



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT
PUBLIC ENGAGEMENT REPORT

MARCH 17, 2014

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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

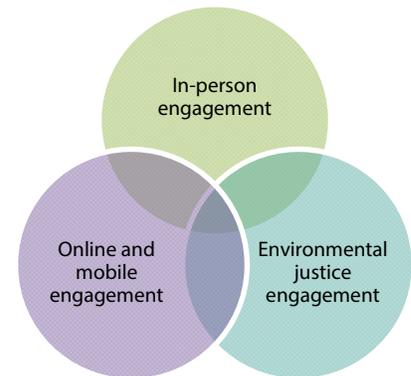
ENGAGEMENT APPROACH

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

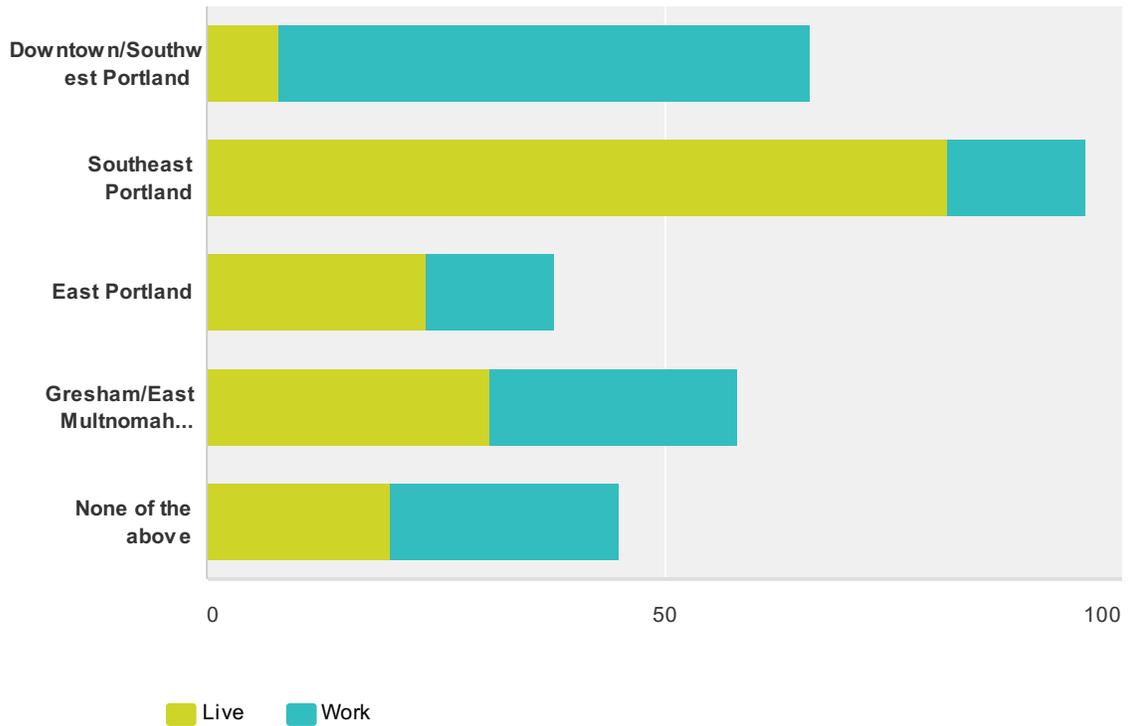
- Sign up for email updates survey
- Engagement approach survey
- Gresham community forums report
- Mount Hood Community College survey
- Immigrant and Refugee Community Organization survey
- Portland Comprehensive Plan Update summary
- Other comments received
- Project factsheet (English)
- Project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

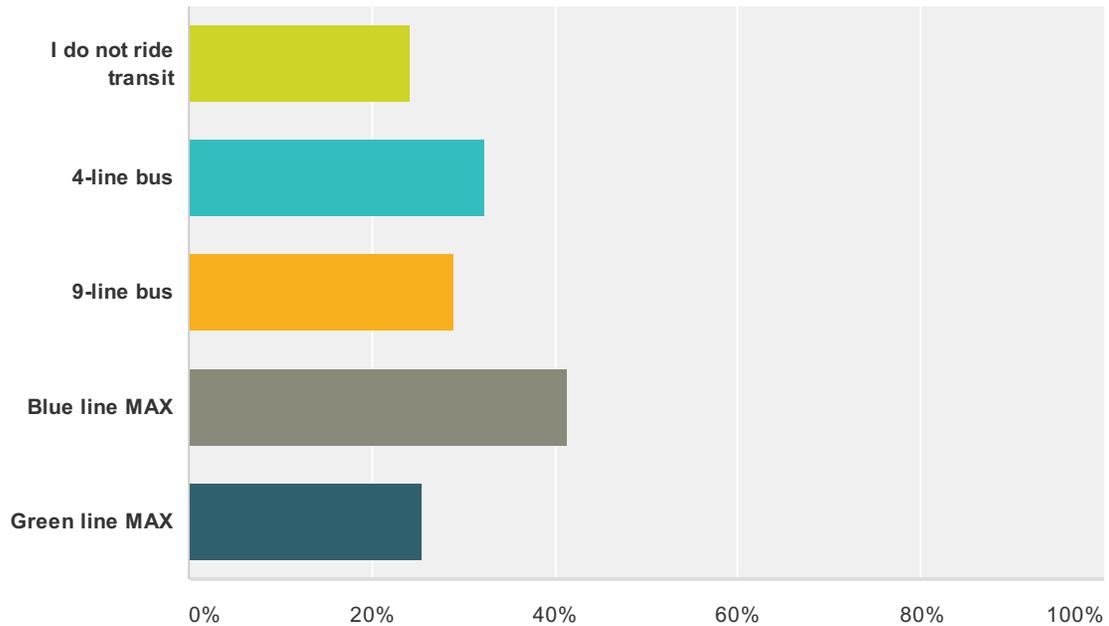
Answered: 171 Skipped: 4



	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

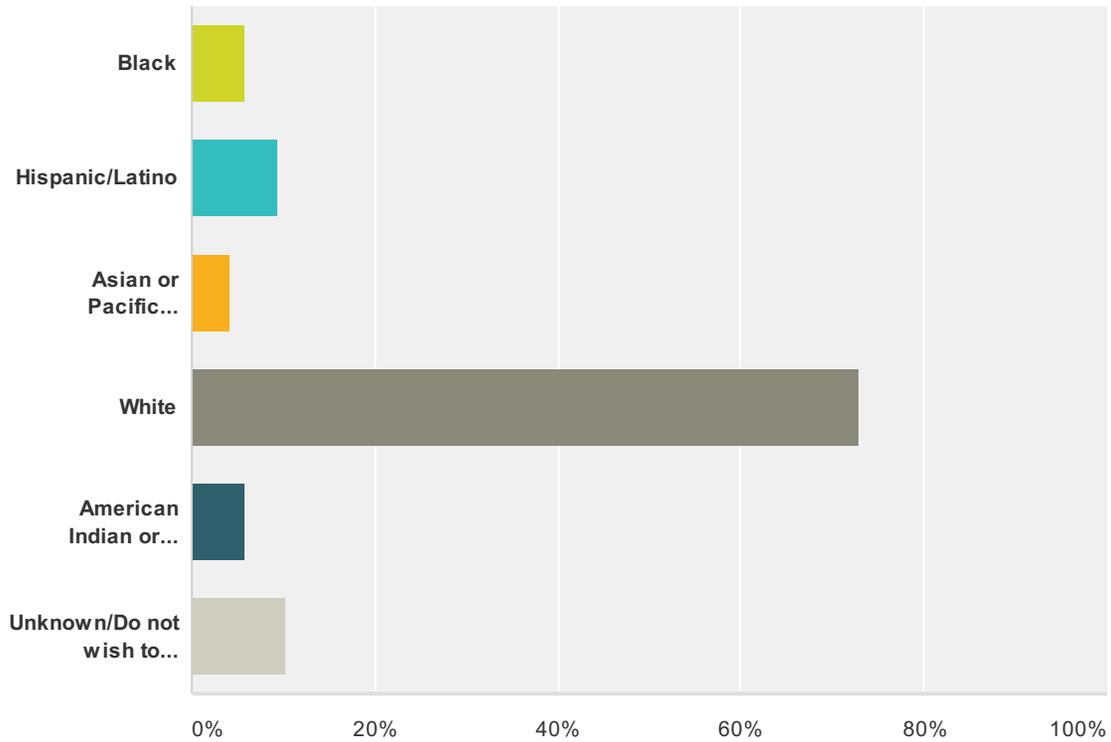
15	Support I'm a Masters in Public Administration student focused on transit planning at the University of Oregon, and I'm very interested in keeping up to date with this project.	1/31/2014 11:54 AM
16	Economic vitality Quality of life Roads I think this corridor would benefit from more frequent busses 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

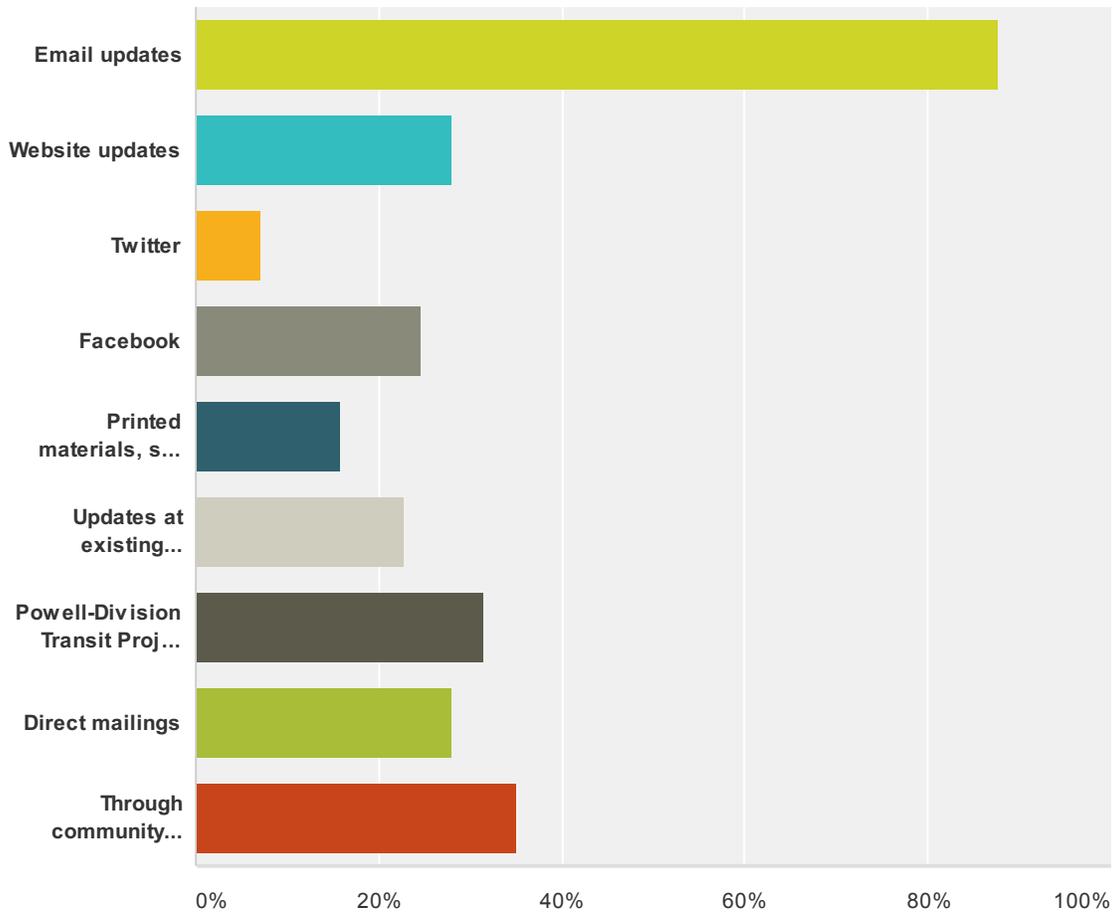


Answer Choices	Responses
Black	5.93% 7
Hispanic/Latino	9.32% 11
Asian or Pacific Islander	4.24% 5
White	72.88% 86
American Indian or Alaska Native	5.93% 7
Unknown/Do not wish to disclose	10.17% 12
Total Respondents: 118	

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



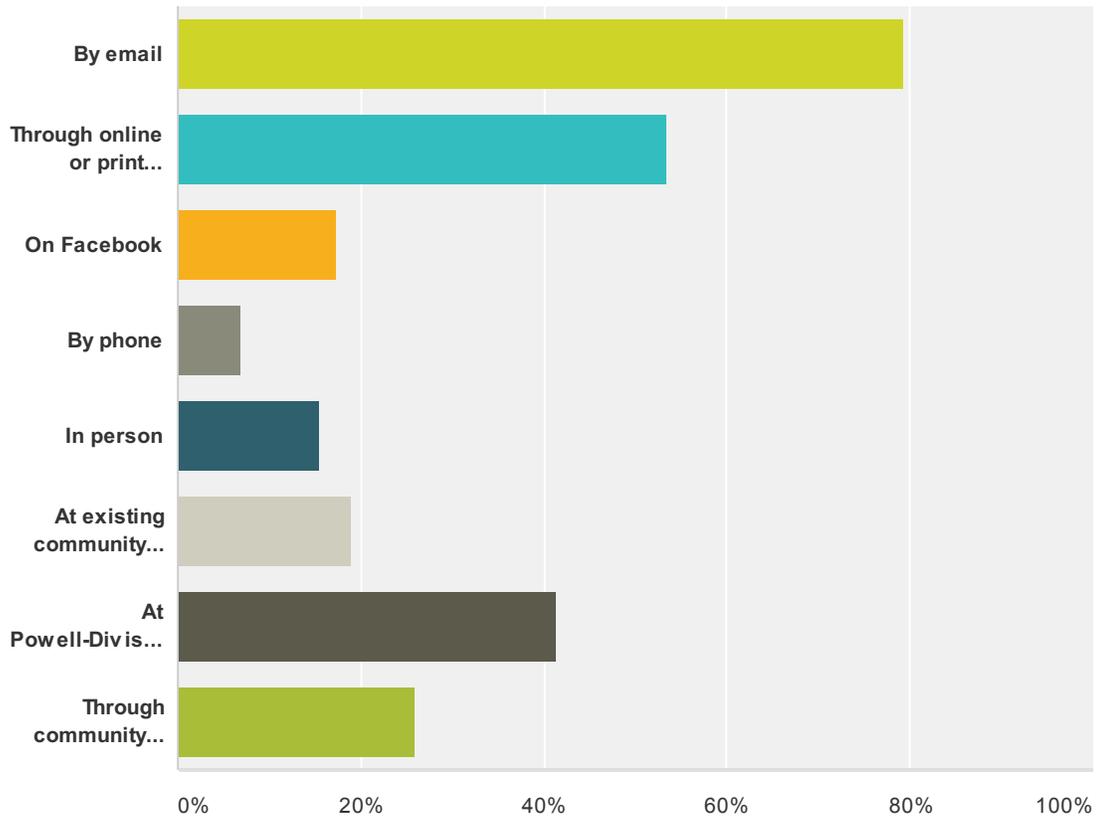
Answer Choices	Responses
Email updates	87.72% 50
Website updates	28.07% 16
Twitter	7.02% 4
Facebook	24.56% 14
Printed materials, such as fact sheets	15.79% 9
Updates at existing community meetings	22.81% 13
Powell-Division Transit Project meetings	31.58% 18
Direct mailings	28.07% 16
Through community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

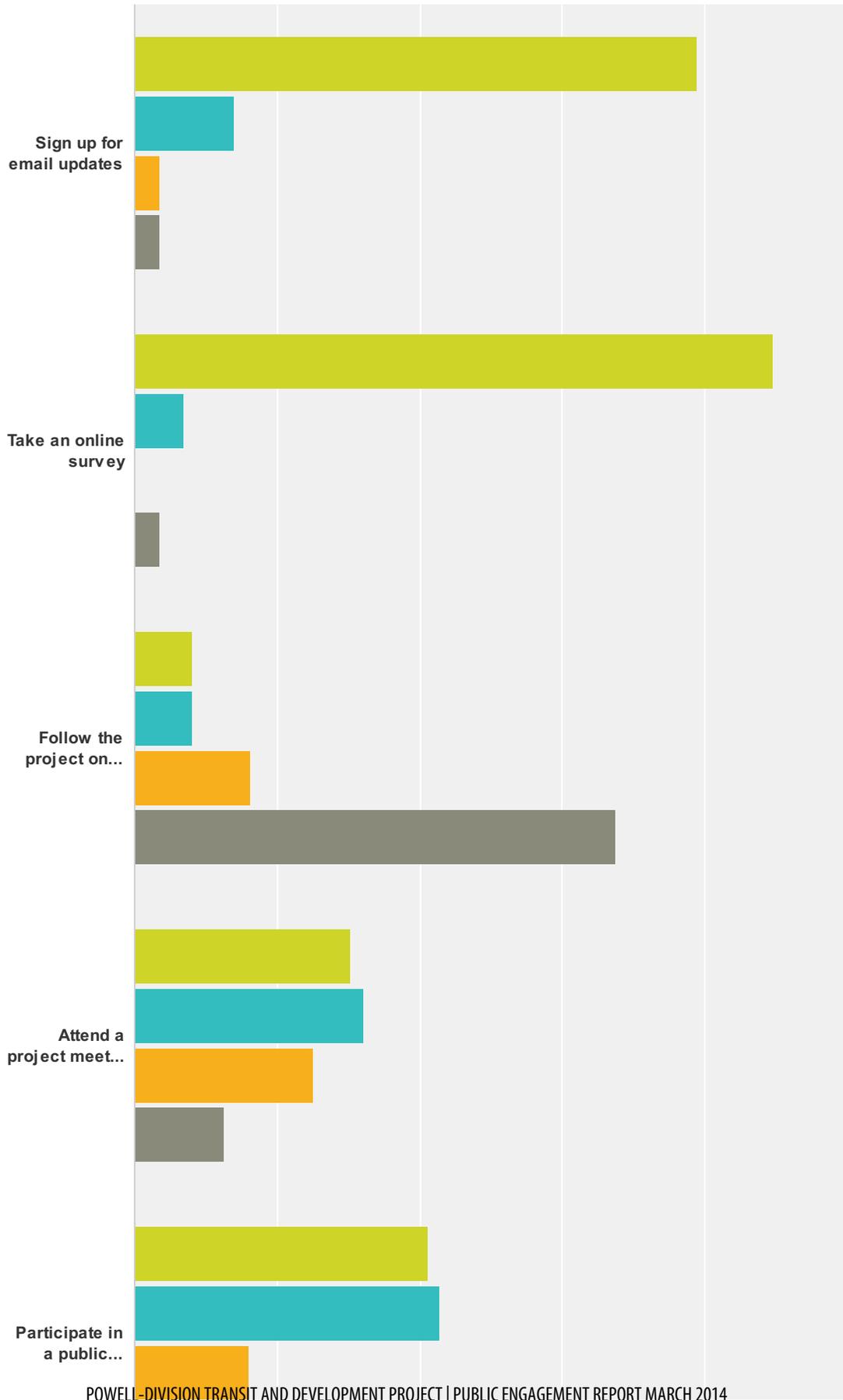


Answer Choices	Responses
By email	79.31% 46
Through online or print surveys	53.45% 31
On Facebook	17.24% 10
By phone	6.90% 4
In person	15.52% 9
At existing community meetings	18.97% 11
At Powell-Division Transit Project meetings	41.38% 24
Through community liaisons, such as neighborhood associations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

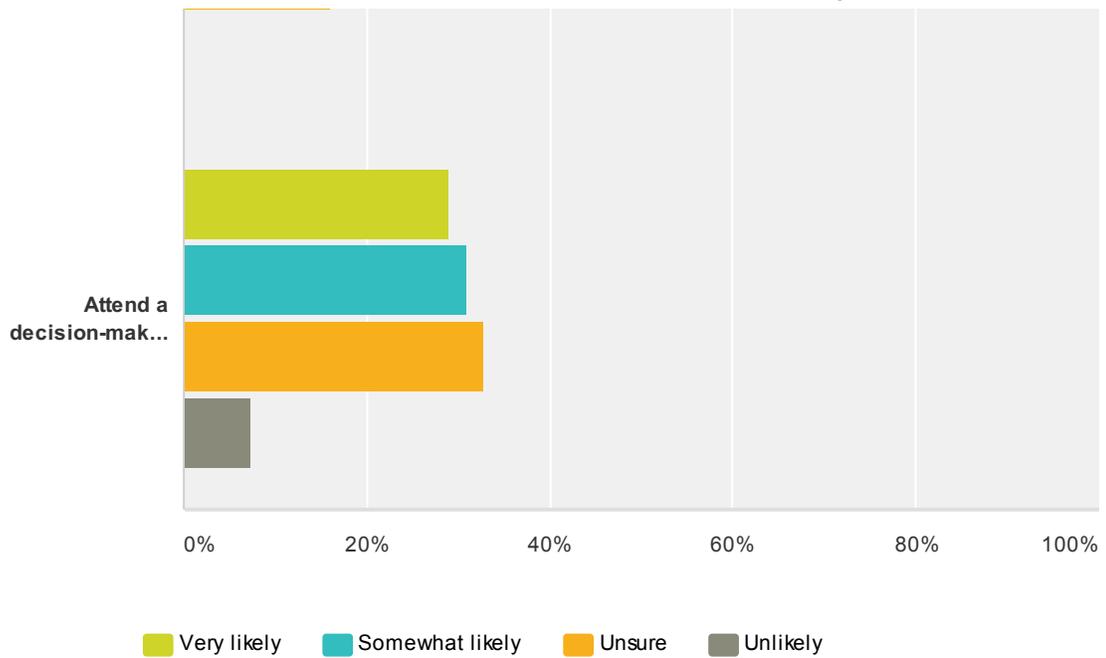
#	Other (please specify)	Date
1	Twitter	2/5/2014 3:41 PM
2	Like the transparent two-way conversation FB facilitates	1/6/2014 9:50 AM
3	same ass #1	3/26/2013 9:02 PM

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?

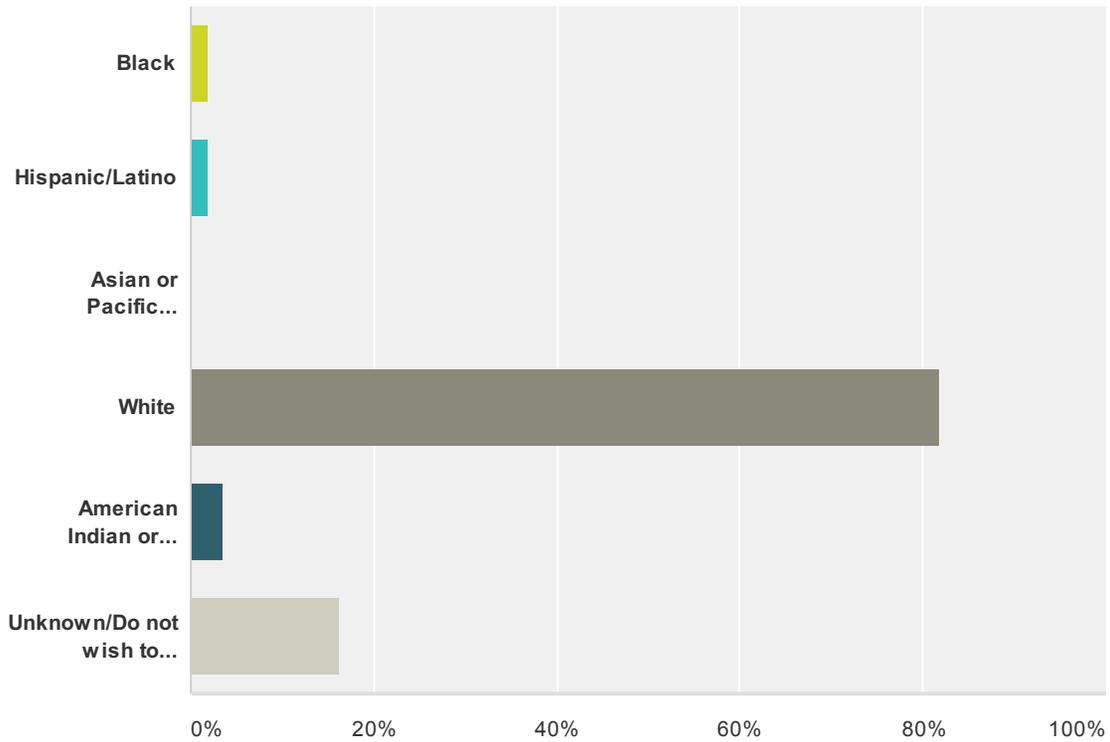
Answered: 31 Skipped: 27

#	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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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
Community Forum January 9, 2014



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?

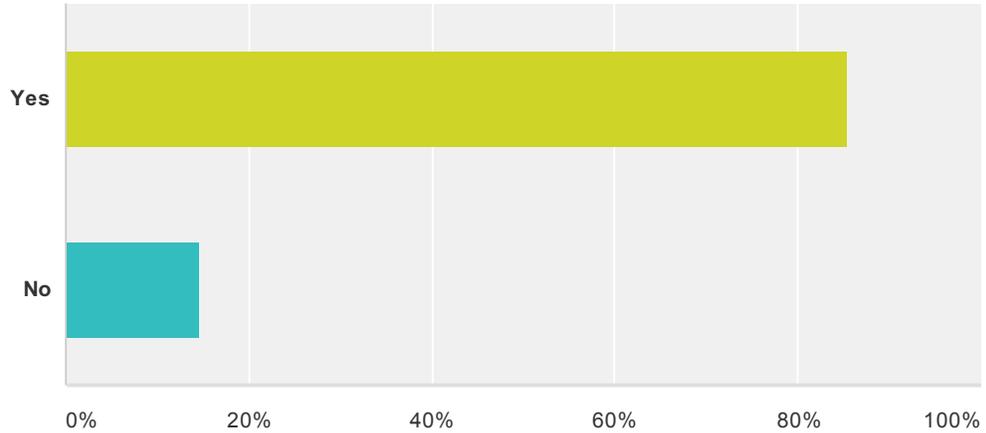


Mount Hood Community College - This survey asked people about the mix of businesses and institutions in their community and for recommendations for improving transit. The survey was conducted in-person on January 6, 2014 with students buying books and transit passes. Staff spoke with approximately 300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

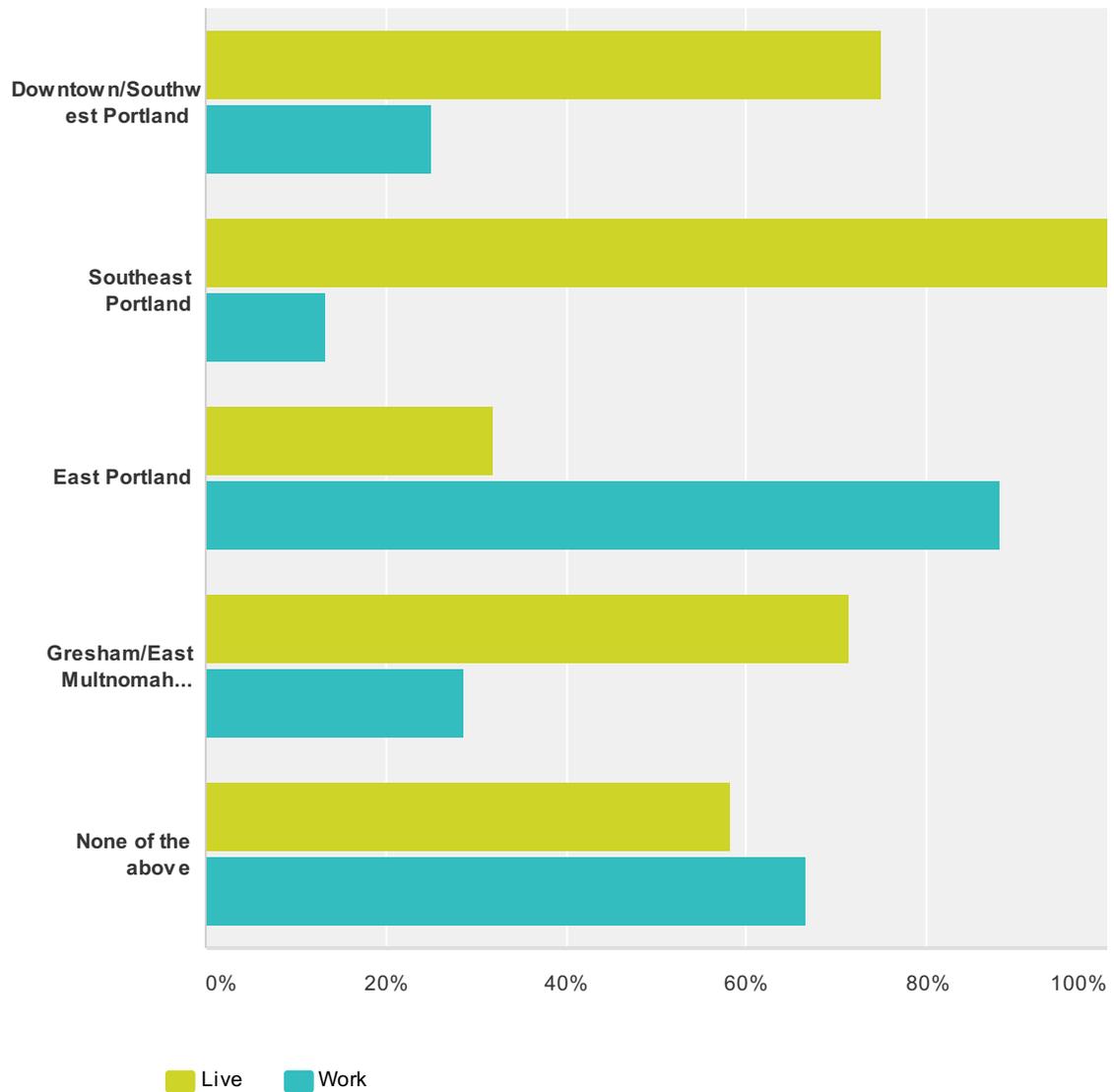
68	Transit characteristics More room	1/15/2014 10:40 AM
69	Transit characteristics Transit service More frequent times.	1/15/2014 10:39 AM
70	Transit service More bus lines on side streets. Major side streets like Kane drive (just an example). Glisan needs a bus line.	1/15/2014 10:38 AM
71	Safety and 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?

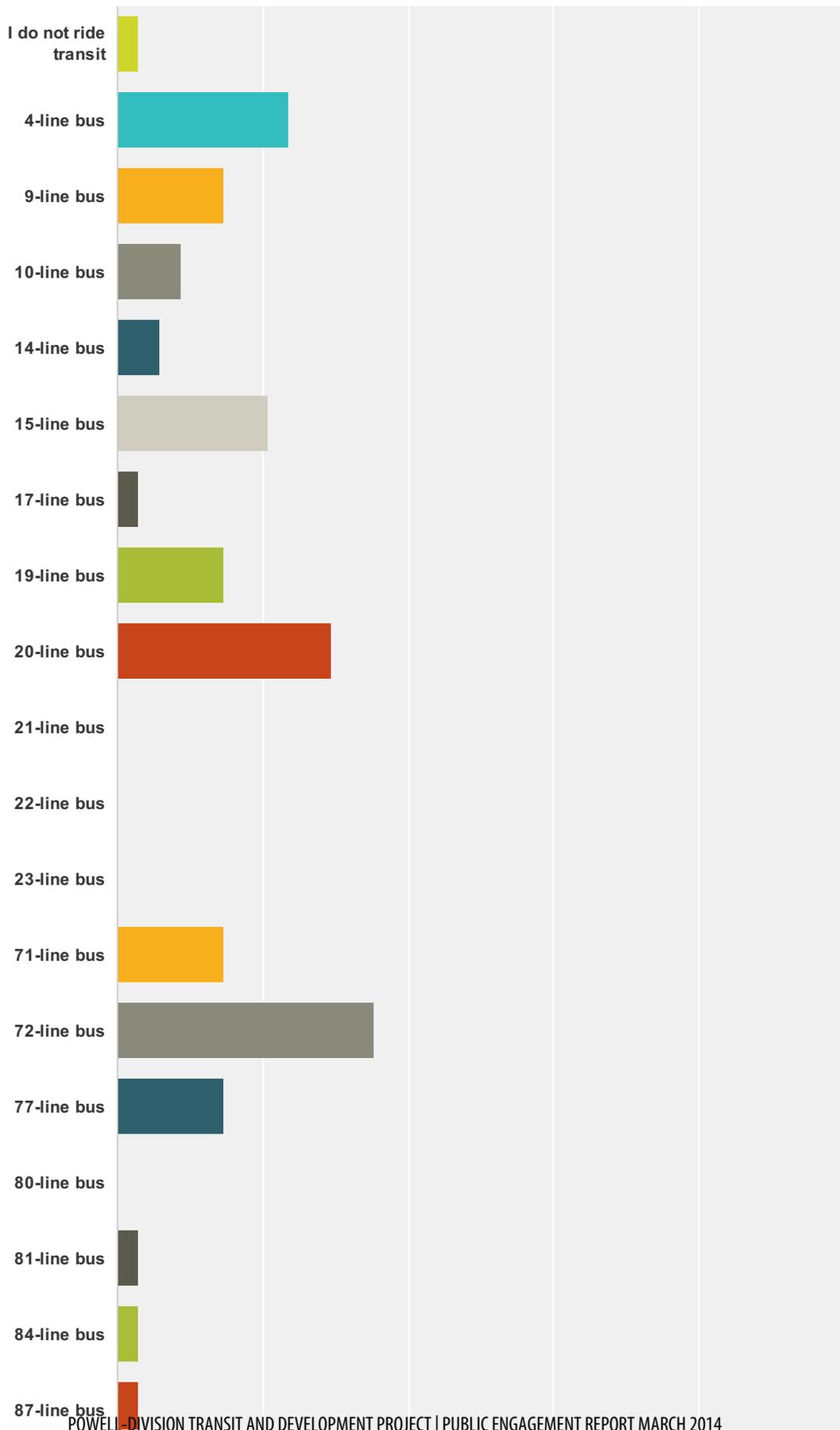
Answered: 35 Skipped: 1

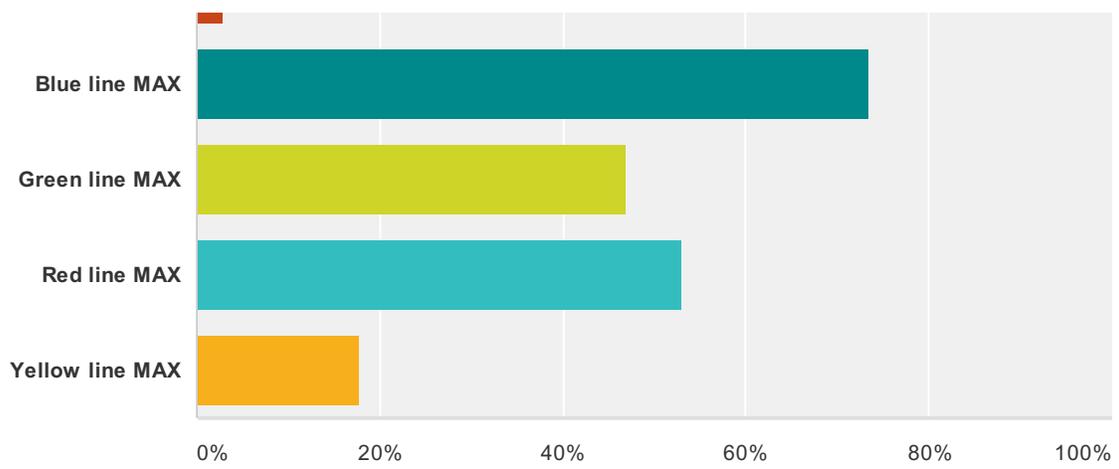
#	Responses	Date
1	Quality of life Safety and security I wish I could change the drug and violence issues. There are often police at 16nd Street. The neighborhood does not feel safe for women to walk in alone at night after 9pm.	2/5/2014 12:25 PM
2	Safety and security Sidewalks and crossings Transit 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



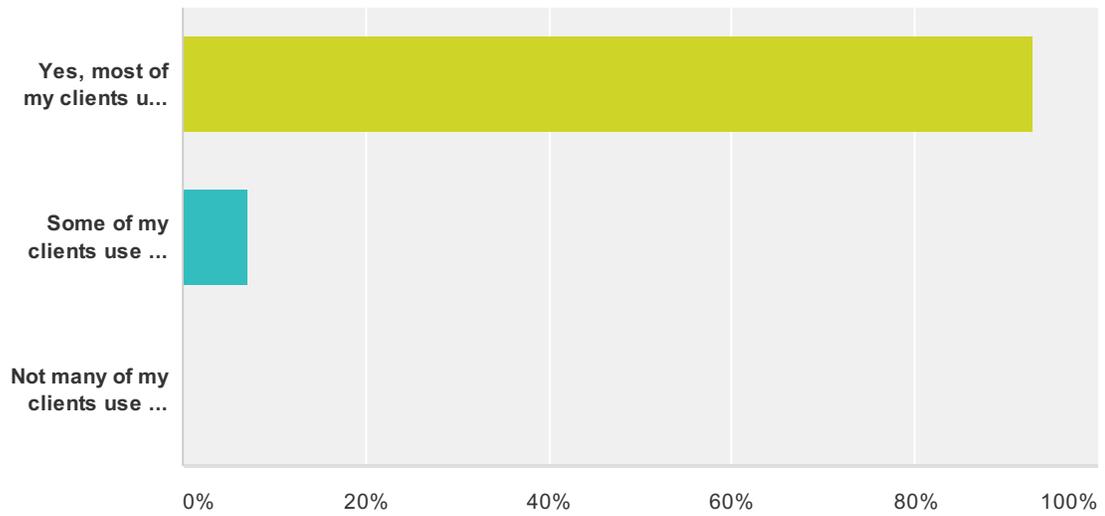


Answer Choices	Responses	
I do not ride transit	2.94%	1
4-line bus	23.53%	8
9-line bus	14.71%	5
10-line bus	8.82%	3
14-line bus	5.88%	2
15-line bus	20.59%	7
17-line bus	2.94%	1
19-line bus	14.71%	5
20-line bus	29.41%	10
21-line bus	0%	0
22-line bus	0%	0
23-line bus	0%	0
71-line bus	14.71%	5
72-line bus	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

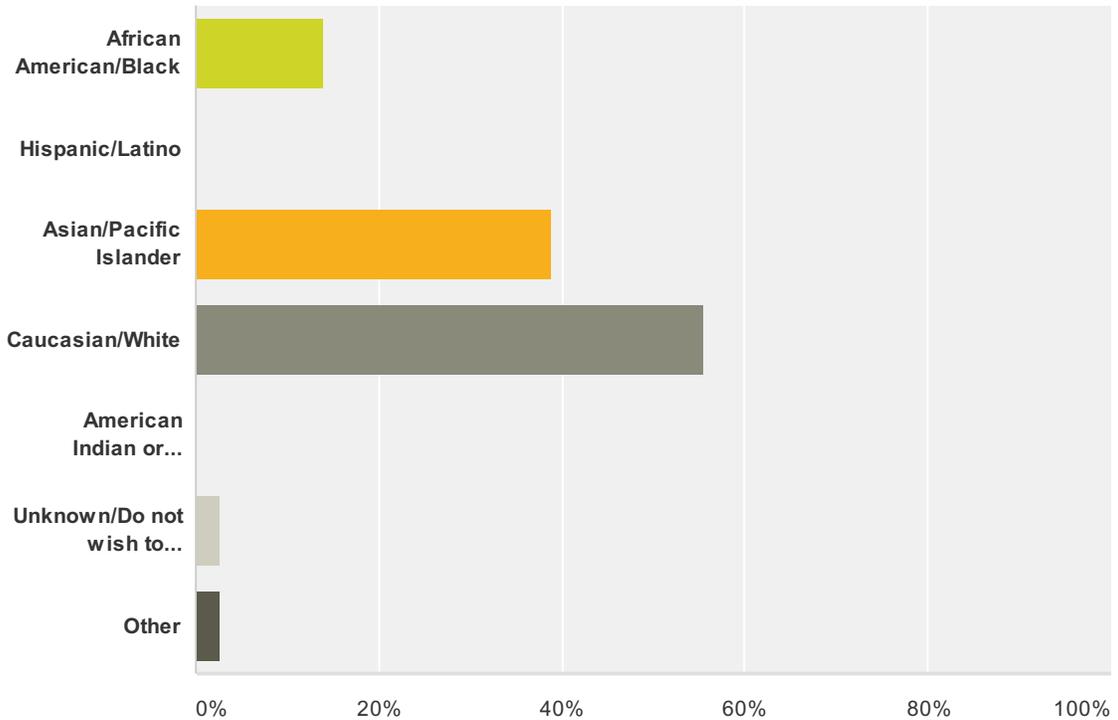
Q9 Are there groups or people you think would be interested in learning more? (please list)

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



City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandoregon.gov/bps
1900 SW 4th Avenue, Suite 7100, Portland, OR 97201 | phone: 503-823-7700 | fax: 503-823-7800 | tty: 503-823-6868

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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.

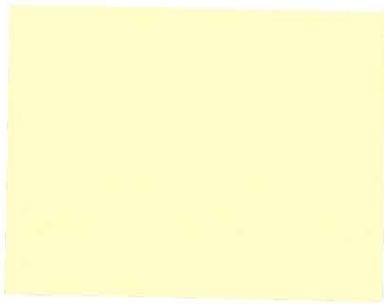
My preference as a bicyclist is to ride the Springwater Trail because it provides the most pleasant environment through which to ride a bike in this area. However, it's faster for me to get to/from work and home on Burnside. There are places on Burnside I do not like to ride, but there are other places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

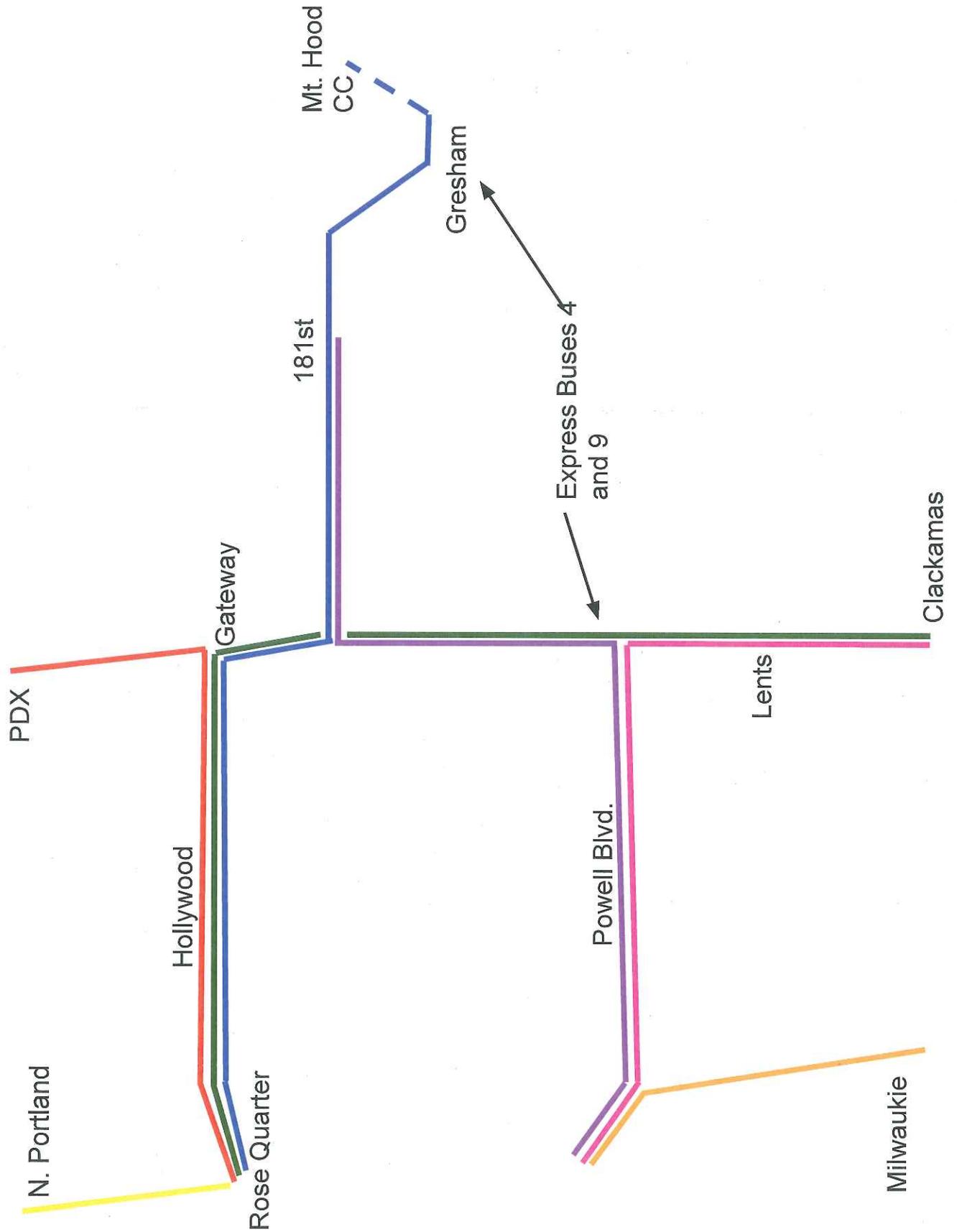
Yours,

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

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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

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

