



Metro | Agenda

Meeting: Powell-Division Transit and Development Project Steering Committee
Date: Monday, June 23, 2014 from 4 to 6 p.m.
Place: East Hill Church, office complex room, 701 N. Main Avenue, Gresham
Outcomes: 1) Adopt project outcomes and goals
2) Input on information to distinguish promising alternatives

4:00 **Welcome, introductions and agenda review** - Metro Councilors Craddick and Stacey

4:10 **Public comment**

4:20 **Project foundation**

- Staff presentation on project timeline, decision-making and the process to narrow and select alternatives. What type of project do we want to build, and how do we get there? - Brian Monberg, Metro and Alan Lehto, TriMet
- **Discussion** - All, facilitated by Councilors Craddick and Stacey

5:00 **Adopt project outcomes and goals**

- Overview of comments on the proposed goals and outcomes, including a report-out on the equity discussion - Deb Meihoff, facilitator
- **Discussion of language modifications** - All, facilitated by Councilors Craddick and Stacey
- **Action: Seek consensus on project outcomes and goals**

5:30 **Information to distinguish promising alternatives**

- Staff presentation on proposed screening information to identify trade-offs between alternatives. What other information would help committee members distinguish promising alternatives? - Brian Monberg
- **Discussion** - All, facilitated by Councilors Craddick and Stacey

6:00 **Adjourn**

Open house follows from 6 to 7p.m.

Steering Committee Meeting

June 23, 2014

Summary - Where we are, decisions and next steps

On March 17, the committee:

- Established a consensus based approach for decision making
- Provided input on proposed project outcomes and goals

Today, the committee will:

- Discuss the type of project we want to build, and the process to get there
- Action: Adopt project outcomes and goals
- Discussion: Discuss the information to narrow transit alternatives

On September 29, the committee will:

- Review potential transit alternatives with information about tradeoffs
- Identify transit alternatives that are more promising and should move forward for more detailed evaluation and public consideration
- Review recommended opportunity areas



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The proposed project outcomes and goals below are a result of the following process.

- Late 2013 Staff developed draft based on adopted community plans in the corridor
- Jan to March 2014 Steering Committee reviewed draft outcomes and goals during interviews
- March 17, 2014 Steering Committee generated ideas for improving goals
- March 20, 2014 Goals revised and sent to committee for comment
- Mid March Committee commented on revised goals; there is general support with
to mid April 2014 some issues needing further refinement
- June 2, 2014 Committee discussion on draft outcomes and equity goal
- June 16, 2014 Revised outcomes and goals sent to committee for consideration
- June 23, 2014 Steering Committee will seek consensus on project outcomes and goals**

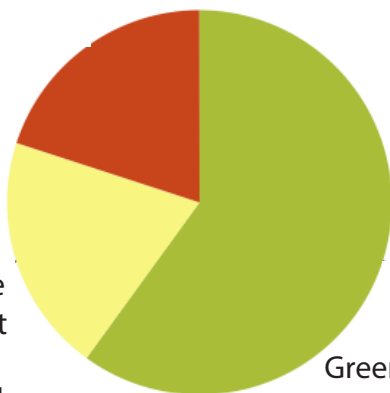
Survey of Steering Committee members on revised project goals and outcomes

- There was general support for the revised goals and outcomes (sent March 20).
- Red card concerns for the revised goals relate to addressing displacement and local bus service.
- Red card concerns for the revised outcomes relate to equity, economic development and the near-term time frame in relation to considering light rail.
- A summary of the results was shared with the committee on May 9 and is available on the project website.

Support for revised outcomes (March 20)

Red: I do not support the revised outcomes

Yellow: I have concerns that will need to be addressed

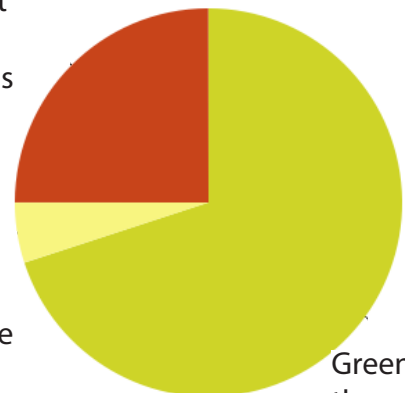


Green: I support the revised outcomes

Support for revised goals (March 20)

Red: I do not support the revised goals

Yellow: I have concerns that will need to be addressed



Green: I support the revised goals



Steering Committee discussion on equity goal

- 13 committee members joined in a June 2 discussion around equity in the proposed goals and outcomes.
- A summary of this discussion was shared with the committee on June 16 and is available on the project website.
- There was general agreement that the project should commit to advancing strategies that prevent market-driven, involuntary displacement.

ACTION: Revised outcomes and goals for Steering Committee consideration

Proposed project outcomes

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

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

Proposed project goals

- **Transportation:** People have safe and convenient transportation options – including efficient and frequent high capacity transit service *that enhances current local transit service* – that get them where they want to go and *improves* the existing system.
- **Well-being:** Future development and transit improvements create safe, healthy neighborhoods and improve access to social, educational, environmental and economic opportunities.
- **Equity:** *Future development and transit improvements reduce existing disparities, benefit current residents and businesses and enhance our diverse neighborhoods. There is a commitment to prevent market-driven displacement of residents and businesses and to equitably distribute the benefits and burdens of change.*
- **Efficiency:** A high capacity transit project is efficiently implemented and operated.







We are guided by the outcomes and goals developed by the steering committee to direct the project.

The purpose and need statement - provides the “what” and the “why” of the project. A statement of purpose and need incorporates the project goals, **describes what the project is trying to accomplish** and **documents why the project is necessary**.

Objectives - are the “how” of the project. They are **measurable information** based on the project goals, purpose and need. This is information for the Steering Committee **to make decisions**.

In September, the project team will provide information to the Steering Committee to begin narrowing alternatives. In today’s meeting, the committee will discuss what information will be most helpful to distinguish between alternatives.

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							

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

The working draft purpose and need statement will guide the information we use during the evaluation process to help narrow the options being considered over the summer and fall. The purpose and need will be open for public comment during the summer 2014. The Federal Transit Administration also reviews it as part of the federal funding process. It will be adopted as part of the Action Plan (March 2015), and refined during the work to be conducted in the next phase under the National Environmental Policy Act (NEPA).

DISCUSSION: Provide input on the working draft of purpose and need statement

To be open for comment in summer 2014, and reviewed by Federal Transit Administration. This working draft will be finalized as part of the action plan for this phase of the project.

Based on adopted local and regional plans and policy, the **project purpose:**

Is to connect Portland and Gresham with cost-effective, efficient, reliable high-capacity transit that meets forecast travel demand along Southeast Division Street and Southeast Powell Boulevard, supports the area's adopted policies, and provides:

(to be completed following June 23rd adoption of project goals)

- Transportation
- Well-being
- Equity
- Efficiency

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

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

Evaluation process for transit alternatives including route, transit type, station locations and opportunity areas

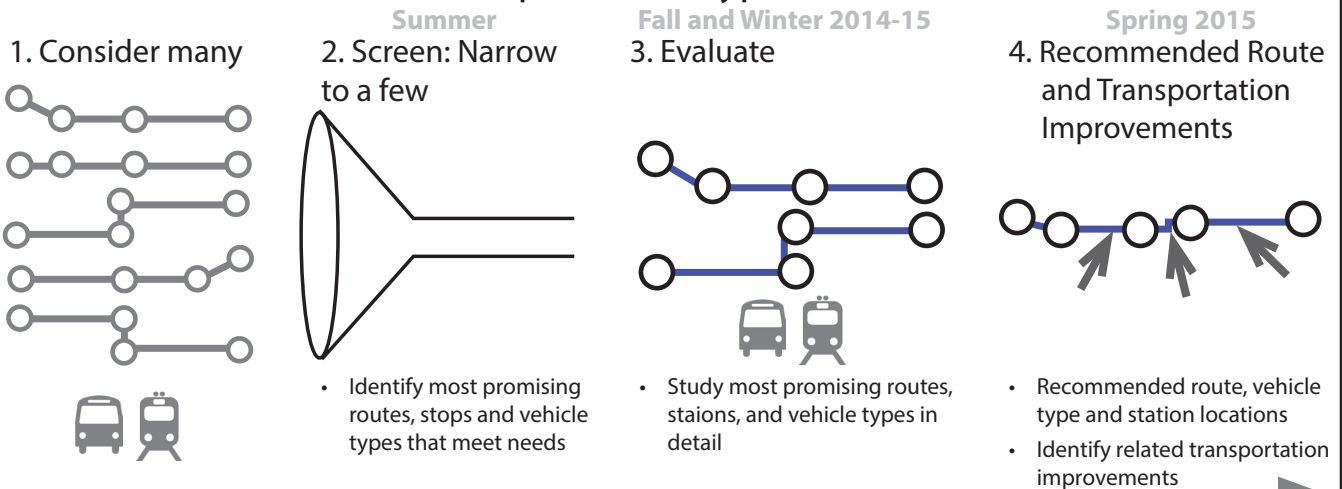
Today the Steering Committee will explore the process for evaluating alternatives and opportunity areas and discuss what information you need to make decisions.

The evaluation process will create information to weigh trade-offs and inform decisions that will lead to identifying a preferred alternative. Decisions will include route, transit type, station locations and opportunity areas where community-based land use visions will be developed.

In September, the project team will provide a range of alternatives for the transit route, mode, stations and opportunity areas for the Steering Committee to consider. The alternatives proposed will be based on Steering Committee and public engagement input and technical analysis.

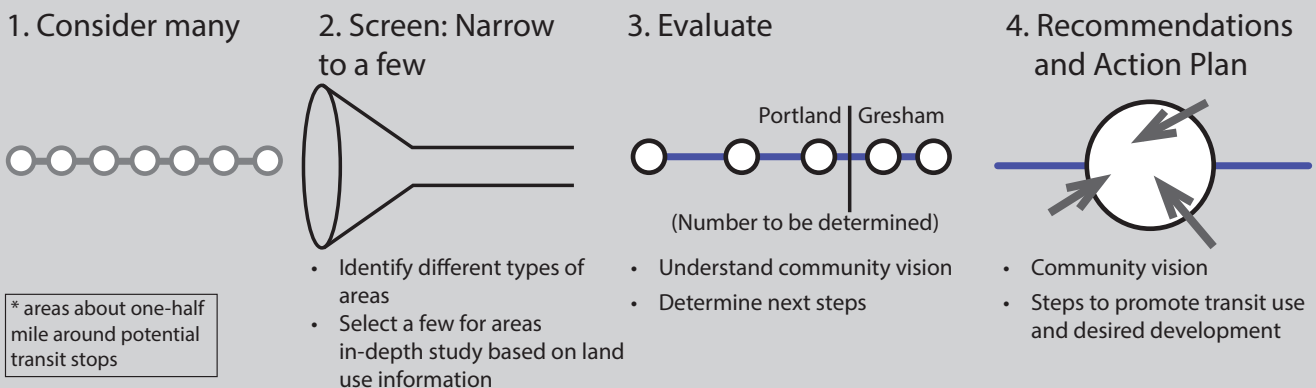
How?

Transit alternatives: route/stops/vehicle type



Ongoing input opportunities; project Steering Committee decisions at each stage

Opportunity areas*



DISCUSSION: What information do you need to narrow the wide range of alternatives?

Summer 2014 - The following questions will be answered for alternatives:

1. Does the transit alternative support existing policies and plans, including planned capital investments and projects currently under construction?
2. Does it serve existing and projected transit riders on Powell and Division?
3. Does it link key destinations in the corridor?
4. Are the impacts reasonable; is the transit alternative feasible given impacts to residential, business and community resources, parks, wetlands, wildlife habitat, historic sites and utilities?

Summer 2014 - Information based on the following objectives will be developed over the summer and provided in the fall to identify the most promising alternatives:

Goal: Transportation

- T1 Supports existing transportation policies and plans
- T2 Connects to areas with currently high ridership demand
- T3 Serves projected future transit ridership
- T4 Serves existing locations and transit users with faster service
- T5 Leverages existing right-of-way
- T6 Continue to provide mobility for all users, including pedestrians, bicyclists, motor vehicles, freight and emergency vehicles

Goal: Well-being

- WB1 Supports adopted land use plans and policies
- WB2 Provides transit service to the greatest number of people
- WB3 Serves the greatest number of jobs
- WB4 Serves major land uses and transit connections
- WB5 Serves important community resources and commercial destinations
- WB6 Minimizes property (homes and businesses) impacts
- WB7 Supports economic development
- WB8 Protects or improves the natural environment

Goal: Equity

- EQ1 Improves safe access to high capacity transit for communities of color and low-income and other populations of concern
- EQ2 Distributes negative impacts equitably
- EQ3 Distributes benefits equitably

Goal: Efficiency

- E1 Time-frame for service implementation
- E2 Maximizes financial resources
- E3 Maximizes the utility of existing transportation facilities
- E4 Minimizes right-of-way residential, business, utility and property impacts
- E5 Minimizes impacts to parks, recreation areas and historic sites

The evaluation process will provide the Steering Committee and the community with information to better understand the project, weigh trade-offs, and make decisions on transit alternatives and opportunity areas in the Powell-Division corridor. The evaluation process is intended to provide the Steering Committee with the information necessary to recommend a preferred alternative for the route, mode and station locations and opportunity areas.

A community vision that describes what stations would look like and how transit use and desired community development can be promoted will be developed. An evaluation process will define a range of opportunity area types and select the areas where community-based land use visions will be developed.

Transit Alternatives Evaluation

Summer 2014 - A wide range of the transit modes and routes that have been proposed by the project team, the Steering Committee and the public will be screened to narrow the range to a smaller, more manageable number of promising alternatives that would satisfy the adopted project outcomes and goals.

- An initial set of questions will determine whether an alternative addresses the project goals.
- More detailed information will be developed for the alternatives that pass the initial screening questions.

The screening questions and the objectives for which more detailed information that will be developed for screening are on page seven.

Fall 2014-Winter 2015 -The smaller range of alternatives will be more fully evaluated.

- In September, the Steering Committee will review the screening information along with input from the public to recommend which station locations, transit types and routes merit further consideration.
- The Steering Committee will also decide what additional information to use for this more detailed evaluation. More information will be developed for the objectives on page seven and additional measures would assess how well an alternative would perform on the following objectives:
 - Improve transit reliability
 - Continue to provide mobility for all users, including pedestrians, bicyclists, motor vehicles, freight and emergency vehicles
 - Increase number of people able to move in and through the corridor
 - Improve safe access to transit for pedestrians and bicyclists
 - Improve safety for motor vehicles
 - Increase transit ridership in the corridor
 - Increase transit ridership system wide

Early 2015 - The Steering Committee will recommend a preferred transit route and type and station locations for the Powell-Division Transit and Development Action Plan.

Opportunity Area Evaluation

Opportunity areas are places with major community anchors and destinations, development or redevelopment potential, and places identified by the community. Opportunity areas generally are street segments identified in the Powell Division Opportunities and Constraints analysis completed in early 2014.

Summer 2014 - A process will narrow the list of opportunity areas to discuss with the community and study. Opportunities areas will be analyzed based on:

Transportation: destinations; transit ridership, including transit-dependent and under-served or under-represented community members

Physical environment: Current land uses and area character

Potential change: existing plans; allowed land uses; and development or redevelopment potential

Community interest: areas the project team has heard should be studied in detail.

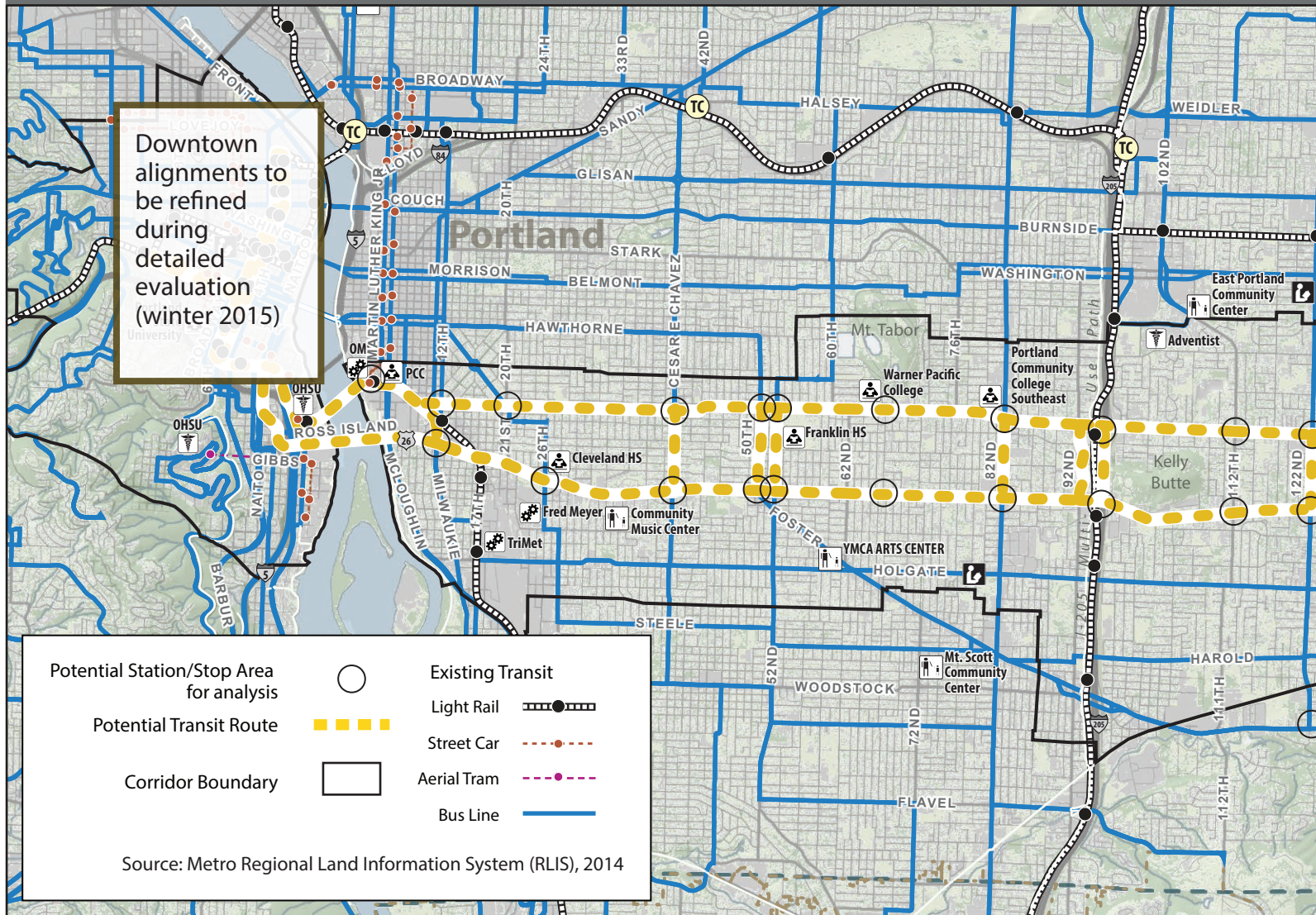
The project team will identify different opportunity area types based on design, population, community and other factors. Types will be developed based on existing conditions and existing plans. The opportunity areas studied will not include all potential station areas.

Fall 2014 - Community workshops will identify physical, economic and social issues and concerns in the selected areas, and community conversations will identify desired uses (residential, commercial, industrial, institutional, parks, public spaces), desired building intensity, pedestrian and bike improvements, future area character and desired transit stop improvements and amenities.

Winter 2015 - Following the community workshops and other outreach, an action plan to achieve the vision in each area will be developed. The content of each action plan will vary, depending on local conditions and community needs. The action plan will include information about how those strategies can be applied to other similar opportunity areas in the corridor. The Steering Committee will provide input on the draft action plans. Gresham, Portland, TriMet, Multnomah County and other agencies will be responsible for implementing those actions to prepare for and respond to the addition of new high-capacity transit in the Powell-Division corridor.



Powell-Division Transit and Development



What does this map show?

This map shows potential transit routes, along with potential station areas based on community input, land use and transportation work to date.

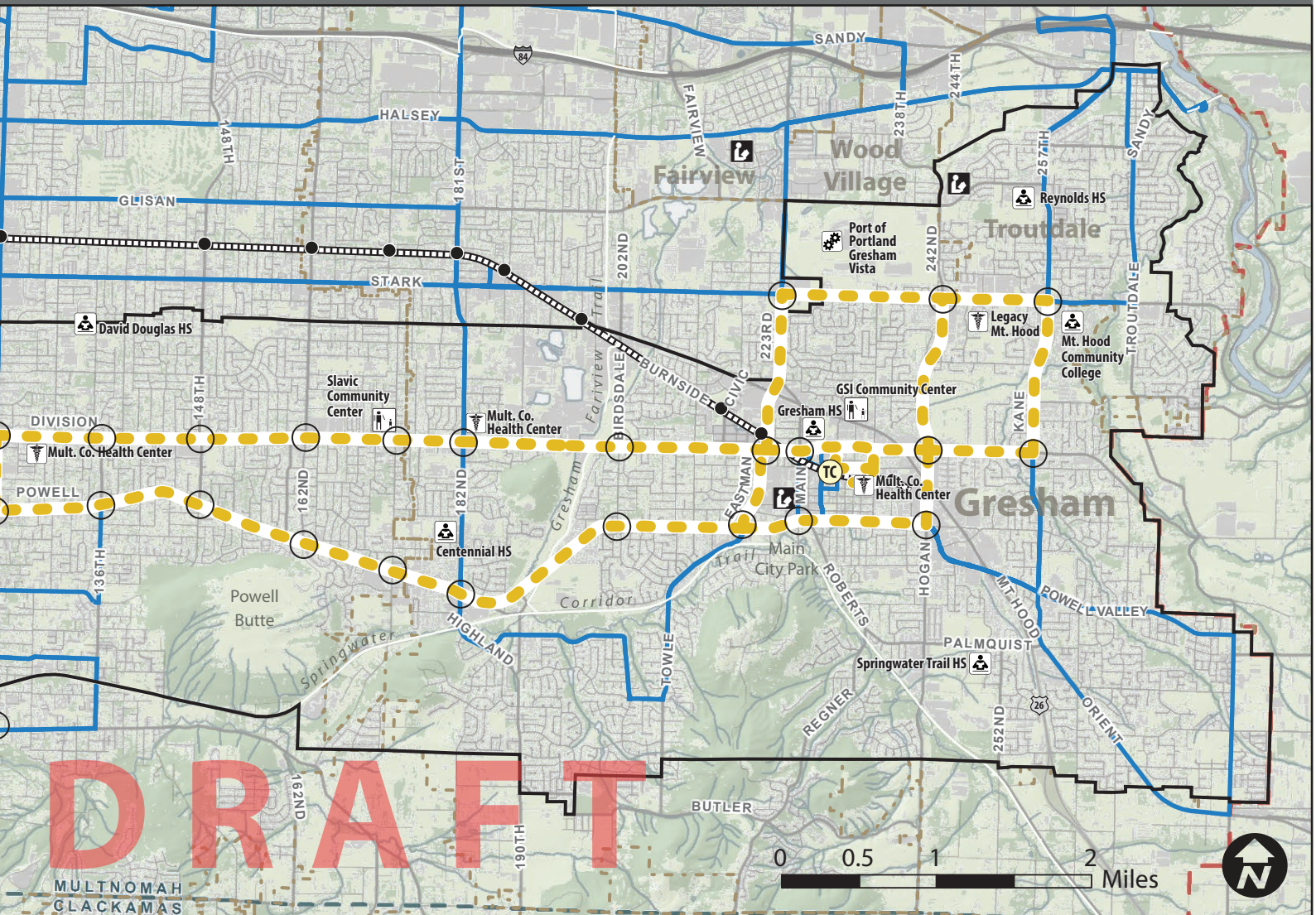
Potential station areas are intersections with a high level of current activity. They were selected based on the presence of transportation transfer point, existing community anchors and/or likely development potential. These are places where it may make sense to develop more significant transit stations and invest in related capital improvements and community places. The list of areas will be refined through Steering Committee and community input, as well as route choice and real estate development analyses that will be conducted later this year.

Where are we starting from?

The potential route options have been informed by past plans and current conditions, including:

- High Capacity Transit System Plan (Metro)
- East Metro Connections Plan (Metro)
- Gresham and Portland's Transportation System Plans
- Gresham and Portland's Comprehensive Plans
- Existing bus routes
- Current and projected transit ridership
- Existing and planned concentrations of housing, jobs and services

Project: Potential Transit Routes



Where should the route go?

- Which places and destinations are most important to serve?
- Should the route run all along Powell, all along Division or on a combination of both streets? If it runs on both streets, where should it cross?
- How does the route best connect Downtown Gresham to the existing MAX line, existing bus routes, Mount Hood Community College, and the Port of Portland/Gresham Vista employment site?
- Where should the route run in downtown Portland?
- Weigh in with your ideas, take a survey and get more information at:
www.oregonmetro.gov/powelldivision
503-813-7375

What types of transit would be considered for this project?

The types of transit to be explored begins with those identified in regional policy from the Regional High Capacity System Plan:

High capacity transit carries high volumes of passengers quickly and efficiently, and serves a regional travel market with relatively longer trip lengths to provide a viable alternative to the automobile in terms of convenience and travel time. High capacity transit strives for frequencies of 10 minutes or better during the day and 15 minutes on weekends.

This project will explore a range of rail and bus alternatives in order to meet project needs.

Types of transit we have in our region



Bus and Frequent Service Bus



Light Rail



Commuter Rail - WES
between Beaverton and
Wilsonville



Streetcar - in Portland Central
City

What examples can we learn from?

Seattle - Seattle's transit system includes Link Light Rail, Commuter Rail, ferries, buses, the Rapid Ride system, and a streetcar line under construction.

Eugene - EmX is a bus rapid transit (BRT) system designed to serve Eugene and Springfield. EmX features median and curbside stations with enhanced amenities.

Los Angeles - Los Angeles has been building a light rail system as well as bus rapid transit lines.

Kansas City - The MAX bus rapid transit line serves Main Street.

Salt Lake - Salt Lake City's system includes commuter rail, light rail, bus, bus rapid transit, and streetcar.

Cleveland - The Cleveland Health Line bus rapid transit connects Cleveland Clinic and University Hospital on Euclid Avenue.



Bus Rapid Transit - examples include
Everett, Washington, shown here

In September, staff will provide a DRAFT transit alternatives report that will include the screening and evaluation information for the alternatives identified during public comment and open houses in July 2014. The report will include a description for each alternative:

Example Alternative

Description:

Screening questions:

1. Does the transit alternative support existing policies and plans, including planned capital investments and projects currently under construction?
{to be completed}
2. Does it service existing and projected transit riders on Powell and Division?
{to be completed}
3. Does it link key destinations in the corridor?
{to be completed}
4. Are the impacts reasonable; is the transit alternative feasible given impacts to residential, business and community resources, parks, wetlands, wildlife habitat, historic sites and utilities?
{to be completed}

Screening Summary

Why considered for study?	
Why promising?	
Why less promising?	
Issues for further study?	
Recommendation	

Next Steps

In September, staff will provide a DRAFT transit alternatives report that will include the screening and evaluation information for the alternatives identified during public comment and open houses in July 2014. The DRAFT transit alternatives report will also include a matrix like this to show the trade-offs between the goals and objectives.

Alternatives - to be determined

Transit categories	Rail transit type														
	1	Route alternative													
	2														
	3														
	n														
	Rail transit type														
	1	Route alternative													
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n															
Other Modes															
1	Route alternative														
2															
3															
n															

LESS PROMISING



MORE PROMISING

[illegible]

What's next?

June/July: Weigh in on the types of transit alternatives to be explored via survey, open houses and meetings.

September: Review results from the DRAFT transit alternatives report; identify the alternatives with the most support and that appear most promising.

What's next - Steering Committee

- **Optional work groups** - Interested members of the Steering Committee and public will be invited to explore issues relevant to the project, including but not limited to equity, modal issues (freight, bicycle, pedestrian) and safety and security. These work groups will be convened on an as needed basis, and the opportunity to participate will be broadly publicized. A summary of work group efforts will be made publicly available and shared with the committee in advance of the September meeting.
- **Tours of the corridor** - Tours will help committee members and project staff better understand the challenges and opportunities in the corridor. The committee, as a group, will be invited to tour the project area in summer and fall. Efforts will be made to secure TriMet buses for these tours.
- **Talk with staff sessions** - These unstructured drop in sessions will continue to take place the second and fourth Tuesday of every month at the Division Midway Alliance office, mid-corridor on 122nd Avenue and Division Street. The sessions provide an opportunity to talk with staff about the project and provide input.
- **Tech session** - The week prior to the September 29 committee meeting, committee members will be invited to walk through meeting materials with project staff. This optional session will help interested members be prepared to participate and make decisions during the meeting.

What's next - public engagement

Below is an overview of events this summer. More information is available in the public engagement report and on the project calendar, www.oregonmetro.gov/powelldivision.

- Transit alternatives survey
- Public workshops
- Talk with staff sessions
- Bus rider engagement
- Youth-led bus rider engagement
- Equity work group
- Other themed work groups
- Environmental justice engagement
- Grants to community based organizations
- Participation in related public events
- Powell-Division community briefings
- Powell-Division email updates



Powell-Division Transit and Development Project Steering Committee
Monday, March 17, 2014
4 to 6 p.m.
Portland Community College, Southeast Center

Committee members present

Shirley Craddick, Co-chair
Bob Stacey, Co-chair
Trell Anderson
John Bildsoe
Lori Boisen
Devin Carr
Matt Clark
Bill Crawford
Shemia Fagan
Jessica Howard
Nicole Johnson
Kem Marks
Neil McFarlane
Diane McKeel
Melinda Merrill
Diane Noriega
Steve Novick
Raahi Reddy
Lori Stegmann
Jason Tell
Matt Wand

Metro Council
Metro Council
Catholic Charities
Gresham Coalition of Neighborhood Associations
Division-Midway Alliance
Student and transit rider
Johnson Creek Watershed Council
Southeast Uplift Neighborhood Coalition
Oregon State Legislature
Portland Community College, Southeast
OPAL Environmental Justice Oregon
EPNO and EPAP
TriMet
Multnomah County
Fred Meyer
Mount Hood Community College
City of Portland
APANO and University of Oregon
City of Gresham
ODOT
East Metro Economic Alliance

Committee members excused

Heidi Guenin

Upstream Public Health

Metro staff

Elissa Gertler, Brian Monberg, Dana Lucero, Camille Tisler, Joyce Felton, Jon Williams, Beth Cohen

1.0 Welcome and introductions

Co-chair Shirley Craddick convened the meeting at 4:03 p.m. and welcomed committee members. She described the structure of the committee and introduced Metro staff members supporting the committee.

Co-chair Bob Stacey expressed excitement about the project and the committee's role in delivering transit improvements to communities in the Powell-Division corridor. He noted that the committee is made up of institutional delegates, community-based organization representatives, elected officials and community members. This composition makes the Steering Committee unique and will bring public interest perspectives to the process.

Each committee member then offered their thoughts on his/her vision for the corridor in ten years.

- Safety for pedestrians, cyclists, automobiles, and transit users
- Economic growth and increased job market
- Family friendly environment
- An education corridor connecting Portland State University, Portland Community College, Warner Pacific and Mount Hood Community College, as well as several K-12 schools
- Housing variety and socioeconomic diversity
- Access to natural areas
- Equitable opportunities

2.0 Public comment

Mr. Jim Karlock commented on transit commute times, the lack of light rail safety, job displacement, and overall cost of transit. He expressed concern that high capacity transit will be an expensive, but less efficient alternative.

Mr. Bob Clark expressed hope that the project would not reduce existing car and bus capacity in the corridor. He noted that the residents should have a direct voice in the process, suggesting a vote or polling.

Mr. David Hampsten, representing the Hazelwood Neighborhood Association, charged the Steering Committee with considering the current and upcoming growth in East Portland. He asked that committee members make this a proactive project that will raise the quality of life in East Portland neighborhoods. Mr. Hampsten suggested that special attention be paid to the affordability of the system.

3.0 Steering Committee charge and decision making

Ms. Dana Lucero reviewed the charge of the Steering Committee, as follows. To represent the community by providing information to and from constituents/community members, and represent their perspectives, concerns and priorities. To advance the project through key decision points following decision-making protocols as established by the committee. And to recommend an action plan. The recommended action plan will then go to the local and regional elected bodies for consideration and endorsement. She emphasized the

importance of committee members continued participation within their organizations and within the project's engagement process.

Ms. Lucero then outlined the proposed meeting protocols and decision making process. The decision process proposed was a consensus-based approach, with decisions only moving forward with a high level of committee support. She described a proposed process for reaching resolution when the committee is fundamentally divided and consensus cannot be reached.

Commissioner Steve Novick asked that the committee consider weighted votes as opposed to a simple majority when the committee is fundamentally divided. Mr. Trell Anderson agreed that a simple majority vote may not be the best option, but suggested instead that they require a two-thirds majority. Ms. Diane Noriega proposed that the committee use a first-read, second-read system for decisions, though she acknowledged that the project timeline might render this unfeasible.

Ms. Raahi Reddy inquired about distributing materials further in advance of each meeting, in order to allow committee members to take the information to the groups and communities they represent. Additionally, she suggested that the committee use a method of tabling topics at meetings that they are unprepared to decide on that day. Ms. Lori Boisen inquired about the possibility of extending the timeline if necessary.

Per Representative Shemia Fagan's inquiry, staff explained that a representative can attend in the committee member's place if necessary. Staff also noted that they are willing to work closely with members prior to and following the meetings if they are unable to attend.

Following the discussion, Co-chair Craddick called for a show of support for using a consensus-based approach for decision making, with the caveat that staff will rework some of the details of the procedure. The committee approved this approach with all members showing in full support with green cards.

4.0 Making decisions: Project outcomes and goals

Co-chair Stacey overviewed the proposed project outcomes and goals. Mr. Brian Monberg explained the proposed outcomes and goals are based in adopted local and regional plans and were discussed with each committee member in interviews prior to today's meeting. The proposed goals reflect on feedback from the community, staff, steering committee members and best practices from other projects. He explained that the goals are measureable so the project can be evaluated based on those measurements.

Ms. Lucero noted that the public engagement report describes the broad support for the project. People believe implementation should improve access to transit and the experience for riders of the 4 (Division) and 9 (Powell) bus lines. Findings also show that the committee should consider different transit types equally and focus on safety. She explained there is a fear of displacement and residents hope instead to improve conditions for the current residents. Additionally, she noted that in interviews, committee members also focused equitable access and benefits.

Committee discussion:

- Committee members discussed fighting displacement, and the need to identify anti as an explicit goal. Members discussed the need for affordability in the corridor, both in housing and transit. Ms. Lucero read a statement from Ms. Guenin, who was not in attendance (attachment to the record).
- Committee members discussed the need for bike and pedestrian improvements to improve both the transportation network and safety.
- Mr. Marks expressed a concern about the level of involvement from the community. He explained that he believes the community voice should directly inform the committee's data and decisions. Ms. Lucero explained that every decision the committee makes will be informed by technical and community input.
- Commissioner Novick expressed an interest in understanding more about the role of the committee in relation to its interaction with the cities, Metro Council and advisory committees.
- Councilor Stegmann noted that the project should be compatible with the current infrastructure so cars are not displaced. Ms. Merrill added that freight has to continue to move through the corridor. Additionally, Mr. Marks pointed out that high capacity transit should not displace or interrupt current transit.
- Per Mr. Tell's inquiry, Mr. Monberg explained that the committee will be discussing ways to measure the goals at the next meeting. This will give specific objectives to the broader goals statements and will begin the screening process for alternatives.
- Mr. Bildsoe and Mr. Anderson asked that more quantitative data, such as projected traffic volumes and transit ridership in the corridor, be made available to the committee in order to better inform their discussions and decisions.
- Mr. McFarlane suggested that travel time for transit riders be identified as a goal so efficiency is tracked.
- Mr. Anderson stressed the importance of striving to reduce toxic emissions and would like to see it incorporated into the evaluation of the well-being goal.

Ms. Lucero summarized the discussion by focusing on proposed areas for refinement within the project outcomes and goals. Revisions to the goals included additions to the transportation goal to emphasize compatibility with other travel modes, including safety within the well-being goal and addressing the concerns about displacement and benefits to current residents within the equity goal. Revisions to the proposed outcomes focused on clarifying the role of the project and committee. The co-chairs called for consensus, directing staff to move forward with revisions to the proposed outcomes and goals for committee consideration and asked for a show of support through the color cards: all were green excepting Mr. Tell, Mr. Anderson, Ms. Boisen, Mr. Crawford, Mr. Bildsoe, Ms. Reddy, Mr. Bildsoe, Mr. Novick and Ms. Johnson, who indicated yellow cards.

5.0 Project information and next steps

Mr. Monberg explained that staff will provide the committee with data to inform their decisions, but staff would like the committee to give input on the type of information needed. He overviewed the high level data included in the "summary document" and noted that as the process moves forward more detailed reports will be available. Mr. Monberg also noted that some information will be distributed between meetings.

6.0 Public comment

Mr. Jim Karlock expressed concern about implementing high capacity transit to solve a problem, he believes, can be solved by local transit increases. He also believes that mass transit is less efficient than small cars.

Mr. Ian Royer noted his satisfaction with the current make up of the committee and its representative nature. He asked that the committee not rely on procedural justice and overlook distributive justice.

Mr. John Mulvey, from Oregon Walks, explained that funds are allocated to this project from Oregon Walks active transportation funds. He felt that the project should return those funds if the project plans to focus on cars in addition to active transportation infrastructure.

Written comments were submitted by: Chris Bentley and Ray Whitford. These comments are included as attachments to the record.

7.0 Adjourn

Co-chair Stacey adjourned the meeting at 6:05 p.m.

Meeting summary respectfully submitted by:

Camille Tisler

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	3/17/14	3/17/14 Steering Committee Agenda	031714pdsc-01
2	Document	3/17/14	Steering Committee Decisions Summary	031714pdsc-02
3	Comment		Heidi Guenin comment	031714pdsc-03
4	Comment		Ray Whitford comment	031714pdsc-04
5	Comment		Chris Bentley comment	031714pdsc-05
6	Document		Meeting protocols	031714pdsc-06

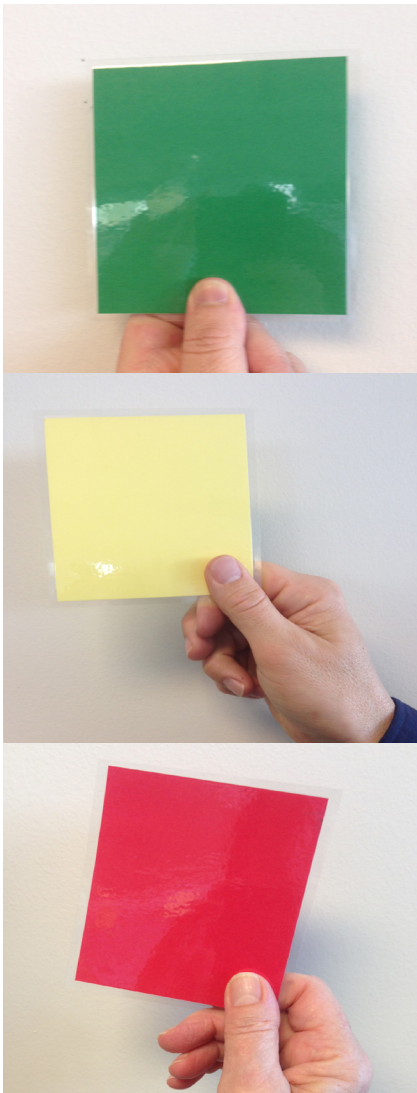
Materials following this page were distributed at the meeting.

MEETING PROTOCOLS AND DECISION MAKING PROCEDURES

Confirmed March 17, 2014

MEETING PROTOCOLS

- ☐ Arrive on time
- ☐ Actively listen to public comments
- ☐ Actively listen to each other
- ☐ When you want to speak, stand your name tent up on end
- ☐ Be mindful of how long you speak
- ☐ After the meeting, let staff know if there is anything that would help you feel more comfortable participating



DECISION MAKING

The Steering Committee will use a consensus-based approach for decision making, meaning decisions move forward because they are supported by members but are not necessarily the favorite choice of each individual member.

Step 1: A committee discussion will follow the presentation of technical information and community input. After questions are answered and concerns are discussed, there will be a call for consensus and you will be asked to indicate your level of support for a proposed decision by raising a color card.

Green I support this.

Yellow I have concerns that will need to be addressed or am skeptical, but I will not block this.

Red I do not support this.

Step 2: People who raised yellow cards will share their concerns. These will be recorded and may include:

- Considerations that should be addressed as the project moves forward
- Modifications or additions to the decision
- General statements you want included in the meeting record

Step 3: People who raised red cards will share:

- Based on the yellow card discussion, whether they would still raise a red card
- Considerations that should be addressed or modifications to the decision that would move them from a red card to a yellow card

Step 4: If the proposed decision has substantively changed, you will be asked to indicate your level of support by raising a color card.

Reaching consensus: A proposed decision with modifications or additions will be confirmed upon reaching consensus, as indicated by green and yellow cards.

Consensus is not the same as unanimity. Following a good faith discussion, the committee may choose to move forward with red cards remaining. Red card concerns will be addressed moving forward to the greatest extent possible.

Should the committee be fundamentally divided, alternatives will be developed based on the issues raised and new proposals will be brought back to the committee for consideration. If the committee remains divided, the proposals will be separated into elements; those with support will move forward. For the unresolved elements, the co-chairs will answer the question: Can the project move forward with uncertainty on this element? If certainty is needed, the committee will determine an appropriate voting method.

Steering Committee feedback - goals, outcomes and informational needs

May 9, 2014

Revisions were made to proposed project goals and outcomes based on the Steering Committee's discussion on March 17. This document reflects the feedback received on those revisions.

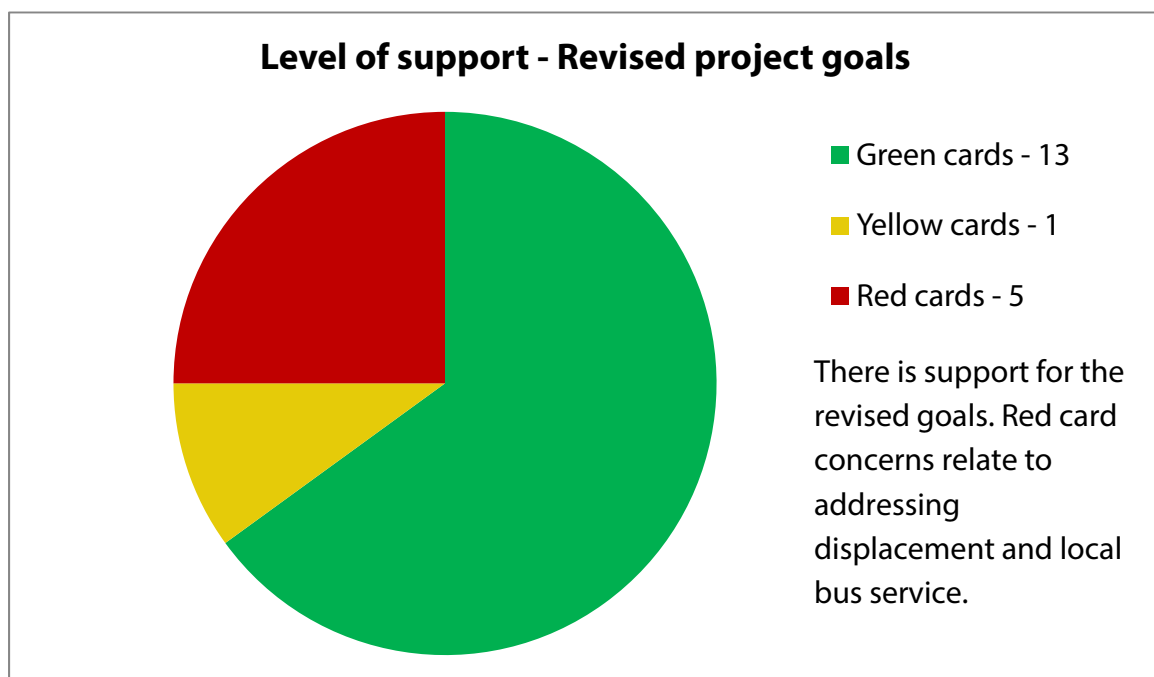
Revised project goals (March 20, 2014)

Transportation: People have safe and convenient transportation options – including efficient and frequent high capacity transit – that gets them where they want to go and are compatible with the existing system.

Well-being: Future development and transit improvements create safe, healthy neighborhoods and improve access to social, educational, environmental and economic opportunities

Equity: Future development and transit improvements reduce existing disparities and, equitably distribute the benefits and burdens of change and benefit current residents.

Efficiency: A high capacity transit project is efficiently implemented and operated.



Comments on revised project goals

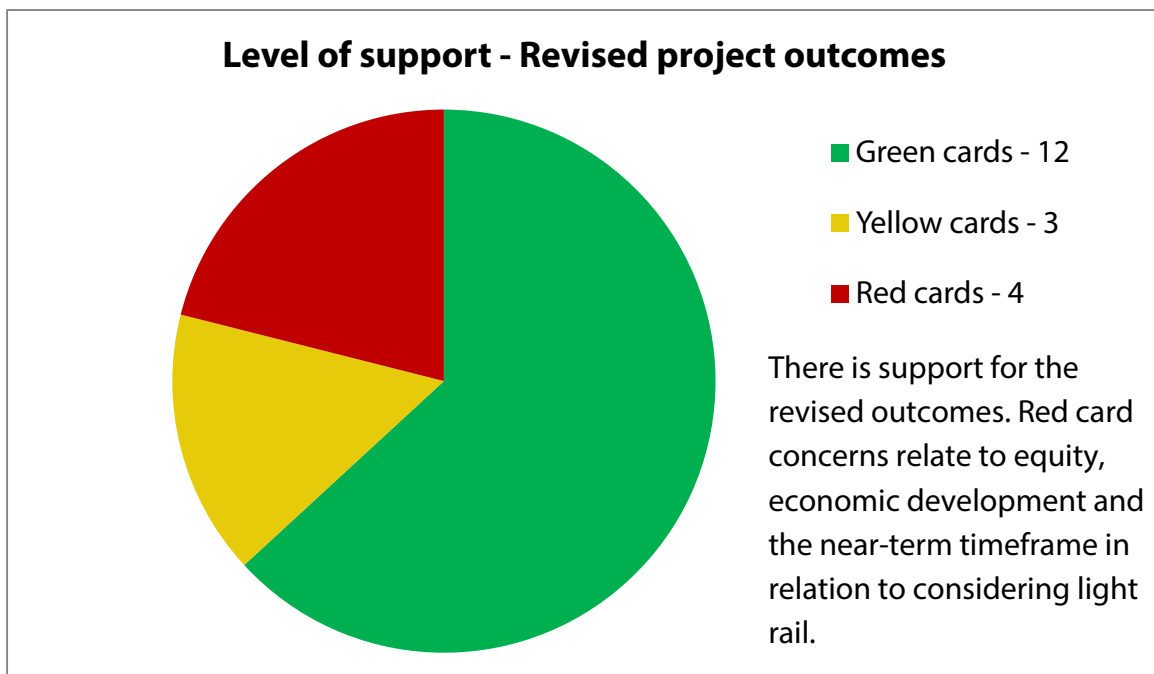
GREEN		I thought you captured well the comments from the last Steering Committee meeting.
		You all did an excellent job of capturing the concerns that I heard brought up at the first meeting. I am supportive of these revisions. Nice work!
YELLOW	Car/freight mobility	It does look like you've done a great job of incorporating many of the issues brought up at the meeting, thank you. I'm still very concerned that the words "freight movement" or "vehicle movement" are nowhere to be seen, even as a bullet point under the Transportation goal. This committee absolutely has a responsibility to recognize that cars and freight must continue to be able to move along this state highway. I feel quite strongly that it needs to be there somewhere.
	Equity	Part of me would like to see the Equity goal more clearly defined, but this will suffice.
RED	Displacement	Our transportation, well-being, and efficiency goals are on par with what I remember and agree with. The Equity goal's additional language of "and benefit current residents" does not encompass the specific language around mitigating displacement that we discussed at our first committee meeting. I would like to see this specific language added before voting either yellow or green.
	Displacement	In our discussion at the steering committee meeting, it seemed there was clear support for being bold about our commitment to preventing displacement. What is included in the revised goals for EQUITY is weak and not in the true spirit of what we discussed. In my notes I wrote down the "dependent clause" Dr. Howard offered- - "are committed to prevent displacement of existing communities"... and I would add "and to enhance our diverse neighborhoods"
	Displacement	We need a strong explicit commitment to anti-displacement strategies. I understood from my meeting debrief that that was a common concern at the steering committee.
	Displacement	I would like more specific language in the transportation goal relating to "making sure local service does not get cut or limited" Also for equity, there needs to be language specifically stating "prevention of displacement"

Displacement and local bus service	I do not believe that the goal for equity is sufficient in insuring that preventing displacement is a priority of the committee. It is necessary, in my opinion, to make this clear which is not the case as currently written. With regard to transportation, it needs to specify that we do not want a reduction in local service. Before I could be persuaded otherwise, I would need to see information that would indicate that the alignment and configuration of stations would not negatively impact the ability of people to take short to medium trips.
------------------------------------	---

Revised project outcomes (March 20, 2014)

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

- 1) Create a vision and development strategy for key places that promotes economic development and serves the community.
- 2) Identify a preferred near-term high capacity transit solution for the corridor that efficiently serves high ridership demand, is coordinated with related transportation investments, and recognizes limited capital and operational funding. The solution will include mode, alignment, and station locations with supporting transportation improvements.



Comments on revised project outcomes

GREEN		I thought you captured well the comments from the last Steering Committee meeting.
		You all did an excellent job of capturing the concerns that I heard brought up at the first meeting. I am supportive of these revisions. Nice work!
YELLOW	Light rail consideration	The 'near term' language is a bit confusing -if in fact the HCT is light rail, will that in fact be a near-term solution?
	Data	How well a transit solution serves demand depends on how accurately we understand current and future variables.
	Car/freight mobility	Hello – it does look like you’ve done a great job of incorporating many of the issues brought up at the meeting, thank you. I’m still very concerned that the words “freight movement” or “vehicle movement” are nowhere to be seen, even as a bullet point under the Transportation goal. This committee absolutely has a responsibility to recognize that cars and freight must continue to be able to move along this state highway. I feel quite strongly that it needs to be there somewhere.
RED	Economic development	"Economic development" should read "healthy & equitable economic development" to balance the different goals of the project. Without that addition, "economic development" can be read far too broadly, especially given the already high level of mobile source pollution in some parts of the corridor. Is there a reason that "economic development" appears to be the primary focus of #1 and is mentioned before #2 (which I thought was the primary goal of the project)?
	Economic development	I am concerned about the definition of economic development in the first goal and want to make sure that means family wage jobs for residents in the community.
	Economic development	on Action plan 1) include "promote HEALTHY COMMUNITIES through EQUITABLE development" and on Action Plan 2) Add improved access and safety to the end of the paragraph.
	Light rail consideration	Frankly, a focus on "near-term" and "capital and operational funding" seems to be a way to lock us into a predetermined mode, and system without saying so directly. Frankly, this language gives me the feeling that we are being pushed in the direction of "enhanced bus service" or a scaled back version of BRT.

Additional thoughts

- Thank you for the opportunity to engage in these planning efforts.
- I also concerned with the consensus model. It doesn't seem like it is fair. I am not clear on the end process if we do not reach consensus.
- When I interviewed, I mentioned an education piece. We need something that educates all modes of traffic as to pedestrian laws. Oregon's pedestrian laws are SO confusing, it is no wonder we have so many accidents. Ultimately, I'd like to see pedestrian safety posters at all Tri-Met stops that visually show pedestrian safety actions. I'd also like to see a way to mark power poles to identify crosswalks ahead for vehicles.
- I think it's important to ensure we will be protecting local service and ensuring that gets mentioned in outcomes or goals or somewhere in our public statements.
- I'm resending this, because I don't think I fully understood the process before. I was assuming that we'd be talking these over at the next meeting. But I chatted with Raahi who shared information that gave me the impression that, without a red card raised on an issue, we might not end up having a discussion again. I think that the goals just need few changes but changes that are significant.

What other information would be helpful for future decision making? (gathered from survey and interviews)

Information to help make good decisions

- I want as much data as possible.
- Technical information that is easily understandable and clearly stated
- I would like a set schedule to make sure I have enough time to process information.
- A glossary would be helpful.

What is happening in the corridor now

- Calendar with specific dates (tentative and confirmed) of the committee meetings, more information around the development aspects of the project in addition to the transportation aspects and specific racial and ethnic breakdowns (if possible) of ridership in corridor.
- Under demographics--would also like info on renters vs, homeowners, income levels per census tract, race, gender, language, country of origin, languages spoken, and education attainment characteristics of the region. I also would like a map of employers including the nature of the employment (i.e. large retail, manufacturing, small businesses, etc.) Also--can we get an assessment of the scale of freight traffic through the region and where its concentrated? Would be great to do a tour of the region by bus and bike. Would be important for social service and advocacy organizations to do a presentation about their constituents and the needs they see our project addressing--maybe a town hall type of meeting with steering committee ----listening to presentations from directly impacted constituents and their organizations.

- Because so much of what we are doing will affect the future, I'd like to see more projection demographics. I am working with the Mixed Zoning Committee and we have been looking at projected demographics from the Comprehensive plan when thinking about our work. I'd like us to keep that same information in mind as we do our work.
- More information about the schools, educational institutions and public services, such as libraries, in the corridor.
- Tours of the corridor or a field day on a bus.
- Why not give steering committee members a tri-met pass or some tickets and ask them to organize a fact-finding time to travel the system? Especially zones and times that are important to this project. That's a pretty small investment compared to setting up a field-day or tour of other cities. Speaking for myself, I drive to 98% of the destinations on my schedule. I have some free time to explore existing Powell/Division transit, but I'm not really enthusiastic about forking over money for the privilege or researching the times and places that should be explored.
- Tours of other cities: Seattle, Eugene.
- I would like to have a tour of other rapid transit systems, see how they work and the possibilities in the Portland Area. As much Data possible is always good.
- Traffic volumes and travel patterns.

Current transit system

- Transit ridership data, daily/weekly trips, where people are getting on and off.
- Understanding of the existing lines that would connect to this new line.
- Understanding of the personal experiences of people using transit.

New transit line

- More about what we mean by high capacity transit.
- Let's get feedback from other locations. How did they decide? How did they meet their goals? Who has been successful? What have they tried? Tell us what makes other systems great. What is most similar to us?
- What is bus rapid transit and its potential scenarios?
- Pros and cons of different route choices.
- Development benefits of high capacity transit.
- How much right-of-way would be needed to make new transit work?
- List of potentially impacted businesses.
- How does property acquisition happen?
- Financial resources – how do we build finance plan.
- Long term cost analysis of operation and maintenance of modes. (More expensive in long run to implement a cheap fix now?) Greenhouse gas analysis of different modes. (Project must reduce current and projected carbon levels to be deemed successful environmentally.)
- How can we ensure the investments we plan now are sufficient to meet future needs?

- How any improvements or additions can help avoid creating new traffic problems and/or eliminate existing traffic problems at substandard bus stops.

Related issues

- Existing options for addressing the threat of displacement along the corridor.
- I would like to know how we're going to address potential displacement along the corridor. There are pockets of low-wage earning households and areas already identified by the City of Portland as threatened by gentrification.
- What would incent a grocery store to locate in the area?
- How Gresham Vista can benefit from the project?
- How will this connect with bicycling?
- Relationship of this project to other plans, such as the Outer Powell Conceptual Design Plan, East Portland in Motion and the Gresham Transportation System Plan.



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

STEERING COMMITTEE DISCUSSION ON EQUITY AND DISPLACEMENT

June 2, 2014 | 4 to 5:30 p.m. | 1900 SW 4th Ave, Rm 2500B, Portland

Participants

Steering Committee members: John Bildsoe, Matt Clark, Metro Councilor Shirley Craddick (co-chair), Heidi Guenin, Nicole Johnson, Kem Marks, Alan Lehto (for Neil McFarlane), Multnomah County Commissioner Diane McKeel, Melinda Merrill, Portland Commissioner Steve Novick, Raahi Reddy, Metro Councilor Bob Stacey (co-chair), Gresham Council President Lori Stegmann

Facilitator: Deb Meihoff, Communitas

Powell-Division project team members, agency staff and members of the public

KEY THEMES AND OUTCOMES

1. Participants discussed options to amend the proposed equity goal and outcomes that include a commitment to develop strategies, tools, and partnerships to prevent displacement of residents and businesses in the corridor - pages 2 and 3.
2. Metro presented and the committee discussed a three-part approach to integrate equity into the decision-making for the project - pages 4 and 5.
 - Develop a common knowledgebase on equity and antidisplacement tools and strategies, identifying the context in which they work well, and who has used or is contemplating using them locally.
 - Convene an equity work group made up of interested committee members and members of the public to explore issues, collaborate to build the common knowledgebase, share findings with the committee and coordinate with other equity efforts.
 - Involve the Steering Committee through summaries of the work group in advance of committee meetings, providing time on committee agendas and reconvening the committee group discussion as needed.

Welcome from the Steering Committee co-chairs

Councilors Craddick and Stacey opened the meeting, discussed the purpose, and their commitments to ensuring community equity and anti-displacement are incorporated into the project.

- The councilors are looking forward to the discussion, including understanding the relationship between impacts new development has on displacement and of the ability for high capacity transit to increase access to job opportunities.
- The organizations that deliver transit are the not the same as those that deliver housing and economic development opportunities. It will be helpful to explore lessons learned from previous transit projects, especially those around the Albina community in North and Northeast Portland. Metro can help pull together the multi-agency, multi-sector tools that will be necessary to address this issue.
- We need to keep focused on making all neighborhoods along the alignment better, considering the many different perspectives and needs.

Introductions, review agenda and meeting goals

Participants introduced themselves. Deb Meihoff, facilitator, reviewed the agenda and meeting goals.

PROPOSED PROJECT OUTCOMES AND EQUITY GOAL

Deb Meihoff recapped the Steering Committee comments on the revised equity goal and asked members to expand on what they see as the critical issues and concerns with the goal statement, so that alternative language can be developed. Some participants expressed that their primary concern - strategies to prevent displacement - was not explicit in the goal statement. The group also provided insights on how project partners can pursue equity and anti-displacement strategies through project planning and beyond.

Discussion regarding displacement and prevention strategies

- Having a goal focused on stopping or avoiding displacement is not enough. We need to understand what it is going to take, looking at the many factors that lead to displacement. We need to begin discussing strategies to address the issue.
- Since this is more than a transit project - it is also a development project - the Steering Committee can work to give direction to the agencies, so they can work together and make this project work in an equitable manner. For instance, the transit project won't implement inclusionary zoning, but all of the partners around the table can agree that it's a needed tool that should be implemented, bringing an advocacy force to the issue. We need to be thinking strategically and as partners.
- Ultimately, a transit project cannot be responsible for the various methods to prevent displacement. We need a group or an entity to own it and bring the partners together over a long period of time long after the transit project is complete.
- What has to be done to accomplish both growing new jobs and businesses and preventing

displacement of current residents and businesses? We want both, but how do we get there?

- We should be thinking about revitalization, not just gentrification.
- Displacement is a negative term. Put more positively, the issue is one of equity. The circumstances, demographics, and market pressures along the corridor are a microcosm of what is happening in the region. This is a great opportunities to figure out what is happening and how to address equity that can be shared to help other communities.
- We need to be thinking about the demographic trends and finding ways to lift up people in our communities, while keeping them in their homes.
- I appreciate that this group can talk about these issues and explore the opportunities, but am cautious about the scope of influence this project has. Need to think ambitiously and broadly, but focus in on the points of influence we can have on equity and displacement.
- We need to talk about equity between cities and counties. There has to be an acknowledgment that Gresham is starting from a different place and has big need to address these issues.

Discussion regarding proposed project goals and outcomes

- Concern that the word 'displacement' was not in the goals initially or in the revision that followed the March Steering Committee meeting. The draft goal language is too broad and is not strong enough about the desire to prevent displacement of existing residents.
- It is not appropriate for the goals to state 'how' we are going to work on issues of displacement and equity. It is also not appropriate for goal to aspire to zero displacement - especially since the alignment has not been set and there could arise the need to purchase property for the project.
- Staff from Portland's Bureau of Planning and Sustainability handed out their ideas for goal and outcomes statements. Many participants agreed that there are phrases in the handout that should be considered, especially acknowledgement of "market pressures", "enhancing communities", and "strategic partners". Think about adding some of the language of partners to outcome statement #1.
- The group generally agreed that the draft goal language should be maintained, but that additional language regarding displacement needs to be added. Proposed additions:
 - "... while avoiding displacement."
 - "...people of all means can live in the corridor."
 - "...committed to prevent displacement of existing communities"
 - "...committed to prevent displacement of existing residents and local businesses..."
 - "...to enhance our diverse neighborhoods..."
 - "...market pressure..."

MATERIALS PRESENTED

- Revised equity goal and outcomes (March 20, 2014)
- City of Portland proposed revisions to project goals and outcomes (June 2, 2014)

PROPOSED APPROACH TO INTEGRATING EQUITY

Dana Lucero presented a proposed process to integrate equity and displacement considerations into the project throughout the planning phase. The process proposal, with additional details from the discussion, will be presented for Steering Committee consideration on June 23.

Develop a common knowledgebase to be developed collaboratively over the course of the summer; will evolve through life of project	<ul style="list-style-type: none">▪ Identify tools and strategies▪ Who has used it?▪ In what context does it work best?▪ Do we have the authority or ability to use it? If we don't, why not and who does?▪ Is it being contemplated locally ?
Convene equity work group made up of interested committee members and the public	<ul style="list-style-type: none">▪ Explore issues and hear community voices▪ Collaborate to build the common knowledgebase▪ Share findings with the committee relevant to (1) this phase of Powell-Division, (2) future phases and (3) other efforts
Involve the Steering Committee to build understanding of equity and displacement issues	<ul style="list-style-type: none">▪ Provide work group summaries and findings in advance of committee meetings▪ Provide time on committee agendas▪ Reconvene the committee for group discussion as needed

Discussion regarding the approach to integrate equity

Dana Lucero posed the question to the committee: Does this structure allow us to meaningfully integrate equity and if not, how can it be improved? Participants shared what they hope the process and project will incorporate.

- We need to define who has the authority to make changes and/or implement various strategies.
- It would be helpful to have a document that expresses the equity tools and strategies the group has to work with. Starting place is PolicyLink research. Metro staff are also working to compile a list of known resources and strategies as a reference guide for the Steering Committee and an equity work group.
- Joe Zehnder with Portland Bureau of Planning and Sustainability addressed the committee. He expressed a strong desire to work on these issues with the community. At least since the Portland Plan process years ago, BPS has been involved in discussions of equity. Portland would like to move beyond policy and into action, in real places. There are many opportunities and needs around the city to address issues of equity. BPS is currently engaged in the Cully neighborhood and would like to expand work plan to include Powell-Division corridor, but it takes resources and commitment. There are lessons learned in Cully that can be transferred to this project area and vice versa. Staff have a strong desire to work on this, but it will take adequate resources and time. The 18-month project schedule is not enough to accomplish the breadth and depth of work needed.
- Building a common knowledge-base is a critical undertaking. We need to make sure we involve others beyond the Steering Committee. Community members have a lot to add. We need to

understand how the project can deliver everything it is supposed to on the 18-month timeline along with getting community groups and government agency commitment to equity and displacement (generally, just getting the groups and commitment together is an 18-month task.) There is a need to develop Metro's and cities' work plans with explicit commitment to what can be achieved through the discussions over the next 18 months.

- East Portland, especially, needs strategies and ideas that could come out of this discussion, but they could also benefit other communities around the region and around the state.
- Prioritize project discussions for areas or communities that are most vulnerable to displacement. Listen to people and organizations in the corridor who are already working toward a more equitable future (example: Jade District and Division Midway Alliance).
- I am heartened to hear this project and process will set a goal to address equity and displacement. Research possible tools and strategies, and assemble partnerships to work toward the goals.
- Elected leaders are critical to moving issues forward. It would be good to have peer-to-peer sharing at the government level.
- There is interest in continuing the equity and displacement conversation in a project work group, but some noted concerns about capacity to take on one more volunteer task. It was also noted that community members who have much to share are also burdened by many other efforts. Is it possible for the project to consider providing stipends to community members for the additional effort, so that we remove one of the barriers to participation?
- There are areas in the corridor that have already experienced displacement. Will the neighborhoods that have previously benefitted be willing to share in the costs or burdens of change in the corridor? Is there a model we can develop and export to other areas?
- Parts of the region are not even part of the equity discussion. Need to think about how and when to reach out beyond the corridor and also need to think about implications beyond the project area.
- There are many organizations and communities already working on the research and advocacy necessary to tackle issues of equity. We need to stay coordinated with these other efforts and leverage one another's resources.

NEXT STEPS

The co-chairs thanked participants for a thoughtful and needed discussion. They are pleased with the progress and work of the group. They stressed the need to think about how this process may work to help other communities experiencing similar market pressures and urged the group to think about parts of the region that are not yet part of the discussion. A summary of the discussion will be shared with the Steering Committee in advance of the June 23 meeting.

Items for follow up

- Staff will clean up alternative goal language and circulate to Steering Committee for review and comment, in preparation for June 23 discussion.
- Facilitator will draft meeting summary and distribute to Steering Committee.
- Staff will propose work program for addressing equity at the next steering committee meeting.

The following proposed edits were distributed by City of Portland Bureau of Planning and Sustainability staff during the June 2 meeting.

FOR DISCUSSION: PROPOSED REVISIONS TO POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT GOALS AND OUTCOMES

City of Portland

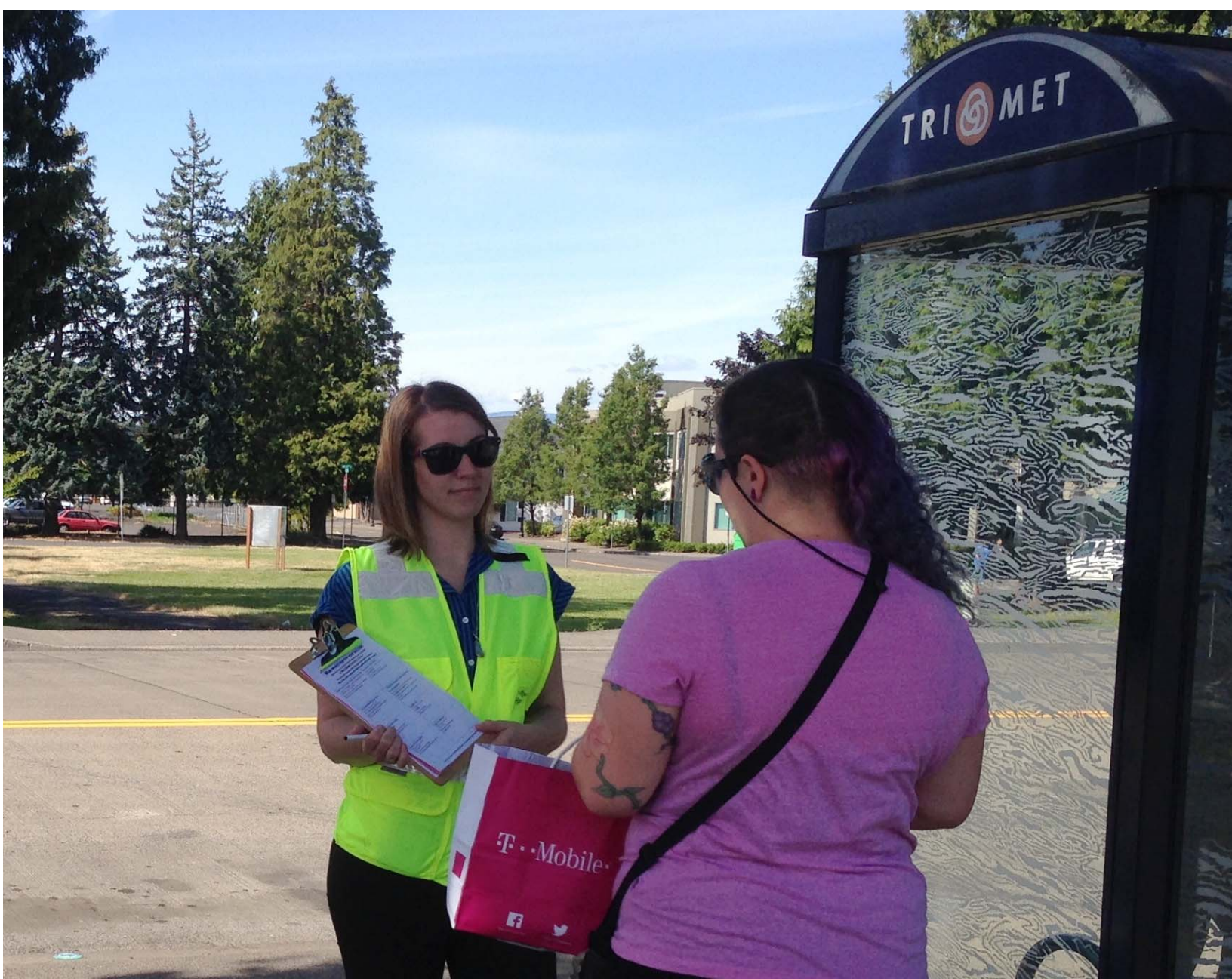
Equity Goal (March 20 Version): Future development and transit improvements reduce existing disparities and, equitably distribute the benefits and burdens of change and benefit current residents. Project partners will limit the involuntary displacement of under-served and under-represented people by utilizing public investments, coordination with nonprofit housing providers and land trusts, incentives, and policy tools to mitigate the impacts of market pressures that cause involuntary displacement.

This change is intended to demonstrate a commitment to reducing displacement, stabilizing neighborhoods and providing more affordable housing.

Outcomes (March 20 Version)

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

These changes are intended to respond to the need to improve transit access throughout the corridor, increase access, while not pre-supposing a mode choice.



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

PUBLIC ENGAGEMENT REPORT

JUNE 23, 2014

About Metro

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

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

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Tom Hughes

Metro Councilors

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Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Suzanne Flynn

¿Le gustaría recibir información acerca de este proyecto?

Хотите получать информацию об этом проекте?

您是否希望收到關於本工程項目的資訊？

Quý vò còu muoán nhaän thông tin veà dõĩ àn naøy hay không?

503-813-7535

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ENGAGEMENT SUMMARY FOR MARCH THROUGH JUNE 2014

Purpose

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

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

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

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

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

Contact information

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powelldivision@oregonmetro.gov
503-813-7535

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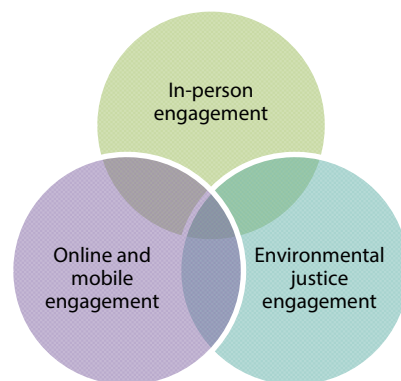
ENGAGEMENT APPROACH

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

Engagement principles and methods

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

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



Engagement goals

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

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

ENGAGEMENT ACTIVITIES AND OUTREACH METHODS

Community briefings

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

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

Assessment Conference

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

June 23 - Creston-Kenilworth Neighborhood Association

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

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

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

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



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

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

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

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

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

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

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

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

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

- Powell-Division email updates

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

EQUITY, TITLE VI AND ENVIRONMENTAL JUSTICE

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

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

Equity engagement

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

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

Metro's nondiscrimination notice

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

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

FINDINGS FROM INPUT OPPORTUNITIES

Community briefings

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

In Portland, people expressed the following sentiments.

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

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

In Gresham, people expressed the following sentiments.

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

Improvements to transit survey - in-person and online

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

What would improve your bus ride?
 ¿Qué mejoraría su experiencia de desplazarse en el autobús?
 以下哪些方面能够改善您乘坐巴士的体验?
 Что поможет улучшить Ваш проезд на городском автобусе?
 Yếu tố nào có thể sẽ giúp cải thiện trải nghiệm đi xe buýt của quý vị?

Easier to get to bus stop from my home Que fuera más fácil llegar a la parada del autobús desde mi casa 从我家更容易到达巴士站 Please indicate how difficult it is to reach the bus stop from your home Rất đáng ngại khi đi từ nhà tới trạm xe buýt 1/1	Bus comes more often Autobuses que pasan con mayor frecuencia 巴士到站频率更高 Please indicate how often the bus comes to your stop Xe buýt tới với tần suất thường xuyên hơn 7/11 1/1
More comfortable bus stop Paradas del autobús más cómodas 巴士站设施更舒适/更便利 Please indicate how comfortable the bus stop is for you Trạm xe buýt thoải mái hơn 1/1	Predictable amount of time to get me to my destination Consistent or longer predictable pass time to my destination 可以预测的/更长的通过时间 Please indicate how predictable the time to your destination is Thời gian để tôi đến đến có thể dự đoán trước 1/1
On-schedule arrivals Llegadas puntuales 准时到达 Please indicate how often the bus arrives on time Xe buýt đến đúng giờ theo lịch trình 1/1	Quicker trip Viajes más rápidos 行程更快 Please indicate how often the trip is quicker than other modes of transit Thời gian hành trình ngắn hơn 1/1
Fewer or no transfers Menos conexiones o traslados 少换乘/不换乘 Please indicate how often you need to transfer to another mode of transit Ín phải chuyển xe hơn hoặc không phải chuyển xe 1/1	Less crowded bus Autobuses menos abarrotados 巴士不那么拥挤 Please indicate how often the bus is less crowded than other modes of transit Xe buýt ít người hơn 1/1

Powell-Division Transit and Development Project - www.oregonmetro.gov/powelldivision

What would improve your bus ride?

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

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

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

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

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

Bus rider engagement

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

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

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

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

TriMet Service Enhancement Plan community meetings

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

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

CLOSING THE LOOP: LINKING PUBLIC INPUT TO DECISION-MAKING

Input that informs decisions

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

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

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

Delivery to decision-makers

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

Feedback to participants

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

EVALUATION OF ENGAGEMENT TO DATE

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

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

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

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

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

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

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

WHAT'S NEXT?

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

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

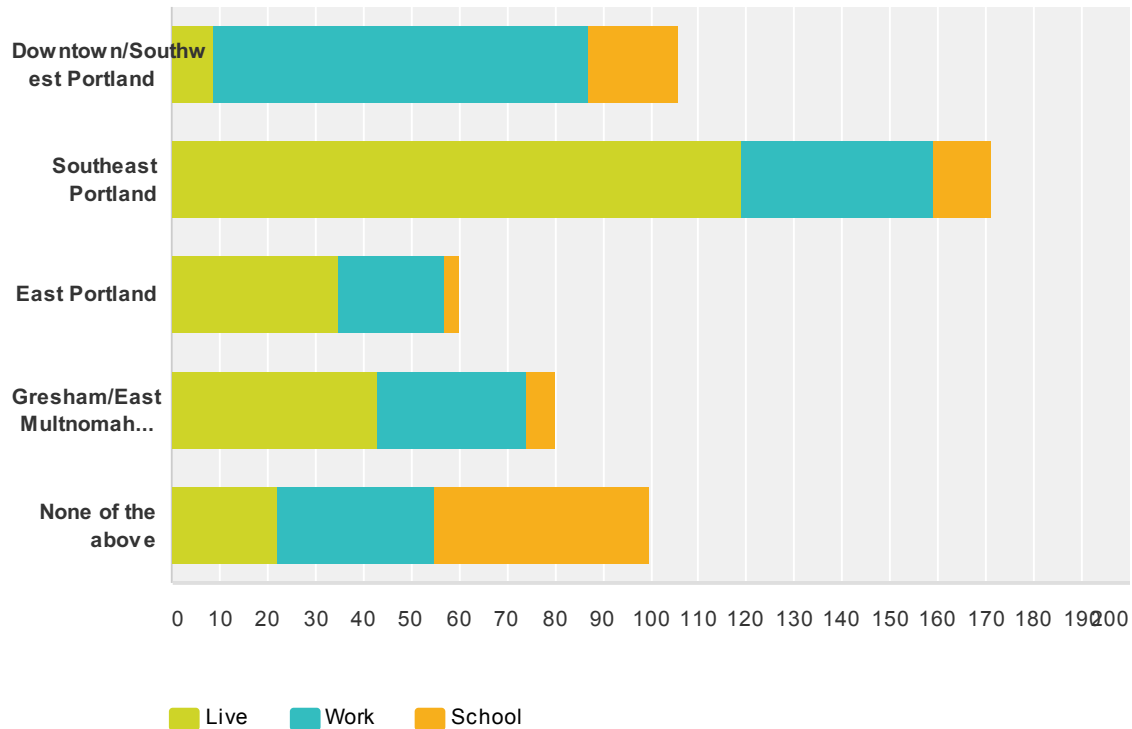
Do you have ideas for other activities?

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

APPENDIX

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

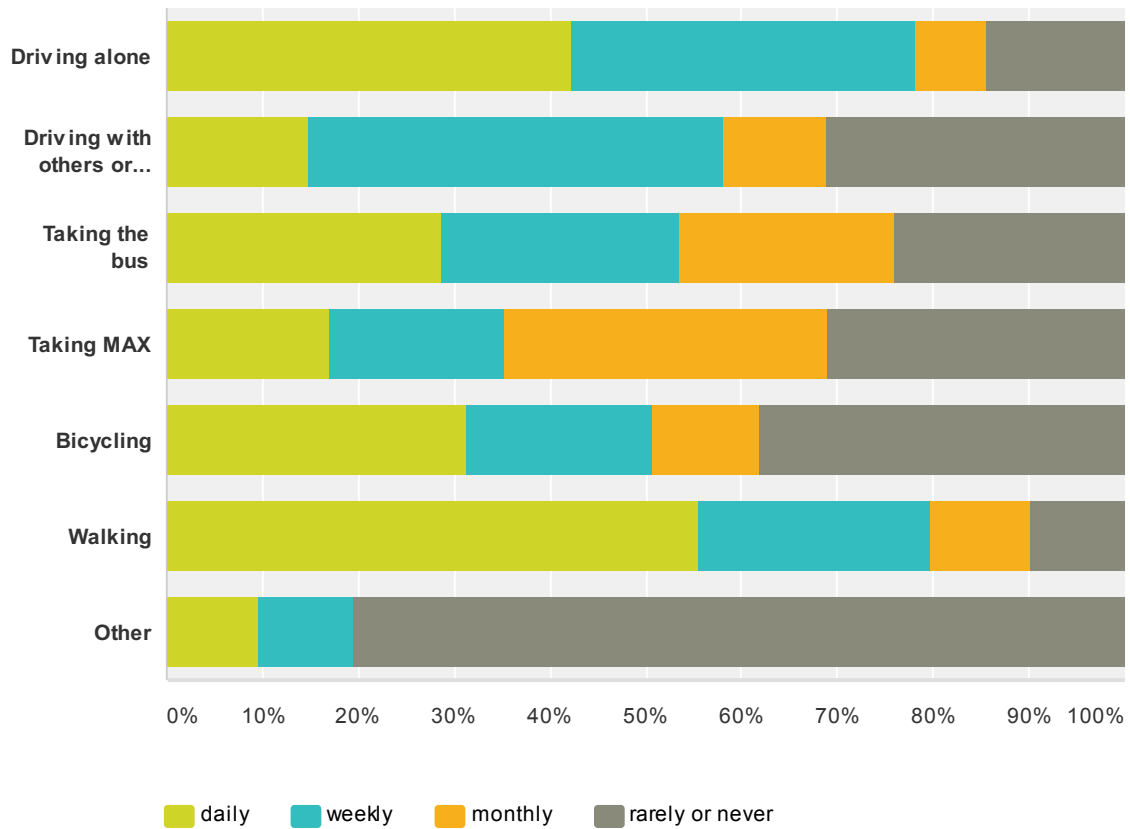
Answered: 225 Skipped: 1



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

Q2 How do you generally get around?

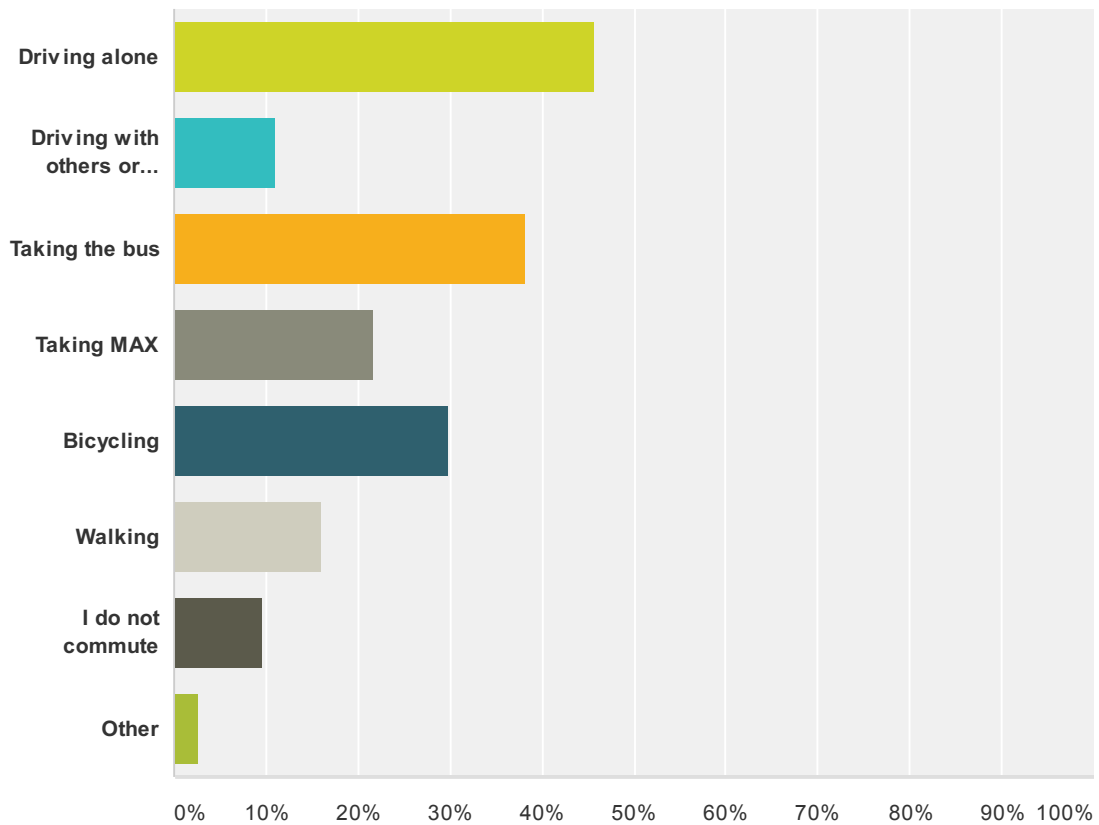
Answered: 215 Skipped: 11



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

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

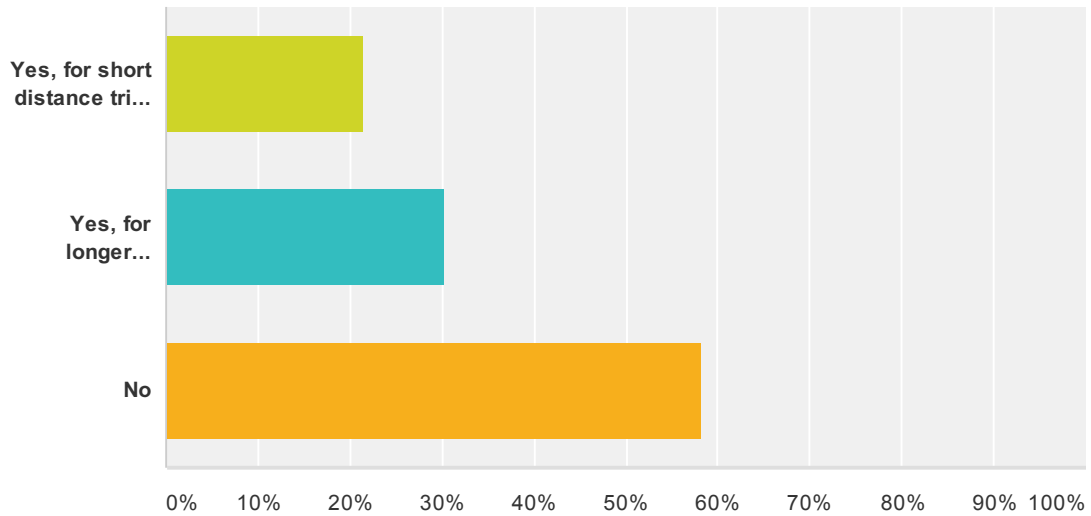
Answered: 217 Skipped: 9



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

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

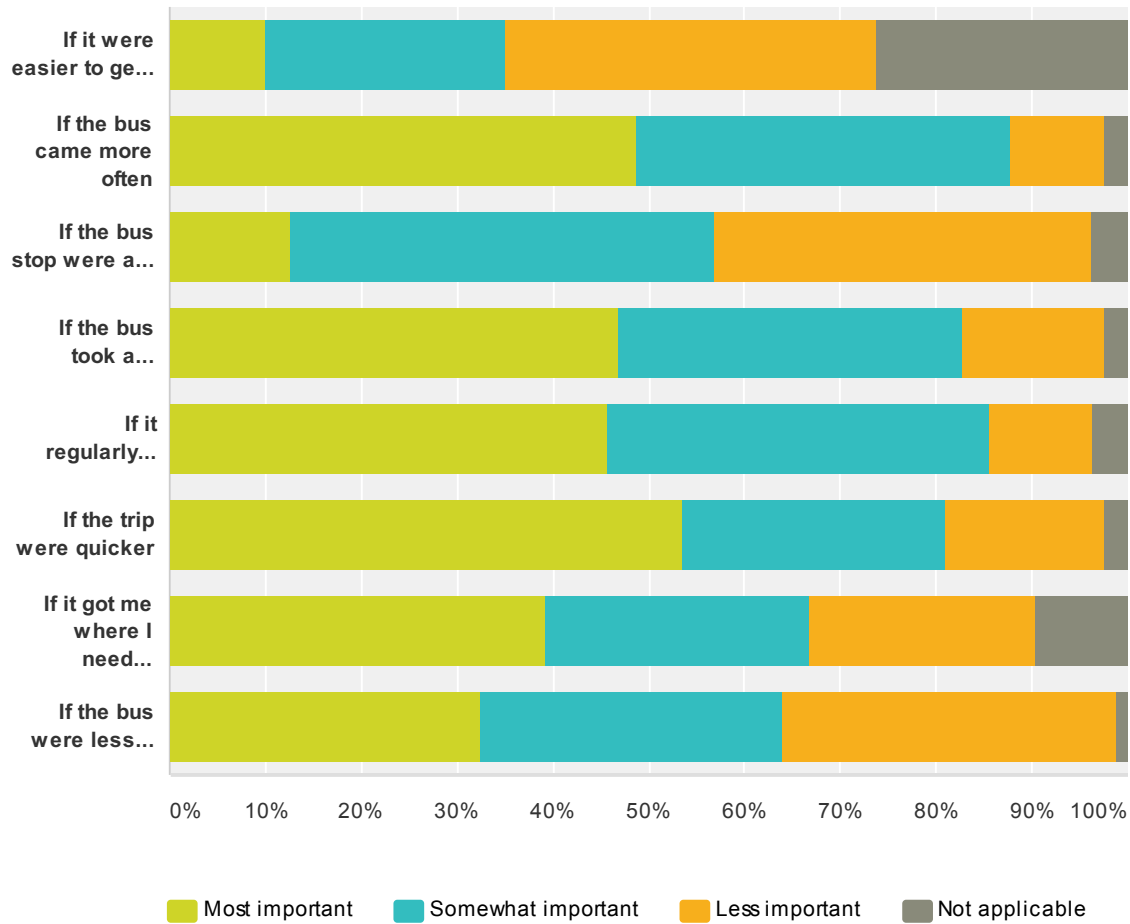
Answered: 218 Skipped: 8



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

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

Answered: 88 Skipped: 138



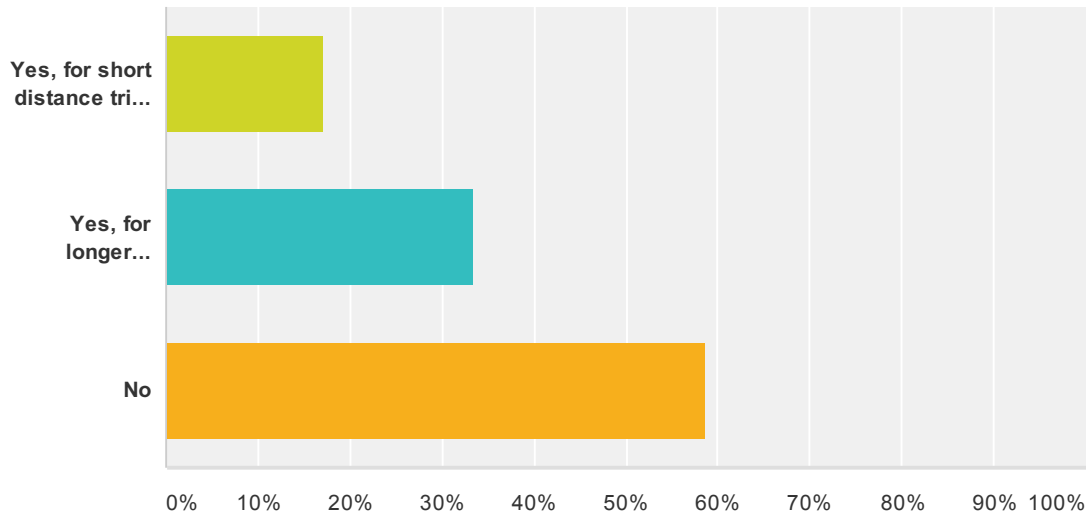
	Most important	Somewhat important	Less important	Not applicable	Total
If it were easier to get to the bus stop from where I live	10.00% 8	25.00% 20	38.75% 31	26.25% 21	80
If the bus came more often	48.78% 40	39.02% 32	9.76% 8	2.44% 2	82
If the bus stop were a more comfortable place to wait	12.66% 10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

Powell-Division survey 1

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

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

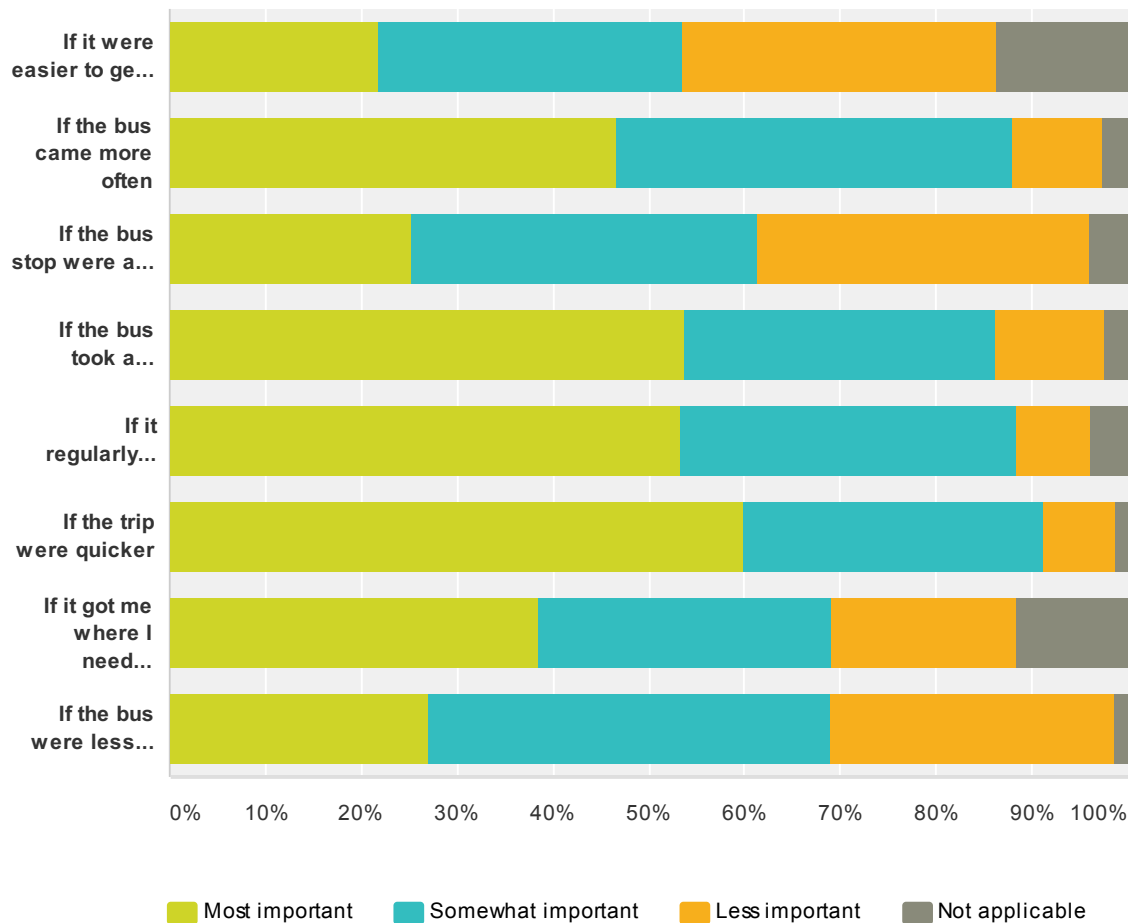
Answered: 215 Skipped: 11



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

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

Answered: 84 Skipped: 142

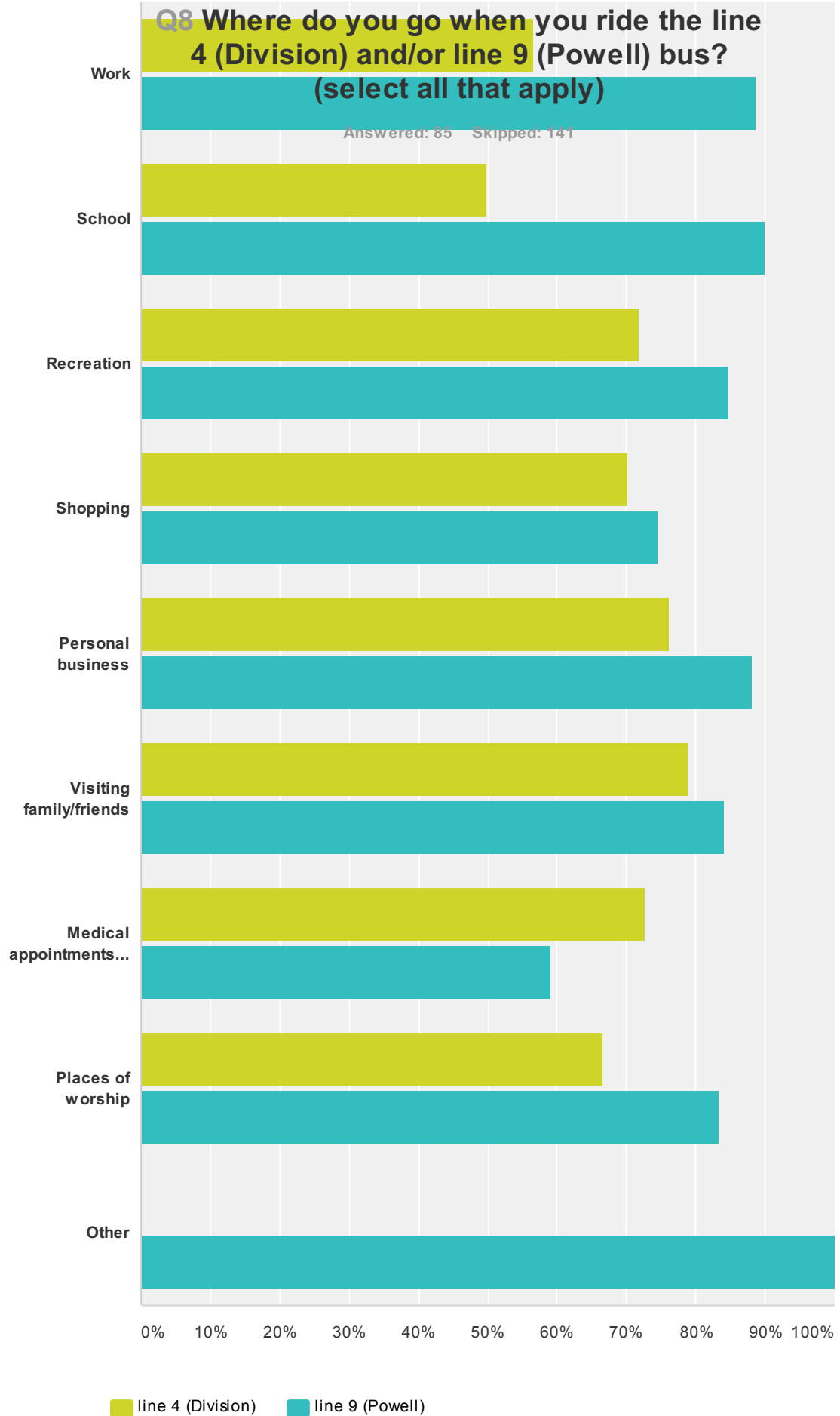


	Most important	Somewhat important	Less important	Not applicable	Total
If it were easier to get to the bus stop from where I live	21.92% 16	31.51% 23	32.88% 24	13.70% 10	73
If the bus came more often	46.67% 35	41.33% 31	9.33% 7	2.67% 2	75
If the bus stop were a more comfortable place to wait	25.33% 19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

Powell-Division survey 1

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

Powell-Division survey 1



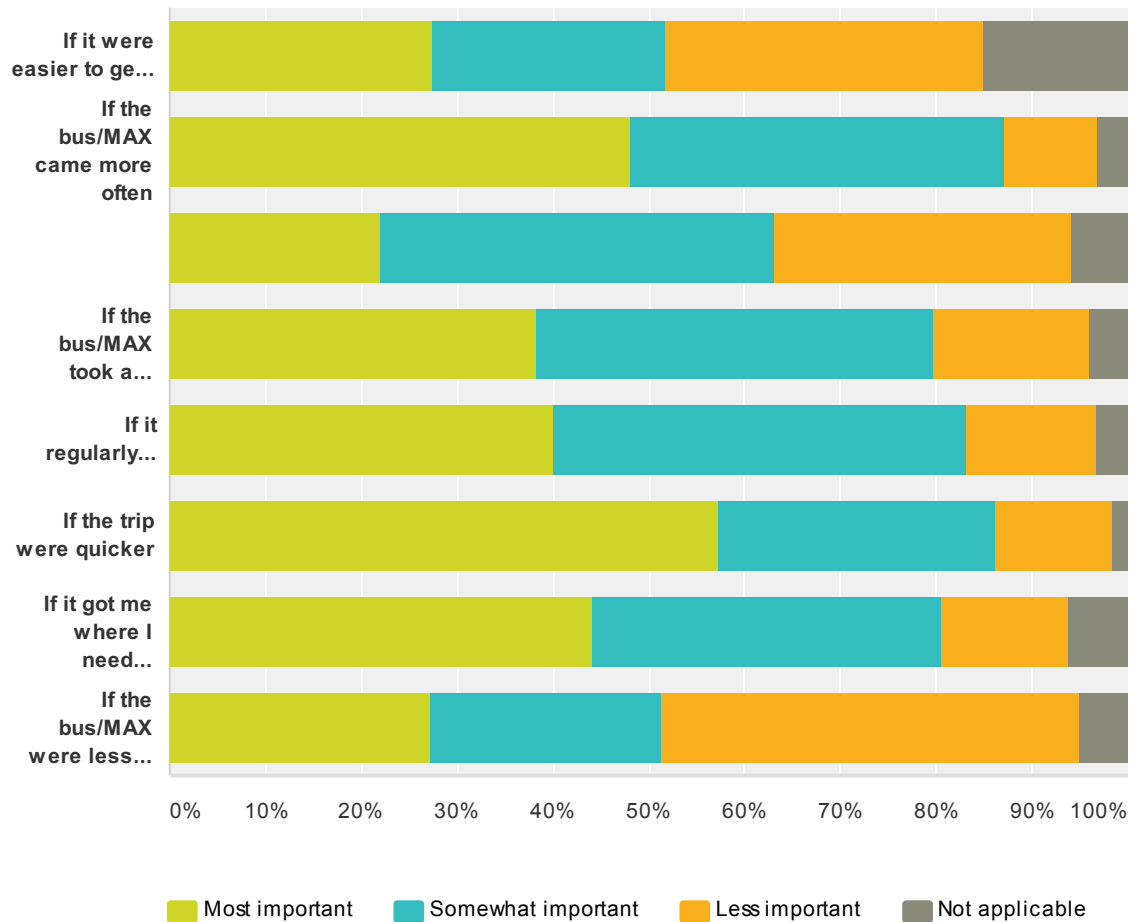
Powell-Division survey 1

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

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

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

Answered: 139 Skipped: 87



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

Powell-Division survey 1

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

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

Answered: 93 Skipped: 133

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

Powell-Division survey 1

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

Powell-Division survey 1

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

Powell-Division survey 1

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

Powell-Division survey 1

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

Powell-Division survey 1

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

Powell-Division survey 1

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

What would improve your bus ride?

¿Qué mejoraría su experiencia de desplazarse en el autobús?

以下哪些方面能够改善您乘坐巴士的体验？

Что поможет улучшить Ваш проезд на городском автобусе?

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

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



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

BUS RIDER ENGAGEMENT SUMMARY

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

Line 4 (Division)

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

Line 9 (Powell)

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

The following are comments received, sorted by location.

Line 4 (Division)

82nd/Division – West

Satisfaction

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

Connect to transit

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

Frequency and reliability

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

Station areas

- Benches at more minor stations
- Simple shelter

Vehicle capacity

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

Service hours

- More late night

Cost

- Transit fare should be less

Other

- Drivers need more break time
- More incentive for employers

82nd/Division – East

Frequency and reliability

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

- Express type service

Station areas

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

Safety and security

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

Cost

- Less expensive – 2.50 for a day pass

Vehicle type

- Air conditioning that works

Vehicle capacity

- They're packed

Accessibility

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

Service hours

- Run all night even if only once an hour

Engagement

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

Other

- No grouchy drivers
- It's horrible

Division/MAX – East

Satisfaction

- My bus ride was already excellent

Frequency and reliability

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

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

Connect to transit

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

Safety and security

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

Vehicle type

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

Vehicle capacity

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

Trip duration

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

Accessibility

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

Service hours

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

Station areas

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

Engagement

- Spoke with a Spanish speaker – translation helpful

Other

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

Gresham Transit Center

Frequency and reliability

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

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

Connect to transit

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

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

Station areas

- Better shelter, benches

Line 9 (Powell)

Powell/Cesar E Chavez – East

Frequency and reliability

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

Connect to transit

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

Route

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

Vehicle type

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

Trip duration

- 42nd signal timing

Service hours

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

Other

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

82nd/Powell – West

Frequency and reliability

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

Connect to transit

- More time to transfer

Route

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

Safety and security

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

Vehicle type

- Better ventilation

Accessibility

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

Service hours

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

Station areas

- Shelter closer to stop
- Shelters at bus stops

Engagement

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

Other

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

82nd/Powell – East

Satisfaction

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

Frequency and reliability

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

Connect to transit

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

Route

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

Safety and security

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

Vehicle type

- Bus crowd & smell – window

Vehicle capacity

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

Trip duration

- Fewer stops

Accessibility

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

Service hours

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

Station areas

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

Other

- Drivers

Gresham Transit Center

Satisfaction

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

Frequency and reliability

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

Connect to transit

- 174th and Line 9

Safety and security

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

Vehicle type

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

Vehicle capacity

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

Trip duration

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

Accessibility

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

Service hours

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

Station areas

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

Cost

- No fare increase

Other

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

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

Hello-

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

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

Thanks for considering my comments.

Best,

Chris Bentley
Natural Resource and Sustainability Committee, City of Gresham

Thoughts, dreams, ideas for Division-Powell Transit Corridor

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

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

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

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

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

To:

Marty Stockton, Portland Bureau of Planning and Sustainability

Art Pearce, Portland Bureau of Transportation

City of Portland

1120 SW 5th Ave #800

Portland, OR 97204

May 12, 2014

Comments for Comprehensive Plan and Transportation Systems Plan

Dear Ms. Stockton and Mr. Pearce,

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

Foster Development that Provides Local Employment Opportunities

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

Pedestrian and Bicycle Friendly Businesses and Transit Oriented Development

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

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

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

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

Aesthetic Improvements on Major Arterials

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

Foster Density, Preserve Neighborhood Character, yet Limit Displacement

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

Transportation Improvements Need to Accompany Increased Density

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

Long Range Transportation and Growth Planning for 82nd Avenue

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

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

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

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

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

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

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

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

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

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

Montavilla

neighborhood association

% SE Uplift • 3534 SE Main St • Portland, OR, 97214

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

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

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

Sincerely,

Montavilla Neighborhood Association Board

Fritz Hirsch, Board Chair

Stefanie Diefenbach, Board Secretary

Diana Marshall, Treasurer

Lew Scholl, Land Use & Transportation Chair

Roger Warren, Parks Chair

Peter Maris, SEUL Delegate

Benjamin Kerensa, Public Safety Chair

Stephen Rice, Business Development Chair

Laura Spidell, Education Chair

Joanna Beatty, Communications Chair



Powell-Division Transit and Development Project

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

What can you expect?

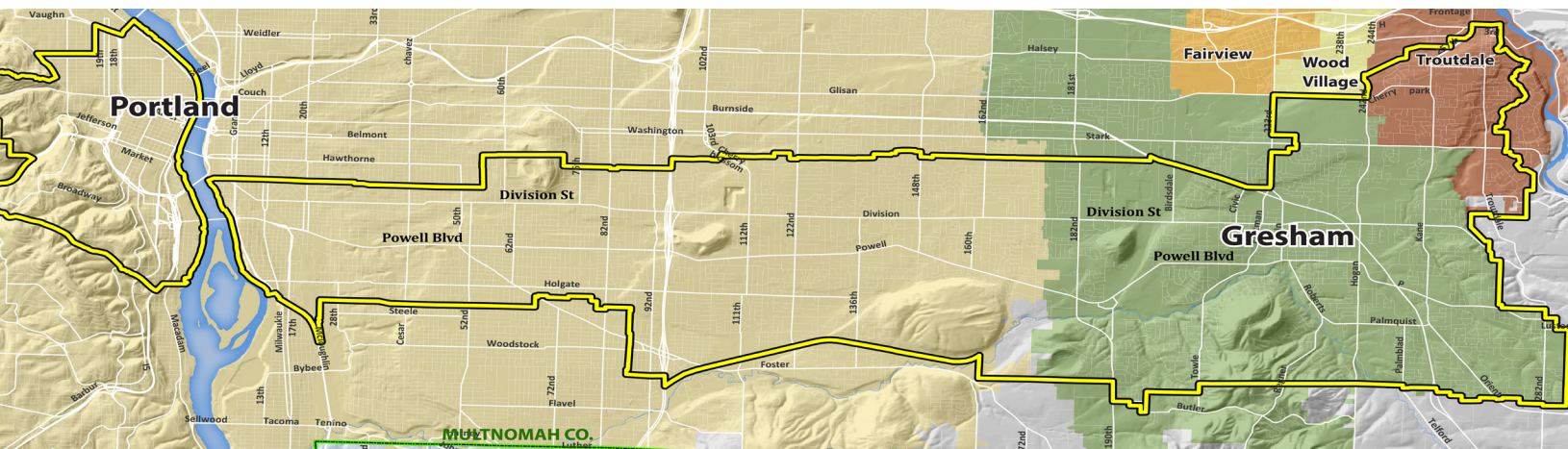
- A more robust transit connection between Portland and Gresham including improved service and new station areas along a new route to be determined on portions of Powell Boulevard and Division Street.
- An economic development strategy for key places where additional jobs, housing and shops are desired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



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

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

www.oregonmetro.gov/powelldivision



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

Making choices

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

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

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

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

Timeline

	2014	2015	2016	2017	2018	2019	2020
PLANNING							
Winter 2014 Establish a common understanding of the needs and opportunities for transit and development in the corridor							
Spring and summer 2014 Look at the kinds of transit that that are feasible and desirable in the corridor, hear ideas about where it should go and identify places that would make safe and active station areas							
Fall 2014 Take the elements that are most supported and feasible, and craft a recommendation on the type of transit, route and strategies for development at station areas							
Winter 2015 Refine the recommendation and present it to local and regional elected councils for consideration and endorsement							
DESIGN							
2015 to 2017 Create detailed design of the new transit line and station areas, and complete environmental review and permitting							
CONSTRUCTION							
2018 to 2020 Build the transit line and station areas and start new service							

Public input and decision-making

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

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

Other improvements to transit service

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

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

About Metro

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

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

503-813-7535





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.

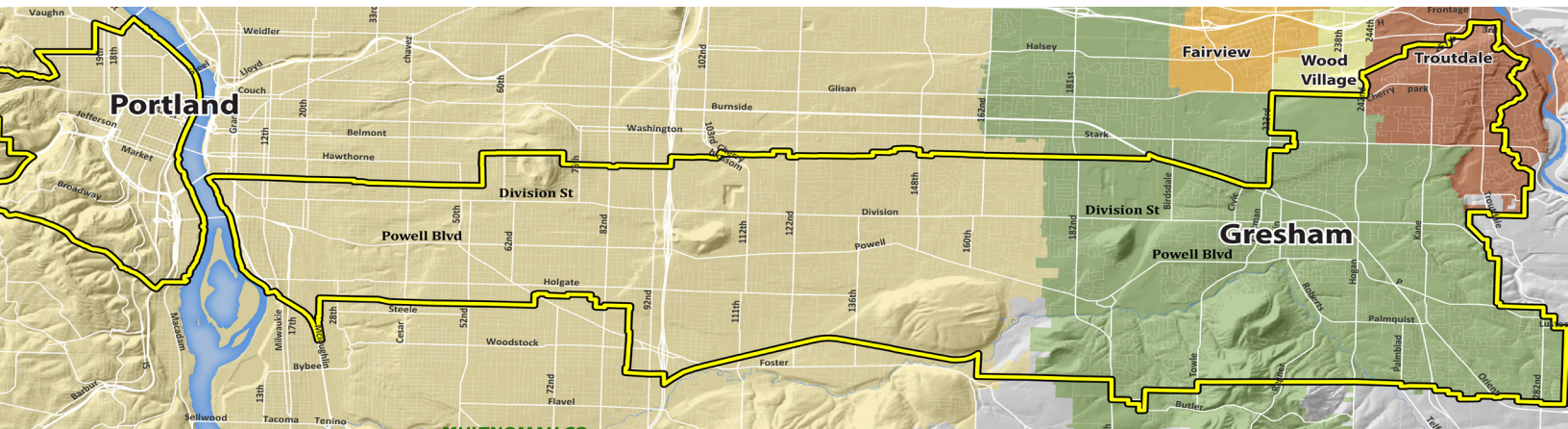
¿Qué es lo que puede esperar?

- 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, complementen los barrios existentes y ofrezca servicio a las áreas comerciales y destinos principales, como Portland State University, Portland Community College y Mt. Hood Community College.

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

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

Participación pública y toma de decisiones

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

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

Otras mejoras al servicio de transporte público

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

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

Acerca de Metro

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

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

Presidente del Consejo de Metro

Tom Hughes

Miembros del Consejo de Metro

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

Auditora

Suzanne Flynn





Powell-Division Transit and Development Project

Proyecto de Transporte Público y Desarrollo de Powell-Division

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



Powell 和 Division 交通运输

波特兰大都会地区政府的 Powell-Division

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

带来新的地区交通投资。公交线路将在这些主要大街上运营，TriMet 9 和 4

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

→ → →

Việt русский

Vận chuyển công cộng tại khu vực đường Powell và Division

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

Транспортное сообщение улиц Powell и Division

Проект Развития и Транспортного обслуживания улиц Powell и Division

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

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.

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

www.oregonmetro.gov/connect

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Metro Council

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Auditor

Suzanne Flynn

MAKING A GREAT PLACE



Metro

Powell-Division Transit and Development Project

Portland State

Portland State is Oregon's largest and most diverse public university; the 50-acre campus has 30,000 students enrolled and is an anchor to downtown.

Neighborhood Nodes

SE Transportation Hub: Connects light rail, streetcar, bus lines, regional trails, OMSI, and PCC.

SE 82nd: With an expanding PCC southeast campus, this area is the site of the **Jade District** Neighborhood Prosperity Initiative (NPI) to foster economic opportunity and neighborhood vitality.

SE 122nd: A Major Transit Priority Street and a major city traffic street, 122nd is planned for pedestrian and other streetscape improvements to serve residential neighborhoods and commercial areas, in the heart of the **Division-Midway Alliance**.

SE 182nd: With its close proximity to Gresham's Downtown and the Rockwood Neighborhood, this is one of 10 key regional focus areas for TriMet's Pedestrian Network Analysis.

Portland CC Southeast

Portland Community College Southeast Center serves about 10,000 students annually and just began a \$34million expansion. When completed, the campus will accommodate 18,000 students annually.

Downtown Gresham

As the civic, cultural, and commercial hub of Oregon's 4th largest city, historic downtown Gresham is a gateway to Mt. Hood tourism.

Mt. Hood CC

With 33,000 students annually district-wide, Mount Hood Community College is planning for major capital improvements as it approaches its 50th anniversary.



OHSU

As the state's only health and research university and Portland's largest employer, OHSU has 13,500 employees and an annual budget of \$1.4 billion.

Innovation Quadrant

Portland's Innovation Quadrant enhances the connections and collaboration between higher-education institutions, workforce development providers and private sector partners that are currently located in four districts in the Central City.

East Portland

With the recently completed East Portland in Motion Plan, Portland and other agency partners have over \$36 million of local and secured grant funds committed to implementing priority projects for walking, biking, and access to transit, including projects on Powell and Division.

Jobs

Major employers include:

- Oregon Health & Science University: 13,500 employees
- TriMet: 2,600 employees
- Fred Meyer HQ: 2,000 employees
- Advanced Business Technologies: 500 employees
- Mt. Hood Community College: 750 employees

What can you expect from the project?

A new transit line connecting Portland and Gresham - providing improved service and new station areas along a new route.

An economic development strategy for key places based on community input and existing plans. Where do we want to see change in our community and what do we want to preserve? What investments and policies will support businesses and our neighborhoods?





Today

WHY now

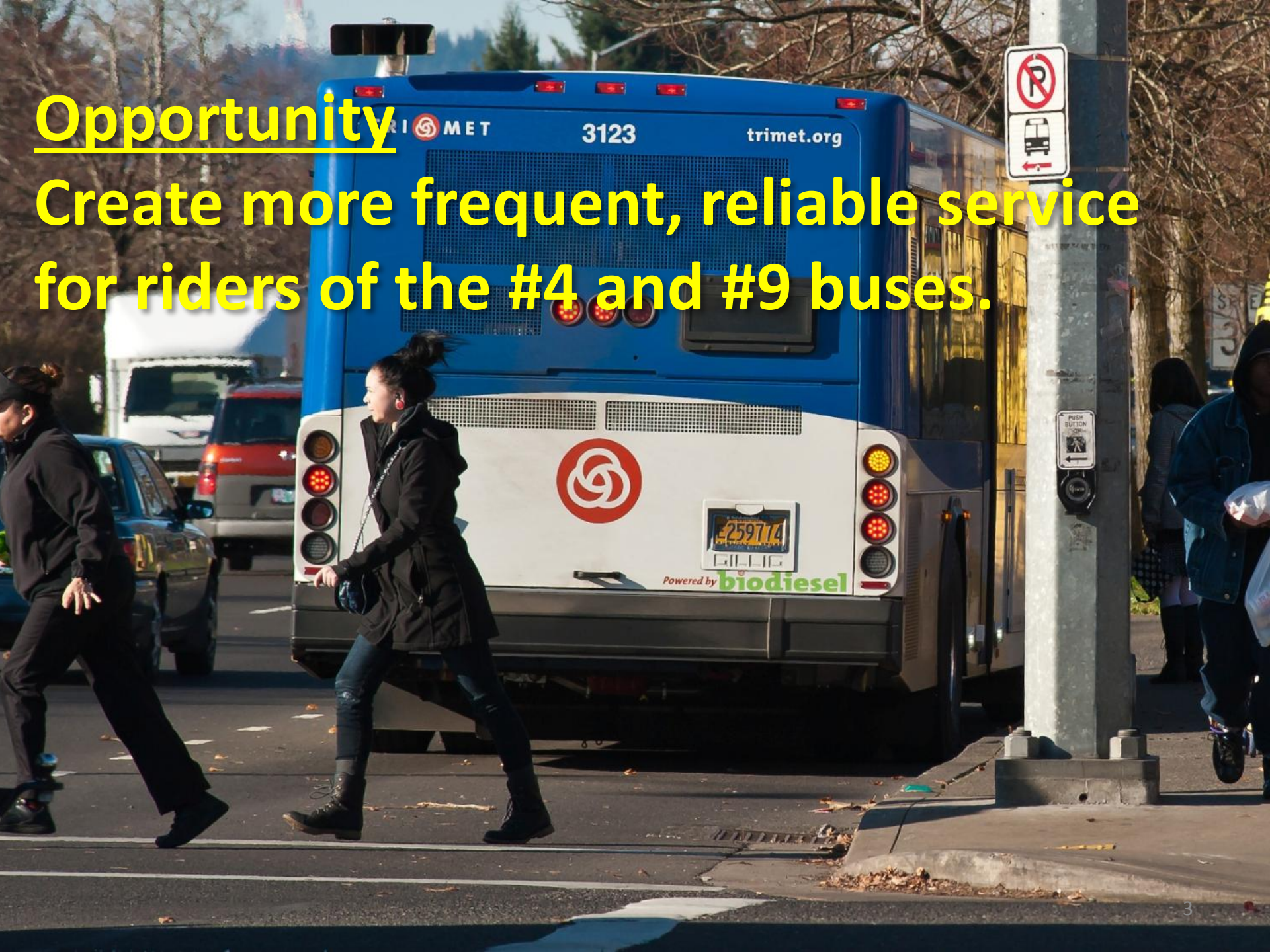
WHAT we want to build

HOW we can build it

Working together to improve transit service and our communities.

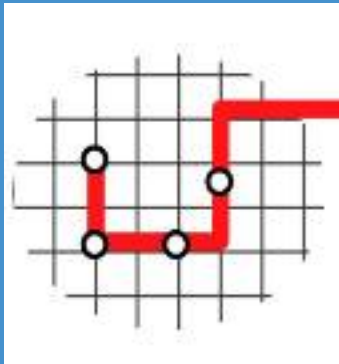
Opportunity

Create more frequent, reliable service for riders of the #4 and #9 buses.



TRANSIT

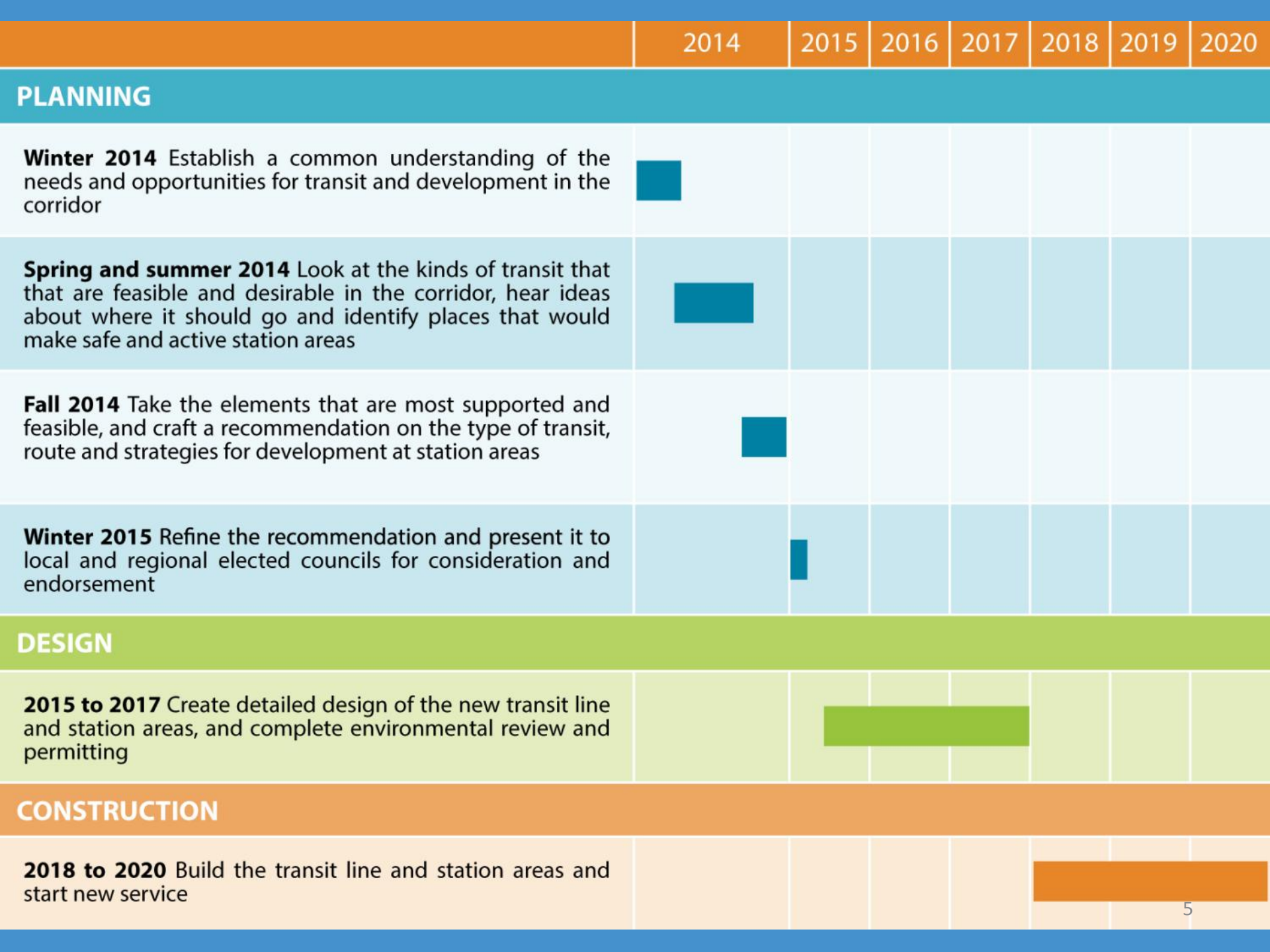
Definition of a new transit line connecting Portland and Gresham, including vehicle mode, route, and station areas.



DEVELOPMENT

A development strategy for key places in the corridor:

- What areas change and what remains stable.
- Identify policies and projects to support stations, adjacent uses, buildings, public spaces.
- Land use vision to focus future desired development

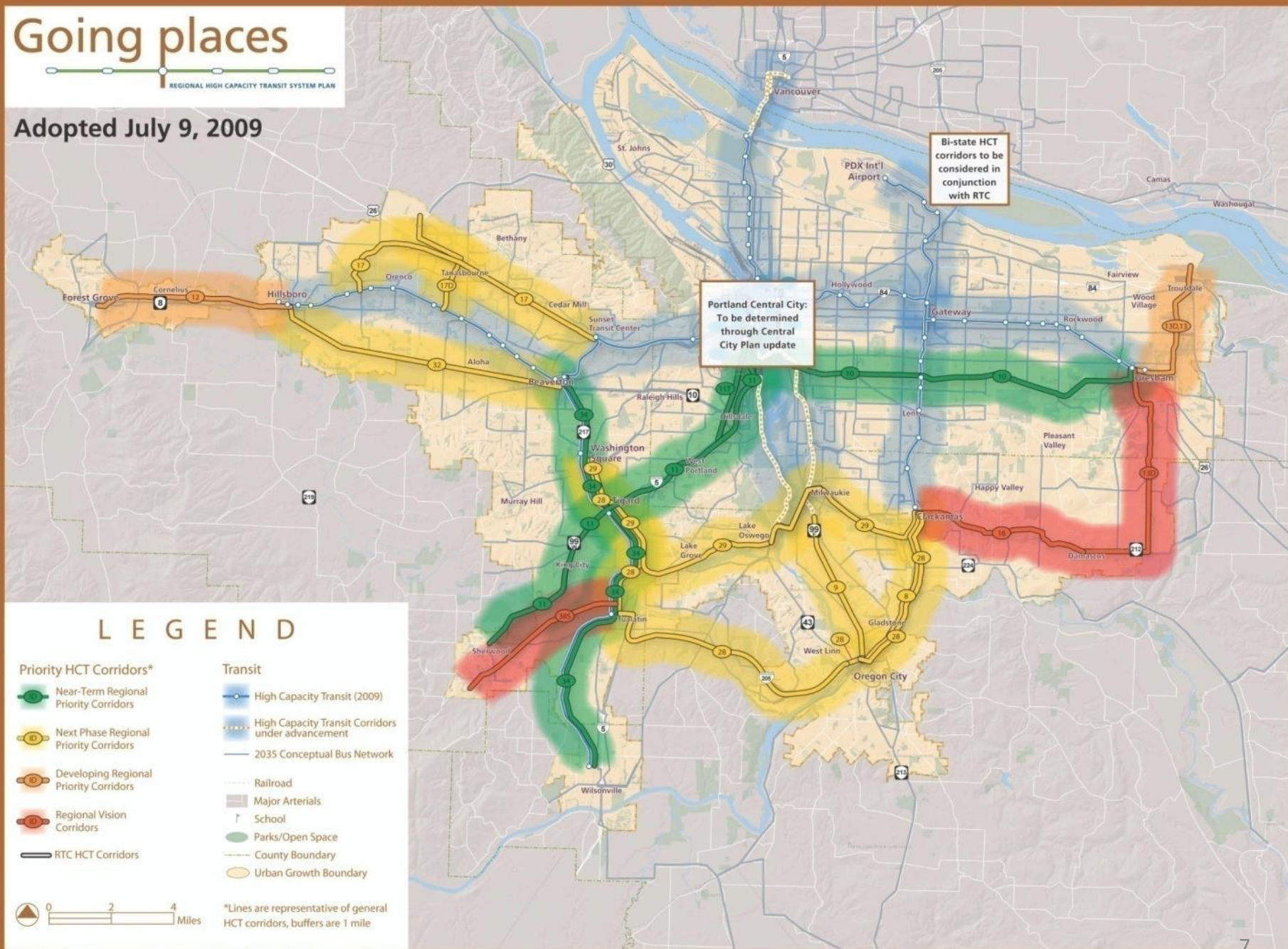


Why are we moving forward the Powell Division Transit and Development Project?

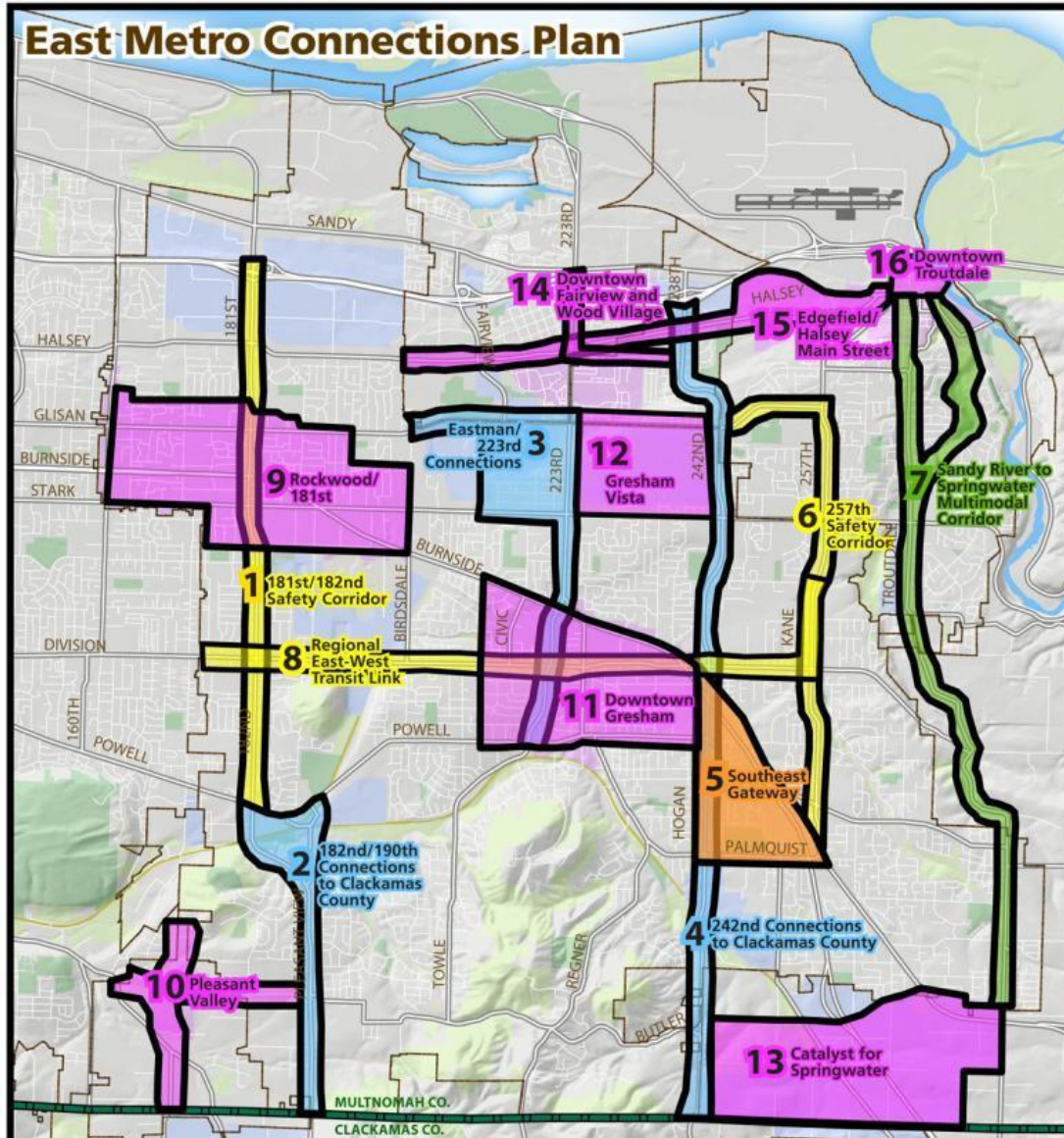
Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Adopted July 9, 2009








East Metro Connections Plan



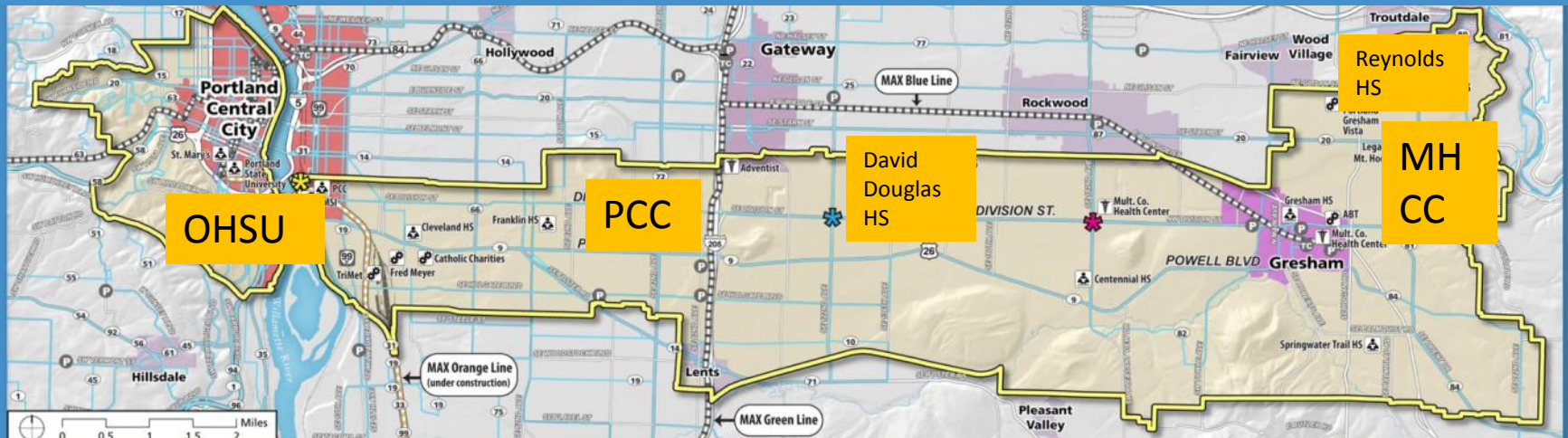
Recommended Investment Packages

June 6, 2012

	Access & mobility	1) 181st/182nd Safety Corridor	9) Rockwood/181st
	Safety	2) 182nd/190th Connections to Clackamas County	10) Pleasant Valley
	Economic development	3) Eastman/223rd Connections	11) Downtown Gresham
	Multimodal	4) 242nd Connections to Clackamas County	12) Gresham Vista
	Regional gateway	5) Southeast Gateway	13) Catalyst for Springwater District
		6) 257th Safety Corridor	14) Downtown Fairview and Wood Village
		7) Sandy River to Springwater multimodal Corridor	15) Halsey Main Street
		8) Regional East-West Transit Link	16) Downtown Troutdale
		Managing the System (*not mapped)	

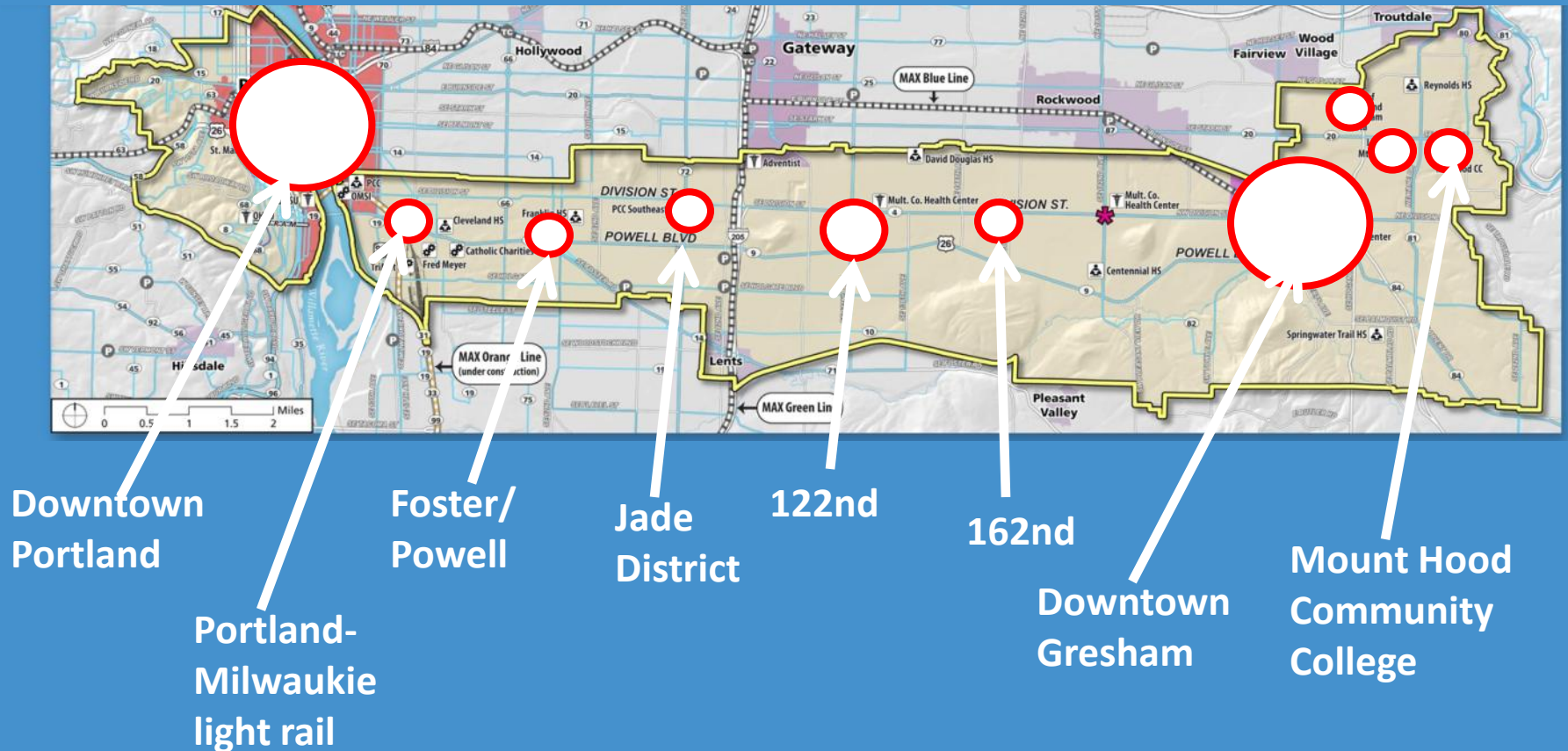
EDUCATION CORRIDOR connections

- PSU, OHSU, Portland Community College and Mount Hood Community College
- David Douglas and Reynolds High Schools are the two largest in Oregon



Economic Development connections

- Areas of the corridor have recently completed rezoning studies – 122nd
- Areas that are being planning for redevelopment, including PDC business districts, comprehensive plan neighborhood centers



OHSU/OUS Collaborative Life Sciences Building

PSU and OHSU
Connect to
PCC SE and
MHCC



The OHSU/OUS Collaborative Life Sciences Building will place portions of **Oregon Health & Science University, Oregon State University and Portland State University** under one roof. In doing so, the facility will extend partnerships among the universities, create new employment opportunities, and expand the schools' teaching facilities, class sizes and research activities. The **498,642-square-foot building** will include lecture halls, classrooms, labs, specialty research centers, offices and a state-of-the-art facility for the **OHSU School of Dentistry**. The Collaborative Life Sciences Building will foster collaboration in undergraduate and graduate education among students and instructors from multiple institutions.



The Portland-Milwaukie Light Rail Bridge will carry light rail, buses, cyclists, pedestrians and eventually streetcars, but no private vehicles.



The Portland-Milwaukie Light Rail Bridge will have 14-foot bike-pedestrian paths on each side of the bridge, as well as extra width at the towers.

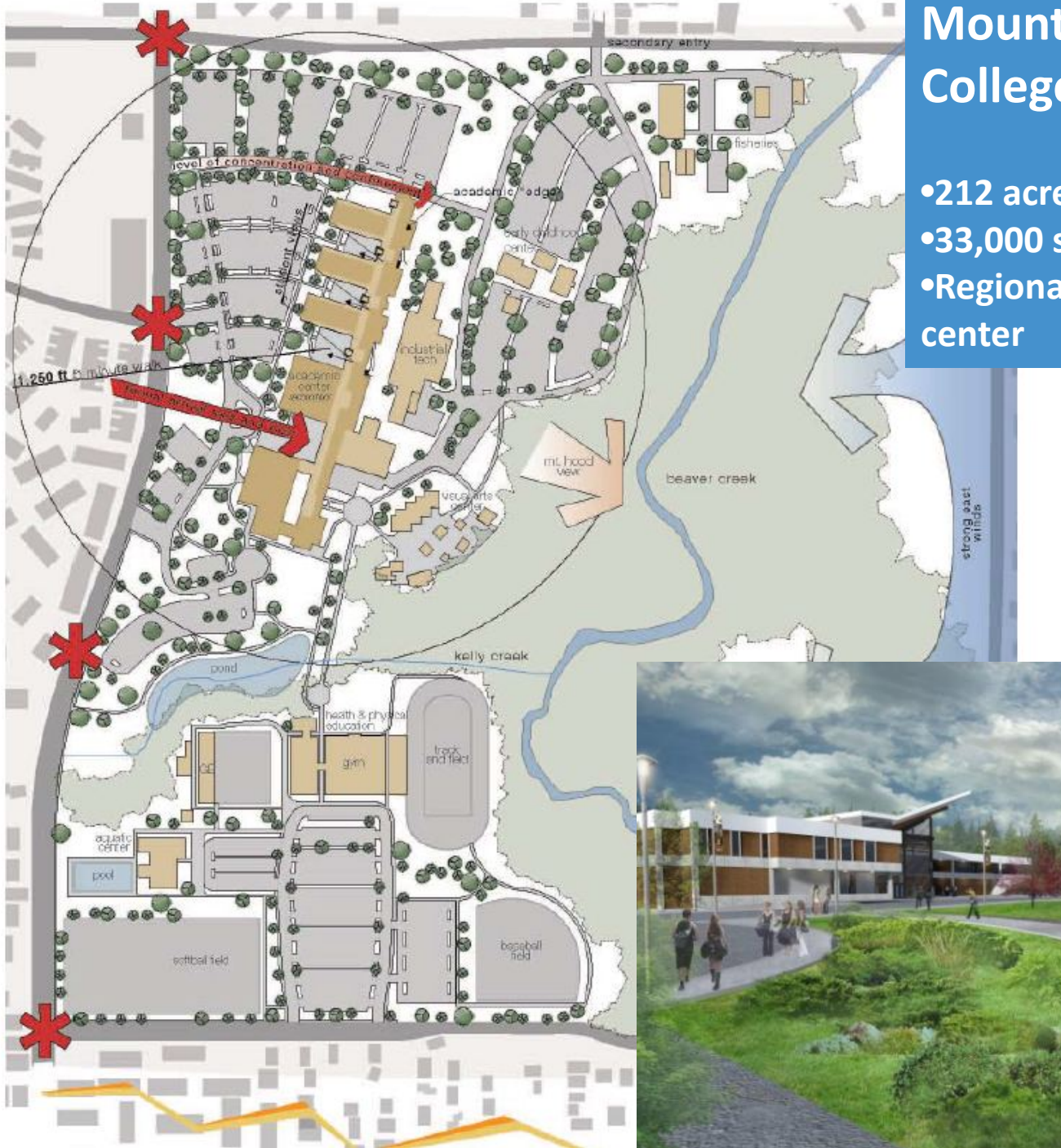


Portland Community College Southeast

- Transforming into a comprehensive, full service campus
- PCC is investing \$34 million in direct construction

Mount Hood Community College

- 212 acre campus
- 33,000 students district wide
- Regional recreation and aquatic center



S.E. Division St./ 82nd Ave. District

Jade District

S.E. Powell Blvd.

S.E. Division St.

S.E. 112th Ave.

S.E. 122nd Ave.

205



S.E. Division St. 124th-148th District

Division-Midway

S.E. 148th Ave.

New Jade District another gem in Portland's crown

Created on Thursday, 21 February 2013 09:00 | Written by [Steve Law](#) | [Print](#)

[Comments](#)

82nd Avenue emerges as the Pearl's Asian counterpart

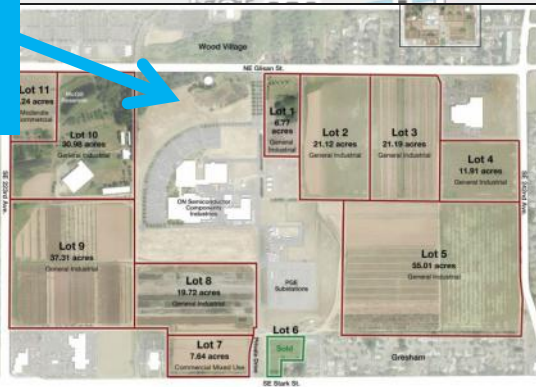


by: TRIBUNE PHOTO: CHRISTOPHER ONSTOTT - The O'Sushi restaurant, in the Fubonn Shopping Center on Southeast 82nd Avenue, is bustling with business as customers watch plates of fresh sushi roll by on a conveyor belt.

DAN AGUAYO/THE OREGONIAN

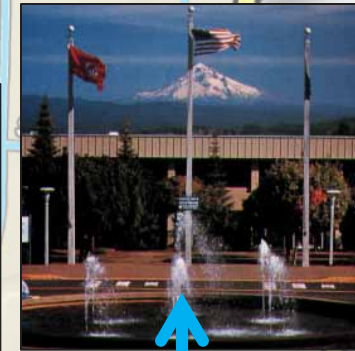


Portland of Portland
Gresham Vista future
2000 jobs on 200 acres



Largest hospital in East
County

Reynolds HS



Mount Hood
Community College

Mult. Co.
Health Center

Gresham Civic



Gresham
downtown

Centennial HS

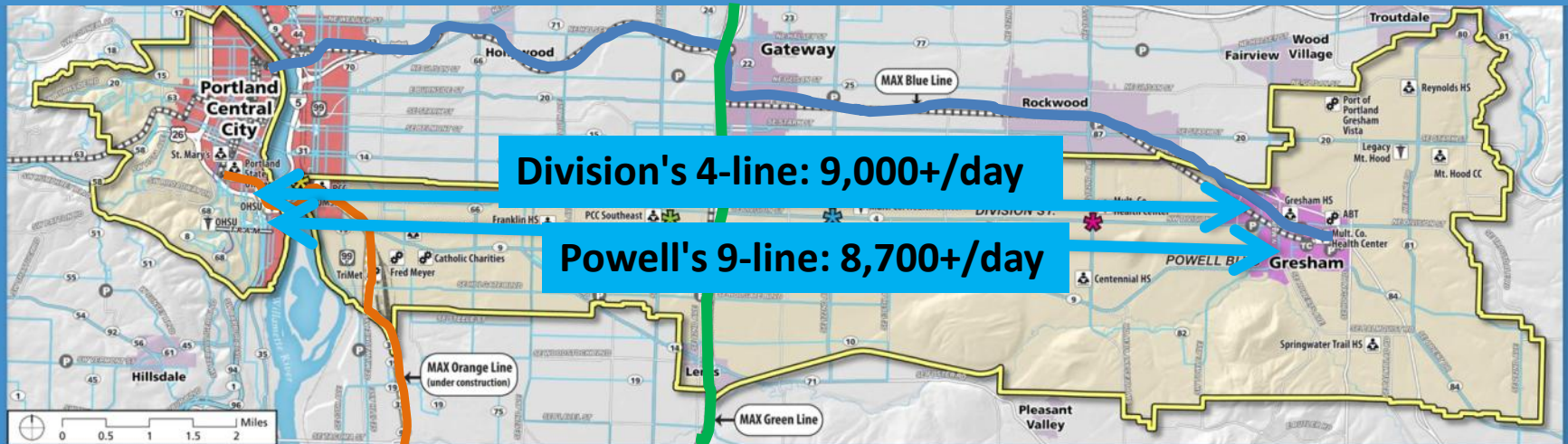
Co.
h Center

ngwater Trail HS

Gresham Institutions

TRANSIT connections

- Connects downtowns of 2 largest cities in region
- Connects to MAX light rail - Blue line, Green line, Portland-Milwaukie light rail
- Strong Transit Demand Today - Powell #9 and Division #4 high ridership



- Designated a priority in Regional High Capacity Transit Plan
- Recommended for development from East Metro Connections Plan

TRANSIT connections

- Good arterial network exists – many north south bus routes on grid
- Major capital investments in walking and biking connections in corridor
- TriMet Eastside Service Enhancement Plan conducted concurrently

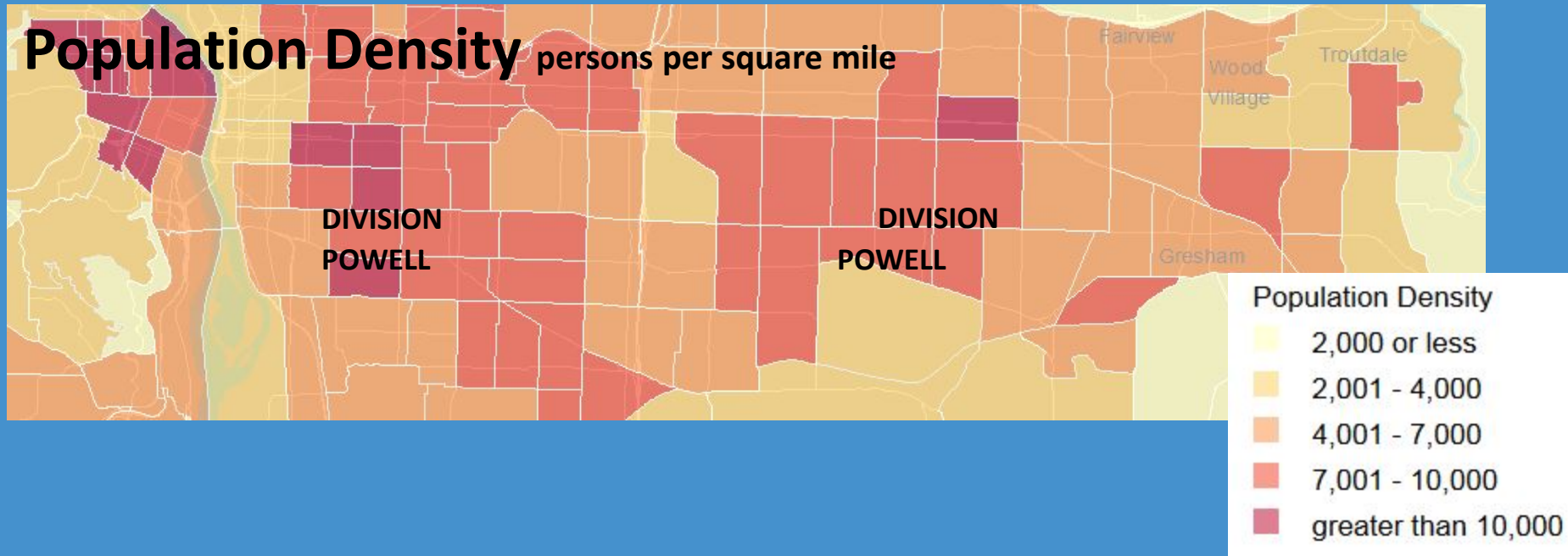


82nd & Division
18,000 boardings a week

Capacity of Providence Park:
20,438



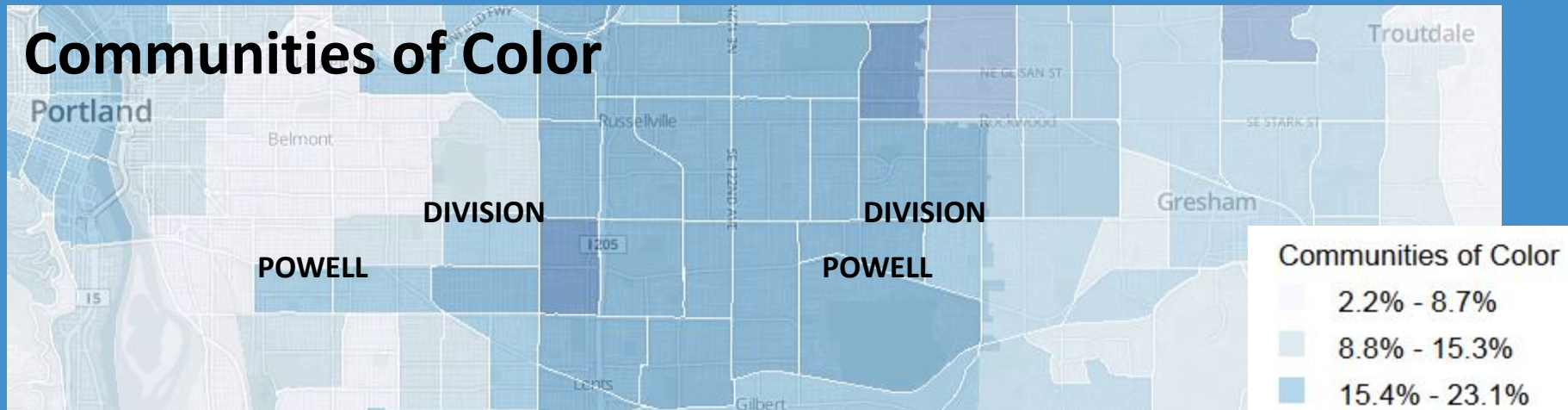
Many people live in the corridor



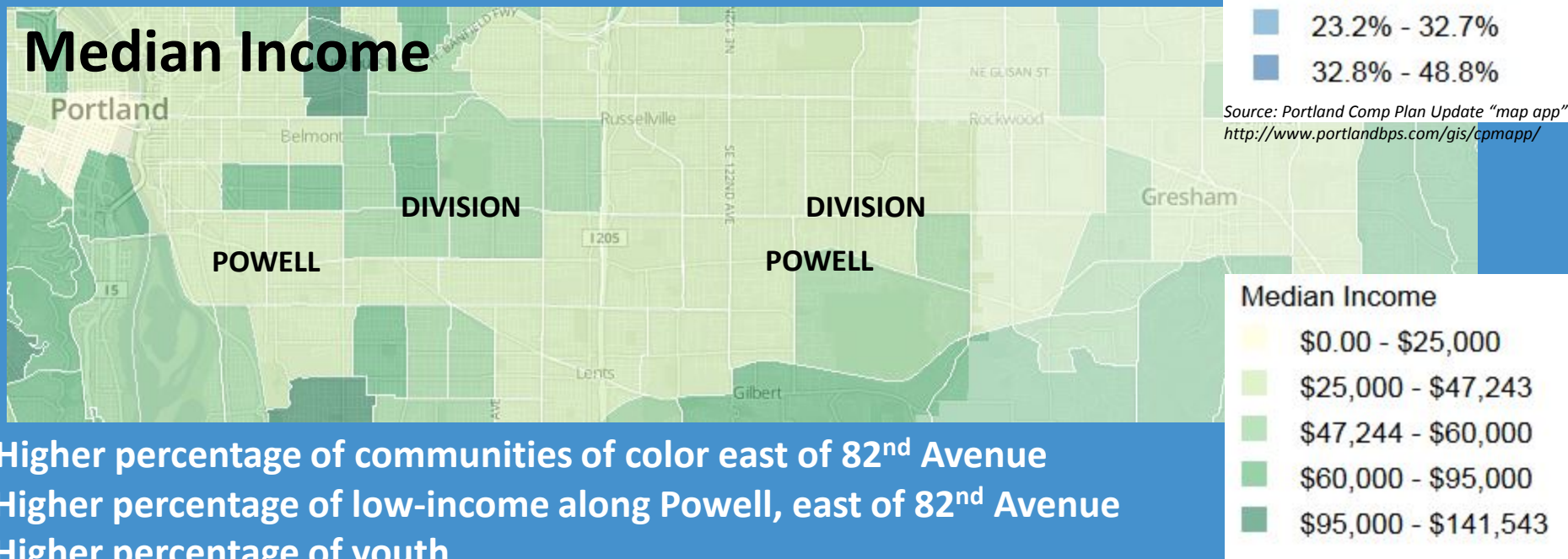
Source: Portland Comp Plan Update "map app"
<http://www.portlandbps.com/gis/cpmapp/>

Diversity and Equity

Communities of Color



Median Income



Source: Portland Comp Plan Update "map app"
<http://www.portlandbps.com/gis/cpmapp/>

- Higher percentage of communities of color east of 82nd Avenue
- Higher percentage of low-income along Powell, east of 82nd Avenue
- Higher percentage of youth
- Working to partner with community based organizations, East Portland Action Plan

Supporting People and Neighborhoods



What we can build?

Transit examples



What examples can we learn from?

Seattle - Seattle's transit system includes Link Light Rail, Commuter Rail, ferries, buses, the Rapid Ride system, and a streetcar line under construction.

Eugene - EmX is a bus rapid transit (BRT) system designed to serve Eugene and Springfield. EmX features median and curbside stations with enhanced amenities.

Los Angeles - Los Angeles has been building a light rail system as well as bus rapid transit lines.

Kansas City - The MAX bus rapid transit line serves Main Street.

Salt Lake - Salt Lake City's system includes commuter rail, light rail, bus, bus rapid transit, and streetcar.

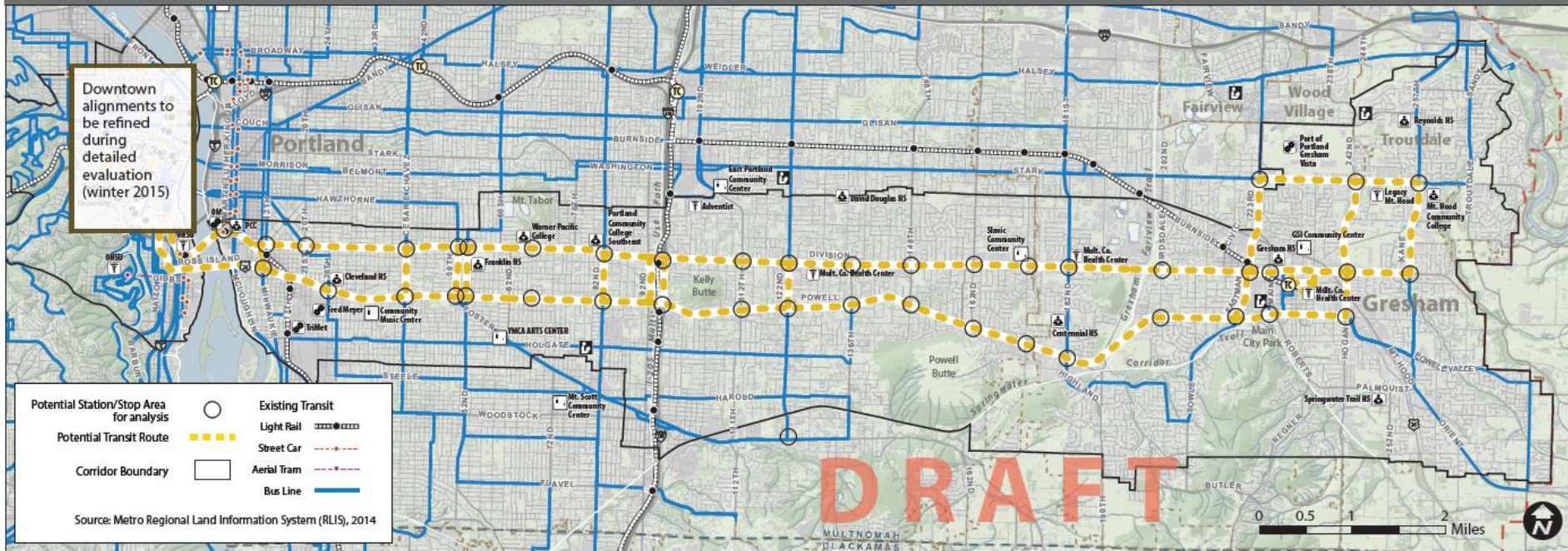
Cleveland - The Cleveland Health Line bus rapid transit connects Cleveland Clinic and University Hospital on Euclid Avenue.

Choices: transit type



Choices: Route

Powell-Division Transit and Development Project: Potential Transit Routes



What does this map show?

This map shows potential transit routes, along with potential station areas based on community input, land use and transportation work to date.

Potential station areas are intersections with a high level of current activity. They were selected based on the presence of transportation transfer point, existing community anchors and/or likely development potential. These are places where it may make sense to develop more significant transit stations and invest in related capital improvements and community places. The list of areas will be refined through Steering Committee and community input, as well as route choice and real estate development analyses that will be conducted later this year.

Where are we starting from?

The potential route options have been informed by past plans and current conditions, including:

- High Capacity Transit System Plan (Metro)
- East Metro Connections Plan (Metro)
- Gresham and Portland's Transportation System Plans
- Gresham and Portland's Comprehensive Plans
- Existing bus routes
- Current and projected transit ridership
- Existing and planned concentrations of housing, jobs and services

Where should the route go?

- Which places and destinations are most important to serve?
- Should the route run all along Powell, all along Division or on a combination of both streets? If it runs on both streets, where should it cross?
- How does the route best connect Downtown Gresham to the existing MAX line, existing bus routes, Mount Hood Community College, and the Port of Portland/Gresham Vista employment site?
- Where should the route run in downtown Portland?
- Weigh in with your ideas, take a survey and get more information at:
www.oregonmetro.gov/powelldivision
503-813-7375



What we're hearing

Transit characteristics

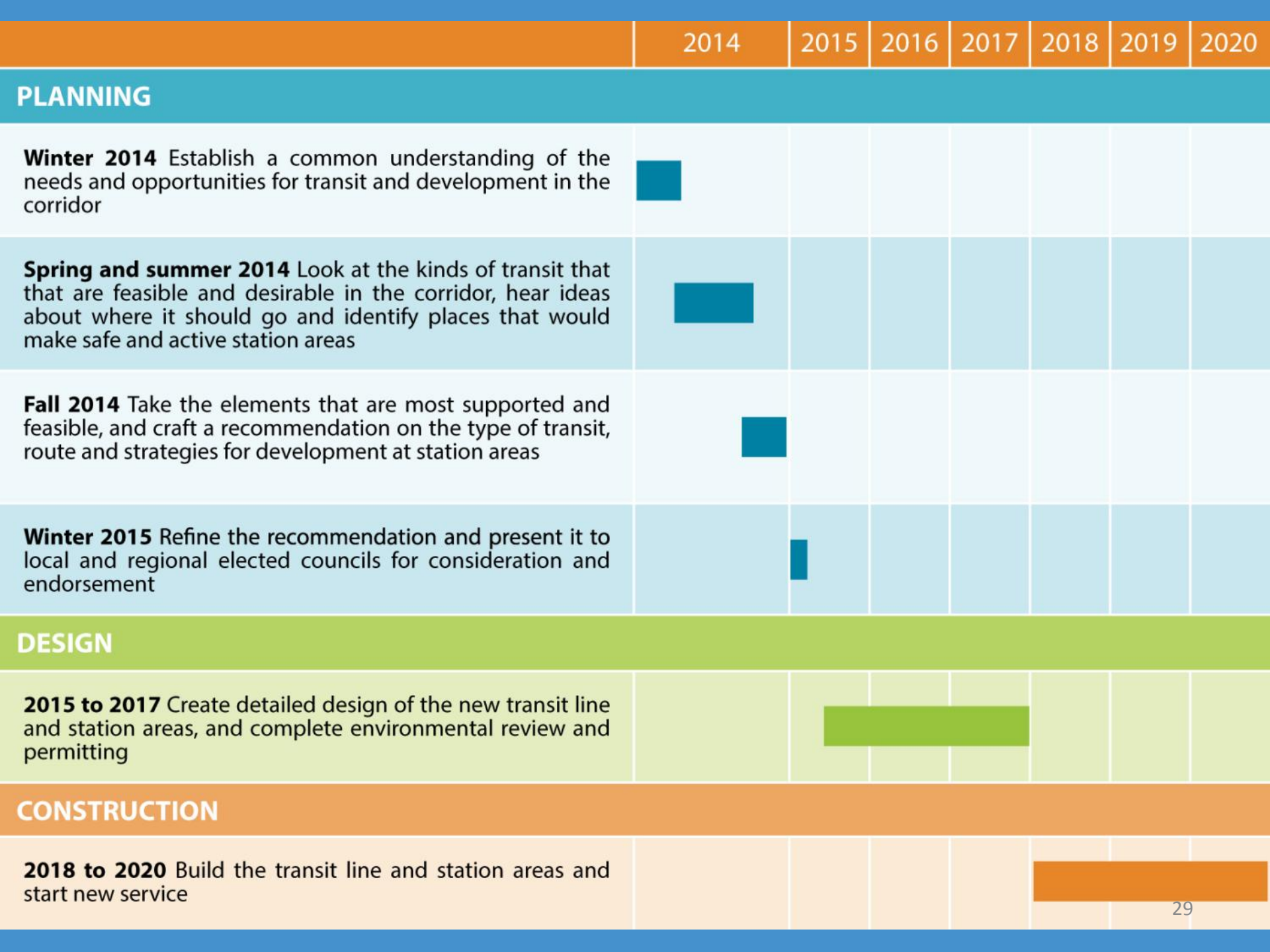
Bus riders and survey takers say:

- **Lines 4 (Division) and 9 (Powell) meets their needs but should be improved**
- **Most important changes would include greater frequency and reliability, more buses (less crowding) and longer operating hours**

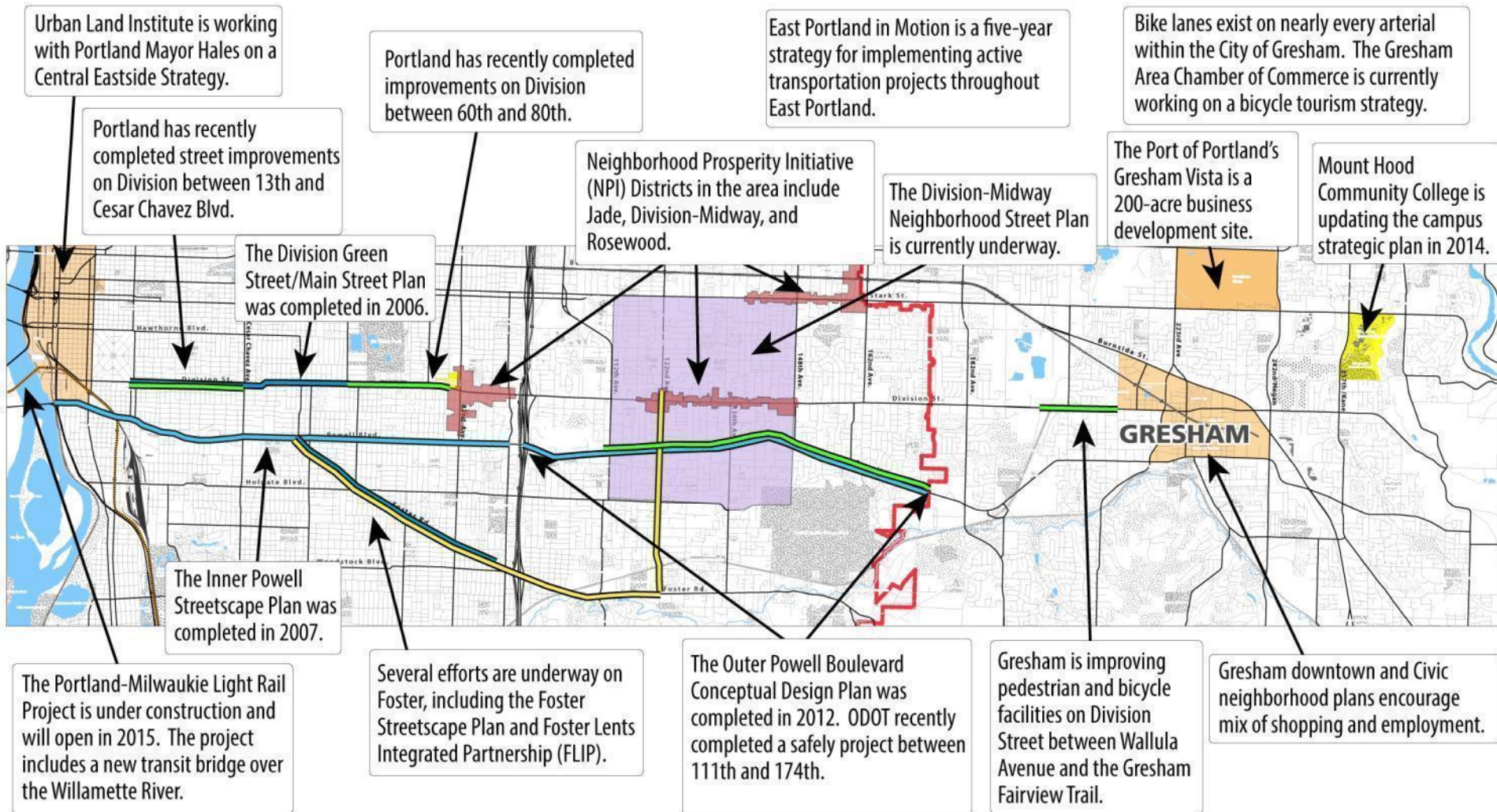
What would improve your bus ride?

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

How can we build it?



Implementation



Capital Investments

Project Name	Source	Amount
East Portland Access to Transit	Regional Funds 2014-15	\$4,200,000
East Portland in Motion - Access to Employment and Education	Regional Funds 2016-18	\$9,116,021
Powell Division Corridor Safety & Access to Transit	STIP 2016-18	\$2,512,440

Recent Investments
East Portland Sidewalk Infill on Arterials
TriMet Pedestrian Network Analysis
Gresham Division Complete Street Corridor Project
Portland High Crash Corridor Safety Program

-Over \$47 Million allocated to EPIM implementation by City and other agency partners between 2012 and 2018. This includes:

- +\$36 million in secured funds by city/partners, including Rep. Fagan and state delegation
- +\$10 million in recent competitive grant applications



Division Street Corridor Project



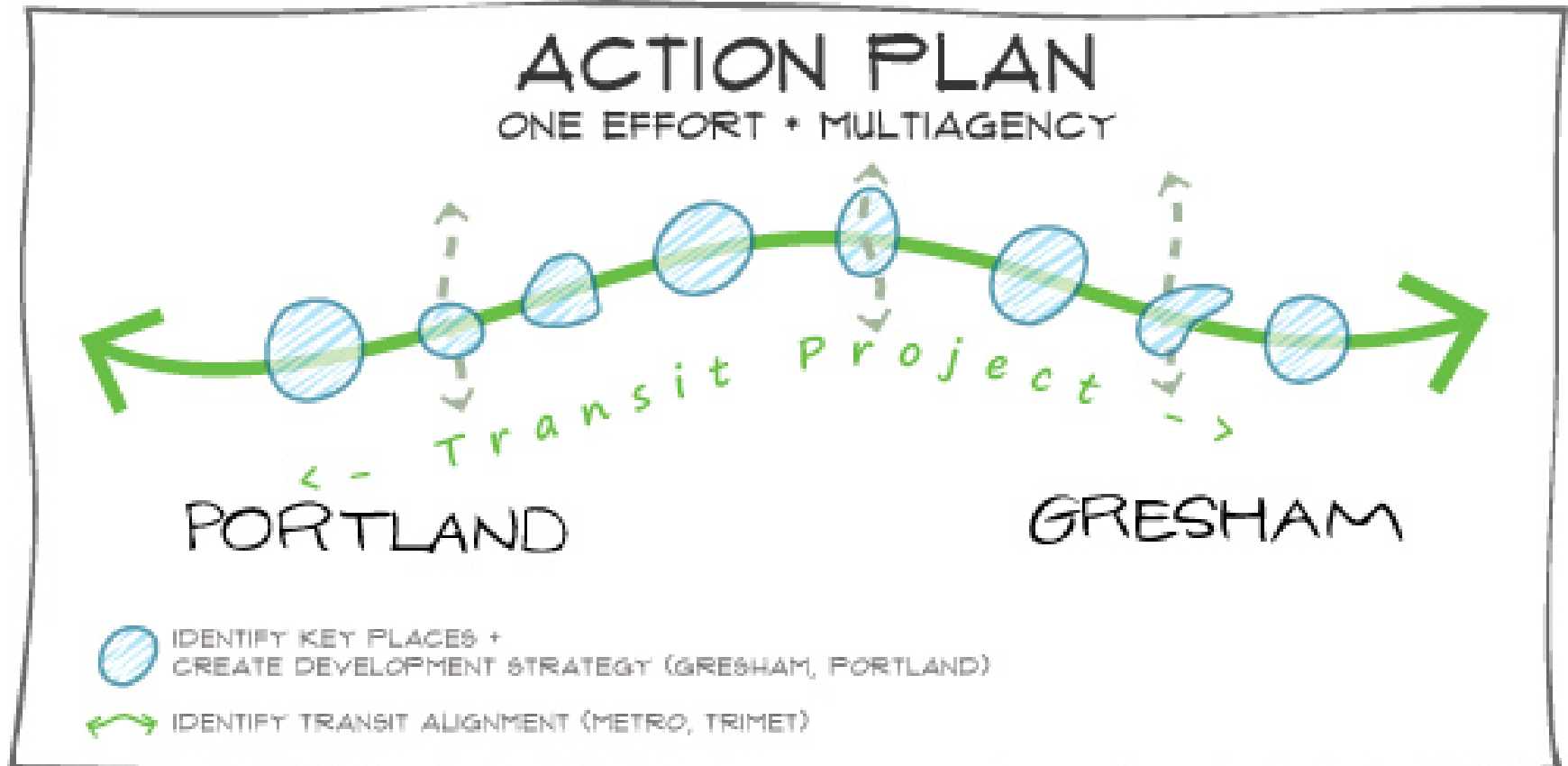
Partnerships

conversations with
community and
business groups.

- Mount Hood Community College
- Portland Community College
- Multnomah County Health Department
- SE Uplift
- EPNO
- East Portland Action Plan
- Coalition Gresham Neighborhoods
- Home Forward
- Human Solutions
- Catholic Charities
- Division Midway Business
- Jade District
- East Metro Economic Alliance



Powell-Division Action Plan



Portland and Gresham will work together to **identify key places** that promote economic development and serve the community by leveraging **future transit**.

Powell-Division Transit and Development Project

Project overview
and decision-making process

City of Gresham
City of Portland
Metro
Multnomah County
Oregon Department of Transportation
TriMet

What?

- Identify high-capacity transit route
- Choose transit vehicle type (bus, train, etc.)
- Identify potential station areas
- Determine next steps to support transit and neighborhoods

Where?

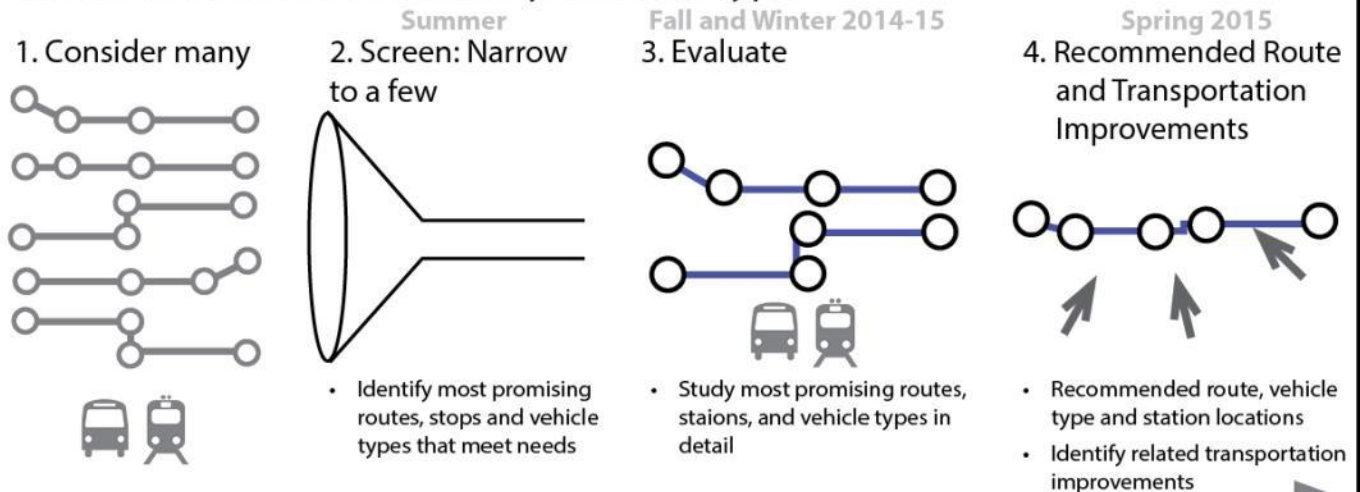
- The Powell-Division corridor from Downtown Portland through Downtown Gresham and to Mt. Hood Community College

Why?

- Transit demand is high and increasing
- Opportunity to invest in enhanced transit and get people where they need to go

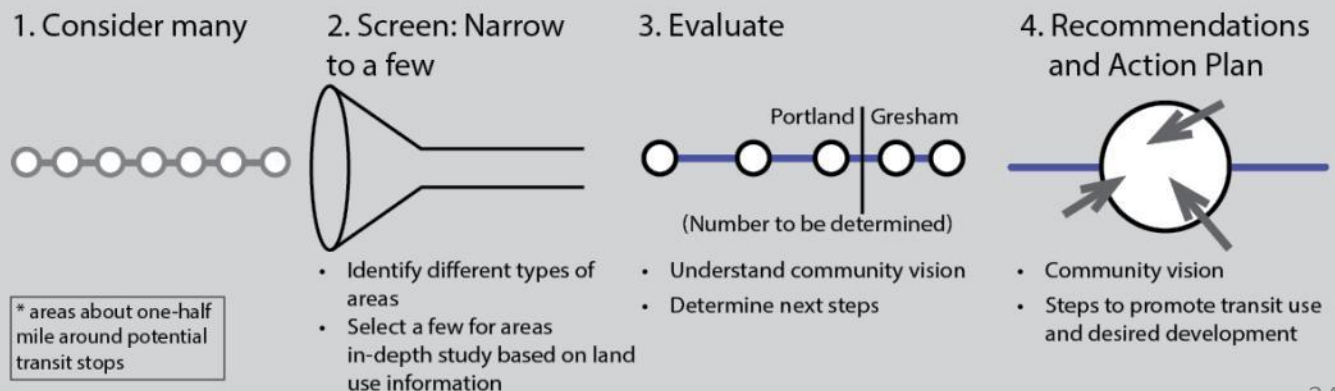
How?

Transit alternatives: route/stops/vehicle type



Ongoing input opportunities; project Steering Committee decisions at each stage

Opportunity areas*



Your input is important. To sign up for the project email list and learn about input opportunities, visit www.oregonmetro.gov/powelldivision

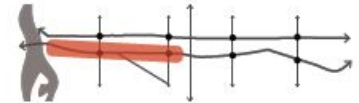
Land Use Assessment

OPPORTUNITIES & CONSTRAINTS: MAP THREE

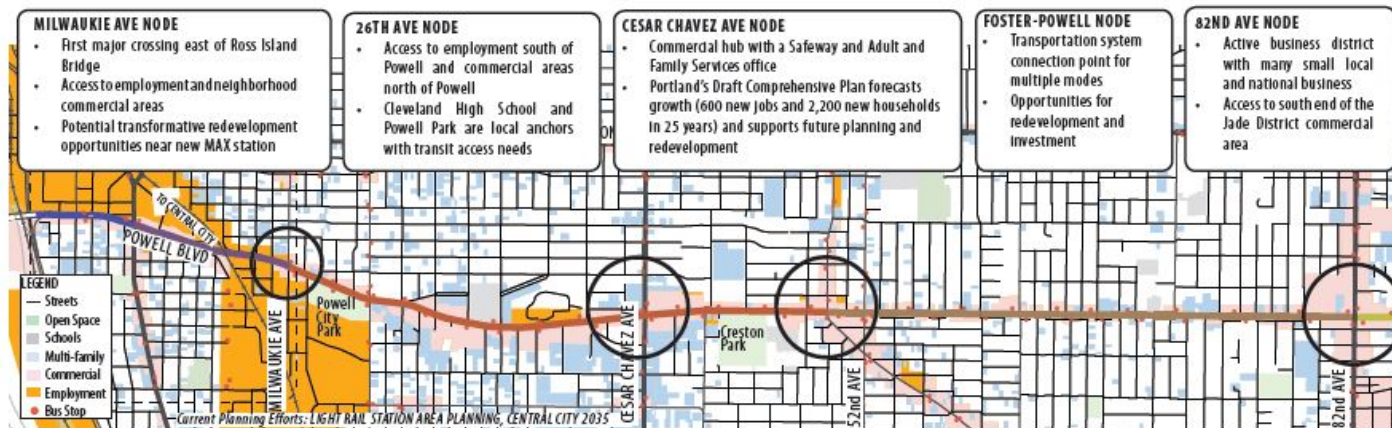
SE Powell from the riverfront/Ross Island Bridge serves multiple users and many needs. It provides access to businesses, schools and a mix of housing types and densities. It connects the east and west sides of the metropolitan area, ferries local and regional freight traffic and provides local connections to and from neighborhoods to the north and south. The roadway typically has two lanes of traffic

POWELL: CENTRAL EASTSIDE TO SE 82ND AVENUE

in each direction, with a center turn lane or median islands. Near Ross Island Bridge, Powell carries and average of over 40,000 vehicles per day. Powell is a Portland-identified high-crash corridor from Ross Island Bridge to 174th Ave (city limits). The typical roadway width is 60 feet; total R.O.W. varies from 80-102 feet and 150 feet at the public parking lots.



PORTLAND MAP KEY



SE Powell & SE 16th



SE Powell & SE 26th



SE Division & SE 54th

STREET SEGMENT CHARACTER

CENTRAL CITY (RIVERFRONT) - SE MILWAUKIE

West of Milwaukie, Powell provides a direct connection to the Ross Island Bridge, adjacent industrial and commercial businesses. There is a pedestrian overpass to facilitate crossing near the start of the bridge, before it crosses 99E.

OPPORTUNITY: Use PMLR exclusive transitway to avoid one of the most congested points in the corridor.

MILWAUKIE AVE - 21ST

From Milwaukie to 21st, Powell provides connections to adjacent residential, neighborhood commercial and industrial areas, from the rail yards to the Brooklyn and Clinton neighborhoods. West of 21st Ave, Powell enters a viaduct under a rail crossing and there is also a pedestrian bridge.

OPPORTUNITIES: Anchors include Aladdin theatre, commercial and industrial businesses. The properties on the north side of Powell at

Milwaukie, which are adjacent to the new MAX station may provide significant redevelopment opportunities.

CONSTRAINTS: Traffic converges and congests the roadway at peak hours as people seek access to Ross Island Bridge. Traffic sometimes slows east past 26th Ave.

21st - 52nd There are more commercial and fewer industrial businesses along this section of Powell. Most businesses along Powell are set back from the street, with parking lots adjacent to the sidewalk. There are also multi-dwelling residential developments and institutional uses, like Cleveland High School, Powell and Creston Parks, Trillium Family Services and the Asian Health Clinic.

OPPORTUNITIES: Transit and development in this area could make it easier for people to reach community and commercial services

and increase access to employment. There are also opportunities to create a sense of place by highlighting grade and elevation changes and bends in the road, as Powell heads east toward Cesar Chavez, which is a major activity node and a frequent north-south transit connection. Creating more pedestrian-friendly development and redesigning sidewalks could create a better walking environment.

CONSTRAINTS: Few pedestrian crossings along a busy (approximately 40,000 vehicles per day) corridor. In many areas existing development is set back from the street and pedestrians must walk between parking areas and a busy street. Grade changes may pose safety concerns. Maintaining household affordability and reducing displacement in adjacent neighborhoods is an issue here.

50th/Foster - 82nd The Foster-Powell intersection is the convergence of four streets: Powell and Foster and 50th and 52nd Aves. This

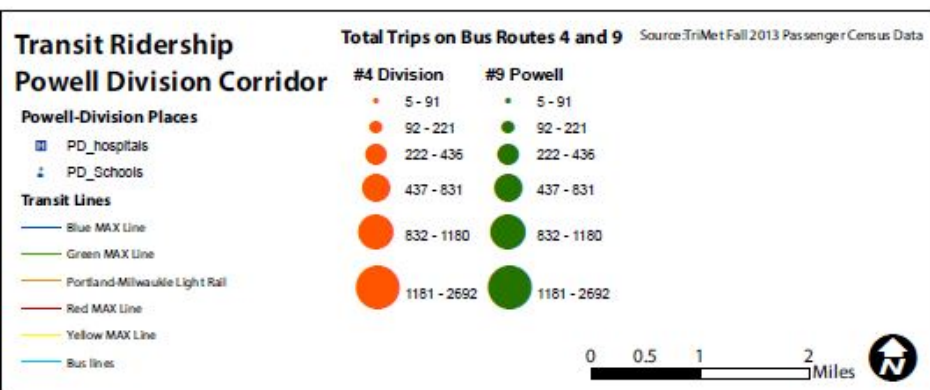
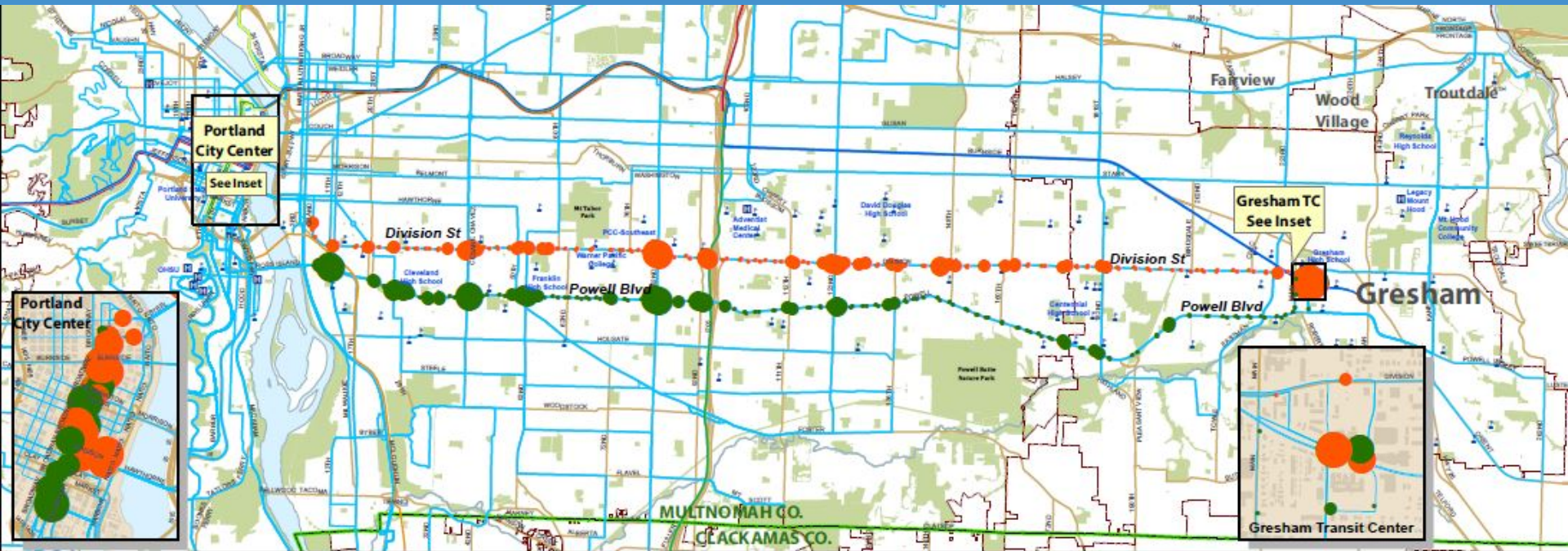
intersection provides transfers to multiple bus lines and connects many neighborhoods south of Powell to the broader transportation network and more commercial services. Just east of here, Powell transitions to a more residential and smaller scale commercial street. Many are one-story buildings on smaller lots than those found west of 50th Ave. Residences vary from apartment buildings to single-family homes. There are many bus pull-outs along both sides of Powell. The landscaped buffers along the roadway become increasingly wider headed east, ranging from 6 to 21 feet wide, especially on the north side. On the south side of Powell, from roughly 53rd to 79th Aves, there are intermittent pockets of right-of-way that provide public parking for adjacent businesses, organized neighborhood access and sound wall buffers. As Powell heads to 82nd Ave, the density of commercial uses increases.

OPPORTUNITIES: The varying roadway provides a variety of opportunities for community spaces, transit stations and development that should be explored in detail. Visual, pedestrian and

bike connections through the South Tabor neighborhood to Mount Tabor Park could be improved. Existing developments could be reoriented toward the street to improve the pedestrian experience.

CONSTRAINTS: The uneven roadway width will require thoughtful treatment both with respect to transportation and development actions.

Transit Alternatives



Notes:

Public engagement PRINCIPLES

- **Person-first lens**

Relate to people the way they relate to the world, not through a project lens

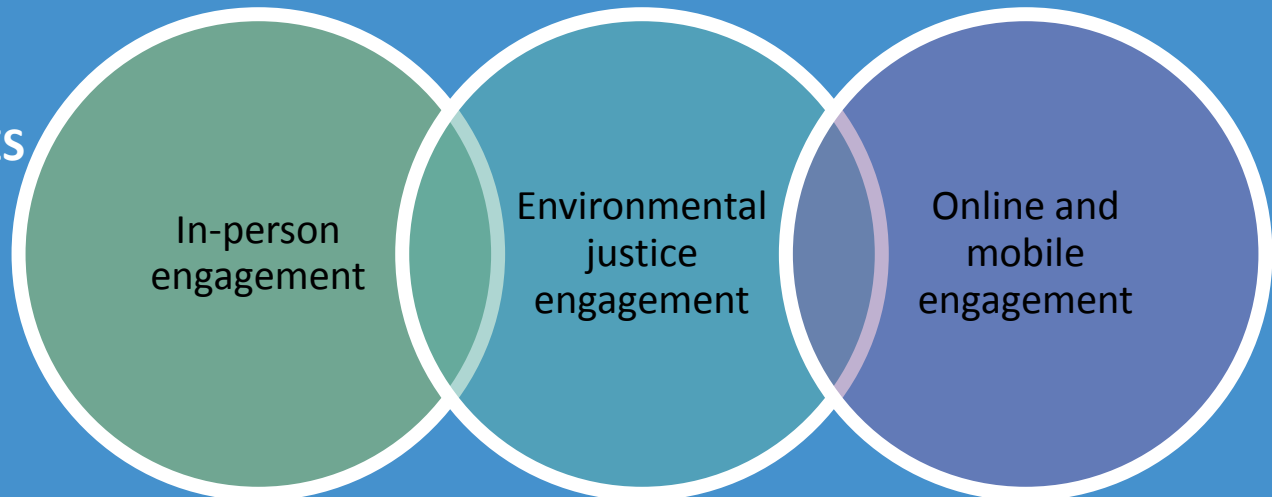
- **Make it easy for people to participate**

Meet people where they are and capitalize on opportunities for coordinated engagement

- **Be clear**

Clarity about decisions, how input is a part of decision-making, who is making the decisions and when/what to expect as a result

Public engagement OPPORTUNITIES



Public Engagement and Decisions

Work Groups

Transit surveys

Neighborhood presentations

Business district presentations

Campus outreach

Environmental Justice Engagement

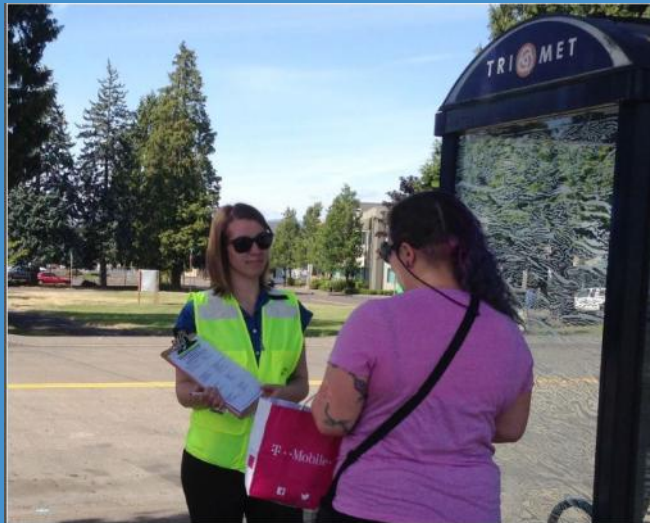
Talk to staff

Community meetings

Online surveys



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT
PUBLIC ENGAGEMENT REPORT
MARCH 17, 2014



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT
PUBLIC ENGAGEMENT REPORT
JUNE 23, 2014

Since last meeting:

50 public discussions/
meetings

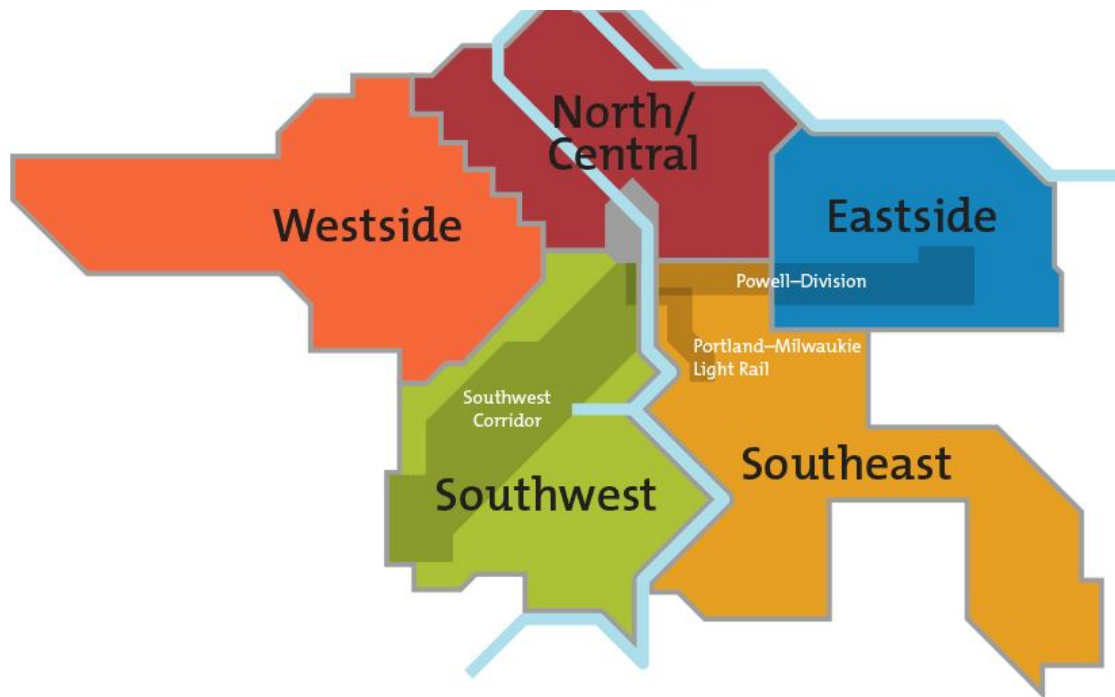
+ 225 online surveys

Findings in the
engagement report

Work Groups

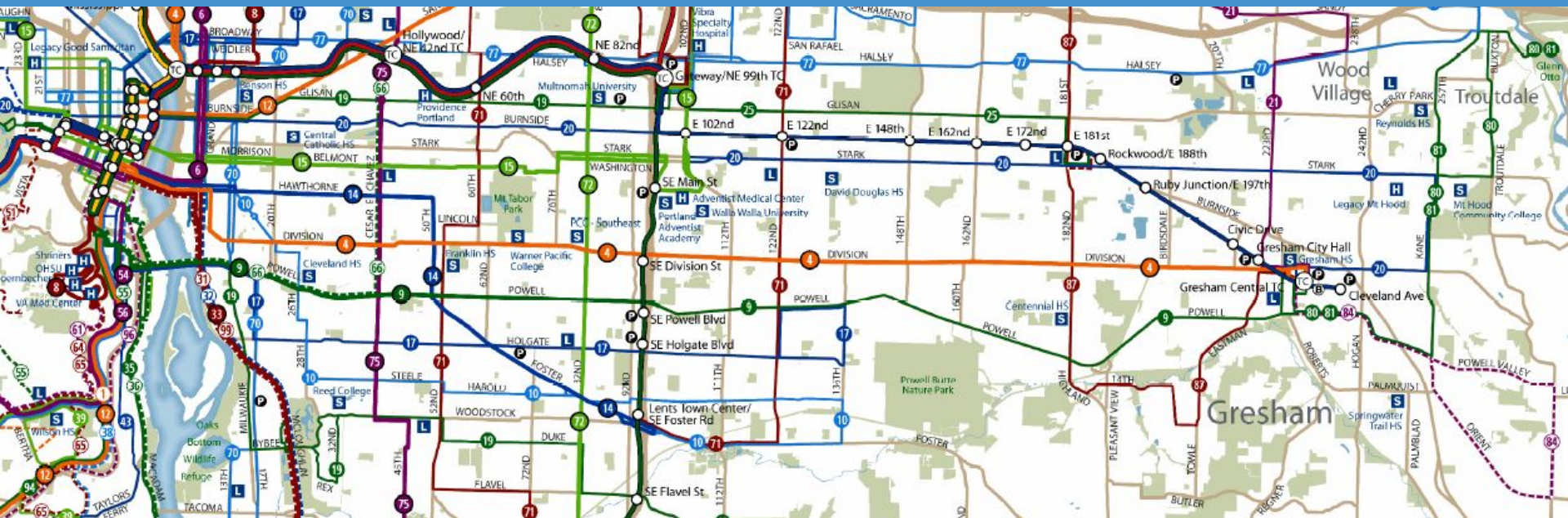
Equity work group can support steering committee in making decisions

Develop a common knowledgebase to be developed collaboratively over the course of the summer; will evolve through life of project	<ul style="list-style-type: none">▪ Identify tools and strategies▪ Who has used it?▪ In what context does it work best?▪ Do we have the authority or ability to use it? If we don't, why not and who does?▪ Is it being contemplated locally ?
Convene equity work group made up of interested committee members and the public	<ul style="list-style-type: none">▪ Explore issues and hear community voices▪ Collaborate to build the common knowledgebase▪ Share findings with the committee relevant to (1) this phase of Powell-Division, (2) future phases and (3) other efforts
Involve the Steering Committee to build understanding of equity and displacement issues	<ul style="list-style-type: none">▪ Provide work group summaries and findings in advance of committee meetings▪ Provide time on committee agendas▪ Reconvene the committee for group discussion as needed



Creating a shared vision for making transit better

Supporting the network





Eastside Service Enhancement Plan

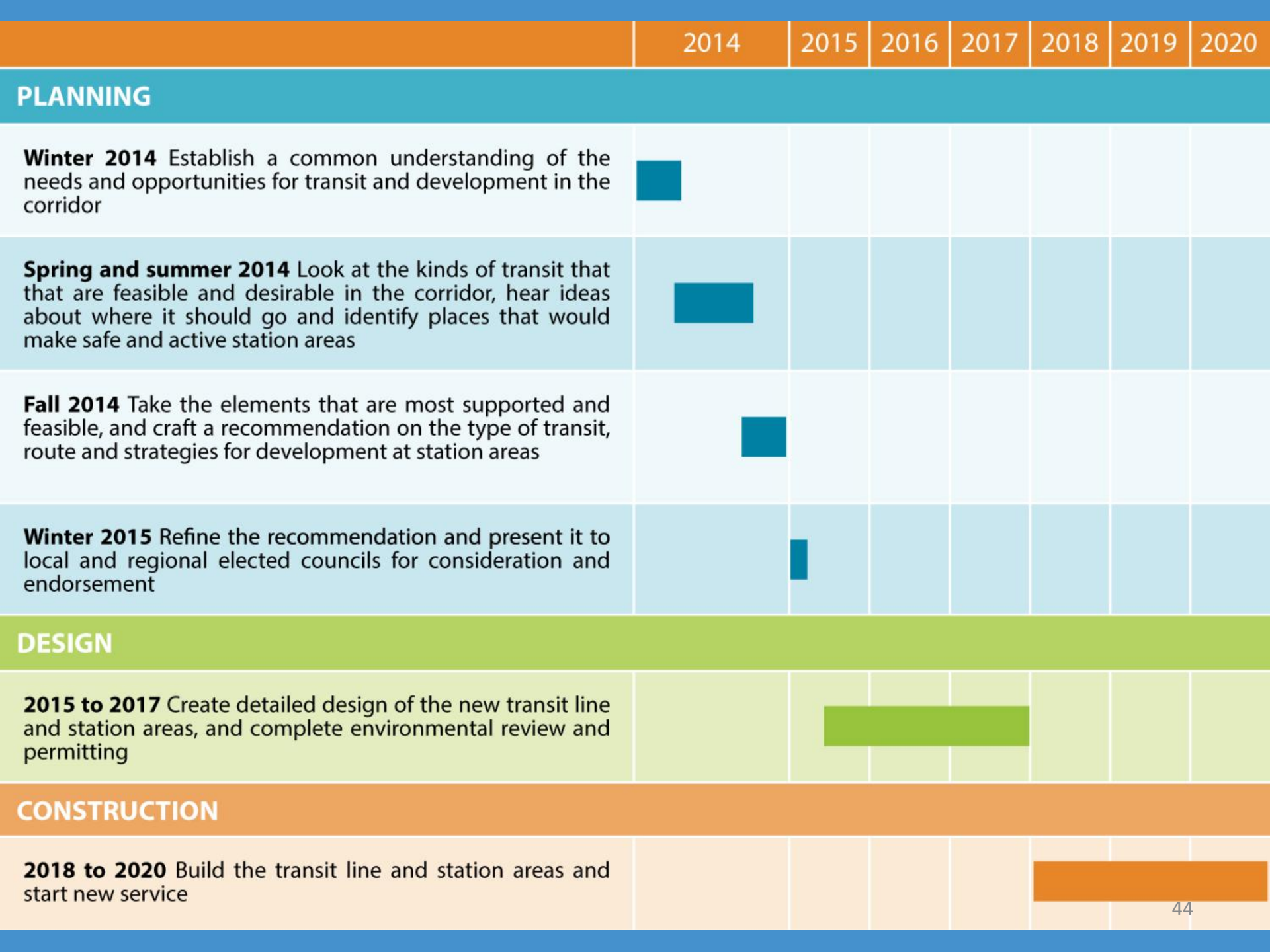
- More local and regional service
- Connections to jobs, education and services in Eastside communities and throughout the region
- Partnerships to improve access to bus and light rail stops





What We Are Hearing:

- Improve access and connections to jobs, education, and services
- More frequent service on existing lines: 181st-182nd, 122nd, 223rd, Kane-257th, Halsey, Sandy
- More new connections
 - Add north-south lines on 148th, 162nd, Hogan/242nd
 - Extend east-west service on Glisan-Cherry Park from 181st to 257th
- Add service on weekends
- Better access to bus stops (sidewalks and crossings)



Schedule – moving forward

- With **agreement**, we can move into project development
- **Project development** includes:
 - Preliminary Engineering
 - Plan for federal funding
 - Environmental work
- Funding from Federal Transit Administration – competitive process under Capital Grant Program (Small Starts or New Starts)



U.S. Department of Transportation
Federal Transit Administration

New Starts

- Federal funds request >\$75M and/or **project cost > \$250M**
- Rail or Bus Rapid Transit (but only if at least 50% transit-only)
- 3 big steps for FTA project funding
- Typically 10+ year process before service starts

Small Starts

- Federal funds request <\$75M and **project cost < \$250M**
- Rail or Bus Rapid Transit (transit-only requirement does not exist)
- 2 big steps for FTA project funding
- Can be 5+ year process before service starts



Decision for today



Steering Committee discussion on equity goal

- 13 committee members joined in a June 2 discussion around equity in the proposed goals and outcomes.
- A summary of this discussion was shared with the committee on June 16 and is available on the project website.
- There was general agreement that the project should commit to advancing strategies that prevent market-driven, involuntary displacement.

ACTION: Revised outcomes and goals for Steering Committee consideration

Proposed project outcomes

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

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

Proposed project goals

- **Transportation:** People have safe and convenient transportation options – including efficient and frequent high capacity transit – that get them where they want to go and are compatible with the existing system.
- **Well-being:** Future development and transit improvements create safe, healthy neighborhoods and improve access to social, educational, environmental and economic opportunities.
- **Equity:** *Future development and transit improvements reduce existing disparities, benefit current residents and businesses and enhance our diverse neighborhoods. There is a commitment to prevent market-driven displacement of residents and businesses and to equitably distribute the benefits and burdens of change.*
- **Efficiency:** A high capacity transit project is efficiently implemented and operated

Establish Goals and Outcomes

DISCUSSION: Provide input on the working draft of purpose and need statement

To be open for comment in summer 2014, and reviewed by Federal Transit Administration. This working draft will be finalized as part of the action plan for this phase of the project.

Based on adopted local and regional plans and policy, the **project purpose:** Is to connect Portland and Gresham with cost-effective, efficient, reliable high-capacity transit that meets forecast travel demand along Southeast Division Street and Southeast Powell Boulevard, supports the area's adopted policies, and provides:
(to be completed following June 23rd adoption of project goals)

- Transportation
- Well-being
- Equity
- Efficiency

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

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

Working statement on needs

DISCUSSION: What information do you need to narrow the wide range of alternatives?

Summer 2014 - The following questions will be answered for alternatives:

1. Does the transit alternative support existing policies and plans, including planned capital investments and projects currently under construction?
2. Does it serve existing and projected transit riders on Powell and Division?
3. Does it link key destinations in the corridor?
4. Are the impacts reasonable; is the transit alternative feasible given impacts to parks, wetlands, wildlife habitat, historic sites, utilities and residential, business and community resources?

Summer 2014 - Information based on the following objectives will be developed over the summer and provided in the fall to identify the most promising alternatives:

Goal: Transportation

- T1 Supports existing transportation policies and plans
- T2 Connects to areas with currently high ridership demand
- T3 Serves projected future transit ridership
- T4 Serves existing locations and transit users with faster service
- T5 Leverages existing right-of-way
- T6 Continue to provide mobility for all users, including pedestrians, bicyclists, motor vehicles, freight and emergency vehicles

Goal: Well-being

- WB1 Provides transit service to the greatest number of people
- WB2 Serves the greatest number of jobs
- WB3 Serves major land uses and transit connections
- WB4 Serves important community resources and commercial destinations
- WB5 Supports adopted land use plans and policies
- WB6 Minimizes property (homes and businesses) impacts
- WB7 Supports economic development
- WB8 Protects or improves the natural environment

Goal: Equity

- EQ1 Improves safe access to high capacity transit for communities of color and low-income and other populations of concern
- EQ2 Distributes negative impacts equitably
- EQ3 Distributes benefits equitably

Goal: Efficiency

- E1 Time-frame for service implementation
- E2 Maximizes financial resources
- E3 Maximizes the utility of existing transportation facilities
- E4 Minimizes right-of-way residential, business, utility and property impacts
- E5 Minimizes impacts to parks, recreation areas and historic sites

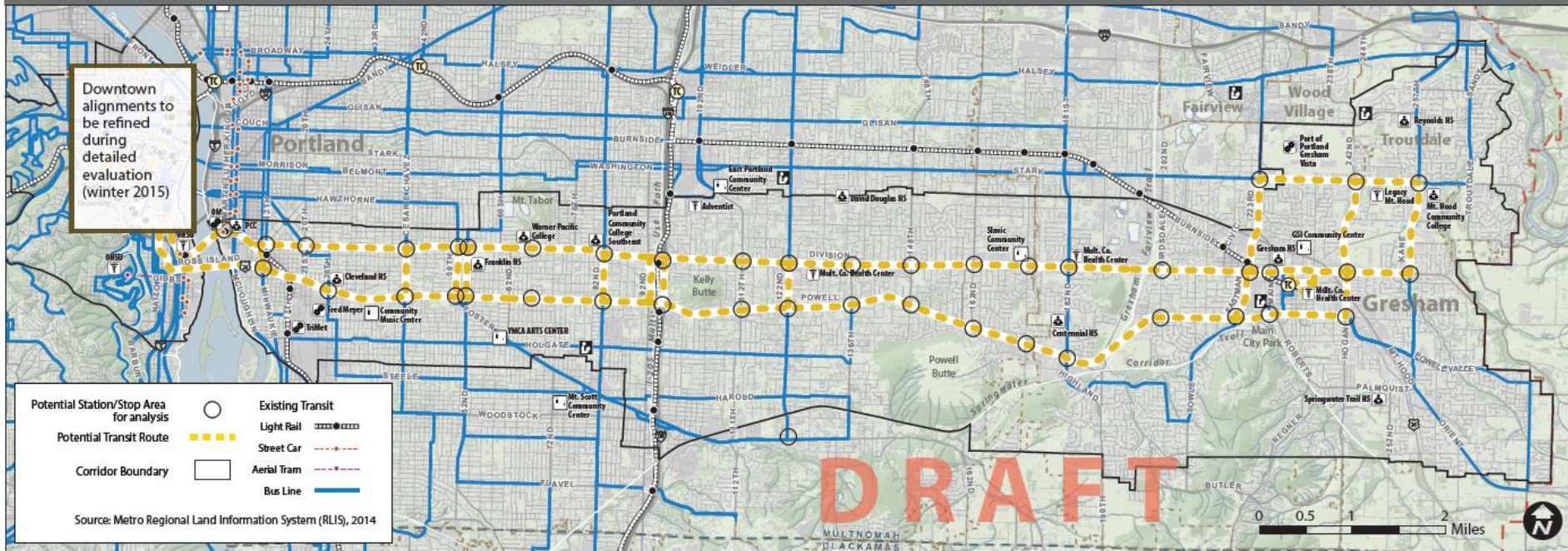
Information to narrow alternatives

September 29: transit type



September 29: Route choices

Powell-Division Transit and Development Project: Potential Transit Routes



What does this map show?

This map shows potential transit routes, along with potential station areas based on community input, land use and transportation work to date.

Potential station areas are intersections with a high level of current activity. They were selected based on the presence of transportation transfer point, existing community anchors and/or likely development potential. These are places where it may make sense to develop more significant transit stations and invest in related capital improvements and community places. The list of areas will be refined through Steering Committee and community input, as well as route choice and real estate development analyses that will be conducted later this year.

Where are we starting from?

The potential route options have been informed by past plans and current conditions, including:

- High Capacity Transit System Plan (Metro)
- East Metro Connections Plan (Metro)
- Gresham and Portland's Transportation System Plans
- Gresham and Portland's Comprehensive Plans
- Existing bus routes
- Current and projected transit ridership
- Existing and planned concentrations of housing, jobs and services

Where should the route go?

- Which places and destinations are most important to serve?
- Should the route run all along Powell, all along Division or on a combination of both streets? If it runs on both streets, where should it cross?
- How does the route best connect Downtown Gresham to the existing MAX line, existing bus routes, Mount Hood Community College, and the Port of Portland/Gresham Vista employment site?
- Where should the route run in downtown Portland?
- Weigh in with your ideas, take a survey and get more information at:
www.oregonmetro.gov/powelldivision
503-813-7375

Example Alternative

Description:

Screening questions:

1. Does the transit alternative support existing policies and plans, including planned capital investments and projects currently under construction?
{to be completed}
2. Does it service existing and projected transit riders on Powell and Division?
{to be completed}
3. Does it link key destinations in the corridor?
{to be completed}
4. Are the impacts reasonable; is the transit alternative feasible given impacts to parks, wetlands, wildlife habitat, historic sites, utilities and residential, business and community resources?
{to be completed}

Screening Summary

Why considered for study?	
Why promising?	
Why less promising?	
Issues for further study?	
Recommendation	

September 29: Trade-offs between alternatives

September 29: Trade-offs between alternatives

DRAFT

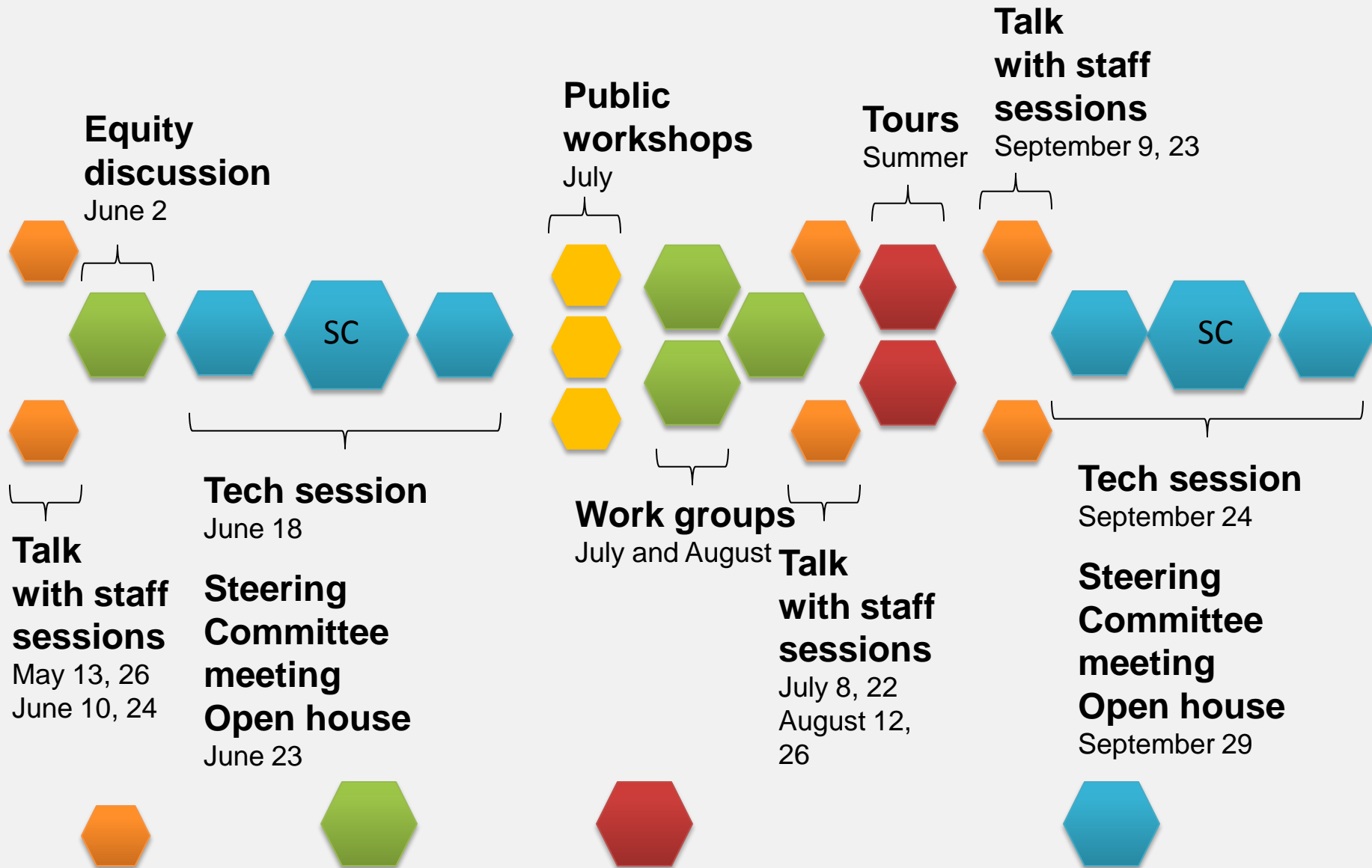
Powell - Division Screening

Alternatives - to be determined

LESS PROMISING       MORE PROMISING

		Goals																																									
		Transportation						Well-being						Equity			Efficiency																										
								Objectives																																			
T1	Supports transportation policies & plans	T2	Connects to areas with currently high ridership	T3	Serves projected future ridership	T4	Serves current users with faster transit travel times	T5	Leverages existing right-of-way	T6	Continue to provide mobility for all users	WB1	Serves the greatest number of people	WB2	Serves the greatest number of jobs	WB3	Serves major land uses and transit connections	WB4	Serves community and commercial destinations	WB5	Supports adopted land use plans and policies	WB6	Minimizes property impacts	WB7	Supports economic development	WB8	Protects or improves environment	EQ1	Improves transit access for populations of concern	EQ2	Distributes negative impacts equitably	EQ3	Distributes benefits equitably	E1	Timeframe for service implementation	E2	Maximizes financial resources	E3	Maximizes utility of transportation facilities	E4	Minimizes right-of-way impacts	E5	Minimizes parks, recreation area, and historic site impacts
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Steering Committee Opportunities



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

