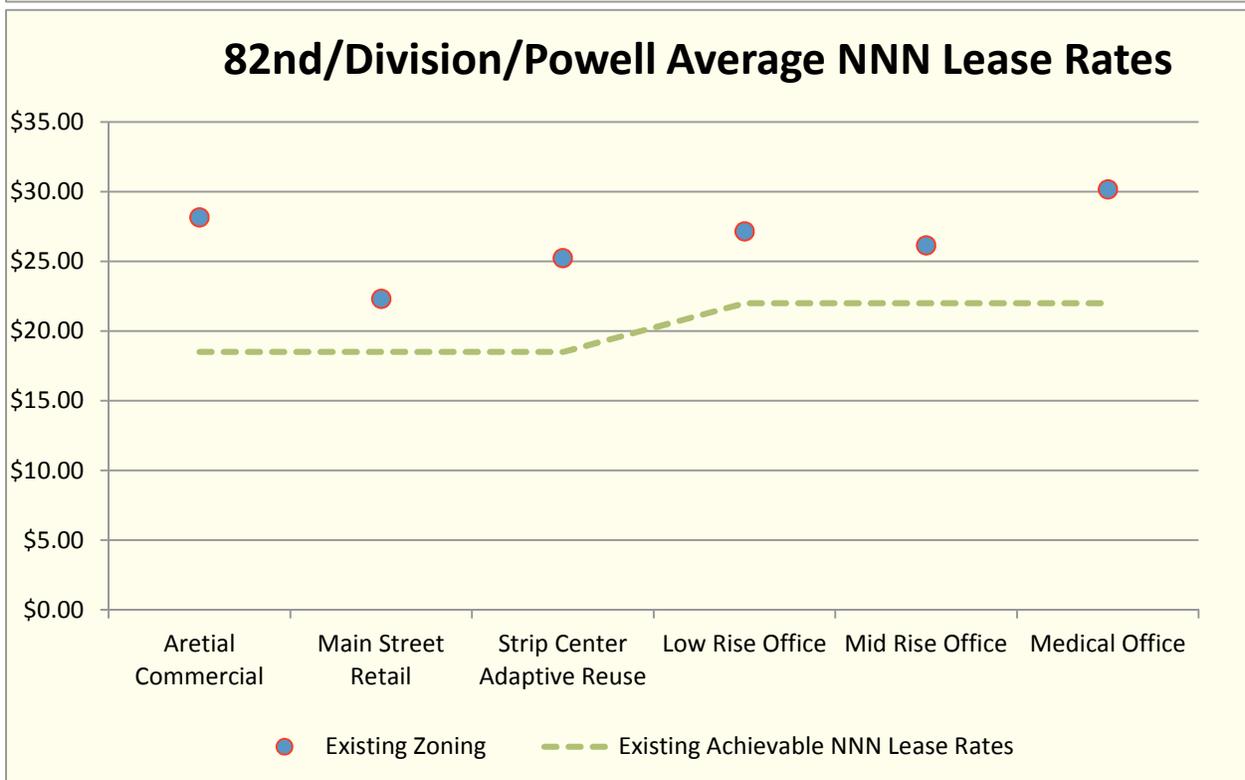
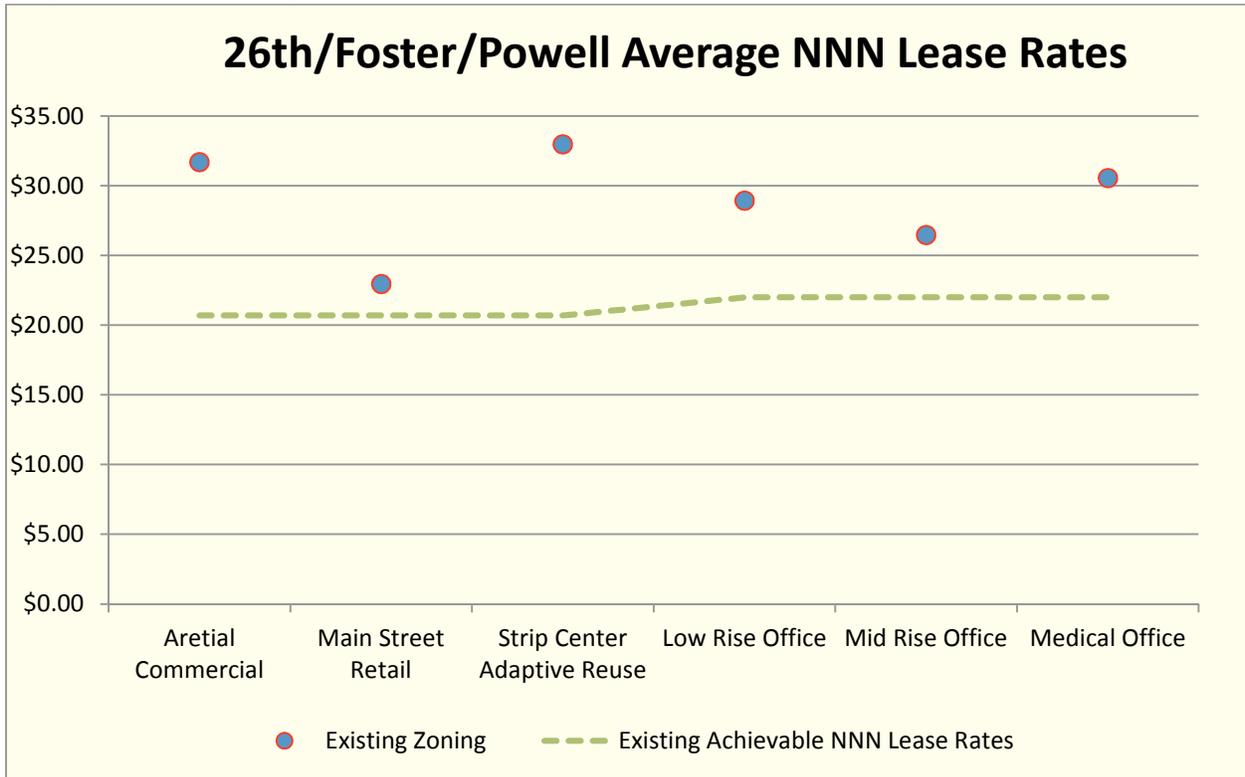
82nd/Division/Powell Average Single Family Sales Prices

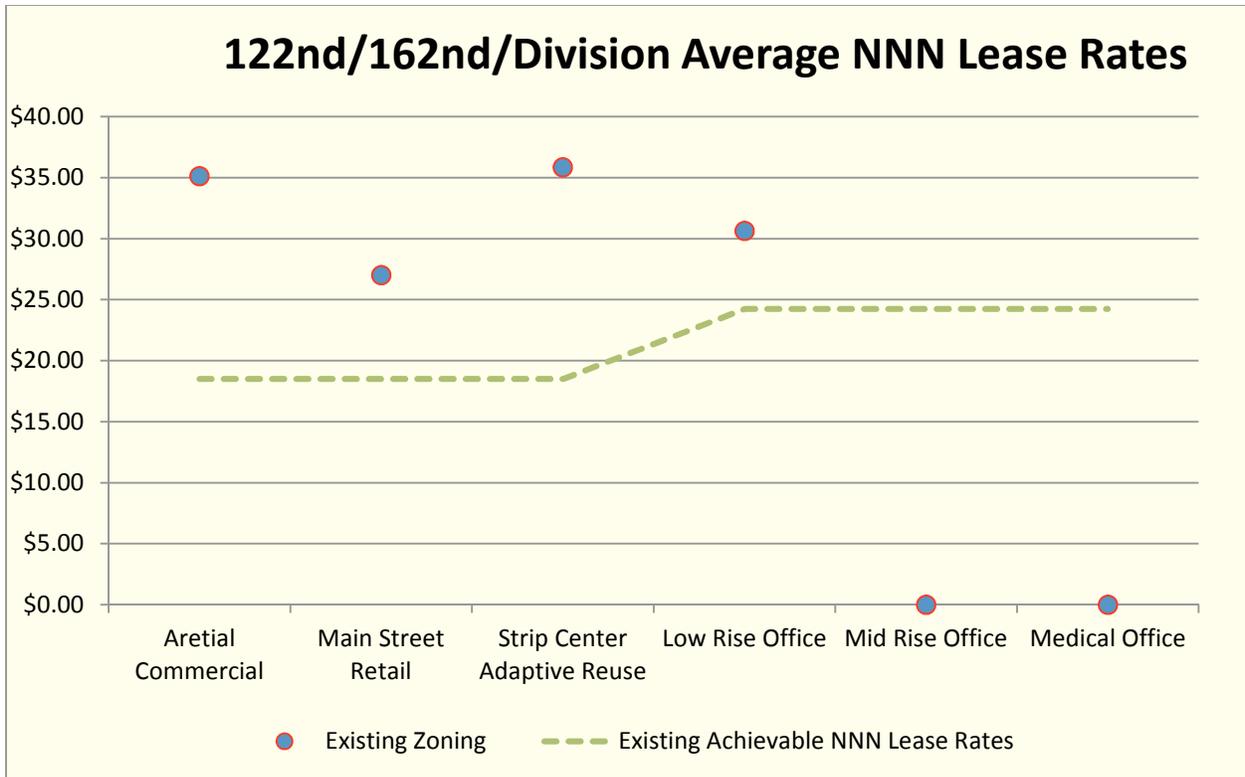


122nd/162nd/Division Average Single Family Sales Prices



Employment Prototypes





Existing Rents

	Office	Retail	Multi-Family	Single Family
26 th /Foster/Powell	\$22.00	\$20.69	\$1.81	\$225.24
(n)	2	21	21	
82 nd /Division/Powell	\$22.00*	\$18.50	\$1.25	\$158.22
(n)	/	3	4	
122 nd /162 nd /Division	\$24.24	\$18.50*	\$0.96	\$123.50
(n)	1	/	4	

* Indicates that an area had no data, so data from a similar area was used.



MZ Strategies, LLC

www.mzstrategies.com

Prepared by Mariia Zimmerman, Principal

Achieving Equitable Transit Oriented Development along the
Powell and Division Proposed Transit Corridor

May 2015 Recommendations to the City of Portland's
Bureau of Planning and Sustainability

Project Background

The Powell-Division Transit Development Project seeks to improve transit service between the downtowns of Gresham and Portland through East Portland. Ridership is exceeding current capacity along Powell Boulevard and Division Street and bus rapid transit has been accepted as the preferred high-capacity transit solution to this problem. Route alternatives are being considered in localized areas, but will include Powell through Southeast Portland before transitioning to Division for the remainder of the route to Gresham.¹

Beyond providing improved mobility, it is hoped the project will help enliven commercial and mixed-use areas along the alignment; however, community concerns have arisen about the project's potential to accelerate displacement of the many low-income and minority residents and small businesses along the corridor.² In response, the Portland's Bureau of Planning and Sustainability (PBPS) is developing an action plan to support the implementation of community visions for key station opportunity areas along the line within the City of Portland. Increasing rents and displacement are key concerns along this alignment, particularly west of 82nd Ave. These concerns have also arisen in other parts of the City, re-enforcing the need to look at these challenges both at a corridor and city level.

In light of concerns about displacement, PBPS retained MZ Strategies, LLC in February 2015 to assess existing City and regional programs and policies that may be used to support affordable housing creation and preservation amidst expected changes, and to determine which are most effective, while recommending ways to strengthen less effective tools to increase the City's ability to promote equitable development throughout the corridor. In undertaking this assessment, MZ Strategies also considered best practices from other regions pursuing equitable Transit-Oriented Development (E-TOD) that could be adopted in Portland to further bolster the existing toolkit. While this work has focused largely on affordable housing preservation and creation tools as a key part of addressing residential displacement, it also considers strategies to address commercial displacement which has been shown in other regions to be a key factor contributing to gentrification.

MZ Strategies performed the following tasks as part of the assessment:

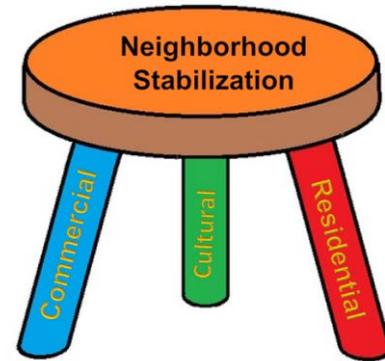
- 1) Reviewed Portland's existing housing and redevelopment programs and relevant reports focused on the corridor's land use, real estate and demographic character.
- 2) Identified relevant affordable housing and TOD programs, policies and plans developed by allied public agencies including Metro, TriMet, Portland Development Commission and the State.
- 3) Performed equitable transit oriented development program literature review.
- 4) Conducted phone interviews with relevant public agencies and toured the corridor.
- 5) Met with key public agency staff from the City, Metro and TriMet involved with housing, economic development, planning, transit-oriented development and corridor development.

This memo summarizes results and offers a set of key findings and recommendations for BPS and other public agencies to consider as they develop action plans to encourage community-desired economic development while protecting the existing qualities that residents enjoy. **Appendix A** includes an assessment matrix of plans, policies and programs analyzed to be consistent with the new framework

¹ Metro. *Powell-Division Transit and Development Project, Background*. Portland, Oregon. Retrieved from <http://www.oregonmetro.gov/public-projects/powell-division-transit-and-development-project/background>.

² Ibid.

established by the Federal Transit Administration for evaluating how well proposed transit projects support affordable housing as part of the federally-required Economic Development evaluation criteria under the Capital Investment Grant program.³



Key Findings

- Current plans create solid framework for addressing gentrification concerns but implementation tools are limited.
- Notable affordable housing programs are in place by a range of funding partners but rely heavily on tax-increment financing and federal funding which limits their use for this corridor.
- Several regional TOD-specific tools exist but they need stronger affordability criteria and are not currently focused on Powell Division.
- Urban renewal and commercial stabilization tools don't touch much of the corridor.
- Supportive zoning is in place but approval processes would benefit from more explicit prioritization of equitable development objectives.

Key Recommendations

1. Develop a comprehensive corridor stabilization plan with funding for multi-family housing preservation and small business support programs tied to transit corridor approval and investment process.
2. Create and sustain a formal multi-sector regional Equitable TOD collaborative.
3. Leverage and capitalize affordable housing preservation and rehabilitation programs.
4. Establish stronger ETOD finance tools such as a regional land trust fund, city affordable housing TOD ordinance, and/or a county TOD program.
5. Determine whether to pursue new joint development provisions within FTA Capital Investment Grant program guidance to include land for ETOD within Powell Division project scope.
6. Prioritize strategies to retain and strengthen local businesses.

Distinguishing Displacement from Gentrification Concerns

Public investments are often made with the desire to bring about positive neighborhood change ranging from greater economic development, to increased property values and improved mobility. These types of improvements are generally associated with neighborhood gentrification and if benefits accrue across new and existing residents are a positive outcome. However, too frequently these same dynamics lead to displacement as lower-income residents and small business owners are pushed out by the more affluent. This element of gentrification is a concern voiced by many along the Powell and Division corridor, especially as they have experienced or seen this type of displacement happen in other areas of Portland where light rail and streetcar investments were made.

Neighborhood stabilization can be thought of as a three-legged stool requiring strategic *proactive* intervention to limit displacement pressures of residents, businesses and cultural identity. If only one leg

³ Major Capital Investment Projects New and Small Starts: Final Rule (49 CFR Part 611; effective April 9, 2013).

of the stool is supported, the other two may still snap undermining the success of even that leg which did receive public support. A comprehensive approach includes not only affordable housing tools but also supporting directly or through educational outreach other tools such as long-term leases, rental and home ownership and modernization support. It also should include emphasis on wealth creation strategies through workforce development programs and increased small business financial capacity so that current residents and businesses not only can remain but can thrive and invest in the corridor's future. This type of approach is referred to in this assessment as equitable transit-oriented development (ETOD) and cannot be done by one agency or level of government. It requires cross-sector collaboration to coordinate and align policies, tools and investments. It is strengthened by partnerships with non-profit, philanthropic, educational and business community interests.

Cities such as Seattle, San Francisco, Los Angeles, and Boston have seen significant gentrification and displacement pressures and housing affordability is a dominant public concern. They are evolving strategies to address each leg of the neighborhood stabilization stool from which Portland can consider adapting. Seattle may have the most comprehensive strategy currently in place to hopefully achieve equitable transit-oriented development with limited neighborhood displacement.

Today Portland renters and home owners are witnessing rising housing prices across the city. The Housing Bureau has focused attention on North Portland where gentrification pressures have been especially strong. The Powell Division corridor presents an opportunity for a more proactive policy in advance of transit investment, and is particularly important given the demographics of the corridor.

Powell Division Corridor Context



Figure 1. Powell Division Corridor (Source: Metro)

The corridor's land use and demographic character create some specific challenges, needs and opportunities important to recognize in analyzing current policies and providing recommendations. The Powell-Division corridor context varies considerably with its western edge having comparable demographic, density and land use mixes to other "highly desirable" areas of Portland. Lower density and more racially and economically diverse comprise the eastern neighborhoods leading into Gresham. Much of the housing stock in this portion of the corridor is of lower quality, with numerous duplexes and ramblers. The low-density land use is further constrained by non-traditional lot sizes, the lack of sidewalks and missing neighborhood streets in some areas.

Land use patterns

The Powell-Division corridor is generally low density,⁴ characterized by single-family detached housing interspersed with multifamily dwellings and commercial uses along arterials and at major intersections.⁵ Most multifamily housing is located along Powell and Division east of 60th Avenue, though recent development of multifamily buildings between Powell and Division and along Division have begun to change the single-family nature of the area.⁶

The portion of the corridor in closest proximity to downtown Portland is already experiencing some growth and land price increase. From 2000 to 2010, the corridor experienced a 20 percent increase in housing units through new construction; the vast majority (90 percent) was built in the Central City and in East Portland. Most of this new construction was multifamily buildings.⁷

Single family detached homes are the dominant housing type, but multifamily housing and main street style business districts exist along former streetcar lines close to downtown and below Powell at Cesar Chavez and Gladstone. The Jade District also contains mostly single family housing; however, newer multifamily structures are being built between Powell and Division. The heart of this area is 82nd Avenue, which is typified by strip commercial. Powell and Division differ before 82nd Avenue, where Powell is largely auto-oriented strip commercial with some multifamily housing structures and Division is chiefly multifamily housing along with two colleges. After 82nd Avenue and continuing to Interstate 205, both roads are exemplified by strip commercial. Recently, there has been a significant amount of development along Division between 92nd Avenue and I-205.⁸

East Portland maintains some elements of its rural origins with few sidewalks adjacent to the wide arterials and distinctly more auto-oriented land use patterns. Most of the area is residential but commercial can be found at major intersections and along the arterials. While housing is mostly single family detached homes, there is a mix of duplexes, garden apartments, townhomes and manufactured housing. Some new residential and office structures in East Portland and West Gresham trend towards transit-oriented development. This distinction is important in that it suggests there is not “one approach” to addressing displacement needs along the corridor given the variation of commercial and residential type and difference in land use character between the eastern and western portions. With a few exceptions, most of the corridor is also outside of areas eligible for urban renewal funding.

Demographics

Throughout the corridor, the median age is between 32 and 40 years, although the population gradually gets younger moving from the Central City to Gresham.⁹ Average household size follows the opposite

⁴ Metro, City of Portland, City of Gresham. (2014). *Powell-Division Transit and Development Project Existing Conditions Reports Draft*. Portland, Oregon. Retrieved from <http://www.oregonmetro.gov/public-projects/powell-division-transit-and-development-project>

⁵ Metro. (2014). *Powell-Division Transit and Development Project Atlas Draft*. Portland, Oregon. Retrieved from http://www.oregonmetro.gov/sites/default/files/Atlas_existingConditions112014_Web.pdf

⁶ Metro, City of Portland, City of Gresham. (2014). *Powell-Division Transit and Development Project Existing Conditions Reports Draft*. Portland, Oregon. Retrieved from <http://www.oregonmetro.gov/public-projects/powell-division-transit-and-development-project>

⁷ Ibid.

⁸ Ibid.

⁹ Metro. (2014). *Powell-Division Transit and Development Project Atlas Draft*. Portland, Oregon. Retrieved from http://www.oregonmetro.gov/sites/default/files/Atlas_existingConditions112014_Web.pdf

trend, ranging from 1.49 in the Central City to 2.86 in East Portland. Gresham has seen a slight increase in household size while all other parts of the corridor have seen a decrease.¹⁰

Both the Central City and Gresham have smaller non-white populations than the middle of the corridor, though Gresham has more nonwhite residents than Portland's Central City. Between 62nd and 182nd Avenue, 23-49 percent of the population is nonwhite, with a significant number of households being of Hispanic or Latino origin. In the Central City, 15-23 percent of residents are nonwhite whereas in Gresham, 24% of the population is nonwhite and 24-35 percent of downtown Gresham residents live below the poverty line.¹¹ Interestingly, Gresham has a similar median income to the region as a whole, but compared to similar-sized cities such as Hillsboro and Beaverton, median income is low. This could become problematic considering that some new housing in downtown Gresham rents at a 20 percent premium¹². East Portland is expected to see an increase in the number of lower income residents and Section 8 voucher use has been on the rise.¹³

Almost 90 percent of individuals who work within the corridor live in other areas; only 13 percent both live and work within the corridor. More residents within the corridor own their home than rent. In Inner Portland and the Jade District, owners and renters are roughly equal in number while 75 percent of Central City residents rent.¹⁴ A visual tour of the neighborhoods along the corridor, particularly along the eastern half, suggest that much of the housing is in need of rehabilitation and modernization. It is different in age and character from the housing stock found in central Portland. It is anticipated that market response will be slower as a result, or it may be more financially feasible to simply demolish existing housing. This creates options for developing a corridor housing strategy that targets and responds to the unique age, characteristic and needs of the current housing stock.

Key Findings from Policy and Program Assessment

1. Current Plans Create Solid Framework for Addressing Gentrification Concerns but Implementation Tools are Lacking

Portland is known for its comprehensive and forward planning. A number of recent plans developed by the City, Multnomah County and Metro acknowledge the importance of taking a comprehensive approach to community redevelopment and proactively addressing corresponding displacement pressures. The East Portland Action Plan, for instance, specifically recommends new pilot programs to support rent assistance programs and test new land use models.

¹⁰ Metro, City of Portland, City of Gresham. (2014). *Powell-Division Transit and Development Project Existing Conditions Reports Draft*. Portland, Oregon. Retrieved from <http://www.oregonmetro.gov/public-projects/powell-division-transit-and-development-project>

¹¹ Ibid.

¹² Metro, City of Portland, City of Gresham. (2014). *Powell-Division Transit and Development Project Existing Conditions Reports Draft*. Portland, Oregon. Retrieved from <http://www.oregonmetro.gov/public-projects/powell-division-transit-and-development-project>

¹³ City of Portland, Bureau of Planning and Sustainability. (2011). *Portland Plan Background Report May 2011: Housing: Updates on Key Housing and Affordability Trends, Planning and Sustainability Commission Recommended Draft*. Portland, Oregon. Retrieved from <http://www.portlandonline.com/portlandplan/?a=373238&>

¹⁴ Metro, City of Portland, City of Gresham. (2014). *Powell-Division Transit and Development Project Existing Conditions Reports Draft*. Portland, Oregon. Retrieved from <http://www.oregonmetro.gov/public-projects/powell-division-transit-and-development-project>

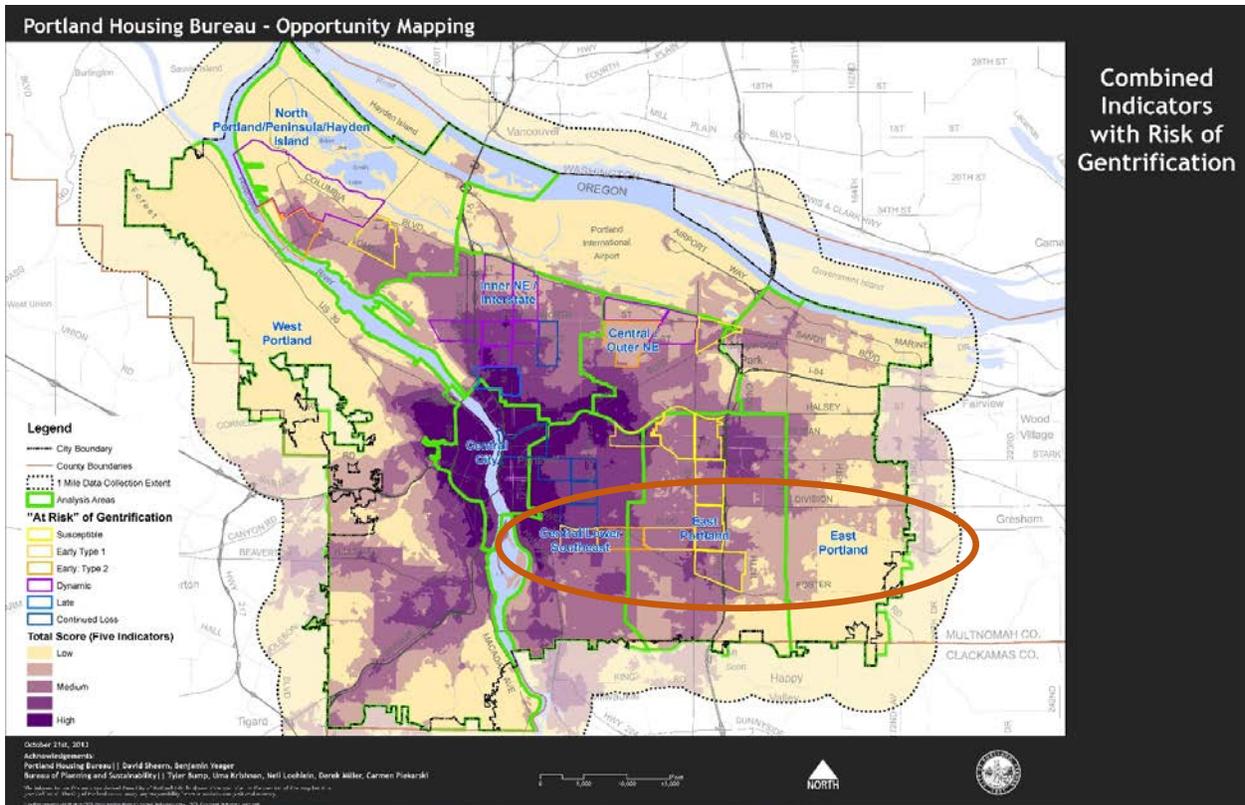


Figure 2. Portland Opportunity Map - Combined Factors with Powell Division Corridor highlighted in orange circle (Source: Portland Housing Bureau)

Affordability is an overarching theme throughout the City’s 2014 Comprehensive Plan, with an emphasis on opportunity rich areas – those with access to quality transit, jobs, and education. This **Opportunity Mapping** is notable, in that few other metropolitan areas have done this type of analysis with a focus on gentrification risk, nor linked it to priority setting for policies and investments. Properly applied, it can be a powerful lens for aligning and coordinating housing and economic policies in these areas.

As shown in Figure 2, much of the Powell Division Corridor (circled in orange on the map) is not currently identified as a High Opportunity Area or at high risk for displacement. This likely reflects the fact that the proposed BRT investment is not considered, and that current land use character is lower density jobs and commercial.

While these plans create a solid framework, their implementation remains limited by the lack of tools available for the Powell Division corridor. As discussed in the following pages, many of the City’s most important housing and economic development tools are dependent upon TIF and urban renewal status, and even recent gentrification programs have focused on North Portland and other areas served by light rail. There is a significant need over the next several years to better leverage existing programs or create new tools that can be deployed citywide or in emerging transit corridors.

2. Notable Affordable Housing Programs are In Place by a Range of Funding Partners

The Portland region has a variety of tools developed over the years to support affordable housing and economic development to help stabilize and spur economic redevelopment. As noted in the recent *Portland Housing Study* released by the Housing Bureau, affordability is a growing issue with average

wages not being sufficient to purchase average priced homes.¹⁵ Efforts are currently underway to revisit the state prohibition on inclusionary zoning, which could provide a powerful tool to strengthen affordable housing provisions. The State is among those that currently prioritizes proximity to transit, mixed-use or mixed-income projects in the allocation of Low Income Housing Tax Credits. Preference is also given to projects located in areas undergoing neighborhood preservation and redevelopment. These existing programs provide a strong starting point for addressing displacement pressures. One concern though is the over-reliance on TIF and federal funding to support these housing programs. Federal budgetary cuts are shrinking HOME, CDBG and other programs. The use of TIF creates both spatial limitations on where funds can be used, and a temporal limitation in terms of when these funds are available preventing their use for proactive displacement investments.

Some particularly notable programs that should be leveraged and aligned include:

- **Portland's Affordable Rental Housing Opportunity Fund** can be used for land acquisition and to buy into existing apartments with unrestricted rents. The program gives preference to High Opportunity Areas and complete neighborhoods. Given the corridor currently is uneven in meeting these thresholds, housing and planning staff should focus on where and how this program could specifically be used to support the corridor or at least identify neighborhoods that are most at risk for displacement.
- **Portland Multiple Unit Limited Tax Exemption (MULTE)** is another tool to leverage. The majority of the corridor is currently eligible, and while the 10-year exemption period is not a long-term affordability solution it could be a powerful incentive for property owners to make improvements and offer long-term affordable rentals.
- **Healthy Housing Handbook** was developed by the city with East Portland in mind.¹⁶ It includes six health-related areas where improvements are needed in the current housing stock. The City should work towards increasing public awareness and implementing these recommendations. HUD Healthy Homes program also provides potential source of funding, and the City should take a proactive stand to find additional funding that could be used as incentive grants for home owners to rehabilitate and modernize housing while maintaining affordability.
- Other notable tools for proactively addressing displacement are **the City's Housing Preservation Ordinance** which requires 90 days notification before conversion, and **Multnomah County's Rent Assistance Program** which provides eviction prevention assistance.

See **Appendix A** for other Housing Programs that could be tapped and/or aligned to support affordable housing preservation, rehabilitation or construction along the Powell Division transit corridor.

3. Region Benefits from Several TOD-Specific Tools but Not a Comprehensive Regional ETOD Approach

Portland is notable among its peer TOD regions in that several TOD-specific programs exist at the state, regional and city level. These range from direct financial support for project such as Metro's TOD Program and the State Transit-Oriented Tax Exemption program to preference given in the allocation of city and regional housing programs for proximity to transit. However, the region is lagging behind its peers in developing a comprehensive ETOD set of tools. Greater effort should be made to analyze existing programs to determine their impact and applicability for emerging transit corridors like Powell

¹⁵ Portland Housing Bureau, (April 2015) *State of Housing Report, Phase One*
<http://www.portlandoregon.gov/phb/article/528253>

¹⁶ Portland's Healthy Housing Handbook <http://www.healthyhousingpdx.com/report/index.html>

Division. This could be done through a cross agency ETOD work group comprised of staff from Metro, TriMet, the City and County with a mandate to evaluate TOD programs across the region and across mode.

Current Metro and TriMet TOD and joint development programs prioritize transit ridership in determining their allocation. A growing body of research demonstrates the strong linkage between affordable housing residents and strong transit usage. More could be done by Metro and TriMet to specifically require developers to include some degree of affordability within projects they financially support, or to give these types of projects greater preference when awarding funds. It may be worth talking with colleagues at BART and MARTA who are currently considering policies to strengthen this linkage. Metro has a strong record of performance measurement which could be tapped to create ETOD metrics. At the federal level, HUD and FTA have both taken steps in recent years to encourage grantees to make stronger linkages between housing and transit investments. Denver and Minneapolis-St. Paul are among the regions that are working with public, non-profit and philanthropic partners to develop a comprehensive set of policies to support ETOD as part of the expansion of their transit networks.

4. Urban Renewal and Commercial Stabilization Tools Limited in Corridor

The 2014 Portland Comprehensive Plan and PDC's Neighborhood Economic Development Strategy both place a high priority on local business preservation. The latter document includes a notable but relatively small tool to support this goal in the Powell Division Corridor. PDC's **Neighborhood Prosperity Initiative and Main Street Network** is a community-driven program focused on neighborhood scale commercial stability. The Jade and Midway neighborhoods are two of the City's six identified NPIs that are being supported through this program. These small urban renewal areas each generate about \$1 million which goes back to the community who then determines how it will be spent. The creation and empowerment of these neighborhood organizations may be even more important than the funding itself, and should be considered as possible venues for enlisting community input and involvement on stabilization efforts as discussed elsewhere in this memo.

Tax Increment Financing (TIF) is the most powerful City tool for supporting redevelopment and also includes a set-aside for affordable housing. However, it can only be used in current and future Urban Renewal Areas.

As shown in Figure 3, the corridor is not located in an Urban Renewal Area (URA), with the exception of the Lents URA that has Powell from roughly 82nd to 122nd as its northern boundary. Other PDC tools such as System Development Charge Exemptions and Commercial Property Redevelopment Loans are also restricted to URAs. One option would be to create a new URA for the corridor, which however, is probably not politically realistic.



Figure 3. PDC designated redevelopment areas: NPIs, URAs and Main Street Programs (Source: PDC)

5. Match approval processes to community needs for greater density, mixed-use and multi-family housing.

Much of the corridor is lower density and residential in character making it a challenge for market forces to create the type of positive changes that residents or city plans may desire. Research is mixed on the potential for BRT to catalyze increased property values. If BRT investment happens, the City needs identify other ways to support development that enhances neighborhood character. Beyond zoning this can include accelerated approvals and permitting specific to affordable housing projects or that introduce other community assets.

As part of its corridor outreach with developers, Metro heard a number of concerns regarding the rising costs of providing affordable housing in the face of NIMBYism or to meet design elements requested by the city. This is an area where BPS, PDC and PHB should focus coordination to ensure affordable housing goals are supported by zoning, permitting and other city processes.

While the Jade and Midway Neighborhood Prosperity Partners were created by PDC to provide a neighborhood voice for local economic development issues, these same organizations could be tapped to serve as liaisons with the community to identify the types of projects, housing, and/or design elements that would warrant expedited approval processes. The City should create a “one stop shop” for interested developers of commercial or residential projects along the corridor as a way to further market and manage the redevelopment process, with particular attention on preserving its cultural identity.

Best Equitable TOD practices from Other Regions

The Portland region is a national leader in smart growth and TOD, however, several other regions surpass it on strategies to ensure equitable TOD including Denver, Seattle, San Francisco, the Twin Cities, Boston and Atlanta. All of these other regions benefit from strong philanthropic engagement which support public agencies, but even more importantly have created high capacity non-profits who bring deep technical assistance and grassroots organizing. Portland certainly benefits from some stellar non-profit advocacy groups and affordable housing developers, but has not seen a comparable advancement of ETOD tools. The City should make it a priority to replicate or adapt best practices from these other places to address concerns over displacement.

The following four best practices are recommended for Portland to consider:

- a. **Create and sustain a multi-sector Equitable TOD collaborative** – Unlike the regions shown in Figure 4, Portland lacks a cross-sector ETOD collaborative focused on advocacy and finance strategies. Without strong and coordinated non-profits, investors, and public sector partners working together to push for policy changes, new funding tools, and deep community engagement the region is lagging behind. In some places like Seattle, the regional government has been a strong leader in creating this collaborative table. In others, such as Denver and the Bay Area, non-profits have played this role. Enterprise Community Partners has been involved in almost all of these and, given its active presence in Portland, is worth approaching to determine whether and how a regional collaborative could be formed and sustained. It is also interesting to note that in these other

regions, collaboratives are evolving to address more than just TOD but also issues of workforce development, education, and climate change.

Twin Cities	Seattle	Denver	Bay Area
Hennepin Co. Community Works	Community Cornerstones	Mile High Connects	Great Communities Collaborative
• Started to involve community in new LRT line planning	• Started to ensure equitable impacts of SE Link LRT line	• To ensure equitable benefits from FasTracks transit expansion	• Two foundations realized they were granting for similar work
• City govts, Met. Council (MPO), Urban Land Institute, community and business orgs	• Collaboration between a law office, non-profits and a neighborhood business group	• Steering committee includes Enterprise, US Bank, Kaiser Permanente, Ford Found., ULC	• The San Francisco Foundation is major grantmaker among CNT, MTC, ULI, others

Figure 4. Snapshot of regional ETOD coalitions and collaboratives

Within Portland city government there is a need for more formal coordination across departments. Opportunities exist to strengthen internal communications and identify specific opportunities for program alignment to further community and City goals for Powell Division. One recommendation is to establish a Powell Division Corridor Stabilization Working Group among senior management across city departments to share information and implement tools for managing displacement. The work group should be tasked with both the transit corridor elements and the larger economic development and housing needs of the Corridor to advance a comprehensive action plan.

Metro is looking to strengthen its role in convening regional players to discuss regional housing issues, and is of course leading the transit corridor planning process. As the regional government, it is well suited to coordinate programs that cross Gresham and Portland. Emphasis should be placed on identifying specific opportunities for alignment, advocacy and coordination between public programs, private sector, and non-profit partners including intermediaries such as Enterprise, CDFIs and affordable housing developers, and local business and neighborhood organizations including the two NPIs. One recommendation is to create a new joint Community Development Corporation focused on east Portland/West Gresham where existing commercial and residential needs are especially acute.

b. Establish stronger TOD Acquisition and Finance Tools

- **Regional Equitable TOD Fund** – Over the past five years several regions have established or are in the process of establishing funds to support land acquisition for equitable TOD. **Appendix B** provides an overview of those currently in existence or under development. Denver was the first in the country to establish a revolving fund to support land acquisition along transit corridors for affordable housing and community facilities.¹⁷ The Bay Area Transit Oriented Affordable Housing

¹⁷ <http://www.enterprisecommunity.com/financing-and-development/community-development-financing/loan-fund-products/denver-regional-tod-fund-term-sheet>

Fund followed shortly after and is unique in having the Metropolitan Transportation Commission as a funding partner. Other regions such as Seattle, Salt Lake City and Atlanta are in the process of establishing similar funds. Seattle created the Community Cornerstone Loan Program with local and federal sources to acquire land near transit to promote mixed-use projects with AH and space for small businesses and community facilities.¹⁸

Metro has a land acquisition and banking program allowing it to purchase easements from developers, making them subject to TOD property use conditions for up to 30 years while reducing the higher cost of TOD development. The program is somewhat limited in terms of its potential use along Powell Division and projects are linked toward goals of transit ridership more than to community stability.

- **City Affordable Housing TOD Ordinance** - Arlington, VA has also been innovative in creating affordable housing funding in a state that also prohibits inclusionary zoning. The county established Special Affordable Housing Protection Districts for its two transit corridors. The City Ordinance requires developers to include affordable housing in projects or contribute to the Affordable Housing Investment Fund instead.¹⁹
 - **County TOD Program** - Hennepin County has established, with county and CDBG funds, a Transit-Oriented Development Program Financial Assistance Program as a revolving loan program that provides short-term loans for TOD projects, with preference given to those that include affordable housing.²⁰ The County program supplements regional and local TOD programs and Metro Transit's new TOD program. This piece seems lacking in Portland.
- c. **Consider using new joint development provisions within FTA New Starts guidance to include land for ETOD within Powell Division project scope** - The 2013 FTA Joint Development Guidance includes new provisions that allow greater flexibility for sponsors of New or Small Start projects to include joint development within the project scope. The Twin Cities is the first (and only) region to utilize these new provisions on its proposed Greenline extension. At the same time FTA has also revised its Joint Development circular creating some confusion and anxiety over whether and how affordable housing projects are evaluated under its "fair share" revenue analysis. In talking with TriMet staff, their involvement on these issues is currently limited to existing parcels, many of which are not ideally configured or located for maximizing joint development or including affordable housing. TriMet and the Portland region have long been at the joint development forefront, and should make the effort to consider whether and how it may want to utilize these new provisions along Powell Division as part of any federal application for Small Starts funding.
- d. **Commercial Anti-Displacement Strategies are a Critical Affordable Housing Tool** - Increased emphasis is being given by regions to addressing commercial displacement both during transit construction and afterwards as gentrification pressures increase. Seattle and the Twin Cities both established funds to support local businesses during construction. These funds were critical to preserving and growing local businesses. Support ranged from low-interest, short-term loans to financial and technical assistance, small grants to make storefront improvements and marketing support during construction. This type of support is currently lacking in Portland.

¹⁸ <http://www.seattle.gov/housing/Cornerstones/default.htm>

¹⁹ <http://housing.arlingtonva.us/development/land-use-zoning-tools/>

²⁰ <http://www.minneapolismn.gov/www/groups/public/@clerk/documents/webcontent/wcms1p-123022.pdf>

In Los Angeles and Seattle there is also continued work by non-profits, foundations and the Cities to support small businesses at risk of displacement, particularly to shift those who have short term leases to long-term leases and other strategies to stabilize communities. Cultural centers are also seen as an important tool for neighborhood stabilization. It is of concern that many of Portland's most powerful commercial tools are not eligible for use in the Powell Division corridor given that much of it is outside a URA or NPI. Metro, TriMet, PDC, PHB and PBPS must together to identify new resources ranging from grants, loans and technical assistance to support the many small, minority-owned businesses along the corridor.

Summary

This assessment has identified a number of potential steps that BPS, other city agencies and regional partners can take to proactively address displacement pressures along the Powell Division transit corridor. The following table summarizes these recommendations. While current gentrification pressures are greater in other areas of the city, market forces can change quickly and the cost of intervention will never be lower than at present. As the formal transit planning process unfolds, the City should continue using this opportunity to advance a more comprehensive approach to community redevelopment. Across public agencies there is significant knowledge gained from past light rail and streetcar experiences, and from peer regions many of whom are desperately fighting to manage displacement and skyrocketing property values near new transit corridors. Going forward, further research and analysis can be done to tailor any of these recommendations and develop specific implementation plans that more strongly reflect political, fiscal and staff capacity.

Summary of Recommendations	
<i>Goal: Leverage existing programs or create new tools that can be deployed citywide or in emerging transit corridors such as Powell Division to proactively address displacement pressures.</i>	
Challenge	Recommendation
<i>Corridor is outside URA or other TIF boundaries limiting eligibility for current housing and economic development funds.</i>	Create a corridor stabilization plan tied to transit corridor development process to develop and shepherd implementation plan.
	Leverage and capitalize existing programs such as Portland's Affordable Rental Housing Opportunity Fund and Multiple Unit Limited Tax Exemption tool.
	Provide incentive grants and educational outreach to implement the Healthy Housing Handbook recommendations.
	Continue efforts to overturn state exemption on inclusionary zoning.
<i>Existing TOD programs may not be sufficient for addressing displacement pressures along Powell and Division.</i>	Analyze existing programs to determine their impact and applicability for emerging transit corridors.
	Establish ETOD work group to conduct assessment of existing programs and identify criteria, best practices and performance measures.
	Assess whether a regional ETOD fund is warranted and how it could be structured and capitalized.
	Determine whether to pursue joint development within project scope for FTA funding approval.
<i>Region lacks a multi-sector regional ETOD advocacy voice.</i>	Metro should continue to play a lead role in convening public and non-profit partners to address affordable housing and displacement concerns.
	Establish a Powell Division Corridor Stabilization Working Group comprised of senior management across key public agencies to share information and identify specific implementation priorities.
	Establish a joint CDC to focus on community redevelopment for East Portland/West Gresham neighborhoods.
<i>Current market and housing conditions are not ripe for high quality development.</i>	The City should take steps to create incentives for the "right kind" of development including expedited approvals.
	Create a process for neighborhood to identify conditions under which incentives or expedited approvals may be granted.
	Establish a one-stop shop for interested developers - be they commercial or residential and continue working to brand the corridor.
	Identify new resources to support minority-owned and small business owners along the corridor, including funding within transit project budget for business support during project construction.