



Urban League
of Portland

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Hollywood Senior Center & Urban League of Portland MP2H Transportation Survey Findings
September 2020

Background:

The Urban League of Portland is one of the region's oldest Black civil rights and service organizations with a mission is to empower African Americans and others to achieve equality in education, employment, health, economic security and quality of life. Urban League of Portland programs include a distinctive blend of direct services, organizing, outreach, and advocacy, with a strong emphasis around organizing our community to eliminate systemic barriers and address personal barriers in an environment free from judgement and stigma. Programs include housing, workforce, senior and health services, and community and civic engagement.

Founded in 1973, the Hollywood Senior Center is a not for profit committed to enriching the lives of adults 50 and older by creating opportunities for social connection, health and wellness, independence and life-long learning. Hollywood Senior Center offers a diverse range of services focused on empowering older adults to live their lives with independence, and a sense of fulfillment. Hollywood Senior Center is committed to addressing the social, cultural, environmental and economic needs that create barriers that impact the wellness of older adults. To meet the diverse and changing needs of older persons whose ages span many decades of life, whose physical health status ranges from robust to frail, whose mental health status ranges from alert to cognitively impaired, whose socioeconomic status ranges from middle class to homeless, and whose ethnic and language backgrounds range across dozens of countries and cultures, Hollywood Senior Center offers a full selection of programs ranging from preventive activities and supportive services for the broad senior population to long-term care service planning for those of more advanced age and needs.

Hollywood Senior Center serves as the lead agency in the N/NE Consortium, a partnership of the HSC and Urban League of Portland (ULP) established in 2011. The N/NE Consortium works effectively with older adults given that our organization are deeply embedded in the N/NE community and have welcomed and served diverse elder populations, including those from communities of color for many decades.

Both organizations have extensive experience working with all levels of government and successfully partner with more than 50 community based organization. The N/NE Consortium has a longstanding commitment to and experience in adapting our programs and policies to best meet the diverse culturally specific needs of individuals in our community. Throughout the greater community, our strategy is to reach out to, and coordinate closely with, a variety of culturally responsive and specific organizations to work with the senior populations.



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Purpose

The City of Portland released a request for grant-funded outreach proposals to help inform the Montgomery Park to Hollywood Transit and Land Use Development Strategy (MP2H). The MP2H is a city effort to create an equitable development plan for transit-oriented districts in NW Portland and NE Portland. The MP2H study will consider land use and urban design, economic development, and opportunities for community benefits possible with a transit-oriented development scenario, including a potential streetcar extension. The project will also consider how such opportunities could support the City's racial equity, climate justice, employment and housing goals. The work is funded in part by a Federal Transit Administration (FTA) grant. In NE Portland, the study will explore the feasibility of different alignments to extend streetcar or a transit line to the Hollywood District, and select a preferred alignment for future study and more detailed planning.

The main purpose of the grant-funded outreach was to broaden outreach to underrepresented communities (BIPOC, low-income, seniors, immigrant and refugee communities) through community-based organizations. The Hollywood Senior Center and Urban League of Portland partnered on a grant proposal to provide outreach to the communities we support. As trusted resources and focal points for older adults in NE Portland, our organizations felt that it was important that this project identify under-represented communities that may feel the impact of this project the most. The target communities included renters, business owners, people with limited income/resources and communities of color and people with disabilities. The Hollywood Senior Center and Urban League grant proposal was selected by the City in Spring 2020 and work began on finalizing a grant agreement.

Lead Project Staff:

Amber Kern Johnson- Hollywood Senior Center Executive Director

Arleta Christain, Urban League of Portland Senior Director of Health & Older Adult Services

Kashea Kilson-Anderson, Urban League of Portland Senior Center Manager

Approach

Hollywood Senior Center and Urban League of Portland welcomed the opportunity to provide information on the MP2H Transportation Study. We sought to 1) gather information that informs the MP2H Transportation Study; 2) gain greater insight about how the public perceives this study; 3) gain an improved understanding of community values, needs and aspirations; and 4) support the City of Portland Bureau of Planning and Sustainability work to become better connected to and more rooted in communities.



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Urban League of Portland and the Hollywood Senior Center focused outreach on seniors, low-income residents, immigrant/refugee populations and communities of color, renters, and small business owners with a goal to reach a minimum of 100 individuals. Planned outreach to apartment buildings, walk-in hours, community events, local black church announcements, and senior center engagement had to be revised due to COVID-19. Instead, Urban League of Portland and Hollywood Senior Center shifted to creating outreach materials that were sent (mailed and emailed) to more than 4,500 households through monthly printed newsletters. The written transportation survey was created based on information from staff attending several meetings and informational sessions with the City of Portland Bureau of Planning and Sustainability and the <https://www.portland.gov/bps/mp2h/mp2h-northeast-portland-urban-design-concept-virtual-open-house>.

The MP2H Transportation Survey created provided a brief background on the project and a link to the virtual house for those seeking more information. Additionally the survey was included in weekly e-blasts during August allowing for participants to respond directly to an online survey. Surveys were also delivered to Silvercrest Apartments, a low-income senior apartment building in NE Portland, off of NE Sandy.

Surveys answered on paper were entered into the google doc survey for a comprehensive report. Translation and interpretation support was made available although no requests were made to access these services. Staff at both organizations were available by phone to help individuals complete the survey. In those instances, staff entered information on behalf of the individual into the google doc survey. Additionally, case managers contacted homebound clients and some participants directly by phone to gather input for the survey.

Survey Responses

102 individuals completed the survey. A \$5 gift card was provided as an incentive for participation. A list of those who received a gift card has been shared with the City of Portland. Below are findings from the survey. Some written comments have been summarized to highlight specific themes in the survey findings. A complete list of all participant comments/feedback is included in this report along with the original survey for reference.



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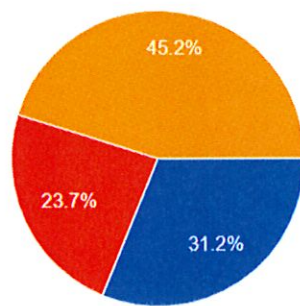
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On which alignment do you think a streetcar line can best support economic prosperity through job creation, small business or micro enterprise opportunity, or serve existing jobs?



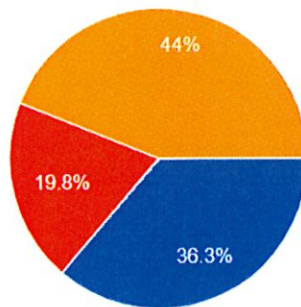
93 responses



- Alignment A: Sandy Boulevard
- Alignment B: Irving Street to Sandy Boulevard
- Alignment C: Broadway/Weidler

Which alignment do you think has the most opportunity to advance equitable outcomes through different development types/land uses, or a potential community benefits agreement?

91 responses



- Alignment A: Sandy Boulevard
- Alignment B: Irving Street to Sandy Boulevard
- Alignment C: Broadway/Weidler



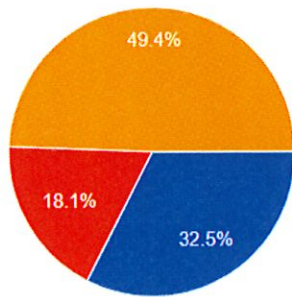
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Which alignment best matches your preferred vision for future development of this area?

83 responses



- Alignment A: Sandy Boulevard
- Alignment B: Irving Street to Sandy Boulevard
- Alignment C: Broadway/Weidler



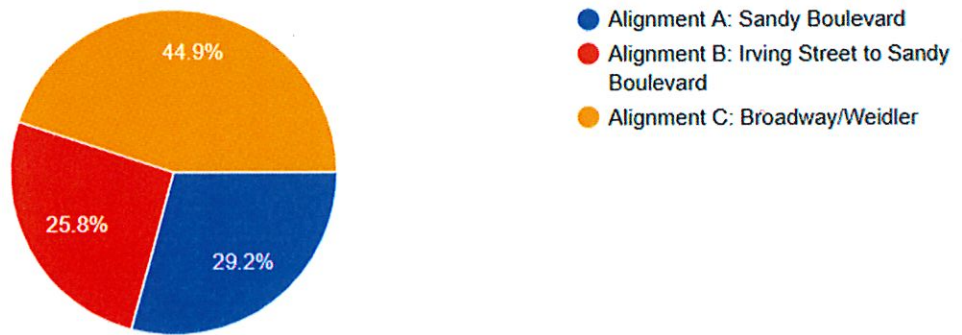
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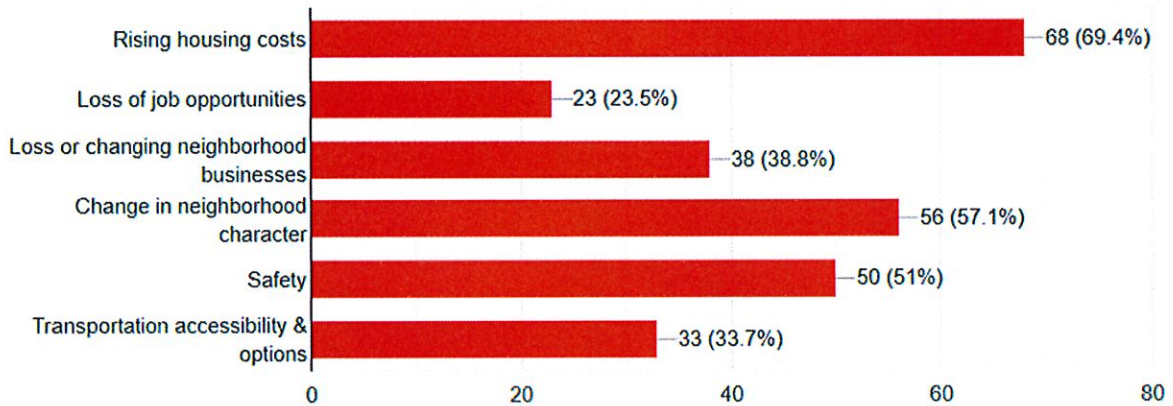
On which alignment would a streetcar investment most improve access to affordable housing, middle- wage jobs, nature and recreation?

89 responses



What are your greatest concerns for NEPortland/ Hollywood?

98 responses

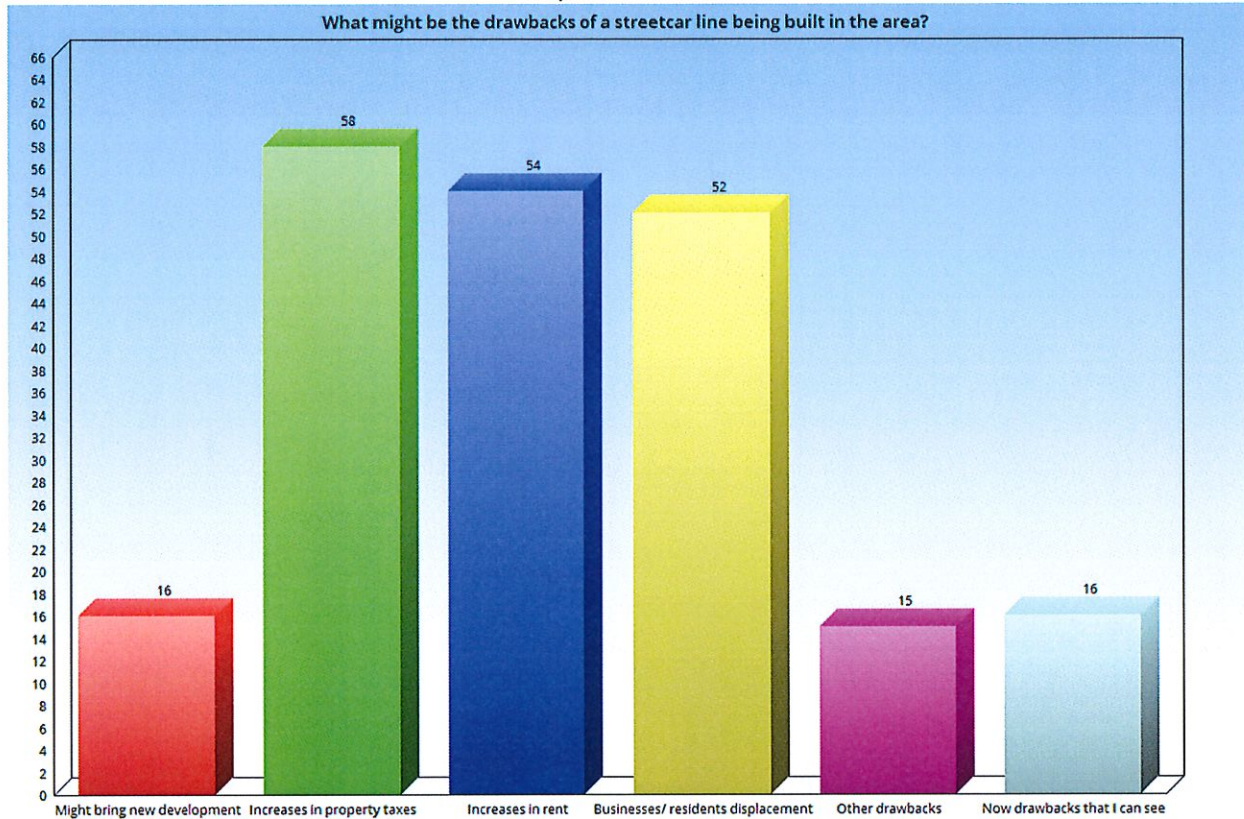




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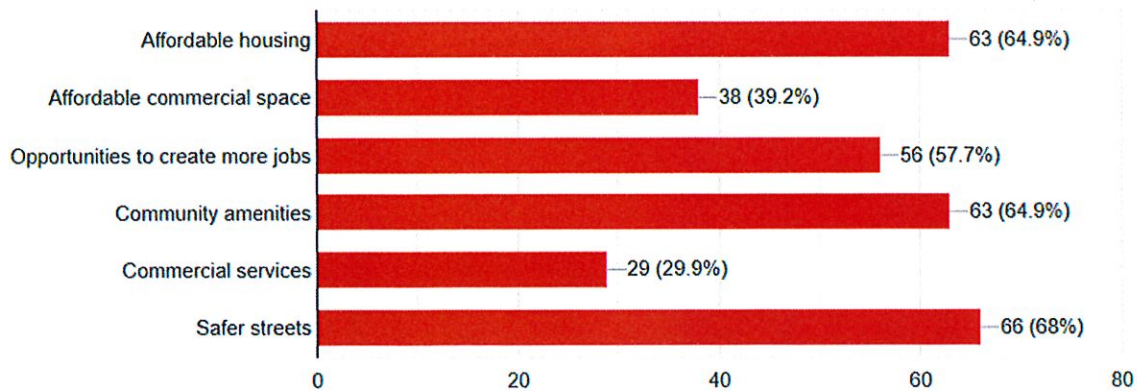
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What types of investment or development would most benefit your neighborhood?(Select all that apply.)

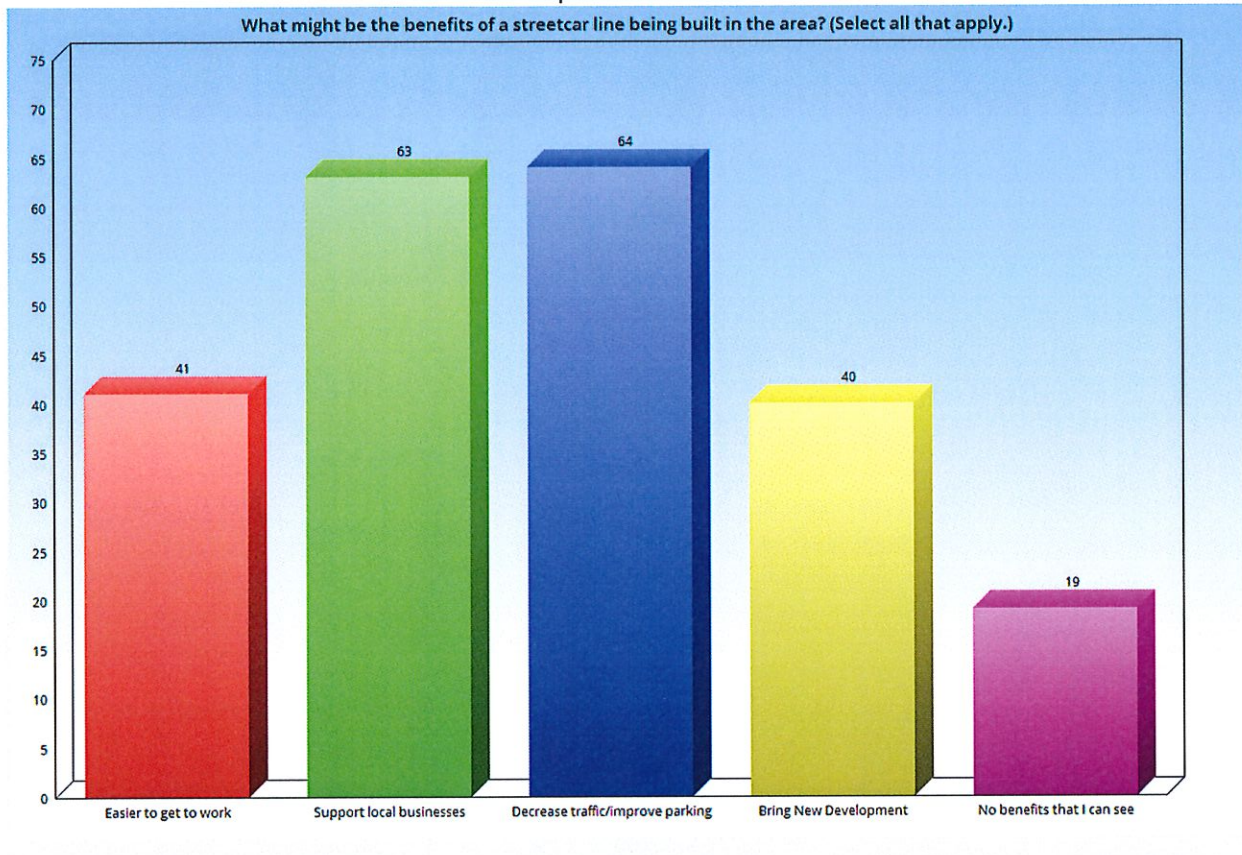
97 responses





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Please express any additional ideas you have for the NE Portland and Hollywood area? What would you like to see? What are you concerned about?

Some written comments have been summarized to highlight specific themes in the survey findings. Comments in quotations are direct quotes from participants. A complete list of all participant comments/feedback is included in this report along with the original survey for reference.

Community Space & Public Benefit

There were a number of survey responses that referenced the need for more benches/seating in NE for seniors along with fully covered bus stops and improved community green spaces. Additionally there was support to retain current businesses in NE and an interest in bringing new business development along Sandy and Broadway. Below are some participant comments including more comments referring to cost and public benefit of bringing a streetcar to NE.



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"Broadway to Hollywood is dead and dangerous! It needs the streetcar to come alive and contribute safety. It is great connectivity to city center. What a great name for the streetcar - Broadway to Hollywood."

"I don't see a need for a trolley. It is not the best use of transit funds and will increase traffic problems."

"I'm hopeful that the process of adding a street car line would not be too disruptive to the existing districts and it would indeed yield the positive things we hope for."

"I feel that it would allow more people to come the Hollywood District. Visually I think it would be awesome. I really hope this comes to fruition."

"The only concern would be funding and I don't have enough information now."

Housing

Many survey participants commented on housing including the need for more affordable housing in the area and concern around new development. Some surveyed questioned why we should invest in a street car when affordable housing should be the priority.

"Development destroys the character of the area, including buildings which are too modern and plain. I'm especially concerned about demolition of old and historic homes and neighborhoods."

"I don't care to see another explosion of upwardly mobile young people from California Wisconsin, Idaho, or New York, buying little honey comb like condo's that get built so high they block out the Sun."

"I would like to see less demolitions of houses and fewer apartments and more trees and greenspaces. More restaurants and local shops would also enhance the area. Currently cute small bungalows that could become housing for many are being replaced by boring, ugly apartments with little or no parking, few trees, very little green spaces and not commensurate with surrounding neighborhoods. The east side is losing its' character and becoming just a sea of apartment buildings."

"Put money into homeless shelters and affordable housing. Address needs (jobs, better schools) or the poor."



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"I am interested in seeing low income development housing."

"Rather than spend money on a streetcar line which doesn't add to neighbor needs, spend it on affordable housing which is scarce in Portland."

"Please, we need more, many more affordable housing. The minimum wage does not allow a person or a family to find a home at today's rent."

"We need to clean up the homeless problem. More modes of transportation are not needed. Please put our taxes where the most good will be done."

"The addition of another streetcar is unnecessary and the cost is exorbitant. The city needs to invest in social services and provide more affordable housing."

Safety

A few survey participants expressed safety concerns.

"I'd like to see a clean and safer Hollywood District. I grew up and still live in Beaumont Wilshire neighborhood in my family home. I am concerned by the graffiti and lack of caring for our area. Graffiti and trash are not welcoming. They are the opposite; a neighborhood where its citizens don't care. This is a wider Portland Problem but I'd like to see NE Portland be a trailblazer for a safer and healthier urban life"

"I have heard that easily accessible transportation sometime brings crime to the neighborhoods."

"I am also worried about the safety the safety of pedestrians. The streetcar could also affect access to local businesses by blocking entrance to stores and decreasing parking spaces."

Racial Justice& Displacement



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A number of survey participants expressed a historically founded concern that a streetcar would negatively impact the diversity of residents and businesses in NE. Some shared that they don't view streetcars as an inclusive mode of transportation.

"I am concerned about the diversity of residents and businesses-who will be able to live and work in the same area? Portland is now a gated community where only the upper class can live - the rest have to drive in to work."

"I am concerned about the street car causing displacement of people like what happened in the Albina district with uprooting of African American names."

"People who need public transportation won't be able to afford it. People I see on the street car are white - Street car is not racial friendly."

"The way you are moving all the blacks out of the area. You want to run a street car through here?"

Transportation

Survey participants commented on current traffic patterns, parking, walkability and concerns with proposed routes for a streetcar to Hollywood.

"Traffic patterns on Sandy need to be improved (eg, no left turns w/o dedicated left turn lane, traffic circle (roundabout) at major intersections like 72nd)."

"My biggest concern is in regard to the disruption construction will cause to access on and off I-84. I also have major issues with the proposed streetcar "turnaround" that would go around the Trader Joe's property, cross Halsey and do a u-turn in the area of the current transit center, then head north to Broadway, west back to meet Sandy Blvd. Also the timeline for the streetcar is to complete in 2035, but the MP2H team didn't seem to be aware of TriMet's Hollywood Hub project that would add 2 large buildings on the property, which would eliminate the ability to utilize the area for a turnaround. On the surface it doesn't seem that all of the agencies within the city are talking to each other."

"This is a walking neighborhood and traffic is already an issue."



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“Will cars be funneled onto side streets? Will parking become an issue?”

“Turn around on all alignments will be problematic.”

“A big concern is dedicated red bus lane to be included on Sandy as planned by the mayor. If this bus lane will be required on Sandy, there just isn't enough room on Sandy for a streetcar. Why wasn't information about this bus lane included with the information of the street car before making decisions? Unfortunately, plans to cut car lanes increase traffic congestion. For example on Glisan, the elimination of car lanes often causes cars to be backed up for 10 blocks. Ten blocks of cars idling does not do much for the environment and increases stress and hinders safety.”

“Please don't put more traffic on Sandy Blvd. and make one-way traffic on crowded side streets. Especially 74th going down to the school and 73rd and 72nd also. I like street cars. Street car lines frequently take away many on street parking to the detriment of local businesses. Many disabled people have to drive and keep easily accessible parking spots.”

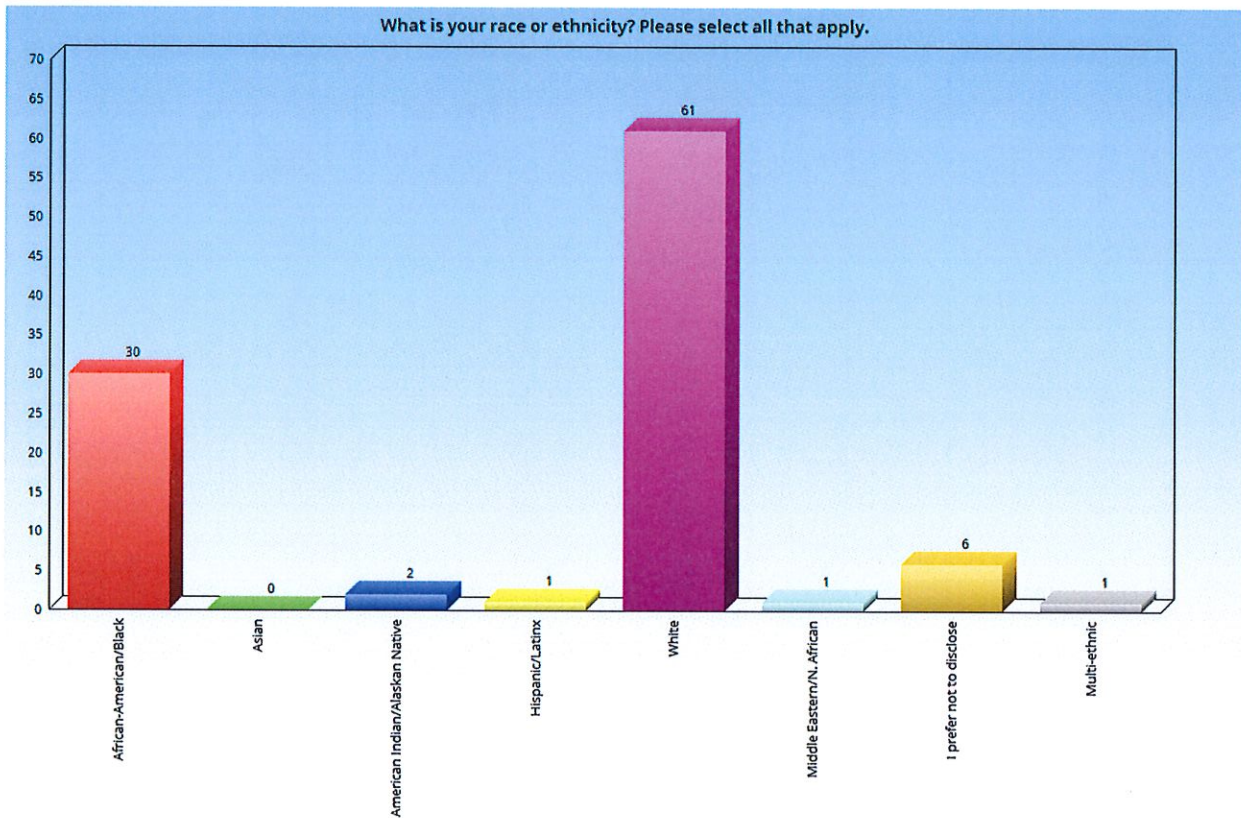
The entire Broadway quarter and north east is under developed as a two commercial District or Main Street. Businesses cannot survive with high runs and lack of ability to attract pedestrian traffic, due to the high speed commuter orientation of the street. Broadway would be too perfect opportunity for mixed use development with taller buildings but it now has mostly one and two level buildings including drive-through food chains that waste valuable space and force density into adjacent neighborhoods. Getting to Hollywood now for us is by street car would be an effective and pleasurable way to stop driving. Broadway to Hollywood as a way to energize- a vital corridor that is long neglected by the city.”



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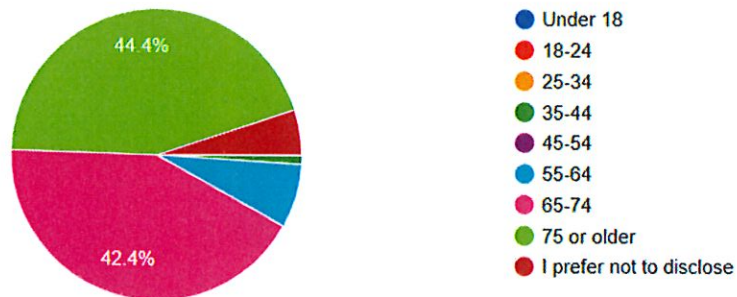
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Survey Response Demographics (102 surveys completed)



What is your age?

99 responses

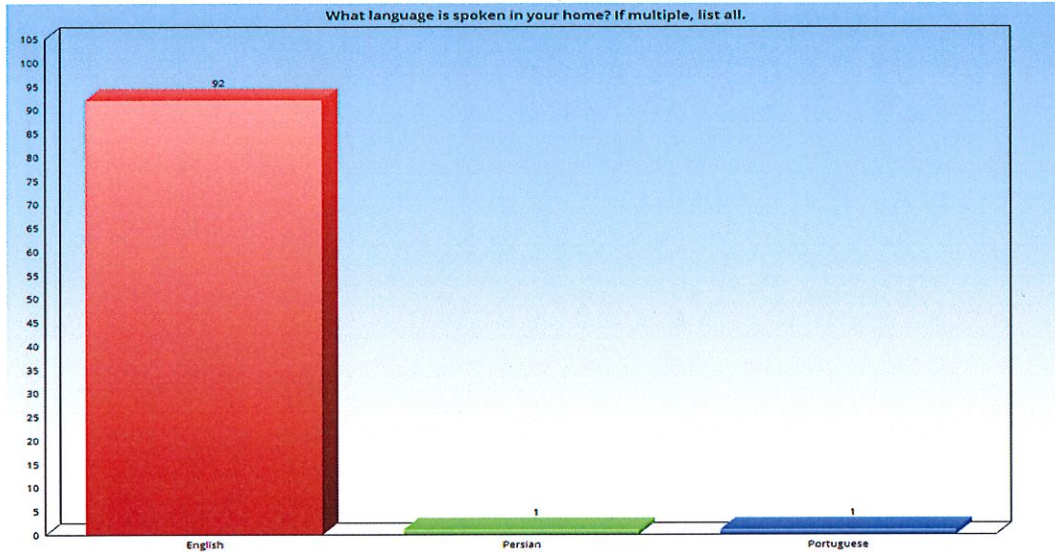




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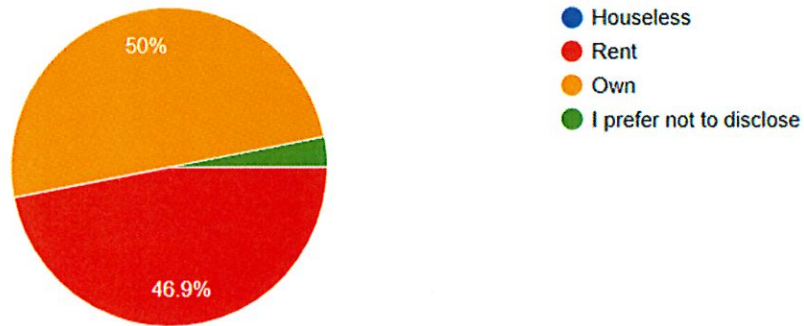
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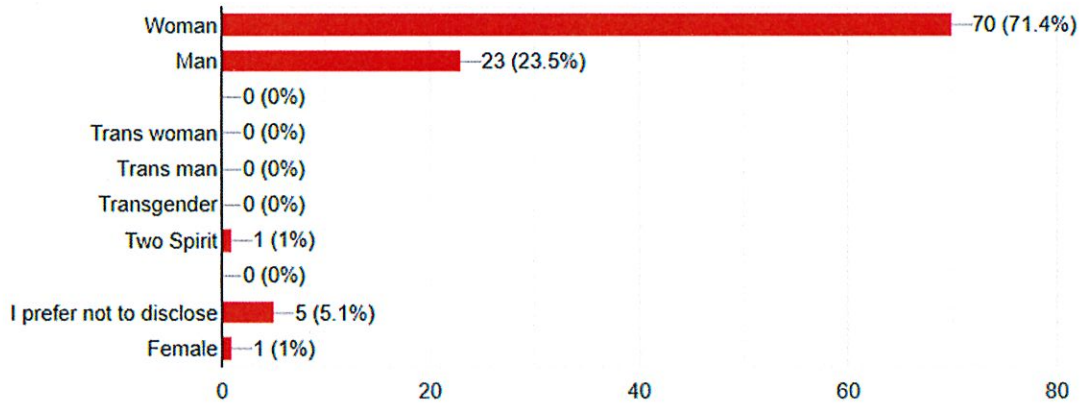
Which best describes your current housing?

98 responses



How do you identify your gender? Select all that apply.

98 responses





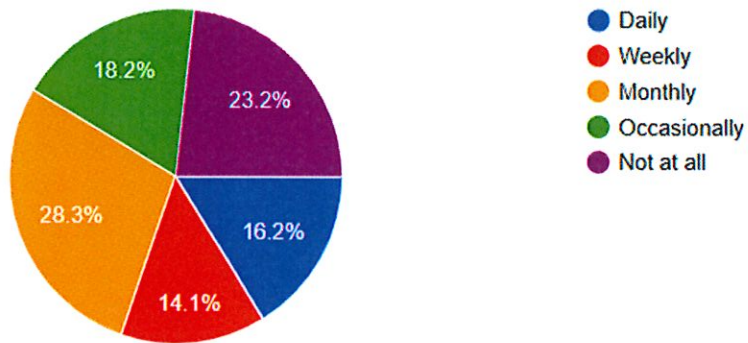
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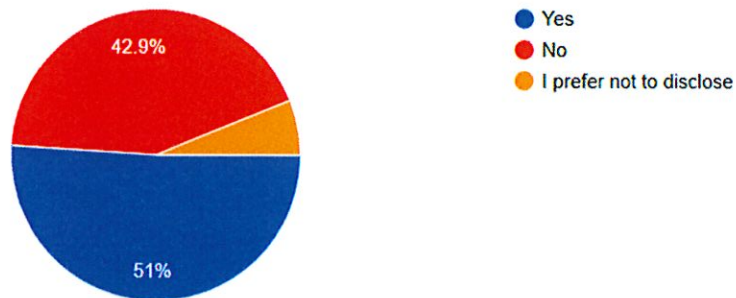
How frequently do you use public transportation?

99 responses



Are you a person living with a disability?

98 responses

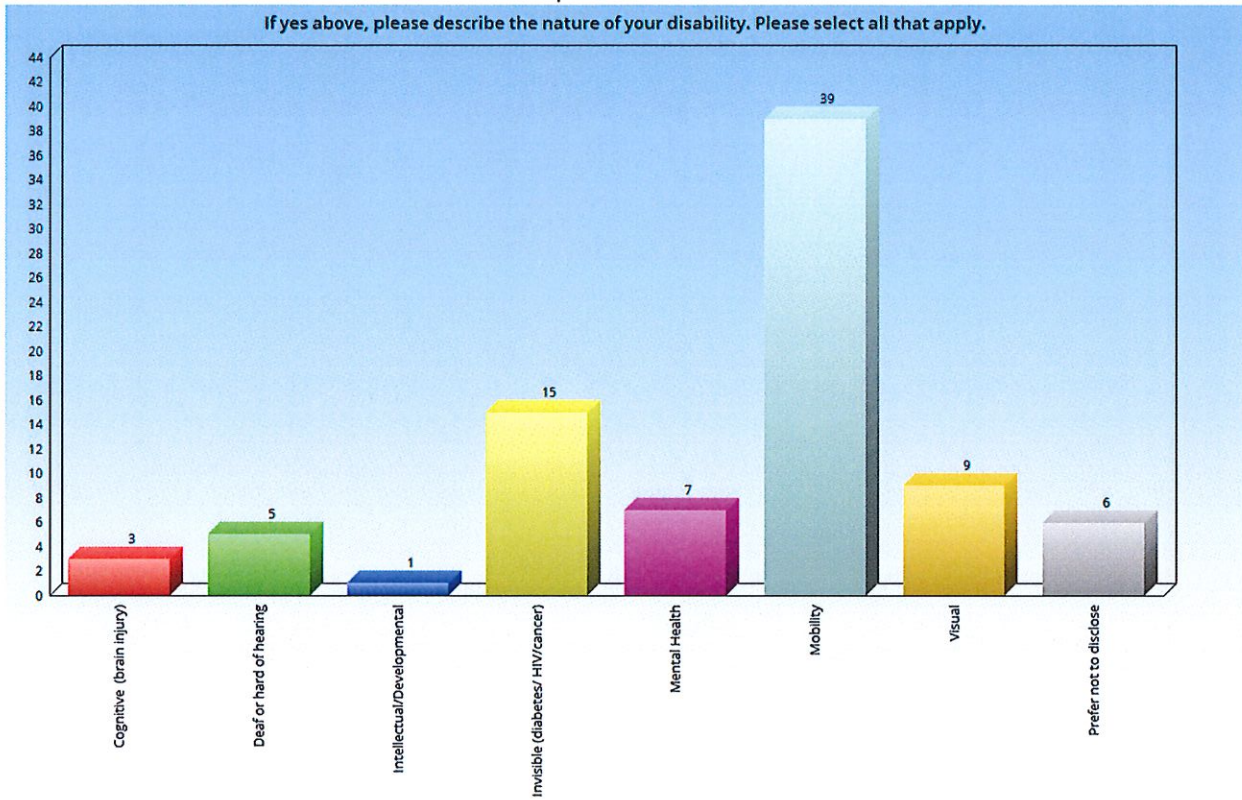




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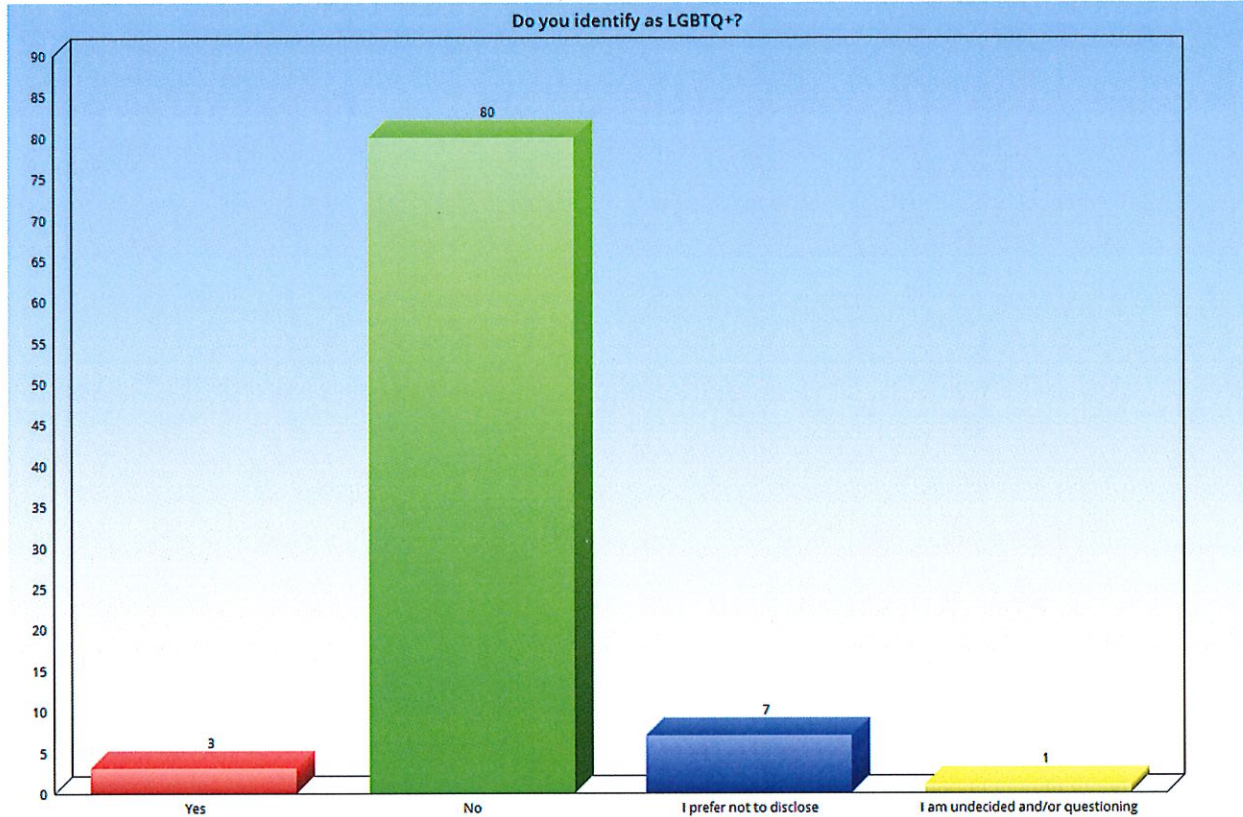




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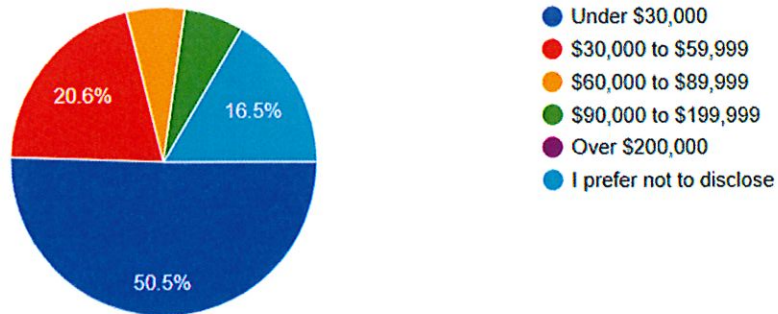
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What is your total household income?

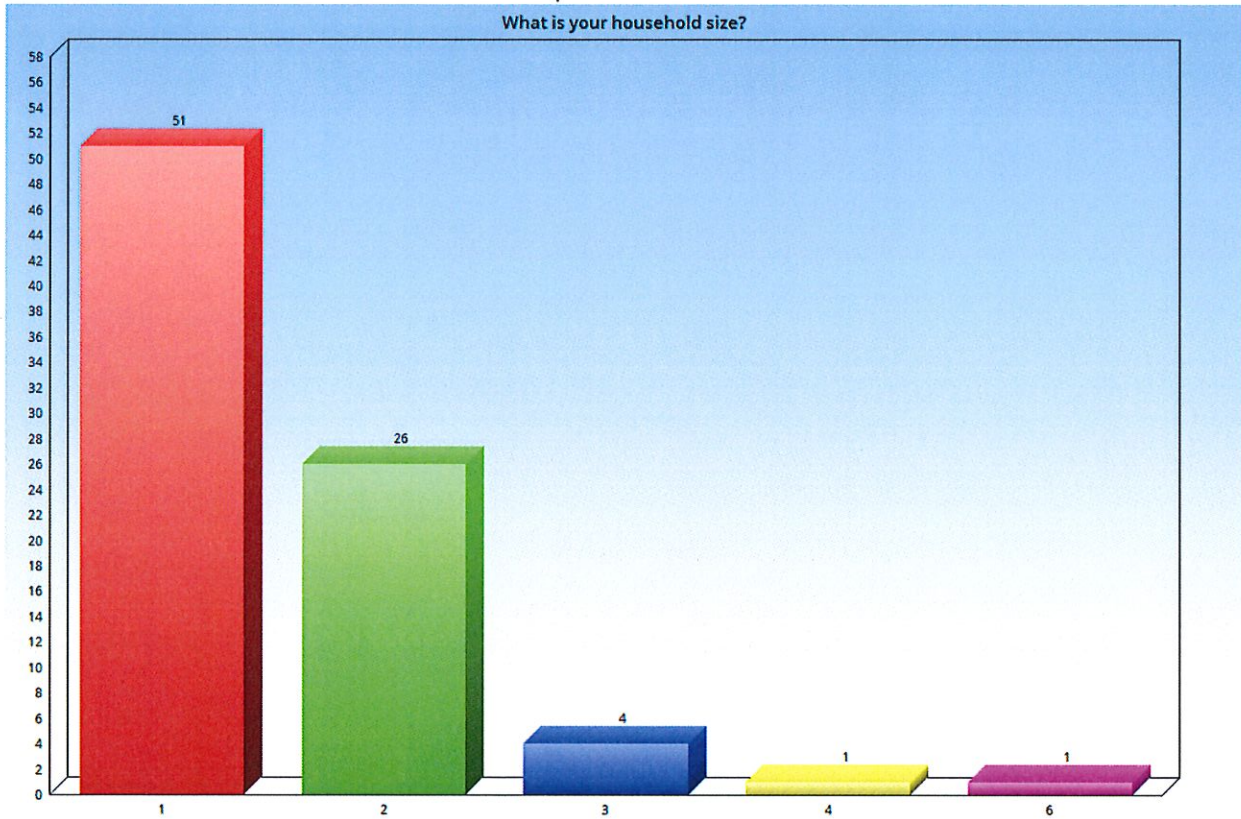
97 responses





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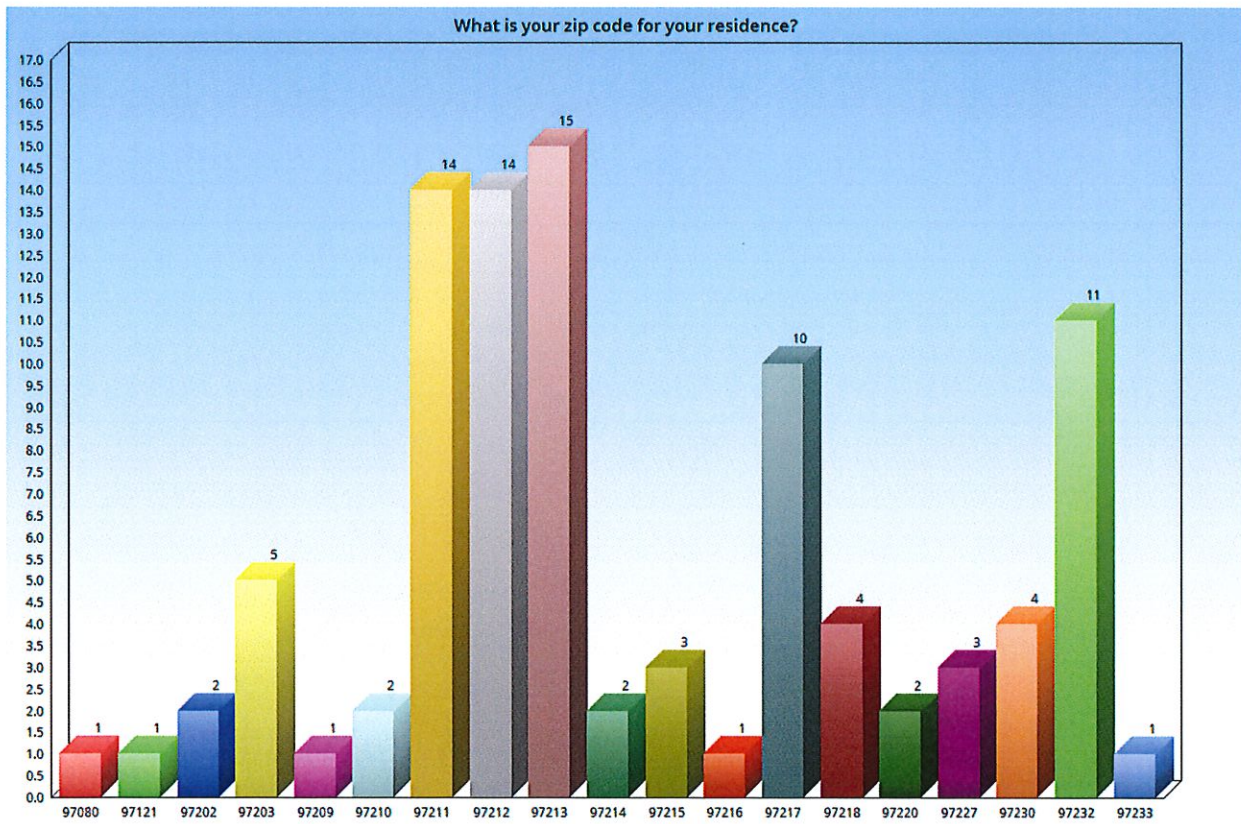
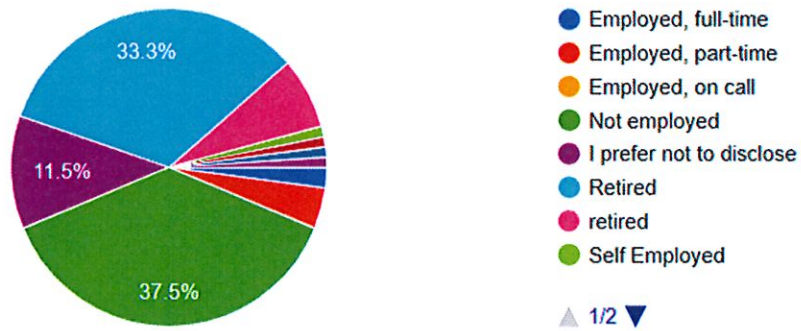


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What is your employment status?

96 responses





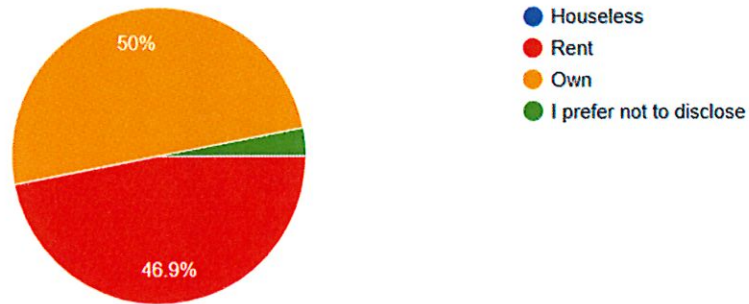
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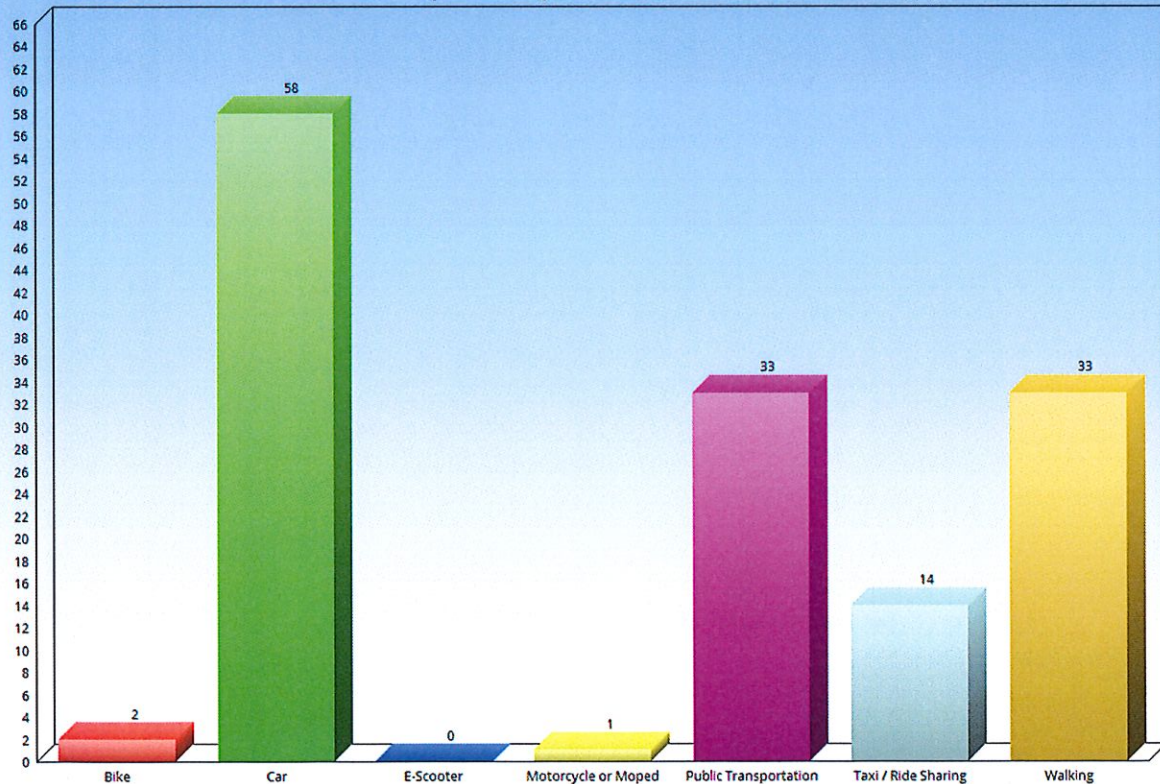
Which best describes your current housing?



98 responses



What form of transportation do you use most often? Please check all that apply.





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Final Thoughts

We believe that the timing of this project had a significant impact on the survey results and findings. Conducting this transportation study survey during a global pandemic, racial reckoning and political polarization made it especially challenging for individuals to think beyond current events and visualize a streetcar ten years out. Many of the seniors who would be using public transportation are no longer using it because of COVID-19. Many are now homebound and concerned for their health and safety and the future of the City of Portland.

These concerns impacted the enthusiasm for this project as it was difficult for many to imagine how an investment in a streetcar would be a priority now when so many businesses are closed, unemployment is high and affordable housing scarce and racial justice needs to be addressed. Both seniors of color and white seniors commented that a streetcar could create more displacement for people of color. Some questioned why there would be an investment in a traditionally more white community than in other N/NE neighborhoods. Many commented that money could be better spent investing in affordable housing and creating more green spaces and community gathering spots. We recommend that future communication around the project clarify funding sources for a streetcar as funding for the project may not be funding that could be redirected to other community needs like housing.

We believe that some survey responses would have been different had this work been done a year ago. At the same time, some responders were excited about the investment of a streetcar in NE to Hollywood. They felt a streetcar would improve traffic congestion, street safety and bring more businesses and growth to the area. A streetcar on Broadway/Weidler received the most interest and enthusiasm from seniors surveyed. We hope that there will be many more opportunities for exploration and discussion, hopefully at a more stable time.



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Complete Comments from Hollywood Senior Center MP2H Transportation Survey

Question: Which alignment best matches your preferred vision for future development of this area?

If it would take us to Freddy's at 3030 Weidler, that would be wonderful.

We don't need more transportation. Do not need to car streets torn up instead repair these and repair sidewalks. We need to lower rents. More common areas like parks for families and children.

Not necessary. Bus is doing the job.

We need a direct way to get to North Portland.

You're already over developed this area. And I don't see you going to the suburbs and running street cars through their neighborhoods and disrupting their lives. This is not San Francisco. It only benefits whites. It's not to help the few black residents that live in the area. Everything that you're doing with our street car is not in our best interest.

These one through four questions are very hard to evaluate due to the poorly designed maps on the slideshow by the city.

Previous improvements to Sandy Boulevard have left me frustrated and diminished access and pedestrian traffic. Can we improve and repair these?

Use of money to speed Max downtown by putting it under ground. Cut back on time going through downtown. We need public transportation that is most efficient. Expansion of light rail with Outer loop. Development of light rail.



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Irving Street passes elderly, non-driving and continues downtown to the streetcar line. This is my favorite option
There are plenty of us lines on Sandy. Irving Street is to narrow. Broadway with her – no. It will change the character in the neighborhood and take away much needed parking.
I pick Sandy Boulevard if we have to pick one. Don't like higher taxes or more traffic on Sandy. I am low income
Spend transportation money on driverless ride share system of the future. All three options are over developed and then would over stimulate businesses. Encourage a bike tricycle use. And ridesharing.
There are too much traffic on both SANDY and Broadway. Many people driving cars are going to give them up or they are driving further out. Before my injury I seldom rode buses. Now with stabbings and Trimet not enforcing social distancing and wearing masks, it is not safe. I suppose a streetcar or a bus line has been considered because the city has built so many rentals with no parking that doesn't make it right especially when it impedes traffic and hinder safety.
I see no advantage for Hollywood of a streetcar over current available transport like the max and bus 12 which runs down Sandy. I do see traffic disruption and traffic jams at Broadway is narrow.

Question: Please express any additional ideas you have for the NE Portland and Hollywood area? What would you like to see? What are you concerned with?

more benches/seating in community for seniors. fully covered bus stops. keep local small businesses. better connections between all modes of public transportation.
I don't care to see another explosion of upwardly mobile young people from California Wisconsin, Idaho, or New York, buying little honey comb like condo's that get built so high they block out the Sun. I feel we have to tend our own garden here first. Instead, of the over growth model I would like to see more day



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Hollywood Senior Center & Urban League of Portland MP2H Transportation Survey Findings September 2020

centers indoors, for folks the folks who were born and raised here, places of learning, with some resources, places for them to hang out, and get some hands on experience around successful neighbors. A place for some just to reboot, retool, get indoors, maybe have a sandwich from VOA.. We try to immediately improve everyone mold them, turn them into good little working machines. How has this strategy worked out for our community. Not that well. Indoor public spaces need to be established, at least during the day. A place where those who walk in feel welcome and don't get greeted by a social worker, a head shrinker, or a security guard. Where you can just come as you are. To be accepted right where you are at. Maybe have a shower, a clothes pantry. But that would be the extent of it. We could do this. have temporary locker space for those who carry their world on their backs all day long.. they'd have more hope their sleeping outside situation might improve. There are people who come here with great talents. Latent skills. Hemingways, Keseys, they watch us out of the corner of their eye and assess how we treat them. It wouldn't cost much for travelling folk to get a good taste in their mouth about us, our kindness, patience and generous hospitality. if they'd care to get out of the elements, and I am not just talking about senior centers. I am talking about having tables, chairs, couches, a bathroom, electrical charging stations, for everyday people, including those camping or sleeping outdoors, spaces also for those who want to get actively involved to volunteer their time and share their particular skills. Everyone has something to teach and to learn. We could have inclusive seminars, instructional workshops, ping pong tables, music studios. people stopping in to take a class, or get day labor jobs getting hooked up for who knows how long, from simply running into people at these central meeting spots. Citizens who maybe like the energy of these spaces and need some help to get a job done... We need stationary melting pots besides public transit melting pots. We also desperately need clubhouses for kids where they get sparked by mentors to empower our children to form their own club rules, where they have places they can belong to. These clubhouses would be centrally located and color blind. You would have whatever status you have due not from your pocketbook, but, stemming from the content of your character. These clubhouses could get some great things done, bring city advocate role models their due sense of worth, get them involved and back to work, and for the children, they could decide their own fundraising activities. It's time to end profiling, apartheid and segregation. Caucasian citizens must also take a step forward. I feel we're willing. This survey is proof of that. It may be out of our comfort zones to better mix socially, But, As a growing and diverse city, but for our own social development too, it's critical everyone reach out and come to the table. So, somebody with vision has to set and sit down at the table. only through proximity can we abandon our myths about others who we may not yet understand, those who don't look, speak, or pray as we do. Discovering we aren't so mysteriously different from other religions, cultures, races, but also to acknowledge we are all on Nation, who's stronger because of our differences. Not because we try to erase all the lines between us.

- I don't see a need for a trolley. it is not the best use of transit \$ and will increase traffic problems
- Grocery store
- designated bike trail within green space trails less traffic lanes make happy residents and businesses
- have heard that easily accessible transportation sometime brings crime to the neighborhoods.
- I'm hopeful that the process of adding a street car line would not be too disruptive to the existing districts and it would indeed yield the positive things we hope for.
- Traffic patterns on Sandy need to be improved (eg, no left turns w/o dedicated left turn lane, traffic circle (roundabout) at major intersections like 72nd)



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September 2020

No parking within 100 ft of stop signs
My biggest concern is in regard to the disruption construction will cause to access on and off I-84. I also have major issues with the proposed streetcar "turnaround" that would go around the Trader Joe's property, cross Halsey and do a u-turn in the area of the current transit center, then head north to Broadway, west back to meet Sandy Blvd. The timeline for the streetcar is to complete in 2035, but the MP2H team didn't seem to be aware of TriMet's Hollywood Hub project that would add 2 large buildings on the property, which would eliminate the ability to utilize the area for a turnaround. On the surface it doesn't seem that all of the agencies within the city are talking to each other.
Safety and homelessness.
Homelessness
The only concern would be funding and I don't have enough information now
Develop which destroys the character of the area, including buildings which are too modern and plain. Especially concerned about demolition of old and historic homes and neighborhoods.
I'd like to see a clean and safer Hollywood District. I grew up and still live in Beaumont Wilshire neighborhood in my family home. I am concerned by the graffiti and lack of caring for our area. Graffiti and trash are not welcoming. They are the opposite; a neighborhood where its citizens don't care. This is a wider Portland Problem but I'd like to see NE Portland be a trailblazer for a safer and healthier urban life. Also our area's small businesses (think global show local) We are a small business that gives back to the area. More education on supporting local business is a critical need now.
Loss of character of this unique community and landmarks
1. Pedestrians - this is a walking neighborhood and traffic is already an issue. 2. Will cars be funneled onto side streets, will parking become an issue? 3. Diversity of residents and businesses: who will be able to live and work in the same area? Portland is now a gated community where only the upper class can live - the rest have to drive in to work.
I would like to see A Paper back book exchange where a person can take their old books and get credit in value. Also, I would like to see a Cold Stone Creamery shop. I would like to see more minority own



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<p>businesses. I would like to see additional variety of retail stores such as Walgreens. How about a KFC or Burger King or Popeyes. I don't not wish for businesses that exist now leave the area. I would like to see more thrift stores in the area.</p>
<p>Turn around on all Alignments will be problematic</p>
<p>I would like to see less demolitions of houses and fewer apartments and more trees and greenspaces. More restaurants and local shops would also enhance the area. Currently cute small bungalows that could become housing for many are being replaced by boring, ugly apartments with little or no parking, few trees, very little green spaces and not commensurate with surrounding neighborhoods. The east side is losing it's character and becoming just a sea of apartment buildings. A big concern is dedicated red bus lane to be included on Sandy as planned by the mayor. If this bus lane will be required on Sandy, there just isn't enough room on Sandy for a streetcar. Why wasn't information about this bus lane included with the information of the street car before making decisions. Unfortunately, plans to cut car lanes increase traffic congestion. For example on Glisan. The elimination of car lanes often causes cars to be backed up for 10 blocks. Ten blocks of cars idling does not do much for the environment and increases stress and hinders safety.</p>
<p>Put money into homeless shelters and affordable housing. Address needs (jobs, better schools) or the poor.</p>
<p>I am interested in seeing low income development housing</p>
<p>Dense housing with little parking</p>
<p>Please don't put more traffic on Sandy Blvd. and make one way traffic on crowded side streets. Especially 74th going down to the school and 73rd and 72nd also . I like street cars, too one out to Oaks Park when I was 26 and I am 97 and still like them.</p>
<p>Street car lines frequently take away many on street parking to the detriment of local businesses. Many disabled people have to drive an keep easily accessible parking spots.</p>
<p>Green spaces - benches at bus stops and parks. Multi generational activities such as Shakespeare in the Park, picnic area, water foundations and clean restrooms, more libraries, community centers, multi-generational housing. Rebuilding centers - Fix it Fairs, outdoor dining and eliminate fast food restaurants help small business and local, ethnic business.</p>
<p>NE Portland swimming pool and rec center with meeting rooms. Need sidewalks along all the streets, school musical groups playing and entertaining in the park. Movies in the park, free popcorn, neighborhood parade bikes.</p>
<p>Rather than spend money on a streetcar line which doesn't add to neighbor needs, spend it on affordable housing which is scarce in Portland.</p>



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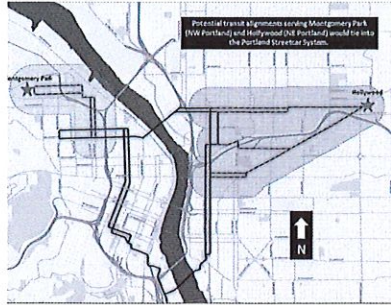
Hollywood Senior Center & Urban League of Portland MP2H Transportation Survey Findings
September 2020

I feel that it would allow more people to come the Hollywood District. Visually I think it would be awesome. I really hope this comes to fruition.
Would like to see more commercial development such as small shops, restaurants, specialty food stores, etc.
I am concerned about the street car causing displacement of people like what happened in the Albina district with uprooting of African American names. I am also worried about the safety the safety of pedestrians. the streetcar could also affect access to local businesses by blocking entrance to stores and decreasing parking spaces.
Not a good idea
Broadway to Hollywood is dead and dangerous! It needs the streetcar to come alive and contribute safety. It is great connectivity to city center. What a great name for the streetcar "Broadway to Hollywood"
Because of the black lives matter does not seem like a good time right now since our city has been destroyed. Sandy Blvd is a mess anyway.
Drivers would be white and probably not race friendly. In addition to the majority of the passengers being white due to the project.

TRANSPORTATION SURVEY

The City of Portland wants your input on plans for a future streetcar line in NE Portland

Hollywood Senior Center, in partnership with the Urban League of Portland, has received a financial grant from the City of Portland Bureau of Planning and Sustainability to help the City better understand



community issues and priorities regarding transit investments and land-use changes. The City is exploring bringing a streetcar to the Hollywood District, in 10-20 years. There are currently three main potential streetcar alignments being evaluated for this project:

- NE Sandy Boulevard
- NE Irving Street to Sandy Boulevard
- NE Broadway/Weidler

We want to hear from you!

Do you like the idea of bringing a streetcar line into NE Portland? Which of the three streetcar alignments do you favor? What questions and concerns do you have about a streetcar coming to NE?

We don't have space in this newsletter to include all of the great visual references that go along with this survey, but we encourage you to review this ONLINE

SLIDESHOW if you can, before completing the survey:

<https://www.portland.gov/bps/mp2h/mp2h-northeast-portland-urban-design-concept-virtual-open-house>

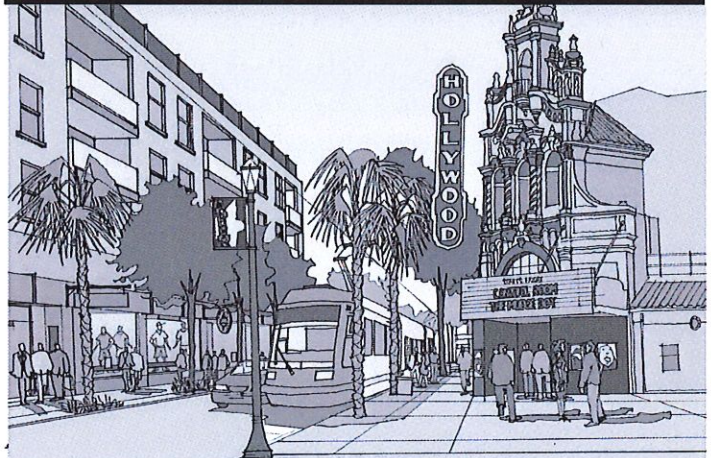
Please fill out this survey, including the demographic information at the end, and return by mail by 8/15 to:

HSC or ULP, Attn. Arleta
1820 NE 40th Avenue 10 N. Russell St.
PPX, OR 97212 PDX, OR 97227

Feel free to attach an extra page if your comments don't fit in the allotted space. Everyone who completes the survey will receive a \$5 Fred Meyer gift card as a thank you.

THE CITY WANTS YOUR INPUT!

Hollywood Senior Center and the Urban League of Portland have been given a grant to gather input from older adults on the future expansion of transit in NE Portland. We will be reporting your input to the city. We hope you will complete this Transportation Survey to help the city make informed decisions!



This alignment includes the following attributes:

- ◇ Streetcar would travel along Sandy Boulevard to reach the Hollywood Town Center, and features two potential connection points to the existing streetcar system: at Burnside/Couch Street or at Washington/Stark Street.
- ◇ Connects to existing transportation infrastructure, including MAX at Hollywood, and bus lines at MLK/Grand; 11th/12th; Glisan; and Cesar Chavez/Hollywood.

...Survey continued on page 2

Alignment B: Irving Street to Sandy Boulevard

This alignment includes the following attributes:

- ◇ Ties into the existing streetcar system at Martin Luther King Boulevard and Irving Street. The streetcar would then cross I-84 on the 12th street bridge, operating on Irving Street until it reaches Sandy Boulevard.
- ◇ Connects to existing transportation infrastructure, including MAX at NE 11th and Hollywood, and bus lines at MLK/Grand; 11th/12th; Glisan; and Cesar Chavez/Hollywood.

Alignment C: Broadway/ Weidler

This alignment includes the following attributes:

- ◇ The streetcar would tie into the existing streetcar system at Martin Luther King Jr. Blvd and Grand Avenue, then operate on the Broadway/Weidler couplet until NE 24th where the streetcar would operate two-way on Broadway to reach the Hollywood Town Center.
- ◇ Connects to existing transportation infrastructure, including MAX at MLK/Grand and Hollywood, and bus lines at MLK/Grand; 11th/12th; 33rd, and Cesar Chavez/Hollywood.

SURVEY QUESTIONS:

Which Alignment Do You Think Works Best?

1. **On which alignment do you think a streetcar line can best support economic prosperity through job creation, small business or micro enterprise opportunity, or serve existing jobs?**
 - Alignment A: Sandy Boulevard
 - Alignment B: Irving Street to Sandy Boulevard
 - Alignment C: Broadway/Weidler
2. **On which alignment would a streetcar investment most improve access to affordable housing, middle-wage jobs, nature and recreation?**
 - Alignment A: Sandy Boulevard
 - Alignment B: Irving Street to Sandy Boulevard
 - Alignment C: Broadway/Weidler

3. **Which alignment do you think has the most opportunity to advance equitable outcomes through different development types/land uses, or a potential community benefits agreement?**

- Alignment A: Sandy Boulevard
- Alignment B: Irving Street to Sandy Boulevard
- Alignment C: Broadway/Weidler

4. **Which alignment best matches your preferred vision for future development of this area?**

- Alignment A: Sandy Boulevard
- Alignment B: Irving Street to Sandy Boulevard
- Alignment C: Broadway/Weidler
- None of the Above. Your Idea:

General Questions:

5. **What might be the benefits of a streetcar line being built in the area? (Select all that apply.)**
 - Easier to get to work
 - Bring more customers to local business
 - Decrease area traffic/solve parking problems
 - Might bring new development
 - No benefits that I can see
 - Other:

6. **What types of investment or development would most benefit your neighborhood? (Select all that apply.)**

- Affordable housing
- Affordable commercial space
- Opportunities to create more jobs
- Community amenities
- Commercial services
- Safer streets

7. **What might be the drawbacks of a streetcar line being built in the area?**

- Might bring new development
- Increases in commercial and residential rents
- Increases in property taxes
- Displacement of businesses and residents
- Other drawbacks
- No drawbacks I can see

8. **What are your greatest concerns for NE Portland/ Hollywood?**

- Rising housing costs
- Loss of job opportunities
- Loss or changing neighborhood businesses
- Change in neighborhood character
- Safety
- Transportation accessibility & options

9. **How frequently do you use public transportation?**

- Daily
- Weekly
- Monthly/Occasionally
- Not at all

10. **Please express any additional ideas you have for the NE Portland and Hollywood area? What would you like to see? What are you afraid of seeing or concerned about?**

