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ENGAGEMENT SUMMARY FOR SEPTEMBER 2014 THROUGH MARCH 2015

Purpose - Public engagement efforts for the Powell-Division Transit and Development Project between October 2014 and March 2015 focused on soliciting input on route alignments and station opportunity areas.

Input opportunities - Engagement activities are outlined on page 7. A summary of findings from input opportunities begins on page 13, with the full record appearing in the appendix.

- informational briefings to committees, neighborhood associations, business and advocacy organizations
- youth engagement
- Latino, Chinese, Vietnamese, Russian, Tongan, Bhutanese and Native American engagement
- local business engagement
- talk with staff sessions
- work groups focused on transportation, development, equity, and safety and security
- participation at community events and related projects’ engagement events
- online map comment tool

Findings - Engagement during this report period focused on determining preferences for route options for the new bus rapid transit line. People were also asked to weigh in on what they would like to see in the eight station opportunity areas. Many of the themes people stressed in earlier engagement periods were reaffirmed. More detailed findings begin on page 13 and the record of comments in the appendix.

RIVER CROSSING
- People who weighed in overwhelmingly support using the Tilikum Crossing.

PORTLAND NORTH/SOUTH CROSSOVER OPTIONS
- People who weighed in overwhelmingly supported using 82nd Ave.
- People who weighed in thought the less promising options included Cesar E Chavez Blvd, 50th, 52nd and 92nd avenues.

GRESHAM NORTH/SOUTH OPTIONS
- People overwhelmingly support connecting to Mt Hood Community College.
- While fewer people weighed in on the Gresham options, those who did support Hogan Rd and, to a lesser extent, Kane Dr.
- People thought Powell Blvd south of downtown and Eastman Pkwy were less promising.
IMPORTANT THEMES

- People see the transit project as a means to advance **desired community outcomes**, including:
  - mixed income neighborhoods
  - intentional affordable housing
  - safer, more welcoming streets and community spaces
  - more jobs in the corridor
  - support communities of color
  - protecting existing small businesses especially ethnic businesses at the heart of communities

- People want **safer, more comfortable transportation** that includes:
  - safe sidewalks, crossings, bike facilities
  - continued or improved mobility for all road users
  - faster, more reliable transit
  - better access to transit

- There are places that could be made safer, more welcoming, healthy and better connected, which could present **opportunities for business development and community building.**
ENGAGEMENT APPROACH

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

Engagement principles and methods

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

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

Engagement goals

The project team will strive to meet the following engagement goals. People were invited to comment on these goals via survey through the Powell-Division website beginning March 2013. Their comments shaped strategies, activities and evaluation metrics, see page 30.

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

ENGAGEMENT METHODS AND ACTIVITIES

In-person engagement

There was broad reaching public engagement between October 2014 and March 16, 2015. Informational briefings were provided to:

- standing committees, such as the Gresham Public Safety Committee
- neighborhood associations
- business organizations, such as the Historic Downtown Gresham Business Association and the Portland Business Alliance
advocacy organizations, such as Elders in Action
- city councils

Project-sponsored events and opportunities included:
- talk with staff sessions
- transportation work group meetings
- safety and security work group meeting
- developers roundtable
- equity work group meeting
- bus rapid transit 101 session
- youth engagement
- Latino, Chinese, Vietnamese, Russian, Tongan, Bhutanese and Native American engagement
- business canvassing by youth leaders
- hands on workshops and open houses

The project participated in other events, including:
- community events, such as the Division Midway Harvest Festival and Jade District roll out
- related projects’ engagement events, such as the Outer Powell transportation safety project open house and the Portland SE quadrant open house

September 29 - Powell-Division Steering Committee meeting and open house
September 29 - Gresham Northwest Neighborhood Association meeting
October 8 - East Portland Action Plan technical advisory committee
October 12 - Division Midway Alliance harvest festival
October 14 - Powell-Division talk with staff session
October 14 - Gresham Coalition of Neighborhood Associations
October 16 - Mt. Hood Community College Community Forum
October 23 - Gresham Northeast Neighborhood Association
October 27 - Powell-Division corridor tour
October 28 - Powell-Division talk with staff session
October 28 - Powell-Division Rockwood meeting
October 28 - Gresham Public Safety Committee
October 30 - Gresham Central City Neighborhood Association
November 4 - Historic Downtown Gresham Business Association
November 4 - Elders in Action Transportation Committee
November 5 - Fairview City Council
November 7 - Wood Village City Council
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>November 18</td>
<td>TriMet Service Enhancement Plan outreach at Reynolds High School</td>
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<tr>
<td>November 18</td>
<td>Powell-Division Project workshop, urban design panel</td>
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<tr>
<td>November 19</td>
<td>Powell-Division community forum at Rosemary Anderson High School</td>
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<tr>
<td>November 19</td>
<td>Improvements on SE 82nd Ave, ODOT open house</td>
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<tr>
<td>November 20</td>
<td>Transportation work group at Metro</td>
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<tr>
<td>November 20</td>
<td>Transportation work group at Gresham</td>
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<tr>
<td>November 25</td>
<td>Powell-Division talk with staff session</td>
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<tr>
<td>December 1</td>
<td>Bus rapid transit 101</td>
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<tr>
<td>December 9</td>
<td>Powell-Division talk with staff session</td>
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<tr>
<td>December 9</td>
<td>US 26: Outer Powell Transportation Safety Project open house</td>
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<tr>
<td>January 12</td>
<td>Safety and security work group</td>
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<tr>
<td>January 13</td>
<td>Powell-Division talk with staff session</td>
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<tr>
<td>January 13</td>
<td>TriMet Transit on Tap in Southeast Portland, sidewalks and walkability</td>
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<tr>
<td>January 14</td>
<td>East Portland Action Plan technical advisory committee</td>
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<tr>
<td>January 20</td>
<td>Jade District community vision event</td>
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<tr>
<td>January 27</td>
<td>Powell-Division talk with staff session</td>
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<tr>
<td>February 5</td>
<td>Powell-Division developer roundtable</td>
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<tr>
<td>February 5</td>
<td>Gresham Transportation Subcommittee</td>
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<td>February 7</td>
<td>Creative community engagement arts grant workshop</td>
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<tr>
<td>February 10</td>
<td>Powell-Division talk with staff session</td>
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<td>February 10</td>
<td>Gresham Coalition of Neighborhood Associations</td>
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<tr>
<td>February 11</td>
<td>Gresham Centennial Neighborhood Association</td>
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<tr>
<td>February 11</td>
<td>Powell-Division discussion group at Latino Family Night</td>
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<td>February 12</td>
<td>Powell-Division workshop, Gresham</td>
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<tr>
<td>February 12</td>
<td>Powell-Division discussion group with Tongan community</td>
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<tr>
<td>February 16</td>
<td>TriMet Transit on Tap, Southeast Portland</td>
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<tr>
<td>February 17</td>
<td>Powell-Division workshop, East Portland</td>
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<tr>
<td>February 19</td>
<td>City of Portland Southeast Quadrant open house</td>
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<tr>
<td>February 19</td>
<td>Powell-Division discussion group with Latino Network</td>
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<tr>
<td>February 20</td>
<td>Port of Portland and ON Semiconductor briefing</td>
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<td>February 21</td>
<td>Powell-Division discussion group with Bhutanese community</td>
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<td>February 21</td>
<td>Powell-Division discussion group with Russian community</td>
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<td>February 23</td>
<td>Powell-Division discussion group with Chuuk community</td>
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<tr>
<td>February 23</td>
<td>Gresham Planning Commission</td>
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<tr>
<td>February 24</td>
<td>Gresham Public Safety Committee</td>
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<tr>
<td>February 24</td>
<td>Powell-Division talk with staff session</td>
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<tr>
<td>February 28</td>
<td>Powell-Division workshop, Jade District</td>
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<tr>
<td>March 3</td>
<td>Elders in Action Transportation Committee</td>
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<tr>
<td>March 4</td>
<td>Powell-Division equity work group</td>
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<tr>
<td>March 9</td>
<td>East Multnomah County Transportation Committee</td>
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<tr>
<td>March 10</td>
<td>Powell-Division talk with staff session</td>
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<tr>
<td>March 10</td>
<td>Powell-Division Southeast Portland open house</td>
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<tr>
<td>March 10</td>
<td>Portland Business Alliance</td>
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<tr>
<td>March 10</td>
<td>Women in Transportation Seminar - bus rapid transit learning session</td>
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</tbody>
</table>
Equity engagement
Broad and inclusive engagement is essential to developing a community-supported transit solution. Metro and project partners work with residents and community organizations that serve communities of color, low income populations, youth, people with disabilities, and people who do not speak English well to provide early, regular and meaningful opportunities to influence decision-making and engagement efforts.

- Youth leader engagement of local businesses and community members
- Latino, Chinese, Vietnamese, Russian, Tongan and Bhutanese community discussions
- Powell-Division route alignment survey (Spanish)
- Route findings map (Russian, Chinese, Vietnamese)
- Jade District and East Portland hands on workshops (Spanish, Vietnamese, Chinese)
- Latino Family Night through TriMet Service Enhancement Plan at Reynolds High School (Spanish)
- Facebook campaign targeting youth
- Elders in Action Transportation Committee
- Division Midway Alliance Fall Festival
- Input board to improve bus experience (Spanish, Russian, Chinese, Vietnamese)
- PLACE Program interviews along Powell Blvd (Spanish, Chinese)
- Business engagement materials (Spanish, Russian, Chinese, Vietnamese)
- Powell-Division equity work group
- Youth engagement through TriMet Service Enhancement Plan at Reynolds High School (Spanish, Somali, Farsi, Hmong)
- Email updates to riders of the 4-Division and 9-Powell
- East Portland concert and East Portland Action Plan picnic
- Jade District community meetings and Night Market
- Native American Youth and Family Center Neerchokikoo Powwow
- Coordination with Portland African American Leadership Forum’s People’s Plan
- Targeted email outreach ask to distribute transit alternatives survey to constituents
- Spanish factsheet
- Multilingual factsheet (Spanish, Russian, Chinese, Vietnamese)

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

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

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

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Online engagement
An online map comment tool invited people to weigh in on route options and station opportunity areas. Between February 13 and March 4, 2,634 people explored the map tool. It received 1,541 comments.

Project information and input opportunities were shared broadly through a variety of communication channels, including:

- Powell-Division email updates
- Powell-Division web pages (www.oregonmetro.gov/powelldivision
- Metro transportation and planning and policy email updates
- Metro news digest
- Metro Twitter
- Gresham Neighborhood Connections email updates
- Gresham Facebook page
- Gresham Powell-Division web pages
- Gresham Area Chamber of Commerce email updates
- City of Portland email updates
- City of Portland Powell-Division web page
- City of Portland Facebook page
- City of Portland pedestrian and bicycle committee email updates
- Multnomah County pedestrian and bicycle committee email updates
- Multnomah County health service centers email update
- TriMet Riders Club email updates
- TriMet lines 4-Division and 9-Powell service alert email updates
- TriMet Service Enhancement Plan web pages
- Mount Hood Community College student government email update
- Portland Community College Southeast campus reader boards
- East Portland Action Plan email updates
- East Metro Economic Alliance email updates

**PUBLIC ENGAGEMENT FINDINGS**

The following summarizes what we heard during engagement activities between October 2014 and March 2015. A full account of comments received is found in the appendix.

**ROUTE OPTIONS**

The Steering Committee will be asked to advance route options they determine to be most promising. Engagement activities were designed to understand people’s level of support for the following options.

<table>
<thead>
<tr>
<th>Willamette River crossing options</th>
<th>Portland north/south crossover options</th>
<th>Gresham north/south options</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tilikum Crossing</td>
<td>Cesar E Chavez Blvd 50th Ave 52nd Ave 82nd Ave 92 Ave</td>
<td>Gresham Transit Center Eastman Pkwy Cleveland Ave Hogan Rd Kane Dr Powell Blvd south of Downtown Gresham</td>
</tr>
</tbody>
</table>

People were asked to weigh in on route options for the new bus rapid transit line in a variety of formats, including:
- online map comment tool, open between February 13 and March 4, 2015
- hands on workshops in Gresham, East and Southeast Portland
- equity work group
- Latino, Chinese, Vietnamese, Russian, Tongan and Bhutanese community discussions
- Spanish online survey

**Willamette River crossing options**

People who weighed in strongly support using the Tilikum Crossing for the new bus rapid transit route across the Willamette River, siting primarily:
- Speed and reliability from the dedicated transitway
- Leveraging investment in the new transit bridge

While support for this crossing option was nearly unanimous among comments received, a few people felt the impact of

**Support for river crossing options**

Results from map tool - Other engagement mirrors these results

![Support for river crossing options](image-url)

- Support
- Do not support
routing buses over the Tilikum Crossing would create air quality concerns for bicyclists and pedestrians. People participating in the equity work group felt both river crossing options would have similar neighborhood impacts, but the benefit to transit riders with the Tilikum Crossing was more favorable.

People described the following reasons for not supporting the Ross Island Bridge option:

- Limited space for travel on the bridge
- Existing traffic and congested conditions
- New transit being neither fast nor reliable using this route

Some people expressed concern that bus stops and service on the west side of the Ross Island Bridge would be eliminated entirely, limiting access to the National College of Natural Medicine.

**Portland north/south crossover options**

Most people who weighed in support using 82nd Ave as the transition between Powell Blvd and Division St in Southeast Portland. They gave the following reasons:

- Access to Portland Community College Southeast and the center of the Jade District
- Access to transit for communities of color and people with lower income
- Opportunity for needed roadway and pedestrian safety along Powell Blvd and 82nd Ave
- Development opportunities
- Access to transit transfer points
- Potential for dedicated busway

A concern shared by those that support the 82nd Ave option is the risk of displacement of businesses and residents that could be prompted by the public and potentially private investments that accompany new transit. The equity work group, participants at the Jade District workshop and members of the culturally specific community discussions stressed the importance of ensuring that current residents and businesses benefit from the transit project and that strategies that prevent displacement are pursued. Another predominant theme expressed by supporters of this option was the need to improve the pedestrian environment on 82nd Ave, which some described as hostile.

A few people did not support the 82nd Ave option expressing concern about traffic congestion on 82nd Ave and what that would mean to transit reliability.
The other Portland north/south crossover options were less supported by people who weighed in.

Cesar E Chavez Blvd - There was no discernible support for this option. People who weighed in cited existing traffic and congestion and the relative absence of important community destinations.

50th Ave - Of the people who weighed in, more did not support this option. They cited constrained road space, traffic, challenging transition with Division St, and the lack of serving communities of color and people with lower income. Those who did support this option cited access to educational institutions, such as Warner Pacific College.

52nd Ave - Of the people who weighed in, more did not support this option. They cited conflicts with bike routes, lack of diversity, constrained road space and traffic on Division St west of 60th and 52nd avenues. Those who did support this option cited access to educational institutions, such as Franklin High School and Warner Pacific College, and the opportunity to improve access to and frequency of transit.

92nd Ave - Of the people who weighed in, more did not support this option. They cited lack of convenient access to Portland Community College and other community destinations, less ridership than other options and bikeway conflicts. Those who did support this option cited improved travel time over 82nd Ave, and serving communities of color and people with lower income.
**Gresham north/south options**

*Connecting to Mt Hood Community College* was supported by nearly everyone who weighed in. The equity work group and people at the Gresham workshop stressed the importance of connecting to Gresham Vista Business Park, Legacy Mt. Hood Medical Center and serving Gresham’s needs for better connections to jobs, education and job training.

**Hogan Rd** was the most supported route to make that connection. People who supported this option cited the following:

- Connections to important destinations such as Mt. Hood Community College, Gresham Vista Business Park, Legacy Mt. Hood Medical Center, and other community destinations and employment areas
- Provides transit where there is none and connections to transit transfer areas
- Potential for dedicated transitway
- Greatest number of people served, especially those living in apartments and with lower incomes
- Development opportunities

![Support for Gresham north/south options](image)

Those who did not support Hogan Rd cite the consideration of its function as the north-south arterial between I-84 and US 26.
People who weighed in also supported the **Kane Dr option**. They cited the following reasons:
- Quickest, most direct route to Mt. Hood Community College
- Potential for dedicated busway
- Development potential
- Division more able to absorb traffic than Stark
- The number of people served, especially those living in apartments and with low incomes

People who did not support Kane Dr found other routes more promising. They cited the lack of connecting people living with low incomes to services, such as the hospital and it missing connections to the major employment areas on Stark.

The other **Gresham north/south options were less supported** by people who weighed in.
- **Powell Blvd south of Downtown** - Of the people who weighed in, more people did not support this option. They cited out of direction travel and increased travel times.
- **Eastman Pkwy** - Of the people who weighed in, more people did not support this option. They cited out of direction travel and increased travel times. The equity work group participants did support this option’s potential to connect to many employment areas and Gresham High School.
- **Gresham Transit Center terminus** - Of the people who weighed in, more people did not support this option. They cited the lack of access to Mt. Hood Community College, employment areas and important community destinations.
- **Cleveland Ave** - Of the people who weighed in, more people did not support this option. They cited the potential for transit to disrupt the residential character of the street.

**STATION OPPORTUNITY AREAS**

On March 16, 2015 the project’s Steering Committee will discuss emerging strategies for the project’s station opportunity areas. These areas include:

- Powell Blvd and Cesar E Chavez Blvd
- Powell Blvd and Foster Rd
- Jade District (82nd Ave between Division St and Powell Blvd)
- Division St and 122nd Ave
- Division St and 162nd Ave
- Division St and 182nd Ave
- Division Ave and Eastman Pkwy/Main Ave
- Stark St and Hogan Rd/Kane Dr
People were asked to weigh in on what they want to see around the station opportunity areas through a variety of formats, including:

- online map comment tool, open between February 13 and March 4, 2015
- hands on workshops in Gresham, East and Southeast Portland
- Latino, Chinese, Vietnamese, Russian, Tongan and Bhutanese community discussions
- Spanish online survey

**Key themes**

Some themes where shared across all station opportunity areas. These include the following.

- People want **safer, more comfortable transportation** that includes:
  - safe sidewalks, crossings, bike facilities
  - more comfortable and convenient places to wait for transit
  - better access to transit
- People would also welcome **more inviting social spaces around stations**, including:
  - Gathering places for neighbors and families to meet and socialize
  - More businesses to shop or get services
  - Activities and temporary uses, such as markets, fairs, or food carts to enliven the neighborhood
  - More places to work

- **Powell Blvd and Cesar E Chavez Blvd** - The greatest expressed changes people would welcome relate to improved environments for walking and biking that feel safe and encourage a vibrant and social street environment.
- **Powell Blvd and Foster Rd** - The most welcome changes include support of, and additions to, the growing and eclectic business community. Hand-in-hand with this welcome change are improved places for walking and biking that provide connections to these businesses and that encourage a safe, welcoming environment for social activity.
- **Jade District (82nd Ave between Division St and Powell Blvd)** - An improved walking environment is the most important change that people would welcome in this area. Other changes people welcome are additional improvements that facilitate biking, street crossings, and active social gathering outdoors.
- **Division St and 122nd Ave** - The most important change people would welcome are improved, more comfortable and convenient places to wait for transit. Other changes that support comfortable access to transit include the addition of sidewalks, improved street crossings and a more people-oriented street environment.
- **Division St and 162nd Ave** - The most welcome changes would improve the transportation environment, improving the human scale, safety and comfort in the area.
The most important change would be for more comfortable and convenient places to wait for transit supported by infrastructure, such as sidewalks, to help people access these transit waiting areas.

- **Division St and 182nd Ave** - The most important changes for the area would improve the transportation environment for people to walk and ride bicycles. Safe and convenient access to neighborhood destinations are the first step toward larger neighborhood improvements, and adding sidewalks would be a tangible outcome of a first-wave effort.

- **Division Ave and Eastman Pkwy/Main Ave** - People consider the addition of places to work the most welcome change to the area surrounding Downtown Gresham and Gresham City Hall. Supportive social spaces for this station area make for an attractive work environment, and other changes that are welcome include safe places to ride a bike and the addition of outdoor gathering places, temporary uses and social activities.

- **Stark St and Hogan Rd/Kane Dr** - The most welcome changes would be to improve the comfort and convenience of transit stops. Outdoor, temporary, and neighborhood uses would contribute to improved transit waiting areas for employees, students, and people seeking services by providing interesting and engaging activities nearby transit stops.

**OVERVIEW OF ENGAGEMENT OPPORTUNITIES**

A full record of notes and comments appear in the appendix of this report.

**Hands on workshops** - More than 165 people contributed to discussions about the route options and eight station opportunity areas during hands on workshops in Gresham, East Portland and Southeast Portland. Participants came from diverse backgrounds. Youth leaders and Bhutanese and Tongan community leaders attended the Gresham workshop. Elders from the Asian Pacific Islander community participated in their native languages at the East/Southeast workshop. The workshops were a collaboration among the Division Midway Alliance, the Asian Pacific American Network of Oregon, the cities of Gresham and Portland, TriMet and Metro, Multnomah County and the Oregon Department of Transportation. This summary focuses on the discussion of transit and potential route options for the new bus rapid transit line.

- **Willamette River crossing options** - Participants overwhelmingly supported using the Tilikum Crossing.

- **Portland north/south crossover options** - Participants overwhelmingly supported using 82nd Ave.

- **Gresham north/south options** - Participants stressed the importance of connecting to Mount Hood Community College and employment centers along Stark St and supported the elimination of the Gresham Transit Center as the easternmost point of the new line, as well as the route option on Powell Blvd south of Downtown Gresham.
**Transportation work group** - Project staff met with interested parties at Metro and in Gresham to discuss transportation elements in the corridor that work well, that do not work well, and that could be improved with enhanced transit. In addition to public input gathered during this work group meeting, input from earlier project surveys (sign up for email updates, survey 1, and survey 2) relevant to the work group theme was summarized and analyzed to support work group findings. Key themes that emerged from the work group meeting include the following.

- Many places along the corridor have sufficient road space without constraints where traffic moves efficiently.
- Biking-specific infrastructure on streets with slower traffic speeds and fewer numbers of motor-vehicles feels safe and efficient.
- Areas of the corridor are congested, dangerous, or feel unsafe for all transportation modes.
- Considerations for enhanced transit should include safety improvements, improved connections, accommodation for bikes on transit, and express-type service.

**Safety and security work group** - This meeting explored participants’ hopes and concerns for the new line related to safety and security. In addition to public input gathered during this work group meeting, input from earlier project surveys (sign up for email updates, survey 1, and survey 2) relevant to the work group theme was summarized and analyzed to support work group findings. Key themes that emerged from the work group meeting include the following.

- There is strong interest in using Crime Prevention through Environmental Design strategies to improve the feeling of safety on transit and in neighborhoods along the corridor. Among these design strategies, the most important are lighting, visibility, and clear sightlines. Also important are design features that delineate different spaces (i.e. platform, public space, private property).
- People also have very strong interest in street safety improvements: crosswalks (that may include signals, lights, flashing beacons, walk on demand, and light delay), bike facilities, and separation of modes.
- People want to see partnership and data sharing with neighboring entities and jurisdictions to improve response and anticipate issues.
- People are interested in improved security technologies.
- Participants recognize that public education will help raise awareness of safety behaviors, inform people of occurring safety and security measures, and teach people how to ride transit respectfully.
**Equity work group** - Community members, advocacy organizations, professionals working on issues related to equity, staff from TriMet, Portland, Gresham, Multnomah County, the Oregon Department of Transportation, Metro and members of the Powell-Division Steering Committee convened for a second work group meeting on March 4, 2015. The group was charged with applying an equity lens to the route choices that will go before the Steering Committee on March 16, and to continue the spirit of learning together and exploring opportunities to fully integrate community stabilization, equitable access, and anti-displacement ideals into decisions and implementation of the transit project and development project.

The equity work group meeting was publicized at community meetings and through the project website, targeted email invitations, the project's email update list and partner updates. More than 50 people participated.

**Route options**

- **Willamette River crossing options** - Participants recommend the Steering Committee strongly consider Tilikum for the benefits of speed, reliability, and direct connections to jobs and local transit service; but caution the committee pay attention to potential negative impacts and displacement pressures on the diverse business community in inner eastside. West and east side residential neighborhoods are perceived to have similar impacts with either crossing.

- **Portland north/south crossover options** - 82nd Ave. was predominantly viewed as the best crossing option to support the diverse business community, need to connect residents to jobs and training opportunities, and to serve the greatest number of vulnerable populations. Participants also said the benefits of 82nd Ave. would best be achieved with careful planning to mitigate displacement pressures on the small businesses, increase pedestrian safety investments, and improve and stabilize affordable housing, while balancing speed and reliability of the bus rapid transit. 50th and 52nd Ave. crossings were widely perceived to pose negative impacts on surrounding neighborhoods, without much positive return.

- **Gresham north/south options** - Participants stressed the primary importance of connecting to Mt. Hood Community College, Legacy Mt. Hood Medical Center, and Gresham Vista Business Park in order to expand access to jobs and educational opportunities. Eastman has the potential to connect to many employment areas and Gresham High School, while Kane and Hogan are perceived as having the ability to serve the highest number of residents and vulnerable populations. Participants noted concerns that service on Cleveland would not maximize ridership, given the lower-density neighborhoods in the area.
Potential actions and tools

- Participants advise the project team and Steering Committee continue to track the studies underway in Gresham and Portland and be mindful of their findings and recommendations when available (late spring).
- There is excitement about the ‘Community Stabilization Tools and Actions’ (included in the appendix with the equity work group meeting summary) emerging from eastside communities and a willingness to continue exploring options and defining priorities that can be aligned with the transit project’s needs and implementation schedule.
- Participants encouraged one another and the project team to continue researching best practices and others’ experiences with tools in order to identify actions and methods that have been most promising in communities around the country.
- Participants expressed that now is the time to have these conversations and recommend continuing the equity dialogue specific to the Powell-Division corridor.

Developer roundtable - Real estate developers, redevelopment staff from the Portland Development Commission and the City of Gresham, and real estate staff from Portland Community College participated in a facilitated 1 ½ hour discussion surrounding development opportunities and challenges along the Powell-Division corridor. The discussion was organized around five themes including: building and streetscape design on high volume arterials, revitalizing underutilized shopping centers, preserving income diversity, serving campuses (including Gresham Vista Business Park, Legacy Mt. Hood Medical Center, and Mt. Hood Community College), and strengthening downtown Gresham.

Participants were invited based on their experience with the issues being discussed on the corridor and included large and small property owners, redevelopment agency staff, and developers with expertise in affordable housing, commercial office development, industrial development, shopping centers, apartments, and single family and innovative housing types. Input from this meeting, along with findings from public outreach and other analysis will help policy and investment strategies for the alignment and station areas being developed by the cities of Portland and Gresham. Major recommendations were focused on the following themes. The full account is found in the appendix.

- Design approaches on high volume urban arterials (focus on 82nd Avenue)
- Revitalization of underutilized shopping centers (focus on Division between 122nd and 182nd avenues)
- Preservation of income diversity
- Serving campuses
- Downtown Gresham
Culturally specific community-based discussions - Cogan Owens Greene, on behalf of the City of Gresham, held in depth community-based discussions with members of the Spanish speaking community (Latino Network and Latino Parent Night at Gresham High), the Tongan, Bhutanese and Russian speaking community as well as the Gresham Youth Commission. The tables below capture the groups' input on route options and important improvements near station opportunity areas. The full account of comments can be found in the appendix.
Youth led business engagement - Cogan Owens Greene, on behalf of the City of Gresham, engaged youth organizers to canvass local businesses. In total, 65 surveys in Spanish and English soliciting input about transit and land use choices were collected through interviews, conducted by the youth canvassers.

- **How can transit better serve your business?** Top responses included:
  - Frequency of service
  - Access (better access to transit)
  - Convenience
  - Destinations (places to go)
  - Maintain or increase bus service
- **How could transit service be improved?** Top responses included:
- Maintain/increase bus service
- Safety and security
- More amenities (art, places to sit, trash cans, etc.)
- More destinations (places to go)
- Increased reliability (the bus usually gets you to your destination in the same amount of time each day)
- Increased service hours

- **Would it be helpful if more people came by transit?**
  - Yes, more transit would help their business according to 70% of respondents.

- **Which are the most important changes you would welcome near the new bus stations?**
  - Access to transit, most said that more crosswalks would be helpful.
  - Neighborhood/businesses, most responded with more gathering places.

**Other business engagement** - Project staff briefed businesses at the Portland Business Alliance, the Historic Downtown Gresham Business Association about the project. Project information was also shared through the Gresham Area Chamber of Commerce email updates, East Metro Economic Alliance and by local business champions.

**Gresham community forum** - This forum brought people together to discuss transit-supported opportunities at Division and 182nd, downtown Gresham, and at Stark and Hogan. Participants responded to locations they would like to see change or stay the same for housing, jobs, stores, or services; better connections; and transportation changes to make travel easier and safer. Key themes that emerged from the meeting include the following:

- Participants expressed interest in developing destinations, access, and recreation for families and youth.
- Improve transit with north/south connections; expanded service on nights and weekends; safety, comfort and weather protection at transit stops; and easy connections to important destinations.
- Improve biking and walking with safe crossings and sidewalks, especially at key destinations and multi-family residential areas; create easy access to trails; add comfortable, safe biking and walking facilities from Powell to Division; and safe routes to schools.
- Division and 182nd Ave has great amenities in parks and natural areas and important destinations. This area could benefit by adding commercial uses, developing a community center at the station area; adding active uses in the industrial land area that creates living wage jobs; and minimizing potential negative effects of parking in neighborhoods.
Division and Eastman/Main has shopping amenities. The area could benefit from strengthened connections between Civic and the historic downtown; should consider redeveloping unused and under-used space; and family-friendly destinations are desired.

Stark and Hogan will need access to food to serve development at Gresham Vista Business Park; and family-friendly activities are also desired at this location.

**Bus rider engagement** - TriMet staff facilitated a large group discussion in Spanish for 40 minutes with approximately 25 Reynolds High School parents and staff and 5 children. The purpose of the discussion was to understand students’ and families’ needs and identify transit improvements. Many parents indicated their families wait long periods of time for TriMet buses. In some cases, they walk to their destination because the bus comes so infrequently.

Parents expressed the importance of access to good transportation. TriMet service is a good option for Latino students if they can’t take the school bus. However, due to TriMet transit service limitations, many students have to wait until their parents get off work to be picked up from school. Additionally, many students cannot participate in sports or after school activities as the bus service is not convenient and their families cannot provide transportation for them either because they have to work or the parents also depend on public transportation. The school has activities year round, including on weekends.

Parents and staff made the following suggestions for improvements:

- Add more service on Line 81 (Kane/257th) is a priority
- Add more weekend service on Line 20 (Burnside/Stark)
- Add more service on Line 87 (Airport Way/181st)
- Add service closer to the school
- Add service on weekends
- Improve service to the hotels along Airport Way so employees don’t have to walk from Cascade Station to their place of work.
- Extend service on Line 25 (Glisan/Rockwood) to 257th
- Provide more reliable service on line 21 (Sandy/223rd)
- Offer more affordable transit fares
- Extend ticket transfer time

**Educational institution engagement** - Project staff met with Mt. Hood Community College administrators and civic leaders to discuss “What would make Mt. Hood Community College the best community college in the country in 2020?” Forum participants discussed:

- Curriculum, student achievement and integration with high schools
- Workforce training and job placement
- Facility update
- Inspiring learning environment
- Open door to the community – events and programming draw parents, residents, and community to campus
**Talk with staff sessions** - These unstructured, drop in sessions take place the second and fourth Tuesday of every month at the Division Midway Alliance office, mid-corridor on 122nd Avenue and Division Street. The sessions provide an opportunity for interested community members or businesses to talk with staff about the project and provide input. The sessions were publicized through email updates to the interested parties list, on flyers distributed at the Division Midway Alliance office, through East Portland Action Plan's email updates, and on flyers distributed during open houses and with business engagement.

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

- **Powell-Division project explores equity impacts, potential strategies at East Portland meeting**, March 6, 2015
- **Shape the future of Powell-Division transit with this interactive map**, February 13, 2015
- **Perspective: Chime in on better transit and great places in the Powell-Division corridor**, February 6, 2015
- **Portland’s Warner Pacific College seeks greater reach and better transit**, January 12, 2015
- **Powell-Division transit project starts conversation on safety and security**, December 22, 2014
- **Event highlights spectrum of choices for future Powell-Division bus rapid transit**, December 3, 2014
- **Connecting opportunity: PCC’s new Southeast Campus hopes for better transit**, November 17, 2014
- **Powell-Division project plans Gresham forum, transportation work group meetings**, November 12, 2014
- **Finding Midway: diverse district makes its place on Division Street**, October 22, 2014
- **Regional funds will connect trail to downtown Gresham**, October 17, 2014
- **Steering committee drops rail, sets course for Powell-Division study’s future**, September 30, 2014

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

- Portland Transport, "Map your way down Powell/Division," February 18, 2015
- Gresham Outlook, "Transportation forum to focus on Gresham-Portland bus routes," February 10, 2015
- BikePortland.org "Metro and TriMet introduce bus rapid transit for Powell-Division corridor," December 2, 2014
• Portland Tribune, "Free bus rapid transit forum set for noon Monday," November 28, 2014
• KOIN, "Metro working on a new transit project," September 29, 2014
• Portland Transport "Decision Time for Powell-Division," September 29, 2014

CLOSING THE LOOP: LINKING PUBLIC INPUT TO DECISION-MAKING

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

The Steering Committee, during their March 16 meeting, will advance the more promising route options for further study. Their decision will be informed by the technical analysis and the public input reported herein.

Delivery to decision-makers
The more than 1,500 public comments made through the map tool were available to Steering Committee members beginning on February 13. This report is the primary mechanism for delivering public input to the Steering Committee in advance of their decision on project outcomes and goals. This report has been made available to the committee and the general public at least one week prior to their March 16, 2015 meeting. In advance of this meeting, each committee member will be offered an opportunity to discuss the public input and/or technical findings with project staff. The findings contained in this report will be presented and discussed during the meeting before the committee provides seeks consensus on advancing some alternatives for further study.

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

The following reflects an earnest evaluation by project staff of engagement efforts for this reporting phase. Note: Following publication of this report, community members will be invited to provide an external assessment of these efforts. If you are interested in participating this assessment, please contact Dana Lucero at dana.lucero@oregonmetro.gov or at 503-797-1755.

- Achieved | * - Efforts made, room for improvement | ○ - Must improve

| 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 document1 and therefore translated into other languages? | ● | ● | ● | ● |
| D. Were people informed of the availability of this information (i.e., notification through email updates and other channels)? | ● | ● | ● | ● |
| E. Was the information available at least one week in advance of any decisions based on that information? | ● | ● | ● | ● |

| Goal 2: Gather input by providing meaningful opportunities to participate |
|------------------------------------------|-----------------|-----------------|-----------------|---------------|---------------|
| A. Were efforts made to engage riders of the 4- and 9-line buses? | ● | ● | ● | ● |
| B. Were efforts made to engage residents and businesses in the corridor? | ● | ● | ● | ● |
| C. Were efforts made to engage students and employees of the schools in the corridor? | ● | ● | ● | ● |
| D. Were community groups and organizations in the corridor invited to share Powell-Division information with their stakeholders or members? | ● | ● | ● | ● |
| E. Were people invited to provide input before each decision-making milestone? | ● | ● | ● | ● |
| F. Was public input provided to decision-makers in advance of each decision-making milestone? | ● | ● | ● | ● |
| G. Were people given the opportunity to provide comments directly to decision-makers at meetings? | ● | ● | ● | ● |
| H. Were in-person opportunities to participate held at accessible locations? | ● | ● | ● | ● |

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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)
<table>
<thead>
<tr>
<th></th>
<th>WINTER 2014 Establish goals</th>
<th>SUMMER 2014 Identify alternatives</th>
<th>FALL 2014 Refine alternatives</th>
<th>WINTER 2015 Route options</th>
<th>SPRING 2015 Project agreement</th>
<th>Total efforts</th>
</tr>
</thead>
<tbody>
<tr>
<td>I. Were in-person opportunities to participate held at variable times?</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<tr>
<td>J. Were in-person opportunities to participate supplemented by online opportunities to participate?</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
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<tr>
<td>K. Were online opportunities to participate also available in other formats?</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<tr>
<td>L. Did public involvement activities help build the capacity of people to participate in future public processes?</td>
<td>●</td>
<td>●</td>
<td>●</td>
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</table>

**Goal 3: Provide timely public notice of opportunities to participate**

<table>
<thead>
<tr>
<th></th>
<th>WINTER 2014 Establish goals</th>
<th>SUMMER 2014 Identify alternatives</th>
<th>FALL 2014 Refine alternatives</th>
<th>WINTER 2015 Route options</th>
<th>SPRING 2015 Project agreement</th>
<th>Total efforts</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Were meetings, workshops, surveys and other opportunities to participate clearly advertised on the project website and emailed to the interested persons list?</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<tr>
<td>B. Were project-sponsored meetings advertised on the project website at least two weeks in advance?</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<tr>
<td>C. Were people made aware of project briefings in advance of community meetings, such as neighborhood associations?</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
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<tr>
<td>D. Were formal public comment periods advertised per federal requirements?</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td></td>
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</tbody>
</table>

**Goal 4: Facilitate the involvement of low income populations, communities of color and people with limited English proficiency**

<table>
<thead>
<tr>
<th></th>
<th>WINTER 2014 Establish goals</th>
<th>SUMMER 2014 Identify alternatives</th>
<th>FALL 2014 Refine alternatives</th>
<th>WINTER 2015 Route options</th>
<th>SPRING 2015 Project agreement</th>
<th>Total efforts</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Were efforts made to engage Spanish language speakers?</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. Were efforts made to engage Vietnamese language speakers?</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
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<tr>
<td>C. Were efforts made to engage Chinese language speakers?</td>
<td>○</td>
<td>●</td>
<td>●</td>
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<td></td>
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<tr>
<td>D. Were efforts made to engage Russian language speakers?</td>
<td>○</td>
<td>●</td>
<td>●</td>
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<tr>
<td>E. Did meeting materials include Metro’s ADA, non-discrimination and language assistance notice?</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
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<tr>
<td>F. Were translation services made available upon request?</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G. Was project information made available at accessible locations such as health care clinics, local and ethnic markets, community centers and schools?</td>
<td>●</td>
<td>●</td>
<td>●</td>
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</table>

For planned engagement opportunities in the next phase of the project, see page 32.
WHAT'S NEXT?

Engagement between March and June 2015 will continue to focus on route options and what people would like to see at future station areas. Activities will include:

- Culturally specific engagement
- Bus rider engagement
- Youth and student engagement
- Business engagement
- Hands on workshops and open houses
- Online commenting tool
- Participation in related public and community events
- Powell-Division community briefings at existing meetings, such as neighborhood associations

Do you have ideas for other activities?

Let us know! Contact information is found on page 4.
APPENDIX
POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

HANDS ON WORKSHOPS SUMMARY: TRANSIT

Feb. 12, 2015 from 6:30 to 8:30 p.m. | Gresham workshop | Gresham City Hall, 1333 NW Eastman Pkwy Gresham
Feb. 17, 2015 from 6 to 8 p.m. | East Portland workshop | East Garden Restaurant, 12424 SE Division St, Portland
Feb. 28, 2015 from 11 a.m. to 1 p.m. | East/Southeast Portland workshop | Fubonn, 2850 SE 82nd Ave, Portland

KEY THEMES AND OUTCOMES

More than 165 people contributed to discussions about the route options and eight station opportunity areas during hands on workshops in Gresham, East Portland and Southeast Portland. Participants came from diverse backgrounds. Youth leaders and Bhutanese and Tongan community leaders attended the Gresham workshop. Elders from the Asian Pacific Islander community participated in their native languages at the East/Southeast workshop. The workshops were a collaboration among the Division Midway Alliance, the Asian Pacific American Network of Oregon, the cities of Gresham and Portland, TriMet and Metro, Multnomah County and the Oregon Department of Transportation. This summary focuses on the discussion of transit and potential route options for the new bus rapid transit line.

Willamette River crossing options - Participants overwhelmingly supported using the Tilikum Crossing.
Portland north/south crossover options - Participants overwhelmingly supported using 82nd Ave.
Gresham north/south options - Participants stressed the importance of connecting to Mount Hood Community College and employment centers along Stark St and supported the elimination of the Gresham Transit Center as the easternmost point of the new line, as well as the route option on Powell Blvd south of Downtown Gresham.
RIVER CROSSING OPTIONS

Tilikum Crossing
- Tilikum makes sense
- Already made for transit
- It’s dedicated, not dealing with cars, already made for buses
- Going in as far South as possible
- Tilikum is better choice than Ross Island
- Tilikum is better because there is no traffic
- They agree with taking Tilikum Bridge
- Tilikum is better connected to OHSU and more accessible
- If you put too much on Tilikum, is it going to minimize the infrastructure?
- Gideon is a bottle neck. Flow - will it be addressed? ODOT is looking at possible connection and route times
- Not every bus that crosses Tilikum has to follow the same route through Powell/Division
- Additional buses can other routes to still capture speed
- Tilikum makes a lot more sense
- Concerns about Gideon/Powell connection
- Tilikum will be a major attractor
- preferred
- Tilikum Crossing makes more sense
- Less congestion and faster than Ross Island

Ross Island Bridge
- Ross Island has congestion. If we can solve this….or if the line can improve congestion then ok – dedicated.
- Kill/not a fan of Ross Island
- Too congested
- Is tight and crowded
- Time waster
- remove

PORTLAND NORTH/SOUTH CROSSOVER OPTIONS

Cesar E Chavez Blvd
- Have to deal with current congestion
- Busses that don’t stop are louder - residents around Cesar Chavez - have you talked to them?
- Electric tend to be quieter
- More stops can benefit businesses
- 39th and CC might not be ideal because you can hardly drive with the buses as it is now
- Have you looked at Holgate and 122nd? Used to be 4-lane road
- Would lose connection to PCC
- 39th already has narrow sidewalks
- Not bike friendly
- If this is selected really consider what to do with bike and ped
- No Cesar Chavez – too slow/congested
- Group consensus: No on Chavez
- No density on Cesar Chavez to do bus route. Too narrow.
- Too narrow and not good for turns
- Disturbs the neighborhood
- remove
- All vote no – too much traffic
- Remove from options
- Agree that Cesar Chavez is not good option
- Nearly all raised their hands
- Take Cesar Chavez off the table
- No one asked to keep Cesar Chavez
- drop

50th Ave
- Have to deal with current congestion
- Option - less than half with Stark to two sides
- How many stops?
- Does not feel safe or have school connections
- Very narrow, but It might be faster
- Need to redo turns
- Doesn’t go by Fubon, but gets you close to Foster
- You run into school traffic on Franklin
- 50th is incredibly narrow and tight.
- Traffic jam on 50th
- Take 50th off the table
- Too narrow and not good for turns
- Disturbs the neighborhood
- windy
- remove
- 50th and 52nd Ave – whichever is more economical
- Whichever is easier or easiest to do
- Whichever is wider
- Narrow ROW
- Either 50 or 52nd Ave
- Try to maintain local service
- Future employment growth?
- Division – Warner Pacific college/ high school
- Already multi-family housing and senior homes
- 50 and 52nd – Trade-offs – both not safe
- Too narrow for busses to go by frequently and so many bicycles
- Not preferred

52nd Ave
- Have to deal with current congestion
- Option - less than half with Stark to two sides
- How many stops?
- Does not feel safe or have school connections
- Very narrow, but it might be faster
- Need to redo turns
- Doesn’t go by Fubon, but gets you close to Foster
- You run into school traffic on Franklin
- Because Warner Pacific College and Franklin HS
- Take 52nd off the table
- Too narrow and not good for turns
- Disturbs the neighborhood
- added bikeway this year, sad to rip it out
- serves Franklin
- Narrow Division
- remove
- 50th and 52nd Ave – whichever is more economical
- Whichever is easier or easiest to do
- Whichever is wider
- Either 50 or 52nd Ave
- Try to maintain local service
- 50 and 52nd – Trade-offs – both not safe
- Too narrow for busses to go by frequently and so many bicycles
- Not preferred

82nd Ave
- Can a rapid bus slow down 82nd?
- You would have normal traffic...there is 4
- Even a flashing light at 82nd NW and many people try to cross
- N/S best
- Has a slope which could be challenging
- Can we move it even higher at 205 area – 82nd or 92 of these choices?
- Discuss Potential ROW needs
- Also like 122nd in theory – tight turn at 122nd and Powell
- Better from equity perspective
- How does 82nd compare for I205 traffic
- 82nd connects to PCC and the heart of the Jade District – makes sense
- 82nd service to Fubon
- 82nd best option
- Education is purpose of commute
- Fubon and PCC
- Connect to 72
- Students at PCC
- Banks are close to 82nd
- Pacific Islander and Burgenese communities
- 82nd feels safer – more activity; eyes on the street; more people and shopping centers
- How fast can we get to Division and still access PCC? Mixed feelings about 82nd because of traffic delays
- Need speed on 82nd and transit priority
- Turning onto a wide road
- Pick up more people on Powell
- Better for getting to friend’s houses, parks and places near 82nd
- 82nd is a larger street and could be better option without effecting neighborhood streets. Turning on 82nd will be faster
- 82nd line will encourage more development
- We don’t trust that people won’t park on 82nd
- What are your preferences for where to add BRT lanes?
- Road diet – slow down traffic / do separate lanes
- ODOT owns Powell and 82nd. Why choose that route? ODOT owns the middle of roadway. City owns
- Is 82nd an appropriate corridor for bike lanes?
- 82nd is very overwhelmed with cars for pedestrians. Needs buffers. Putting telephone poles in the middle in the middle of sidewalks
- 82nd is unanimously the preferred route
- Needs to be more investment in pedestrian infrastructure
- Not safe for bicyclists and pedestrians
- Could spur development
- Very busy and crowded
- Intersections are congested at 82nd/Powell/Division
- Split east and west routes
- Division 39-50 to narrow
- Hitting PCC is important
- Will TriMet cut local service after BRT?
- Influences how you plan for stops/routes/service
- 39th? Too small. Tight corner at Division. Hill on 39th could be an issue, too
- West to east at 82nd preferred
- Concerned about how much Division is narrow until 82nd
- Don't think it would support another bus line
- Is the natural choice
- Powell is wider to 82nd
- Need for improved crosswalks across 82nd Ave at Hawthorne because of slope/hill and access to Harrison Park
- Powell is wider to 82nd
- Division is wider of 82nd
- 82nd has potential to be the next Hawthorne
- 82nd is a destination should serve
- Traffic is too bad at inner Division
- Fear of losing
- Keep bus stops in same locations, noon-three
- If you could provide off-street parking to mitigate
- Refer to visionary plan for Jade
- How can construction impact businesses?

- Interested in selling property for stop and station cover
- Must serve
- Division from 50 to 82nd has most destinations especially with transit use
- Franklin High
- More rapid
- Affordable housing should be part of future plans
- More parking
- More crosswalks at 82nd and Division
- Consider pedestrian bridges across 82nd and Division intersection
- Furniture store at 82nd and Division Jade District still strong advocate for a community center
- One disability dedicated bus way possibilities out of Powell
- Possibility that road may be widened
- Implications for property and buildings
- If 82nd, this is a central location, so this is a connection place for increased transit access
- If the bus can be every 5 minutes people will not need to wait, will be more smooth
- Where do people go for daily walks along 82nd?
- Informing stops
- Long-term consider widening 82nd
- There is a lot going on
- Concerned about the trees on 82nd, when leaves fall they clog drains and also make it hard to walk – evergreens
- Informing stops - all – Powell, 82nd, Division – center point and connector to many more streets and routes – good faster
- 82nd - S – central economic point
- 82nd to busy, but 92nd ok, not too far to go
- What are people’s preferred route? All except one voted for 82nd 12 yes, two abstain, one equal 82nd/92nd (14 overall) preferred

92nd Ave
- Need more frequent flashing crossings from Max / 92nd and 122nd
Can we move it even higher at 205 area like 82nd or 92 of these choices?
Also like 122nd in theory – tight turn at 122nd and Powell
How does 92nd compare for I205 traffic
92nd less traffic
No shopping center and no access to PCC
Interested in bicycle track on 92nd. Similar to downtown
No density on 92nd to do bus route
Too narrow
Bad air quality
92nd floods
Couplet - east to west at 92nd crosses PCC but most students would be from west based in district boundaries at MHCC
Back up Powell west bound
Bus may reduce congestion
How frequent will the bus run?
remove
Keep as an option
Could serve a population that isn't being served now
Low volume street would allow bus to go faster, more efficient
Would serve street without transit
Need more connections to Lents area
More North/South connections
It’s poorly served by bus between 82 and 20
Also Cheery Blossom area is very under served and there are lots of people in this are that use transit
Not on 92nd because it is too residential
No economic activity, confirming that 92nd is a top choice
Keep 92nd as an option?
All voted to drop it from options
One person said that 92nd is ok, 82nd too busy and not too far to go

GRESHAM NORTH/SOUTH OPTIONS

Gresham Transit Center
- Not good
- Waste of opportunity to help people
- Needs to service MHCC

Need to get Gresham TC to connect to all lines. All these options are available on Eastman.

Eastman Pkwy
- Meet with North Central Neighborhood
- Good if did swing through downtown
- Loop around is bigger connecting to downtown, if loop could go deeper into downtown Gresham
- Gets ruled out - out of the way
- Eastman is good. Efficiency with buses vs cars.
- Group consensus: no opposition to removing Eastman for further consideration

Cleveland Ave
- Ride between Powell and Division
- Division works well now
- Lot of opposition
- Disruptive to neighborhood
- No additional opportunity for development
- Neighborhood association is opposed
- Dangerous for children
- 8th street is not a bad route
- It’s irrelevant
- Too skinny
- Neighborhood will fight if the speed limit is proposed to increase from 25 mph
- Does not have heavy traffic
- 25 mph is maybe too slow
- Is a promising location
- Seems too residential, single family
- Many residents are likely to object to the Cleveland route
- Second choice
- Two people at the table prefer Cleveland
- Buy off on Cleveland - the travel time is significantly faster

Hogan Rd
- Better connection
- Development capacity
- Possible terminus at Stark and Kane
- Bypass Kane - instead go up Hogan and Stark, Stark and Kane is terminus, getting to 5th is the goal
- Lots of businesses and apartments, Salvation Army
- No bus right now
- Longer route not an issue
- Nice that it connects to Sunset Park
- MHCC and Legacy
- Could you take red sunset around the park to avoid turn at Stark intersection
- Speed limit higher but lots of congestion
- More signals for crossing and signalizing for BRT
- Serves more than Cleveland
- PGE
- Lower income. This is who BRT should serve
- Has capacity and existing road width – better than Cleveland
- Existing lighting is good, safer
- Good connections to existing destinations plus no existing bus service on Hogan
- Will in the future be
- Last choice – too much traffic

**Kane Dr**
- Stop/wind and cold *See Notes for Stop plan view
- Potential to spark some development
- Transit stop on Division and Kane
- Wouldn’t serve Legacy
- Move MHCC stop on campus
- Benefits of exposing more students to transit and riders on education
- Better local street facilities from Powell Valley to bus stops.
- Powell and 223rd would be ok to eliminate
- Need service to Reynolds HS and businesses nearby

- It’s so far and lines 80/81 already serve Kane
- It’s too far from hospital and have to transfer
- People who are uneducated do not understand how to make transfers
- If the BRT routes on Kane, keep the 20 bus line of Stark. It is important for reaching destinations
- Kane option only has one bend or turn – straightest route
- Two people at the table prefer Kane
- Better for rapid travel for gaining speed
- Easier sell
- Easier physical build
- Faster
- There is fairly dense residential on Kane and the scale fits better for BRT over Cleveland

**Powell Blvd south of Downtown Gresham**
- Powell between Eastman and 182nd poorly served
- A lot of people
- Frequent service on Powell for that stretch of Powell on Gresham
- After cross-over, how will it affect Powell?
- No longer an option for HCT on Powell east of I205
- Why not just use Division into Portland? Studied by dropped due to impacts
- Too complicated
- Doesn’t make sense
- Option: cut through Hood instead of Hogan – might be better
- Too much out of direction
- Served by local route
- Powell option undesirable for downtown businesses (business owner of 23 years)
- No opposition to removing
- OK to drop
Table discussion

- **Auto Process card** – pre-pay/load card to patronize anything along the route – saves transit time, etc.
- Why can’t the bus connect with Rail (a. underground)
- There was some discussion around the east side along the Max (see green)
- Group generally supports access to parks and schools
- What can be eliminated? – Ross Island
- Crossover routes
- What are the costs and do they have a major factor in decision making?
- Purpose is to have lower costs generally. Not only one factor of others
- What is the purpose of the project?
- Newer type of bus, more efficient, faster with fewer stops likely.
- Still have local service with multiple stops
- Still under consideration to have local on same street
- Will fewer stops mean faster travel – yes
- Bus only lanes should be prioritized for the extent of the route. This increases the speed of service and makes the BRT more favorable and attractive versus other modes.
- Desired transit amenities include: comfy seats, covered stops and TV with estimated bus arrival time
- Already bus service to MHCC but BRT objective is offering faster service
- Existing bus on Main Street – tight area
- Downtown - people alight bus on 2nd and walk east ward
- Getting BRT to go beyond existing transit center – it’s key for facilitating access to MHCC
- Mother of 2 college students. Resident at 181st and Binford. Students attend PCC and PSU. She has to drive them at least partially to school and drop them off on Division. Transition – 181st and Powell area seems good for families with kids who can’t afford cars for their kids. Big apartment complexes. Her son - existing infrequent service and too many connections.
- Ms Han - doesn’t ride the bus but gets the concerns of mom and son
- Natalya (mom) bus needs to better serve children and college kids
- There are also existing safety concerns with existing transit. Shelters should have a lot of good due to lighting illicit activities at bus shelters
- Education connection is essential - MHCC, PCC, PSU, because a lot of students take classes at more than one of these schools.
- Alan G reiterated how to deal with downtown – how BRT relates to downtown is a key issue, how BRT relates to Gresham Transit Center
- Table did not all agree on dots, but seemed to be in general agreement during the exercise
- Would the yellow routes serve a different demographic and would they heed or use the BRT route? If not, then drop those routes
- If done, it needs to have a high design. Design aesthetics is important. Do the most you want to do for transit service and enhance the area
- Not be a detriment if a building
- Don’t put in more capacity at the expense of design
- Develop design standards – 5 ft set-backs and front doors on residential units with children, fronting on a busy street is not good. Need different design standards on such streets
- Vista site and demographics – future people working on Vista site are more likely to dive and afford that choice. College students are more likely, too.
Concerned that current lines on Powell/Division will be gone if BRT comes in, take division bus instead of Hawthorne bus.

How are BRT buses going to take turns connecting to Powell/Division?

Taking the road down to single land in inner Powell is problematic/not possible/already too much traffic. ODOT says taking out lane is not really an option. BRT trying to use the space they have.

Powell to Foster is the only major access.

Concerns about sharing the lanes with BRT on Powell. A separate lane is better but is it possible?

Stops between 70 – 82nd on Powell.

How bus could connect at Max stations near 205 at Powell and Division.

Better to just say Powell/Division - Don’t translate the street names they are the names of the street and people use Powell/Division even if they don’t speak English.

There are also frequently differences between the way bureaus and departments translate things and it can be inconstant and confusing.

86th and Powell - this stop has many people and the bus doesn’t come enough, more than 20 minute wait - too long.

Concern about services.

Hard to take the bus in winter – shelter both sides.

Raised lifts are also important to seniors, +/- 20 minute waits.

Portland downtown line – put this on Division.

TriMet drivers move too fast right after people get on – please wait for seniors and others to sit down.

Want shelters at every stop.

Interested residents: previous experience with BRT.

Small business owner in the Lents neighborhood.

Still a driver because there are no shortcut or fast lanes. BRT would be a great option.

Enhanced bus shelter – really desired. My shop becomes a bus shelter in bad weather because there is no shelter.

Has Hawthorne Bridge been considered?

Project does not clarify that # and #9 will continue as usual. People think the new route is a replacement.

How often does bus run? Just at peak hours?

Bus stop would be negative in front of small businesses that lack of street parking.

Need to maintain on-street parking on Division near 84; many small businesses there don’t have their own parking lots (Thai Fresh).
POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

ONLINE MAP COMMENTING TOOL

March 2015

KEY THEMES AND OUTCOMES

An online map comment tool invited people to weigh in on route options and station opportunity areas. Between February 13 and March 4, 2015, 2,634 people explored the map tool. It received 1,541 comments from over 350 individuals.

Project information and input opportunities were shared broadly through a variety of communication channels, including:

- Powell-Division email updates
- Powell-Division web pages (www.oregonmetro.gov/powelldivision
- Metro transportation and planning and policy email updates
- Metro news digest
- Metro Twitter
- Gresham Neighborhood Connections email updates
- Gresham Facebook page
- Gresham Powell-Division web pages
- Gresham Area Chamber of Commerce email updates
- City of Portland email updates
- City of Portland Powell-Division web page
- City of Portland Facebook page
- City of Portland pedestrian and bicycle committee email updates
- Multnomah County pedestrian and bicycle committee email updates
- Multnomah County health service centers email update
- TriMet Riders Club email updates
- TriMet lines 4-Division and 9-Powell service alert email updates
- TriMet Service Enhancement Plan web pages
- Mount Hood Community College student government email update
- Portland Community College Southeast campus reader boards
- East Portland Action Plan email updates
- East Metro Economic Alliance email updates

**ROUTE OPTIONS**

**RIVER CROSSING**

- People who weighed in overwhelmingly support using the Tilikum Crossing.

**PORTLAND NORTH/SOUTH CROSSOVER OPTIONS**

- People overwhelmingly support using 82nd Ave.
- Many people thought the less promising options included Cesar E Chavez Blvd, 50th, 52nd and 92nd avenues.

**GRESHAM NORTH/SOUTH OPTIONS**

- People overwhelmingly support connecting to Mt Hood Community College.
- While fewer people weighed in on the Gresham options, those who did support Hogan Rd and, to a lesser extent, Kane Dr.

**STATION OPPORTUNITY AREAS**

People want safer, more comfortable transportation that includes:

- safe sidewalks, crossings, bike facilities
- more comfortable and convenient places to wait for transit
- better access to transit

People would also welcome more inviting social spaces around stations, including:

- Gathering places for neighbors and families to meet and socialize
- More businesses to shop or get services
- Activities and temporary uses, such as markets, fairs, or food carts to enliven the neighborhood
- More places to work
ROUTE OPTIONS
The public strongly supports a route that uses the Tilikum Crossing and transitions from Powell to Division at 82nd Ave. In Gresham, strongest support is for the Hogan Road alignment.

WILLAMETTE RIVER CROSSING
The public very strongly supports the Tilikum Crossing for the new transit alignment across the Willamette River. Reasons given for support of this alignment include:

- Speed and reliability presented by dedicated space for transit
- Leveraging investment in the transit bridge

While support for this crossing option was nearly unanimous among comments received, a couple of respondents felt that the impact of routing buses over the Tilikum Crossing would create air quality concerns for bicyclists and pedestrians.

The public does not support using the Ross Island Bridge for the new transit alignment because of:

- Limited space for travel on the bridge
- Existing traffic and congested conditions
- New transit being neither fast nor reliable using this route

Some of the public expressed concern that bus stops and service on the west side of the Ross Island Bridge would be eliminated entirely, limiting access to the National College of Natural Medicine.

PORTLAND NORTH/SOUTH CROSSOVER OPTIONS
A considerable number of respondents support 82nd Ave as the transition between Powell Blvd and Division St for the new transit line. Reasons given in support of this alignment include:

- Access to Portland Community College and the Jade District
- Access to transit for communities of color and people living with low incomes,
• Opportunity for needed roadway and pedestrian safety along Powell Blvd and 82\textsuperscript{nd} Ave
• Development opportunity
• Access to transit transfer points
• Potential for dedicated transitway

Two respondents provided reasons for not supporting 82\textsuperscript{nd} Ave as the transition between Powell Blvd and Division St: existing traffic, congestion, and transit reliability.

The public did not support the other four route alignments being considered – Cesar Chavez Blvd, 50\textsuperscript{th} Ave, 52\textsuperscript{nd} Ave, and 92\textsuperscript{nd} Ave. The main reasons for not supporting these alignments are:

• **Cesar Chavez Blvd** – existing traffic and congestion and the relative absence of important community destinations
• **50\textsuperscript{th} Ave** – constrained road space, traffic, challenging transition with Division St, lack of diversity
• **52\textsuperscript{nd} Ave** – conflicts with bike routes, lack of diversity, constrained road space and traffic on Division St west of 60\textsuperscript{th} and 52\textsuperscript{nd} Ave
• **92\textsuperscript{nd} Ave** – does not provide convenient access to Portland Community College and other community destinations, less ridership than other options, bikeway conflicts

![Support for Portland north/south crossover options](chart.png)
The public did support considering these alignments for the following reasons although they often expressed that the reasons to support an alignment did not make it the best option to consider:

- **Cesar Chavez Blvd** – access to community destinations on Hawthorne;
- **50th Ave** – access to educational institutions, such as Warner Pacific College
- **52nd Ave** – access to educational institutions, such as Franklin High School and Warner Pacific College, opportunity to improve access to and frequency of transit
- **92nd Ave** – improved travel time over 82nd Ave, serves communities of color and people living with low incomes

**GRESHAM NORTH/SOUTH OPTIONS**

The Gresham alignment that received most support and least number of comments that did not support the alignment is Hogan Rd. Reasons given in support of Hogan include:

- Connections to important destinations such as Mt. Hood Community College, Gresham Vista Business Park, Legacy Mt. Hood Medical Center, and other community destinations and employment areas
- Provides transit where there is none and connections to transit transfer areas
- Potential for dedicated transitway
- Greatest number of people served, especially those living in apartments and with low incomes
- Development opportunities

The only reason given that does not support consideration of this route is its function as the north-south arterial between I-84 and US 26.

While Kane Dr did not receive as much support as Hogan Dr, it may be worth considering further. Many comments in support of Kane suggest considering route alignments that also include Hogan. Reasons given in support of Kane Dr include:

- Quickest, most direct route to Mt. Hood Community College
- Potential for dedicated transitway
- Development potential
- Division more able to absorb traffic than Stark

Generally, respondents who do not support Kane Dr find other routes more promising. The main reasons respondents do not support this alignment include:
• Does not connect people living with low incomes to services, such as the hospital
• Does not connect to major employment areas, such as the hospital

The public does not support the other alignment options for the following reasons:

• **Powell Blvd** – out of direction travel and increased travel times
• **Eastman Pkwy** – out of direction travel and increased travel times
• **Gresham Transit Center terminus** – does not provide access to Mt. Hood Community College, employment areas, and important community destinations
• **Cleveland Ave** – transit would disrupt residential character of street

![Support for Gresham north/south options](image)

Respondents who commented on Gresham alignments often suggested other routes and alignments. These comments point to a need for additional transit service in the Gresham area that should be considered in planning the new transit alignment. These service suggestions include:

• Direct transit service from Gresham Central Transit Center to Mt. Hood Community College
• Transit service on Hogan Rd
• Improved transit service and better transfer connections on Eastman Pkwy
• Better and more visible transit access to downtown Gresham
STATION OPPORTUNITY AREAS

The public responded to questions that asked what the most important changes were that they would welcome at station opportunity areas that pertained to getting to the area and near new bus stations. The questions were asked as multiple choice, and respondents could choose as many as they wanted and note unlisted options if they chose “Other.”

<table>
<thead>
<tr>
<th>Getting to the area</th>
<th>Changes near new station areas</th>
</tr>
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<tbody>
<tr>
<td>▪ More sidewalks</td>
<td>▪ More housing that is affordable to people at a range of income levels</td>
</tr>
<tr>
<td>▪ Safe-feeling sidewalks (with street trees and planter strips, etc.)</td>
<td>▪ Gathering places (plazas, outdoor markets or businesses) for neighbors and families to meet and socialize</td>
</tr>
<tr>
<td>▪ More crosswalks that allow people to safely cross busy streets</td>
<td>▪ Activities (markets, fairs, etc.) or temporary (food carts, etc.) to enliven the neighborhood</td>
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<tr>
<td>▪ More places where biking feels safe</td>
<td>▪ More businesses to shop or get services (insurance, banks, hair salons, etc.)</td>
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<tr>
<td>▪ Comfortable, convenient places to wait for buses</td>
<td>▪ More places to work</td>
</tr>
<tr>
<td>▪ Other</td>
<td>▪ Other</td>
</tr>
</tbody>
</table>

Overall, transportation safety and pedestrian environment improvements around station areas are the most important changes people would welcome and, to a slightly lesser extent, more social gathering places and activities.

Within these overall trends, each station opportunity area has a unique profile of changes the public would welcome. In sum, the most important changes the public would welcome at each station opportunity area are as follows:

- **Powell-Chavez** – better walking and biking environments, vibrant social places
- **Powell-Foster** – more businesses and services, human-oriented transportation improvements
- **Jade District** – walking environment improvements, outdoor social gathering places
- **Division-122nd** – more comfortable and convenient transit stops, safe access to transit, and people-oriented places
- **Division-162nd** – more comfortable and convenient places to wait for transit supported by infrastructure, such as sidewalks
- **Division-182nd** – more sidewalks, biking and walking improvements
- **Downtown Gresham-Civic Neighborhood** – more work places and improved bicycling opportunities
- **Stark-Hogan-Kane** – improved transit stops with activities and temporary uses nearby
Powell-Chavez Station Opportunity Area

For the station opportunity area surrounding the intersection of Powell and Cesar Chavez Blvs, the greatest expressed changes the public would welcome relate to improved environments for walking and biking that feel safe and encourage a vibrant and social street environment.

Powell-Foster Station Opportunity Area

For the station opportunity area surrounding Powell Blvd and 50th and 52nd Aves, the most welcome changes include support of and additions to the growing and eclectic business community. Hand-in-hand with this welcome change are improved places for walking and biking that provide connection to these businesses and that encourage a safe, welcoming environment for social activity.
Jade District Station Opportunity Area
An improved walking environment is the most important change that people would welcome for the station opportunity area surrounding 82\textsuperscript{nd} Ave between Powell Blvd and Division St. Other changes that the public would welcome are additional improvements that facilitate biking, street crossings, and active social gathering outdoors.

Division – 122\textsuperscript{nd} Ave Station Opportunity Area
For the station opportunity area surrounding the intersection of Division St and 122\textsuperscript{nd} Ave, the most important change that people would welcome are improved, more comfortable and more convenient places to wait for transit. Other supportive changes that the public would welcome to support this comfortable access to transit include the addition of sidewalks, improved street crossings, and a more people-oriented street environment.
**Division – 162nd Station Opportunity Area**

For the area surrounding the intersection of Division St and 162nd Ave, the most welcome changes would be to the transportation environment, improving the human scale, safety and comfort in the area. The most important change would be for more comfortable and convenient places to wait for transit supported by infrastructure, such as sidewalks, to help people access these transit waiting areas.

**Division – 182nd Station Opportunity Area**

The most important changes for the area surrounding the intersection of Division St and 182nd Ave are to improve the transportation environment for people to walk and ride bicycles. Safe and convenient access to neighborhood destinations are the first step toward larger neighborhood improvements, and adding sidewalks would be the tangible outcome of a first-wave effort.
Downtown Gresham-Civic Neighborhood Station Opportunity Area

The public considers the addition of places to work the most welcome changes to the station opportunity area surrounding Downtown Gresham and Gresham City Hall. Supportive social spaces for this station area make for an attractive work environment, and other changes that are welcome include safe places to ride a bike and the addition of outdoor gathering places, temporary uses, and social activities.

Stark-Hogan-Kane Station Opportunity Area

For the station opportunity area along Stark St that includes Hogan Rd and Kane Dr, the most welcome changes would be to improve the comfort and convenience of transit stops. Outdoor, temporary, and neighborhood uses would contribute to these improved transit waiting areas for employees, students, and people seeking services by providing interesting and engaging activities nearby transit stops.
OPEN-ENDED RESPONSES
As part of the online map commenting tool, open ended responses were collected and analyzed for responses to three questions:

- Is there anything else you want to share with decision-makers?
- What considerations are important?
- Which are the most important changes you would welcome here? (input from “Other” choice)

The following table details information shared in the comments that is captured in each coding category:

**Transportation and transit**

- **Biking** – bike lanes, cycle tracks, bicycle parking, bike share, network connectivity
- **Walking** – sidewalks, pedestrian orientation, walkability
- **Traffic** – street space and right-of-way, congestion, transit capacity, crosswalks, traffic calming, road surface, transit design, transit efficiency, access management (driveways), transit route, street cross-section configuration
- **Better connections** – between modes, across streets, to/from destinations, to transfer areas
- **Access** – to transit, to biking and walking opportunities
- **Ridership** – number of people served by transit
- **Dedicated lanes** – exclusive transit lanes, transit priority, signal timing, queue jumps, road diets
- **Speed** – fast service, travel time reliability, direct route, express-type service
- **Reliability**
- **Convenience** – easy to access transit service, easy to use, stations located near destinations/transfer areas
- **North-south transit** – improved service and connections
- **Maintain/+ bus service** – maintain/improve 4 and 9 service for local trips along Division St and Powell Blvd, improve feeder service to new line, keep other, existing transit lines
- **Maintain travel lanes** – maintain mobility for automobiles, no road diets
- **Transit vehicle**
- **Transfers**
- **Frequency**

**Land use**

- **Destinations** – important community places, things to do, sense of place
- **Stations** – spacing, amenities
- **Amenities** – comfortable places to wait, benches, trash cans, restrooms, art, cleanliness, weather protection, street trees, landscaping
- **Development opportunity** – opportunity for business, residential, or community, zoning changes, density
- **Housing**
- **Neighborhood effects** – construction closures/impacts, density, noise, disruption to business, property impacts, cut through traffic, parking, property tax rise
### Environmentally friendly

- **Technology** – transit vehicles and propulsion systems
- **Air quality** – clean air, pollution
- **Water quality** – run off, stormwater, flooding
- **Landscaping**, green space, open space
- **Greenhouse gases** – related to transportation types and choices, emissions reductions, idling

### Support

- Support of alignment choice, approval

### Equity

- Communities of concern, affordability, diversity, ridership and access to transit as it relates to underserved populations

### Safety and security

- Safety improvements and concerns related to transportation, crime, and structures

### Do not support

- Lack of support for alignment choice, disapproval
POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

TRANSPORTATION WORK GROUP

November 20, 2014 | 7:30 to 9 a.m.; 6 to 7:30 p.m. | Metro, 600 NE Grand Ave, Portland; Gresham Library, 385 NW Miller Ave, Gresham

KEY THEMES AND OUTCOMES

Community members, advocacy organizations, and professionals working on issues related to multi-modal transportation use, staff from Portland, Gresham, Metro and members of the Powell-Division Steering Committee convened on November 20. This transportation work group meeting presented the community with information about transportation in the corridor and asked participants to share what their thoughts on where transportation works well and does not work well along the Powell-Division corridor and what should be considered for enhanced transit. This input supports development of a safe and efficient transportation system for all users.

- Many places along the corridor have sufficient road space without constraints where traffic moves efficiently.
- Biking-specific infrastructure on streets with slower traffic speeds and fewer numbers of motor-vehicles feels safe and efficient.
- Areas of the corridor are congested, dangerous, or feel unsafe for all transportation modes.
- Considerations for enhanced transit should include safety improvements, improved connections, accommodation for bikes on transit, and express-type service.
Participants (* indicates Powell-Division Steering Committee members)

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<thead>
<tr>
<th>Name</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Tony Coleman</td>
<td>Oregon Department of Transportation</td>
<td>John Bildsoe*</td>
<td>Gresham Coalition of Neighborhood Associations</td>
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<tr>
<td>Elizabeth Quiroz</td>
<td>Bicycle Transportation Alliance</td>
<td>Carol Rulla</td>
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<td>Kathryn Notson</td>
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<td>Kelly Clarke</td>
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<td>Colette Snuffin</td>
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<td>Carl McNair</td>
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<td>April Bertelsen</td>
<td>Portland Bureau of Transportation</td>
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<td>Michelle Plambeck</td>
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<td>Brian Monberg</td>
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<td>Alex Howard</td>
<td>Portland Bureau of Planning and Sustainability</td>
<td>Dana Lucero</td>
<td>Metro</td>
</tr>
<tr>
<td>April Bertelsen</td>
<td>Portland Bureau of Transportation</td>
<td>Deb Meihoff</td>
<td>Communitas</td>
</tr>
<tr>
<td>Jessica Horning</td>
<td>Oregon Department of Transportation</td>
<td>Heidi Beierle</td>
<td>Metro</td>
</tr>
</tbody>
</table>

Meeting purpose

- Provide information about how BRT systems work
- Hear about user experiences: current conditions, function and safety, on-alignment experience for autos, buses, freight, emergency services, pedestrians, school buses, and bicyclists
- Identify transportation gaps in the corridor
- Discuss potential opportunities and stakeholders' expectations for the transit project to improve the corridor for all users
- Learn about other transportation issues/concerns to be aware of during planning and design

Questions posed to the work group

- Where in the corridor does transportation work well?
- Where in the corridor does transportation not work well?
- What should the project consider for enhanced transit in the corridor?

Input summary

Works well

- Right of way and traffic flow – sufficient room without constraints on inner Powell; Division east of I-205 has a good deal of right of way and minimal traffic congestion; Kane has good traffic flow and ample road space.
- Bike-specific infrastructure that reduces vehicle traffic and that makes biking feel safer (for everyone, including families) and like an efficient travel mode.

Does not work well

- Unsafe areas for bicyclists and pedestrians – biking on Division between Gresham and I-205 does not feel safe with no shoulders and fast-moving vehicles; pedestrian crossings of Division are difficult to make between Hogan and Kane.
- Unsafe transit areas – Green Line MAX at I-205, stops at Powell and Division have poor lighting and visibility and are poorly signed; stops and crossings could better serve riders to/from Mt. Hood Community College.
Unsafe intersections – high crash rate for Division and 122nd.
Areas with traffic congestion, back-ups, and traffic delays – inner Powell, especially during morning commute on Ross Island bridge and when freight trains come through; traffic backs up on Eastman at Town Fair; pedestrian crossings cause traffic delays on Division east of Eastman at Gresham High School and on Division at 119th.

Considerations for enhanced transit

- Safety improvements – minimize bike-bus conflicts; improve crossings on Powell for pedestrians and bikes; make bus stops safer; make it safer for vehicles to turn into businesses.
- Improved connections – to more businesses and medical services; to transit.
- Accommodate bikes with new transit (identify routes, consider space on the road, provide capacity for bikes on transit).
- Provide express-type service.

Comments:

Comments correspond to a numbered, colored dot on a map. The comment details are captured in the tables below.

G = (green dot) works well
R = (red dot) doesn’t work well
Y = (yellow dot) consideration for enhanced transit

RESPONSES

Metro
- Interactions with bikes, pedestrians, and transit
- Safety at crossings
- Interaction with freight
- Like separated bikeways
- Inner Powell delay for freight and cars

<table>
<thead>
<tr>
<th>Dot</th>
<th>#</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>G</td>
<td>1</td>
<td>52nd and Division, traffic diverter works well because it allows comfortable biking in the neighborhood with kids; prefer less vehicle traffic for biking, feels safer.</td>
</tr>
<tr>
<td>G</td>
<td>2</td>
<td>50s bikeway to work is great, feels more protected. I’m more a fair weather biker, and it feels safer to use it when I travel with my kids. It’s efficient, better than Powell where I wouldn’t ride a bike, and it’s probably faster than taking Powell, too.</td>
</tr>
<tr>
<td>G</td>
<td>3</td>
<td>Woodward-Clinton bikeway. I take the whole thing from where I live on 72nd. That bikeway is the quietest spot in the whole neighborhood.</td>
</tr>
<tr>
<td>G</td>
<td>4</td>
<td>Powell between Ross Island Bridge and I-205 has lots of right of way and space for transportation options.</td>
</tr>
<tr>
<td>G/Y</td>
<td>5</td>
<td>Bus pullouts between 82nd and 282nd – I like when the buses pull out of traffic, but I understand the issues with the buses getting back into traffic. Driver will wait in the 82nd and Division pullout.</td>
</tr>
<tr>
<td>R/Y</td>
<td>6</td>
<td>From I-205 into Gresham, the bike lanes are not too safe for biking, particularly through Division &amp; 122nd. If BRT goes through, will there be protected bikeways on the route? The challenges for biking are: there is not enough space for bikes, there are no shoulders, and people drive very fast.</td>
</tr>
<tr>
<td>R</td>
<td>7</td>
<td>122nd &amp; Division is the highest crash intersection in the region.</td>
</tr>
</tbody>
</table>
There are not many horizontal (medians) and vertical (overhead crossings) constraints. A turn pocket that’s open is really great.

205 MAX at 92nd at night there is not much light, and it’s a dark, scary corridor off the road behind Burgerville. Not signed well, confusing. It’s well-paved though. I have more concerns about the Powell stop than Division, but both could benefit from lighting improvements.

On Williams, they moved the bike lanes from the right side of the street to the left side because of conflicts with all the bicyclists and the buses crossing in and out of the bike lane. In the P-D corridor there is potential for reduced lane capacity, and a nicer facility may mean more bikes. How do you plan to manage bike-bus interactions. Already mentioned a preference for separated shared-use paths, and that seems better than bike-bus interactions.

Williams is a potentially good example of how to handle bike-bus interactions well, also Moody Ave on SW waterfront. They’ve changed the speed and slowed traffic. The biggest problem is where buses cross the bike lane.

Option to bring bikes on BRT.

20th to Ross Island during morning commute can get really delayed around 8 am. Freight trains stop all traffic. Light at Milwaukie goes out. All contribute to congestion.

Driver behavior. Drivers disregard traffic markings and signs on the bus mall, particularly at Taylor and downtown at 5th and 6th. Cars are not allowed to make a right, but they do all the time.

Congestion occurs on inner Powell when the freight train comes through. The back up happens first on 11th and 12th and then creates a chain reaction of back up.

Crossings on Powell for bikes and pedestrians especially Foster-Powell don’t feel safe where there is basically an island at Burger King with a short pedestrian signal. The new crossing at Powell and 65th is good. More crossings like that on Powell are needed. It will be important to get to Division.

130s come down Division, a diverter is needed for bikes and pedestrians. Look at safety improvements at stations. More bus stations – connect to more businesses in the Division Midway area. Need safer turn movements.

Like 82nd as a transition street because of the businesses, but it’s a challenge with one lane. There is a lot of width at 205, and the east side might be a good place to get to Division.

If use 205, you will miss PCC and all the businesses. It’s better to serve the businesses.

<table>
<thead>
<tr>
<th>Dot</th>
<th>#</th>
<th>Comment</th>
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</thead>
<tbody>
<tr>
<td>G</td>
<td>1</td>
<td>Division works well for driving east of I-205 to before downtown Gresham, east of Eastman. It does clog at 122nd, though. It is straight and wide.</td>
</tr>
<tr>
<td>R</td>
<td>2</td>
<td>Issue: school kids crossings clog just east of Main St. at school crosswalks. There are no signals, so people just cross.</td>
</tr>
<tr>
<td>R</td>
<td>3</td>
<td>Eastman to entrance of Town Fair shopping center – traffic backs up</td>
</tr>
<tr>
<td>G</td>
<td>4</td>
<td>Kane is easy to drive. It moves, except when the bus is stopping. There is also a lot of school bus stopping.</td>
</tr>
<tr>
<td>R</td>
<td>5</td>
<td>From Hogan to Kane it is difficult for pedestrians to cross.</td>
</tr>
<tr>
<td>R</td>
<td>6</td>
<td>Many people go by bus to Mt. Hood, but there is no place for the stop. Many riders are</td>
</tr>
</tbody>
</table>
crossing. A bus pull out could help

| R 7 | On Division at 119th, signal is mostly for pedestrians, causing it to back up. Perhaps more pedestrian crossings nearby would distribute crossings. Perhaps pedestrian crossing signal could be timed and coordinated with 122nd. |
| R 8 | More street lighting |
| G 9 | Hogan |
| G 10 | Division east/west through the triangle is not as bad as other routes. Division to Kane via a left turn would not be so congested. It could be a good route for transit. |
| R 11 | Hogan and Burnside: challenges north/south crossing through the triangle |
| R 12 | Division east of Hogan is nice and wide and could accommodate a bus lane. |
| Y 13 | Is there a way to loop in and connect into shopping mall, Vista Center, and hospital to serve them? |
| Y 14 | It would be particularly important to serve the hospital. |
| Y 15 | – Hogan route would serve the residents and park along there. However, some segments have constrained right of way. |
| 16 | Have a local bus do a circulator loop and the BRT connects into it. |
| 17 | Consider doing an express (limited stop) bus on Powell/Division. |
| 18 | Access to downtown Gresham Transit Center is a challenge. |
| 19 | Consider a stop/station pattern that has more stops in/near downtown Gresham and Portland, then with fewer stops in between. |
| 20 | Division-Midway representative saw the importance of having stops at least at 122nd, 148th, 162nd, 181st, and MAX (for an express bus). |
| 21 | Gresham: Have a stop at the transit center. Detour BRT onto Main to avoid crosswalks. |

**Transportation input from Powell-Division online survey, spring and summer 2014**

Public input collected from online surveys provides a wealth of information about what works well and what could work better for transportation in the Powell-Division corridor. Commuters and residents use many travel modes to access destinations within and through the study area. A need exists to connect a variety of transportation modes to destinations within the corridor and to improve traffic flow. Throughout the corridor, walkable neighborhoods and residential areas with supportive businesses and comfortable station areas create attractive, transit-oriented places. A summary of the findings from the online surveys follows.

**Findings**

- Consider mobility for the entire corridor not just the transit route
- Connect enhanced transit to businesses in the corridor
- Locate station areas in ‘places’ and ensure that the stations have shelter and seating, are clean and safe, and connect to other transit
- Increase multi-modal use in the corridor by adding infrastructure such as sidewalks, crosswalks, bike route connections, and family-friendly routes and by providing convenient, accessible ways for people using a variety of travel modes to access transit
- Provide short- and long-distance transit rides throughout the entire corridor that connect well to destinations and transfer areas
- Improve traffic flow in the corridor, which could include strategies like transit that minimize the number of vehicles on the road and which should also consider infrastructure improvements that minimize secondary traffic issues in neighborhoods adjacent to Powell and Division
- Improve transit service to provide quick trips through and within the corridor during rush hours and other times of day and night
POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT
SAFETY AND SECURITY WORK GROUP
January 12, 2015 | 4:00 to 5:30 p.m. | Human Solutions, Rockwood Office, 124 NE 181nd Ave, Gresham

KEY THEMES AND OUTCOMES

Community members, advocacy organizations, professionals working on issues related to safety and security, staff from TriMet, Portland, Gresham, Multnomah County, Metro and members of the Powell-Division Steering Committee convened on January 12. This safety and security work group meeting presented the community with information about TriMet’s safety and security practices and asked participants to share their hopes and concerns for safety and security along the Powell-Division corridor. The Safety and Security work group was publicized through targeted email invitations, the project interested parties list and partner updates. Input from this work group supports development of a safe transportation corridor, transit system and neighborhoods.

- There is strong interest in using Crime Prevention through Environmental Design (CPTED) strategies to improve the feeling of safety on transit and in neighborhoods along the corridor. Among these design strategies, the most important are lighting, visibility, and clear sightlines. Also important are design features that delineate different spaces (i.e. platform, public space, private property).
- People also have very strong interest in street safety improvements: crosswalks (that may include signals, lights, flashing beacons, walk on demand, and light delay), bike facilities, and separation of modes.
- People want to see partnership and data sharing with neighboring entities and jurisdictions to improve response and anticipate issues.
- People are interested in improved security technologies.
- Participants recognize that public education will help raise awareness of safety behaviors, inform people of occurring safety and security measures, and teach people how to ride transit respectfully.
<table>
<thead>
<tr>
<th>Participants (* indicates Powell-Division Steering Committee members)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lori Stegmann*</td>
</tr>
<tr>
<td>Cammie Pierson</td>
</tr>
<tr>
<td>Eric Tschuy</td>
</tr>
<tr>
<td>Carol Rulla</td>
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<tr>
<td>Joan Albertson</td>
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<tr>
<td>Lisa Obunge</td>
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<tr>
<td>Alex Howard</td>
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<td>April Bertelsen</td>
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<td>Brian Monberg</td>
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<td>Dana Lucero</td>
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<tr>
<td>Deb Meihoff</td>
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<td>Coral Egnew</td>
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<tr>
<td>Thomas Griffith</td>
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<tr>
<td>Mike Leloff</td>
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<tr>
<td>Rick Doughty</td>
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<tr>
<td>Hannah Ritchie</td>
</tr>
<tr>
<td>Steph Routh</td>
</tr>
<tr>
<td>Jeff Miller</td>
</tr>
<tr>
<td>Marty Stockton</td>
</tr>
<tr>
<td>Kate McQuillan</td>
</tr>
</tbody>
</table>
Meeting purpose

- Hear community hopes and concerns
- Learn about TriMet’s safety and security practices
- Explore and identify ways the new BRT line could contribute to the safety of transit riders, users of the Powell-Division corridor, and surrounding communities

Question posed to the work group

- What opportunities and solutions exist for a new Bus Rapid Transit system to improve transit rider safety, overall community safety and street safety (pedestrians, drivers, cyclists)?

RESPONSES

Station Design

- Lighting – transitional and reflect true colors, human scale at crossings
- Clear sightlines, visibility, landscaping with no stash places
- Emergency phones, call boxes
- Fare collected before accessing platform, fare enforcement
- Staff at stations
- Safe street crossings at stations
- Design features that delineate platform, public space, vehicle space, and private property
- Minimize surveillance needs and safety issues by using limited number of stops
- Improve visibility at Park n Ride lots
- Interactive activities at waiting areas
- Add leaners only to minimize loitering
- Cleanliness
- Locate shelters and crosswalks in visible areas

Modes and Transportation

- Crosswalks (signals, lights, flashing beacons, walk on demand, signal delay) – 82nd, inner Powell, 122nd, Division, Gresham High School area challenging
- Bike lanes on big streets with high volumes, protected bike lanes (Division, 82nd, Powell), bike routes feed to stations, secure bike parking
- Sidewalks on arterials, accessible design, bulb outs to shorten crossing distance
- Separate modes – freight/autos, bus, bike, walk
- Reduce auto speeds
- Coordinate traffic light timing with bus movement
- Fewer mid-street crossings
- Add bicycle and pedestrian wayfinding to stations

Neighborhood

- Provide safe access to stations – sidewalks, crossings, bikeways
- Encourage transit-oriented development that meets community goals and provides “eyes on the street”
- Make stations a hub, community center – include food carts, newsstands
- Community policing
- Design beyond the platform
- Pedestrian-friendly storefronts and land uses

Partners

- Partner with neighboring entities, collaborate across jurisdictions
- Share data for greater collective response and anticipation (system
integration), improved training, and improved processes

- Schools
- Portland Community College with TriMet
- Work with neighborhoods and community groups on station area designs and development (now and beyond planning)

**Technology**

- Video recording of passengers, platforms (digital CCTV and true color lighting)
- Mobile app for on-board reporting, posted phone numbers for reporting/suggestions to TriMet (non-emergency)
- Improve cameras
- Flexibility to accommodate evolving technology
- Post camera footage online (like road cameras)
- Radio frequency continuity among all enforcement partners, equipment standards

**Public Education**

- Public awareness, safety behaviors
- Educate about safety statistics and crime prevention programs, let people know street inspections happen
- Provide school outreach to high schools and middle schools especially about how to ride transit
- Encourage co-workers to ride together
- Educate bikers and walkers to wear visible clothing/use illumination
- Multi-lingual
- Educate people how to mediate at platforms

**On Board**

- Disruptive passengers removed by someone with authority
- Emergency button is an amenity
- Monitors on each bus (driver)
- Awareness information
- Better communication (audio) between driver and passengers outside about departure

**General**

- More officer, cameras, visible inspectors, signs/banners, consequences of different actions
- Focus on times and places – high crime spots, late night isolated places, locations where youth gather, parks, plazas
- Improve perception of safety particularly during off-peak and late hours
- Consider an escort program for Park n Ride users

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**Safety and security input from Powell-Division online survey, summer 2014**

The public provided considerable input on improving safety and security on transit and in the neighborhoods surrounding transit. Safety should be improved for all corridor users. Certain improvements help people feel safer, whereas other experiences make them feel less safe. Particular locations in or areas of the corridor are specified for improvements.

**Findings summary:**

- Safety should be improved for these groups:
  - Pedestrians
- Bicyclists
- Transit riders
- Vulnerable street users
- Drivers

- These types of improvements would help people feel safer:
  - Enforcement
  - Security
  - Street crossings
  - Lighting
  - Transit stops
  - Traffic

- These experiences make people feel less safe:
  - Pedestrian
  - Traffic
  - Social
  - Security

- Safety improvements are needed at particular locations

**FINDINGS**

Safety should be improved for these groups

<table>
<thead>
<tr>
<th>Pedestrians</th>
<th>Access improvements where ADA/sidewalks are needed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Access to transit stops</td>
</tr>
<tr>
<td></td>
<td>People walking on the shoulder of outer Powell</td>
</tr>
<tr>
<td></td>
<td>Access to schools with safer transit areas too</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bicyclists</th>
<th>Room for bikes away from cars</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Safe riding near transit</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Transit riders</th>
<th>On vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>At stops</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Vulnerable street users</th>
<th>Kids</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>People with disabilities</td>
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<tr>
<td></td>
<td>Seniors</td>
</tr>
<tr>
<td></td>
<td>People with mobility impairments</td>
</tr>
<tr>
<td></td>
<td>Single women</td>
</tr>
</tbody>
</table>

| Drivers             | People who park their cars in Park n Ride lots (in Gresham) |

These types of improvements would help people feel safer

<table>
<thead>
<tr>
<th>Enforcement</th>
<th>Cars run through stop signs and don’t stop for oncoming traffic on Division</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Mid-block pedestrian crossings on Division – pedestrians difficult to see</td>
</tr>
<tr>
<td></td>
<td>Traffic enforcement – speeding</td>
</tr>
<tr>
<td></td>
<td>Fare checking/ticket validation</td>
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<td></td>
<td>Respect the ride (people talking loudly on cell phones, engaging drivers in long conversation, leaving trash on transit)</td>
</tr>
<tr>
<td></td>
<td>Strollers occupying accessible seating and blocking aisles</td>
</tr>
<tr>
<td></td>
<td>Drivers should feel confident enforcing policies and rules</td>
</tr>
<tr>
<td>Security</td>
<td>Increased security presence on transit vehicles (night time, east side; weekend nights 5th Ave stops in downtown Portland)</td>
</tr>
<tr>
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<td>-------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>Cameras on every bus, train car, and at every station</td>
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<tr>
<td></td>
<td>Transit drivers paying attention to on-board environment</td>
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<tr>
<td></td>
<td>Park n Ride lots</td>
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<tr>
<td></td>
<td>Video surveillance with remote monitoring</td>
</tr>
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<td></td>
<td>Higher capacity cellular bandwidth to stream active remote monitoring and video storage</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Street crossings</th>
<th>On major streets where transit runs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Flashing crosswalk lights and crosswalk markings</td>
</tr>
<tr>
<td></td>
<td>‘Walk’ and ‘Don’t Walk’ signals</td>
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<tr>
<td></td>
<td>Frequent for bikes and peds</td>
</tr>
<tr>
<td></td>
<td>Press-to-flash crossings for high congestion areas</td>
</tr>
<tr>
<td></td>
<td>Crosswalk visibility</td>
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<table>
<thead>
<tr>
<th>Lighting</th>
<th>On walking routes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Well-lighted streets with lots of activity</td>
</tr>
<tr>
<td></td>
<td>Transit stops and shelters</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transit stops</th>
<th>Visible connections to surrounding neighborhoods</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Minimized need for buses to cross traffic (walk, bike, drive) when pulling in and out of stops</td>
</tr>
<tr>
<td></td>
<td>Protected from fast-moving traffic</td>
</tr>
<tr>
<td></td>
<td>Optional flashers atop clearly marked route signage</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Traffic</th>
<th>Safe access to stops include sidewalks, turnouts, and landscaping</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Reduce speeds on SE Powell</td>
</tr>
</tbody>
</table>

These kinds of experiences make people feel less safe:

<table>
<thead>
<tr>
<th>Pedestrian</th>
<th>Walking up a secluded path along the highway to get to a transit stop (like Lents MAX)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Lots of traffic doesn’t feel safe for pedestrians (on Division)</td>
</tr>
<tr>
<td></td>
<td>Pedestrian crashes (on Powell)</td>
</tr>
<tr>
<td></td>
<td>Recent (pedestrian?) injuries/fatalities on Powell and Division were in the dark, on the street, in areas where the victims were not protected well from traffic, including transit</td>
</tr>
<tr>
<td></td>
<td>Unmarked crosswalks</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Traffic</th>
<th>SE Powell divides neighborhood and traffic speeds, which makes it feel unsafe for all modes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Crossing streets with high speed traffic</td>
</tr>
<tr>
<td></td>
<td>Lack of traffic enforcement (continued, unchecked speeding)</td>
</tr>
<tr>
<td></td>
<td>Speeding traffic in proximity to bus stops</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Social</th>
<th>Homeless people on Springwater Trail</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Panhandling</td>
</tr>
<tr>
<td></td>
<td>Poverty</td>
</tr>
<tr>
<td></td>
<td>Gangs</td>
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<tr>
<td></td>
<td>Transients</td>
</tr>
<tr>
<td></td>
<td>Teens</td>
</tr>
<tr>
<td></td>
<td>Urine-soaked seats or urine smell on transit</td>
</tr>
<tr>
<td></td>
<td>Petitioning</td>
</tr>
<tr>
<td></td>
<td>Feeling of being robbed or verbally harassed</td>
</tr>
<tr>
<td>Security</td>
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<tr>
<td>------------------</td>
<td></td>
</tr>
<tr>
<td>- Transit drivers not paying attention to what happens on transit vehicles</td>
<td></td>
</tr>
<tr>
<td>- Transit drivers separated from riders</td>
<td></td>
</tr>
<tr>
<td>- People who don't pay to ride = theft = stealing a ride</td>
<td></td>
</tr>
<tr>
<td>- Neighborhood crime in proximity to transit lines</td>
<td></td>
</tr>
<tr>
<td>- Ease of on and off transit for people who have committed crimes</td>
<td></td>
</tr>
<tr>
<td>- Criminal activity occurring while transit is in motion</td>
<td></td>
</tr>
<tr>
<td>- Unaddressed/unresolved crime in and around transit (muggings at MAX stations)</td>
<td></td>
</tr>
<tr>
<td>- Dirty unkempt transit stops</td>
<td></td>
</tr>
</tbody>
</table>

Safety improvements are needed in these locations:

- From 122<sup>nd</sup> to 174<sup>th</sup>, sidewalks to serve housing
- 136<sup>th</sup> to Powell, sidewalks
- East of 92<sup>nd</sup> on (either) Powell and Division: sidewalks, landscaping, lighting
- East Portland/Gresham, sidewalks
- 108<sup>th</sup> and Powell, press-to-flash crossing
- Division and 156<sup>th</sup>, flashing lights crossing
- Left turn lane on outer Powell, drivers use bike-ped space to pass left-turning vehicles on the right
- Powell-MAX connection (2 crossings of 5-lane streets and up a hill)
- Eliminate a traffic lane on Powell and give the space for sidewalks and bike lanes
- Make SE Powell a more accessible district to foot and pedal traffic
KEY THEMES AND OUTCOMES

Community members, advocacy organizations, professionals working on issues related to equity, staff from TriMet, Portland, Gresham, Multnomah County, the Oregon Department of Transportation, Metro and members of the Powell-Division Steering Committee convened for a second work group meeting on March 4, 2015. The group was charged with applying an equity lens to the route choices that will go before the Steering Committee on March 16, and to continue the spirit of learning together and exploring opportunities to fully integrate community stabilization, equitable access, and anti-displacement ideals into decisions and implementation of the transit project and development project.

The equity work group meeting was publicized at community meetings and through the project website, targeted email invitations, the project interested parties list, and partner updates. Over 50 participants attended. Key themes that emerged from the meeting include the following.

Route options

- **Willamette River crossing options** - Participants recommend the Steering Committee strongly consider Tilikum for the benefits of speed, reliability, and direct connections to jobs and local transit service; but caution the committee pay attention to potential negative impacts and displacement pressures on the diverse business community in inner eastside. West and east side residential neighborhoods are perceived to have similar impacts with either crossing.

- **Portland north/south crossover options** - 82nd Ave. was predominantly viewed as the best crossing option to support the diverse business community, need to connect residents to jobs and training opportunities, and to serve the greatest number of vulnerable populations. Participants also said the benefits of 82nd Ave. would best be achieved with careful planning to mitigate displacement pressures on the small businesses, increase pedestrian safety investments, and improve and stabilize affordable housing, while balancing speed and reliability of the bus rapid...
transit. 50th and 52nd Ave. crossings were widely perceived to pose negative impacts on surrounding neighborhoods, without much positive return.

- **Gresham north/south options** - Participants stressed the primary importance of connecting to Mt. Hood Community College, Legacy Mt. Hood Medical Center, and Gresham Vista Business Park in order to expand access to jobs and educational opportunities. Eastman has the potential to connect to many employment areas and Gresham High School, while Kane and Hogan are perceived as having the ability to serve the highest number of residents and vulnerable populations. Participants noted concerns that service on Cleveland would not maximize ridership, given the lower-density neighborhoods in the area.

**Potential actions and tools**

- Participants advise the project team and Steering Committee continue to track the studies underway in Gresham and Portland and be mindful of their findings and recommendations when available (late spring).
- There is excitement about the ‘Community Stabilization Tools and Actions’ (attached) emerging from eastside communities and a willingness to continue exploring options and defining priorities that can be aligned with the transit project’s needs and implementation schedule.
- Participants encouraged one another and the project team to continue researching best practices and others’ experiences with tools in order to identify actions and methods that have been most promising in communities around the country.
- Participants expressed that now is the time to have these conversations and recommend continuing the equity dialogue specific to the Powell-Division corridor.
Meeting purpose
- Provide input for the Steering Committee on route options for their March 16 meeting.
- Learn about and discuss equity work underway in Portland and Gresham, and about some of the community priorities for actions that contribute to equitable development, prevention of involuntary displacement, and otherwise meet the project’s goals and desired outcomes.

Questions posed to the work group
- **Route choices:** What equity and anti-displacement considerations should the Steering Committee contemplate as it makes decisions for the bus rapid transit route: (1) Willamette River crossing, (2) Portland North/South crossing, and (3) Gresham North/South options?
- **Potential tools and actions:** Do you have preferences or priorities for tools to address equitable development and prevention of involuntary displacement? Do you have ideas for other tools community members and project partners should be considering?

**INPUT ON ROUTE CHOICES**

**Willamette River crossing**
- Need to outreach to folks in the corridor, locally in inner east, to determine if they perceive possible impacts or to understand their pressures.
- May not be much difference between crossings. Neighborhoods are the same either way.
- Orange Line has already impacted the communities who may have been affected by bus rapid transit.
- There are many areas in inner east that have preserved affordable housing stock, but the rest of the area is already unaffordable to most.
- Seek to maximize the benefit of reliability and travel speed.
- There is equal redevelopment potential for both bridges.
- There is already a good stock of affordable housing in central eastside.
- The area on the eastside is more of a destination than a residential neighborhood.
- Tilikum offers opportunities to connect to job training on east side at PCC’s CLIMB facility near OMSI and to education and jobs at South Waterfront on west side.
- Ross Island is heavy traffic, predominantly serving offices and industrial (jobs), not residential.
- Option that best connects to the rest of the transit system is critical - transfer to local buses, Orange Line, and streetcar.
- Either crossing offers opportunities to connect nearby working class neighborhood residents to jobs.
- Tilikum is a good option.
- Take a specific lane to address speed and reliability.
- Remember to serve the westside neighborhoods of the Ross Island Bridge - could be served by local transit, bus 19.
- Travel speed for people going long distances is important.
- Consider it from a ridership perspective too - serving vulnerable populations through transit.
- Opportunities for affordable housing.
- Q: What happens to the existing local bus service, line 4, in either option?
Concerns about impacts to existing businesses on eastside of crossings.
Think about the speed of the transit - reduced travel time is critically important
West end of connection is not a major concern for displacement
Ross Island is not logical
How many more riders have access between the two routes? What are the opportunities for increasing affordable housing in the area? Need to understand what the data are telling us.
Tilikum benefits include: efficiency to destinations; access to jobs; shorter route; fewer displaced populations
What is the impact to businesses near OMSI? Concern with Tilikum
Ross Island is not as good a choice given the existing level of traffic, congestion

Portland north/south crossover options
Pay attention to highly vulnerable populations and areas with high risk of disinvestment - listen to and apply lessons from studies underway in Portland and Gresham.
82nd is the right choice to maximize service to the existing, very diverse, businesses in the area.
82nd is a great choice, but need to be very thoughtful and deliberate to prevent displacement of businesses.
Staying on Powell longer - to 82nd - appears that it would serve more people and more vulnerable populations than cutting up to Division in the 50's.
82nd Ave is preferred: PCC, minority-owned businesses, Powell neighborhoods that have more vulnerable populations are better served, greater redevelopment potential.
Staying on Powell to 82nd means that pedestrian traffic is being attracted to a corridor that is not designed for pedestrians - safety concerns. How to safely get people to transit?
Powell to 82nd helps to serve the Lents neighborhood, closer than the Division route.
Missed opportunity if it isn’t on 82nd
82nd serves communities of color
82nd links to PCC
PCC is a major destination - needs to be served. 80% of students come from zip codes immediately around the campus. Student body of PCC pulls south of Powell primarily, then Jade, then east of 205. Let’s serve them.
How much political will does their need to be to get a dedicated bus rapid transit lane on 82nd?
How much priority is there for a dedicated lane? Would a dedicated lane address speed and reliability needs and concerns?
82nd has the potential to negatively impact small businesses
For the choice, need to consider balance of options: pedestrian connections, traffic congestion/ bus rapid transit speed, and air quality
82nd is becoming a main street between Powell and Division
Air quality, noise pollution, and slowing down the line are major concerns with 82nd Ave.
Q: How does local service work with bus rapid transit? Does staying on Powell longer mean that those neighborhoods have increased distances from bus stops (over what is currently provided by local bus service)? Increased distances to stops would be a significant impact to vulnerable populations.
Q: Which populations want to go where?
- Diverse communities are found in either direction for 122nd
- 50th and 52nd make no sense. There has been a lot of recent public and private investment in area and along Division - why would we tear that up?
- Concerns that 50th and 52nd are not adequate rights of way, especially with turning movements, which seem to require property acquisition and significant impacts to small businesses.
- 50th is more residential, potential issues with maintaining desirability of place
- bus rapid transit near I-205 (92nd Ave) is not walkable
- Inner Division is too narrow and congested with auto traffic.

**Gresham north/south options**
- Connect to destinations! That is the primary equity consideration in Gresham
- Connect to Legacy Mt. Hood, Mt. Hood Community College, and Gresham Vista for employment
- bus rapid transit needs to capture access to employment and educational opportunities
- Hogan and Kane have apartments with residents needing service; not as much with Cleveland
- Hogan has a higher level of displacement potential and lots of traffic off the freeway
- Kane is the widest street - less displacement
- There seems to be support for Eastman and Cleveland
- Eastman would provide good access to Gresham High School, which is a plus
- Eastman provides a good opportunity to connect workforce to jobs
- Highly recommend talking with residents on Cleveland - transit there would be very beneficial
- Cleveland has less population, wouldn’t serve as many people, more middle income neighborhoods
- Q: Does Cleveland or Hogan have the greatest advantage to access Gresham Vista?

**Studies underway and ideas for equity actions**
Project partners from Gresham and Portland shared how they're trying to understand and address the potential for involuntary displacement and equitable access, while a group of community organizations presented a "conversation starter" list of ideas they would like to see explored. Gresham is focusing first on trying to identify which neighborhoods are most vulnerable to displacement and will begin to develop strategies to address the potential displacement concerns. Portland is working with a consultant to look at existing policies to fight displacement and provide recommendations for how to strengthen them. In addition, Portland is doing field studies to get an on-the-ground assessment of housing stock and quality near potential stations. An ad hoc group of representatives from several equity- and community-focused organizations – most of them also members of the Powell-Division project steering committee – presented some possible strategies to help ensure everyone has the opportunity to enjoy the prosperity. The group’s ideas are summarized in "11 Goals to Community Stability" with 28 potential policy actions (attached).

Work group participants asked questions of the cities and ad hoc group members and discussed opportunities to keep moving the discussion and actions forward:
- Would like participants to consider rent control districts. What can be learned from how other places have designed and implemented rent control?
• What is meant by “affordable housing”, especially related to Portland’s no net loss policy? We need to develop a common language as we discuss these issues in the corridor.

• How do the ‘floating’ Section 8 vouchers factor into opportunities for securing affordable housing in the corridor now and once bus rapid transit is established?

• Recent Portland Water Bureau projects present good case studies for the potential structure and authority of an ongoing Powell-Division steering committee that could be convened to collaborate on development decisions. What types of decisions would an ongoing committee address? How can community members access decision-making on projects that impact their local communities?

• How have developers, especially housing developers, been engaged on the Powell-Division transit project thus far? How could they be engaged to help solve the problems we are discussing? Need to address housing supply in general to bring costs down, and potentially look at land banking to ensure future affordable housing supply.

• Metro’s recent purchase of a property near 82nd Ave and Division is an example of cooperative action between public partners and local residents and businesses, to pursue equitable development early in the transit project.

• Rent control and similar policy actions will require significant political investment. It would be hopeful if the 11 Community Stability goals are prioritized based on level of investment that will be required to implement - political and financial capital needed - and prioritized to the timing of opportunities and transit schedule.

• Seek to find ways to develop business incubator space in concert with housing stability, so folks have the needed jobs and housing to stay in the corridor.

• Now is the time to have these conversations and recommend continuing the equity dialogue specific to the Powell-Division corridor.

Other considerations and issues

• The previous study Portland conducted was drafted in the context of North and Northeast Portland, which have a different history and market than East Portland. Concern that the study does not adequately capture what is happening on the ground in East Portland, as the market has as yet not developed to the same point as N/NE. School data are typically better resources for understanding who is living in East Portland and what their needs area. Citywide data hides the extremes of East Portland.

• Would like to know more how the local bus service will blend with bus rapid transit.
Community Stability Goals and Tools
Powell-Division Transit Development Project

The Powell-Division Transit Development Project presents a great opportunity to create a healthier, better connected, and economically vibrant Powell-Division Corridor. It is critical that this project focuses on improving transportation options and addressing active transit safety concerns along the corridor. Nevertheless, it must be recognized that this is more than just a transportation project- it is also a development project.

This development project has the potential to make necessary improvements so that communities residing along the corridor are supported and empowered to meet their potential wellbeing. However, there are significant concerns among local residents regarding the impacts that development will have on their ability to continue to reside in and enjoy the new benefits that this project will bring. As is evidenced by the various development projects that Multnomah County has experienced over the decades, our low-income communities and communities of color have shouldered the burdens of displacement and gentrification that have resulted from such projects.

The Powell-Division Transit Development Project area is home to neighborhoods with some of the highest percentages of communities of color, youth, and families living on low incomes in Multnomah County. If deliberate and early steps are not taken to ensure that these demographic groups are protected from displacement and other potential ill side effects of development, we will likely see a repeat of the gentrification and subsequent displacement that has occurred in Multnomah County. Proactive action to address these concerns must be prioritized, as reversing damage done can be burdensome on the region and inadequate. This project is an opportunity to ensure that all residents living along the Powell-Division corridors have access to essential resources such as varied transportation options and affordable housing.

What follows is the product of an ongoing and collaborative conversation between community members, community organizations, city entities, and business members combining resources to produce a guide on community stability that seeks to prevent and/or address gentrification and displacement. This guide is intended to be a conversation starter, not an exhaustive list of tools. It is imperative to start these conversations now, before we repeat history and find that the only options to reverse damage are limited and inadequate. Below you will find a shorthand list of the goals developed, as well as the tools proposed to aid in the achievement of those goals.

Eleven Goals to Community Stability

Goal 1: Affordability of housing in the corridor is maintained
- Adopt policy of No Net Loss of affordable housing along the corridor
- Limit or prevent conversion of market rate affordable housing to condos
- Retain expiring-subsidy units

Goal 2: New Housing in the corridor is developed in a manner that provides housing opportunities for a profile of household incomes that are representative of the city
- All partners/jurisdictions advocate at the state level for inclusionary zoning
- Adopt a policy requiring new housing production within the Powell-Division corridor to match countywide income profile
- Provide support for non-profit acquisition of affordable housing

Goal 3: The quality of rental housing in the corridor is healthy and above standard
- Additional rental inspectors to work along this corridor. Property owner fines should go into a community controlled fund
Goal 4: Renters in the corridor are provided with protection from displacement and landlord malfeasance
- Institute rent control along the corridor
- Eliminate No Cause Evictions
- Develop funding package for Rental Assistance
- Current renters get first right to access new affordable housing if displacement occurs
- First Right to Purchase
- Property owners to provide relocation fees if renters are displaced

Goal 5: Programs are established to protect and increase access to homeownership for low-income communities
- Provide long-term homeowners with tax credit
- Develop limited-equity cooperatives
- Create a real estate investment trust
- Establish a Community Land Trust

Goal 6: New development projects provide economic opportunities for current low-income residents living along the corridor
- First source, local job hiring and training for all new large developments from low-income communities

Goal 7: Community development strategies are implemented to provide economic opportunities for small, immigrant, refugee, and minority-owned businesses
- Establish contained Mixed-use Zones along the Bus Rapid Transit (BRT) alignment for East Portland
- Establish development packages that are East Portland specific in mixed use areas
- Establish savings matches so businesses could expand over time

Goal 8: Improving health outcomes in the corridor are prioritized in all new development
- A Health Overlay Zone within the Jade District that requires new development to mitigate air and noise pollution
- Transfer ownership of Powell Blvd and 82nd Avenue to the City of Portland in order to create healthy and safe conditions

Goal 9: Powell-Division residents are meaningfully engaged and empowered to influence the direction of development activity along the corridor
- Provide jurisdictional support for an ongoing steering committee to direct and guide development activity along the corridor

Goal 10: Equity standards guide investments in the corridor
- Require developers to conduct a community or equity impact report outlining community burdens and benefits- to be submitted with development proposal and approved by the steering committee

Goal 11: Programs are established to support and uplift low-income families so that they can remain and thrive in the community
- Individual Development Accounts (IDAs) for renters in the corridor who have low incomes
- Microenterprise and small-scale economic development projects for renters in the corridor who have low-incomes
- The creation of a Community Bank
POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

DEVELOPER ROUNDTABLE

February 5, 2015 | 3:30 to 5:00 p.m.  | Catholic Charities, 2740 SE Powell Boulevard, Portland

KEY THEMES AND OUTCOMES

Real estate developers, redevelopment staff from the Portland Development Commission and the City of Gresham, and real estate staff from Portland Community College participated in a facilitated 1 ½ hour discussion surrounding development opportunities and challenges along the Powell-Division corridor. The discussion was organized around five themes including: building and streetscape design on high volume arterials, revitalizing underutilized shopping centers, preserving income diversity, serving campuses (including Gresham Vista Business Park, Legacy Mt. Hood Medical Center, and Mt. Hood Community College), and strengthening downtown Gresham.

Participants were invited based on their experience with the issues being discussed on the corridor and included large and small property owners, redevelopment agency staff, and developers with expertise in affordable housing, commercial office development, industrial development, shopping centers, apartments, and single family and innovative housing types. Input from this meeting, along with findings from public outreach and other analysis will help policy and investment strategies for the alignment and station areas being developed by the cities of Portland and Gresham. Major recommendations were as follows:
• **Design approaches for high volume streets** – improve streetscape and pedestrian environment with wider sidewalks, deeper setbacks, plazas, or courtyards; improve bicycle and pedestrian safety, access, and connectivity; provide designs that address the pedestrian environment for high volume streets

• **Commercial revitalization opportunities** – allow and encourage interim and temporary uses, such as food carts and market tents, and consider limited duration (5-10 year) permits for low cost buildings; review code to allow more investment in non-conforming properties; encourage businesses to foster deeper connections in their neighborhood

• **Preserve income diversity** – land bank for affordable housing; maintain zoning capacity for multifamily housing along the corridor; allow alternatives to traditional single family housing; expand home ownership assistance programs for residents with low incomes

• **Serve campuses** – Plan for bike and pedestrian connectivity; provide transit to serve shift worker schedules

• **Downtown Gresham** – bring more and higher paying jobs; encourage higher density housing; improve transportation connectivity; encourage place-making; develop vacant, publicly owned land; finance streetscape improvements; assemble land

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**Participants**

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Meeting purpose
• Understand the perspective of real estate professionals regarding the policies and public investments that will be most effective in attracting investment and fostering healthy communities along the corridor.

Question posed to the roundtable
• How can urban design and public realm investments foster an appealing environment for pedestrians and transit users on streets carrying high volumes of traffic?
• In areas where economics do not support redevelopment at urban densities, what can be done to improve underutilized shopping centers’ economic productivity, visual appeal, and support for pedestrians?
• How can we preserve and strengthen income diversity in neighborhoods along the transit corridor?
• How can the transit project best serve campuses including Gresham Vista Business Park, Legacy Mt. Hood Medical Center, and Mt. Hood Community College?
• How can downtown Gresham leverage the transit service to achieve greater vitality?

EXPANDED SUMMARY OF COMMENTS

High volume urban arterials
• Given traffic volumes on 82nd Avenue, design approaches can’t be the same as those used for lower volume streets such as inner Division.
• Assuming we want to incentivize more multi-story with housing above retail, it can be more challenging to lease up without a major setback on a busy street.
• We need to examine our current code so buildings can better buffer occupants from busy streets. Some key strategies, like larger setbacks or stone walls, are not allowed outright.
• In planning wider sidewalks in front of Portland Community College, we first sought community input, we and then decided that we would create a safe-haven environment. What we built is not allowed through the current code, we had to apply to apply for a variance to create that space.
• Encourage pedestrian, bike, and vehicle access into shopping centers from side streets off of the main arterial.
• In places with missing sidewalks, lack of lighting, basic improvements can go far. People are greatly influenced by whether or not they feel safe.
• Crosswalks spaced closer together greatly improve pedestrian flow and foot traffic.
• More side streets and rear parking lots can also provide traffic calming, especially during rush hours.
• Restrict left-handed turns to move people through quickly and still peel off to shops, side streets, to the right.
• We should encourage pedestrian traffic, and attempt to achieve slower speeds on 82nd.
• As far a building design, we should encourage more outdoor café’s but that won’t happen until the traffic slows down, now it’s too dusty and fast.
• Where there is capacity, parked cars can serve as a useful buffer between pedestrians and a busy street.
| Under-utilized shopping centers | Through regulatory flexibility, encourage activation of underutilized parking lots with stalls for micro businesses, food carts, and markets under tents.  
When market rents don’t support redevelopment, design and landscaping standards can inhibit incremental investment in nonconforming buildings. Therefore, explore ways to allow developers to make incremental improvements to non-conforming shopping centers.  
Encourage businesses to meet unmet community needs. For example, neighbors got together to fight the removal of a kiosk that had also been a place that latch key kids could deposit and pick up their keys.  
Improve sidewalk and pedestrian conditions.  
Encourage pedestrian, bike, and vehicle access into shopping centers from side streets off of the main arterial.  
Encourage investment by improving the quality of pre-application services so that small developers can avoid surprises later in the development process.  
Encourage investment by improving coordination between permitting processes of different bureaus and departments with goal of creating a one-stop shop for small developers and eliminating situations where developers face conflicting requirements.  
Lower barrier to new investment by offering limited duration permits (say 5 to 10 years) with reduced design and landscaping requirements. |
| Income diversity | Use public funds to acquire land for future affordable housing, particularly in neighborhoods expected to experience rising housing prices.  
Because affordable housing tenants highly value transit access, use public funds to acquire land for future affordable housing along transit corridors.  
Use public funds to create land trusts for development with long term affordability covenants.  
Encourage home ownership so that residents can choose to stay or benefit from rising home prices.  
Provide public funding for land banking for affordable housing.  
Avoid policies that reduce the zoning capacity of land for multifamily housing. Even with inclusionary zoning or bonuses for regulated affordable housing bonuses, reducing the baseline level of entitlement for multifamily housing will constrain supply and raise prices for those who don’t qualify for or can’t get into a regulated affordable unit.  
Allow affordable and multifamily projects on streets other main arterials.  
Where lot sizes are awkwardly large/chunky, up-zoning and increasing allowed density can allow development to occur. In the interim, cottage or small houses can be a good fit. |
| Campuses | Consider modifying BRT routing and scheduling as Gresham Vista builds out or other employers arrive. That can be a major benefit of BRT: Easy flexibility based on usage, with much less capital and infrastructure.  
With shift workers, consistency of transit schedules outside of peak period can be important to attracting riders.  
With large campuses, there is a need to plan for how riders get from the station stop to their final destination.  
We should be asking what complementary land institutions see demand for such as housing for employees or students or retail services or lodging.  
Plan for connections between campuses and supporting land uses such as retail, |
housing, etc. There is a chicken-and-egg with developing in currently auto-oriented neighborhoods, as opposed to pedestrian-oriented: It’s hard to create a place for people that people want to pay more to be near. But if you do begin to create more walkable places, then people will begin to pay more.

- To attract more employment, provide industrial land for sale. If we can buy versus lease, we’d prefer to buy. So where you can create ownership conditions, more people will invest.
- In currently isolated office parks, places where you would hope to see increased development and connections to campuses, consistency and reliability of transit is a cornerstone issue.
- With a half-mile walk from transit (MAX) to the office, trains need to come frequently or ridership plummets. For this reason, suburban environments tend to perform less well in terms of jobs and corresponding rents.

**Downtown Gresham**

- Anything you can do to attract employment increases people’s ability to pay higher rents and support more retail and intense forms of development.
- People come to main streets for social reasons: Bring jobs and recreation opportunities in, nightlife. Employment and jobs drives rent.
- We should have put some higher density Mixed Use residential right off the main street.
- Consider the coming wave of retirees. They tend to desire pedestrian-oriented small communities that are active for seniors. It’s very different than the 20-to-30-somethings. Where can they take the grandchildren? Think Living Room Theater, ice cream shops and parks. Seniors also want access to arts, culture.
- Incentive restaurants as a destination use. Successful destination restaurants like can spur development around them. When going to dinner is a two-hour event, people will drive and park just to come. This is part of the reason we began with restaurants on Division to spur development.
- Baltimore allows TIF funding for projects or blocks. This may be a more viable scale for our purposes, rather than having to consider the whole district.
- On major roads such as Eastman and Division, consider adding planted medians for both beauty and to serve as pedestrian refuges. If you are going to change big boulevards, you have to change who they are designed for.
- Again, think about public acquisition of key parcels in and near downtown to attract high quality development that can provide the residential or employment base to strengthen the downtown core.
- Reducing parking requirements can make development more cost-effective.
Проект транспортного и городского развития улиц **Powell и Division**: варианты маршрутов

Варианты маршрутов для дальнейшего изучения

- Возможный маршрут
- Вариант возможного маршрута
- Возможная станция или остановка

Существующие и строящиеся транспортные сооружения

- Нумерация: тоннель
- Остановка
- Подвесная дорога
- Автобус

Граница городского строительства

Источник: региональная система информации об остановках в Портленде (OITIS). 2014 г.

Переезд через реку

Новый маршрут может проходить по переезду Тайнак или по мосту острова Росс (Ross Island Bridge). Более перспективный вариант: использование совмещающего заезда времени переезда Тайнак, где уже предусмотрена специальная автобусная полоса длиной больше мили.

Варианты пересадок на маршруты, следующие в Северный и Южный Портленд

Новый маршрут может обеспечивать пересадку на следующих остановках улиц: Powell и Division в Юго-восточном Портленде:
- пересадка у бульвара Чарльз С. Чавес; наиболее перспективный вариант: в связи с нередко используемым затрат времени на поездку;
- пересадка с 50-ой или 52-ой авеню: сходные варианты пересадки вдоль улиц Division, не позволяющие, однако, обслуживать пассажиров, направляющихся в многочисленный район Джилл вдоль 52-ой авеню;
- пересадка с 82-ой авеню, соединяющая многополосные остановки на обеих улицах; Powell и Division, с Портлендским общественным коллеждом (PCC) и в районе Джилл;
- пересадка с 92-ой авеню: самый короткий маршрут, но без остановок вдоль улиц Division, в том числе у Портлендского общественного колледжа и в районе Джилл вдоль 82-ой авеню.

Варианты пересадок на маршруты, следующие в Северный и Южный Грезим

Новый маршрут может соединить центр Грезим, пересадочный узел и общественный коллежд «M. Hood» в одном из следующих вариантов:
- маршрут от автостопа Eastman до улицы Stark; менее перспективный вариант в связи с объездом пересадочного узла;
- пересадка у Cleveland авеню в жилом районе обеспечена ближайший к остановкам на улице Stark;
- пересадка у Hogan Rd также позволит получить доступ к остановкам на улице Stark;
- маршрут, следующий по улицам Division и Kane Dr, не позволил бы получить доступ к остановкам на улице Stark;
- маршрут к югу от центра (режим по улице Powell) менее перспективный вариант в связи с объездом пересадочного узла.

Важнейшие характеристики ускоренного автобусного сообщения

- Более крупные автобусы, вмещающие больше пассажиров
- Более крупные остановки с такими удобствами, как раковины, унитазы, встроенные в перрон транспорта в реальном масштабе времени, информационные, предупреждающие пассажирские схемы, схемы обеспечения безопасности, платформы, доступные для лиц с нарушениями функций, и художественное оформление.

Автобусы и остановки, позволяющие быстрее заходить в автобусы

Прибытие автобусов каждые 15 минут и более частое обслуживание в часы пик

2/10/2015
Phương Án Dựng Chuyển Phía Bắc/Nam Portland

Duong xe moi co the chuyen di den Cau Tilikum Crossing hoac Cau Ross Island. Tilikum Crossing, vo hon mot dam duong xe buyt danh ngien hien tai va mot chuyen di danh hon, la phuong an khach thi hon.

Chay Qua Song

Duong xe moi co the su dung Cau Tilikum Crossing hoac Cau Ross Island. Tilikum Crossing, voi hon mot dam duong xe buyt danh ngien hien tai va mot chuyen di danh hon, la phuong an khach thi hon.

Phuong An Duong Chuyen Phia Bac/Nam Portland

Duong xe moi co the chuyen di qua Powell va Division o Dong Nam Portland bang cach su dung mot trong cac duong sau:
- Duong Cesar E Chavez Blvd. la phuong an it khach thi la le chuyen di qua khu Jade danh phat trien manh duong 82 Avenue.
- Duong 50 ha 12 Avenue tuong tu nhau, ket noi cac diem di doc theo Division nhung bo qua khu Jade danh phat trien manh duong 82 Avenue.
- Duong 82 Avenue se ket noi cac tram duong trung chuyen giao thong di qua cay Powell va Division va ket noi voi PCC va khu Jade.
- Duong 92 Avenue la tuyet danh nhiet duhaft nhiet bo qua cac diem di doc theo Division gom cay PCC va Khu Jade nam tren 82 Avenue.

Phuong An Phia Bac/Nam Gresham

Tuyen duong moi co the ket noi Trung Tam Gresham, Trung Tam Trung Chuyen va Trung Gao Cong Dong Mt Hood bang cach su dung mot trong cac duong sau:
- Duong Eastman Pkwy den Duong Stark la phuong an it khach thi la le chuyen di qua khu Jade danh phat trien manh duong 82 Avenue.
- Duong Cleveland Avenue la duong cho khu dan cu va se ket noi cac diem di den Duong Stark.
- Duong Hogan Road cung ket noi va cac diem di den Duong Stark.
- Mot tuyet danh duong Division va duong Kane Dr. se bo qua cac diem di den Duong Stark.
- Tuyen phia nam Trung Tam Gresham tren Powell la phuong an it khach thi la le chuyen di qua khu Jade danh phat trien manh duong 82 Avenue.

2/10/2015
### ONLINE MAP TOOL COMMENTS

#### IS THERE ANYTHING ELSE YOU WANT TO SHARE WITH DECISION-MAKERS?

<table>
<thead>
<tr>
<th>Rating</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>✦✦✦✦✦</td>
<td>Tillikum crossing to Powell to 82nd to division to Gresham. As much dedicated bus space as possible!</td>
</tr>
<tr>
<td>✦✦✦✦✦</td>
<td>Moving car traffic off Division AND NOT diverting it to Clinton Street between 52nd and downtown is crucial. Clinton is the bike path and has become treacherous with the increase in car traffic on that route.</td>
</tr>
<tr>
<td>✦✦✦✦✦</td>
<td>Despite the summary and (in my opinion) short-sighted decision against rail options, selecting a route to maximize portion that is dedicated busway will not only improve service and avoid congestion, it offers the best path towards future conversion to rail, when and if the region realizes the need to invest in sustainable transit options, the private investments in walkable neighborhoods and the decreasing automobile use that only rail can generate.</td>
</tr>
<tr>
<td>✦✦✦✦✦</td>
<td>Thank you so much for this opportunity!</td>
</tr>
<tr>
<td>✦✦✦✦✦</td>
<td>It would be really nice to see some investment east of 122nd Avenue - it feels like this area is repeatedly forgotten by the City. A holistic approach to improving schools, transportation, other infrastructure including creating jobs, addressing rising gang issues, and making it a nice place to live would be the most effective. We need a unique approach specific to the area since &quot;Portland solutions&quot; are less likely to receive support.</td>
</tr>
<tr>
<td>✦✦✦✦✦</td>
<td>How is this going to relieve traffic on Division between 11th and 52nd Avenues? With only two lanes of traffic and no parking, this stretch of Division has become a nightmare. Congestion on Division has driven a lot of car traffic onto parallel biking streets such as Clinton.</td>
</tr>
<tr>
<td>✦✦✦✦✦</td>
<td>This is a nice tool for people who cannot attend the community meetings.</td>
</tr>
<tr>
<td>✦✦✦✦✦</td>
<td>We need more signaled crosswalks and slowed down traffic to make it safer for people walking and biking. It's a shame I don't feel safe allowing my child walk to school by herself across Powell and Foster.</td>
</tr>
<tr>
<td>✦✦✦✦✦</td>
<td>Now that BRT has been chosen over LRT or streetcar, the following decisions should be made: 1) Provide zero-emission rolling stock. Electric articulated buses running off of overhead catenary are available today, and used extensively with much success in San Francisco and Seattle. This should be the baseline rolling stock considered. If battery-electric buses become available soon enough, fine, but running off of overhead wires should be considered as well. 2) Provided a dedicated transitway along the entire alignment, especially where this means reducing a roadway with 2 lanes of mixed-flow traffic in each direction to 1 lane of mixed-flow traffic and 1 transitway lane. This will calm traffic, reduce speeding amongst cars, enhance safety, and make for a more liveable city.</td>
</tr>
<tr>
<td>✦✦✦✦✦</td>
<td>All the sections of Powell mention being concerned with removing travel lanes. If Portland wants to move past car-dependency, car capacity must be reduced to make room for dedicated bus lanes. The dedicated bus lanes will move more people than a car lane, and thus sacrificing car capacity most be done. If dedicated bus lanes are not provided, this will sacrifice improved bus travel (the end goal of the Powell-Division project) for maintaining status quo car capacity. This will cause the project to be a failure. I urge Metro to consider reducing car capacity on Powell to provide the greatest possible improvements to bus travel.</td>
</tr>
<tr>
<td>✦✦✦✦✦</td>
<td>Please consider the travel time and consistency of that travel time. I want to be able to rely on the bus to not only show up on time, but to not be too full, or vary wildly from its set schedule. If at all possible, give the bus its own lane or signals, and ensure that buses run often or are longer than average.</td>
</tr>
<tr>
<td>✦✦✦✦✦</td>
<td>running the bus rapid transit down Division seems like a good idea.</td>
</tr>
<tr>
<td>✦✦✦✦✦</td>
<td>This area (I-205 and west) needs safe transit options and also needs a road diet and safer access for bid / ped. Work with APANO and Jade District and Lents Town Center redevelopment efforts to re-envision Powell and 82nd portion of busways for more livable and walkable community</td>
</tr>
<tr>
<td>✦✦✦✦✦</td>
<td>Avoid running the bus in lanes of traffic at all costs. Of course, you can never get lanes where you need them and only when you don’t. I expect this bus will not save much time when people would want to use it most - during rush hour - because of traffic and how I suspect TriMet will be forced to run it in mixed traffic too often.</td>
</tr>
<tr>
<td>✦✦✦✦✦</td>
<td>I have not seen any explanation of what will happen with local service under BRT. i.e., will the #4 and #9 lines continue on current routes and frequency? I am concerned that BRT might reduce #4 or #9 service, but would not adequately replace it for trips for which the limited stations would not suffice.</td>
</tr>
</tbody>
</table>

I'd love to make comments, but your map will not allow me to do so. There must be a better way to get input

<table>
<thead>
<tr>
<th>Transportation and transit</th>
<th>✦✦✦✦✦</th>
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<tr>
<td>Environmentally friendly</td>
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<td>✦✦✦✦✦</td>
<td>✦✦✦✦✦</td>
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<tr>
<td>Equity</td>
<td>✦✦✦✦✦</td>
<td>✦✦✦✦✦</td>
<td>✦✦✦✦✦</td>
<td>✦✦✦✦✦</td>
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<tr>
<td>Do not support</td>
<td>✦✦✦✦✦</td>
<td>✦✦✦✦✦</td>
<td>✦✦✦✦✦</td>
<td>✦✦✦✦✦</td>
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<tr>
<td>Land use</td>
<td>✦✦✦✦✦</td>
<td>✦✦✦✦✦</td>
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<tr>
<td>Safety and security</td>
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<td>✦✦✦✦✦</td>
</tr>
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IS THERE ANYTHING ELSE YOU WANT TO SHARE WITH DECISION-MAKERS?
from the community.

◆◆ This survey is completely bogus. The only places that allow comments have loaded questions. Other places where I would like to comment don't allow it. I'm all in favor of efficient mass transit and would like to be heard. I spent hundreds of hours on the Division reorganization between 60th and 82nd. How does this affect that work? Will we ever see functional cross walks at 64th and 68th. They've been promised, but never materialized. It is even more difficult and unsafe to cross now than it was before the reorganization. The only good thing is a new 30 mph speed limit although no one follows it and the police never enforce.

◆ Stick with Powell b/t 50th and 82nd at least

◆◆◆◆◆ The biggest detriment to walkability in these areas (especially along Powell and 82nd) is that everything is so spread out relative to the rest of the city. Businesses are placed far from the sidewalks, streets are wide, wait times at crosswalks can be long, and a lot of the "destination" stores for shopping are broken up by car dealerships and the like that aren't frequently visited destinations (compare this with popular pedestrian shopping districts like Hawthorne, Mississippi, and Alberta). Improving cycling options in conjunction with transit and walkability improvements will help make these areas feel more accessible without a car, because these wide distances between stores, from the store to the street and bus stop, etc. become much shorter with a bike. Otherwise you're looking at completely re-envisioning a lot of these commercial stretches and rebuilding so that buildings are by the street and parking is in the back.

◆ As much exclusive lane as possible

◆ I admire the goal of this process but it seems odd that we as a community are focusing so much on east-west or suburb-to-downtown high-capacity routes when so many transit (or potential riders - like me) need improved north-south or suburb-to-suburb connections. I'm glad to see the focus on transit on Powell and Division. However it's odd that it terminates in Gresham since you can already get downtown from Gresham via the blue line. It seems like a big redundancy. Finally - the tone of the pros/cons and information provided via the map leaves me with the feeling of a predetermined outcome. If thats the case then why not just be up-front with people and say there is a preferred route. This process feels disingenuous.

◆◆ Does the region want to reduce auto use or doesn't it? If it does, it needs to reduce auto capacity on Powell in order to create a high-quality bus line. If this half-ass Small Starts version is installed as planned, it shouldn't be branded as BRT. That'll give BRT a bad name.

◆ I live and work along the future express route--I would certainly make good use of it.

◆◆ Please consider true Bus Rapid Transit for the entire route (or at least downtown to I-84), even if this results in increased costs or a reduction in general traffic lanes. Sprinkling queue jumping signals here and there is basically worthless. I'll highlight the queue-jumping signal at Belmont and NE Chavez northbound, which lets the bus get ahead of traffic and go a block and a half before stopping in the traffic lane and forcing all the vehicles it just queue-jumped to wait behind it. Queue jumping signals in conjunction with dedicated bus turnouts would be a distant second place to dedicated lanes, but would at least serve some useful purpose in improving overall traffic flow and bus speed. Please don't ruin the public perception of BRT with a half-assed implementation. Also, I don't see much discussion about protected bike lanes as part of this project, which seems like a major oversight. Adding protected bike lanes along the route would be useful, but what would really make this project valuable is improving the north-south biking/walking transit routes to which it connects.

◆ I live in the clinton area and commute to outer se using Foster, Powell, and Division.

◆◆ I am a homeowner and resident of 28th and Powell. I know there are great needs for this project so thank you. Please remember the needs of those on the inner east side as well for things to be convenient. And to link up to the new Max line stop down on 12th/ 13th Ave

◆ If necessary, taking longer to get the project right is more important than something quick and half-assed. Without dedicated busways and wide stop spacing, this project will be a missed opportunity. As close to full BRT is what I’d like to see and what I think is in the best interest of those traveling through the corridor.

◆ BRT needs to have dedicated lanes to be truly rapid. If that isn’t politically possible the traffic signals should be extremely smart to make the travel times competitive. The out of direction travel & number of stops will

◆Transportation and transit ◆Land use
◆Environmentally friendly  ◆Support
◆Equity  ◆Safety and security
◆Do not support
## IS THERE ANYTHING ELSE YOU WANT TO SHARE WITH DECISION-MAKERS?

<table>
<thead>
<tr>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce people's interest in riding. Also, TriMet should partner with the cycling community to do outreach to make the bicycle network more effective in East Portland. Bike share sponsored by TriMet would be amazing.</td>
</tr>
<tr>
<td>I took classes at PCC but graduated from MHCC. Linking different colleges makes good sense. Sometimes one class is offered at PCC but not at MHCC or vice versa. The bus line would give flexibility to students.</td>
</tr>
<tr>
<td>I think this corridor needs improvement immediately.</td>
</tr>
<tr>
<td>First of all, I couldn’t access a comment zone. It seems important that transit go by PCC on 82nd and Division, instead of to 92nd on Powell. Transit has already screwed up traffic on Division; if it becomes primarily a public transit thoroughfare, least people can drive on Powell and with 2 lanes, can pass buses. Plus there’s little bike traffic. Although it takes forever to go westward on Powell, it’s worse on Division and I think tying it up more on Powell would simply signal a disregard for people who have to use cars for at least some occasions.</td>
</tr>
<tr>
<td>Since no one will spend any money on our issues like reliable, high speed, high capacity transit just do and wash your hands. Walk away and forget about us for thirty more years.</td>
</tr>
<tr>
<td>It’s too bad the hacks didn’t get the Blue line to MHCC in the first place. I am sorry you inherited this mess. Think big and push past Cleveland Station. Redevelop the existing P/R at Cleveland and create a new Transit Center on 242nd that connects to BRT.</td>
</tr>
<tr>
<td>I firmly support giving transit ROW on Powell.</td>
</tr>
<tr>
<td>Crosswalks are very important to this project - as someone who lives in the Jade District, and who walks, buses, and drives for commuting, I see people cross the street unsafely all the time in my area. An elderly couple was killed just a block or two from my house in a pedestrian accident in the past year. I myself feel unsafe when I have to cross the street, which is often to get to a bus stop. Besides that, another important part of the project to me is the 82nd and Powell intersection - it is awful. If this project can help that intersection I think that would be a great addition to the project and change to my neighborhood. And - Thank you!</td>
</tr>
<tr>
<td>Protected bike lanes. I HATE riding my bike along Division. I usually go up to Mill. It’s safer. Calm traffic around 122nd and Division. More of those cool blinking light crosswalks. They WORK!</td>
</tr>
<tr>
<td>The controlled intersection at Se Division and 76th, should be expanded to control SE 75th as well. As it stands now, there are issues with people turning south from west bound Division onto 75th, which cause much confusion, congestion, and makes pedestrian and bicycle crossing difficult and dangerous. Though it is much safer now after the road diet, it still needs much improvement, and if rapid transit is the goal of this service and it plans on using this road this intersection will need to be addressed.</td>
</tr>
<tr>
<td>My preferred route would be MHCC, Stark, Hogan, Division, 82nd Ave, Powell and Tilikum Crossing. I would like to see a streetcar line served Division street from the existing CL line along Division to the SE Division St MAX station.</td>
</tr>
<tr>
<td>I look forward to what comes out of this, and I appreciate that the city is really making an effort.</td>
</tr>
<tr>
<td>Two things: --We need more sidewalks and better street lighting for the side streets that lead from major roads like Division into neighborhoods near Max and bus stops. I’m a frequent transit user, and the most dangerous part of any trip I take (especially after dark) is a one-block stretch of Norman Ave. between Division and the Gresham United Methodist Church. the lack of sidewalks and lighting are made especially dangerous by an blind corner at next to the church were many people blow the Norman-side stop sign and drive up the center of the road to the end of the next block. --The Civic and Downtown neighbor really, really needs a grocery store. The addition of Natural Grocers has been really nice and I do shop there regularly for a number of items, but few people with children in the 3- and 4- bedroom houses in my neighborhood can afford to regularly buy organic milk at $8 a gallon.</td>
</tr>
<tr>
<td>It is essential that the Division-Powell BRT project have a community benefits agreement to support local hiring in disadvantaged neighborhoods and participation by people of color and women both in construction jobs and contracting opportunities.</td>
</tr>
<tr>
<td>I occasionally use transit in this area but would likely use this line more to get to areas in inner SE PDX if the line were faster east of the Willamette. I enjoy using TriMet but inner SE can be a bit of a bear on transit during...</td>
</tr>
</tbody>
</table>

**Tags:** Transportation and transit, Environmentally friendly, Land use, Support, Equity, Safety and security, Do not support
## IS THERE ANYTHING ELSE YOU WANT TO SHARE WITH DECISION-MAKERS?

<table>
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<tbody>
<tr>
<td>busy periods. I don't have a lot to say about the line east of I-205.</td>
</tr>
<tr>
<td>◆ Please also keep in mind how all of this effects regular car traffic. There are a great deal of us in the outlying suburbs that have little to no interest in bus service or good access to it.</td>
</tr>
<tr>
<td>◆ I think it's essential to add as many dedicated bus lanes as possible. This region is extremely congested and minor issues (e.g. accidents, closure of the Sellwood Bridge, etc.) can cause spillover effects onto Powell and/or Division. By ensuring buses have a dedicated right of way, they can provide fast, timely performance. It may be necessary to take less desirable routes to maintain right of way. Also, it would be great if you consider installing bicycle facilities (e.g. protected bike lanes, bike parking, etc.) along the route as an alternative means of transit.</td>
</tr>
<tr>
<td>◆ I do not want this and either do any of my neighbors. We have MAX already and it is nothing but a crime corridor. Metro and city governments need to quit making decisions with out the vote of the people. No to this project!!!!</td>
</tr>
<tr>
<td>◆ I want to make sure that both Powell and Division are both served by buses, BRT or not. Even though I live in SW Portland I still use bus 9 on Powell</td>
</tr>
<tr>
<td>◆ More Affordable Housing, Safer Sidewalks and Crossing for Pedestrians should be part of plan.</td>
</tr>
<tr>
<td>◆ We have Max plus buses covering all the main roads (Powell, Division etc) . I guess I don't understand at what cost these changes will make public transportation that much better.</td>
</tr>
<tr>
<td>◆ You need to think harder and be more upfront about effects for and possible improvements to bike access in this project. I was extremely dismayed to see that important bike access considerations on 52nd and 92nd were not addressed in the presentation of the options.</td>
</tr>
<tr>
<td>◆ Sidewalk improvements &amp; safe space to bike needed on 82nd. This is important to the bus route because of how people will travel from their homes/work to the bus stops. As it stands cyclists ride on the sidewalks of 82nd because it would be ridiculously unsafe to ride on the road. Many sections of sidewalk are barely wide enough to walk on, so we end up with ped/bike conflicts.</td>
</tr>
<tr>
<td>◆ A new route for the Blue line to include stops in NE Gresham would open the way for a line on Stark St. I believe this would streamline traffic and help speed transit times for students commuting from Portland to MHCC.</td>
</tr>
<tr>
<td>◆ I think Powell is the better option since it will promote urban development farther south than Division. Plus, Division is already a little cray cray.</td>
</tr>
<tr>
<td>◆ The only way to get a busway on most or all of the route in Portland without requiring major acquisitions is to follow the major traffic street: Powell west of 82nd/92nd, Division east of 82nd/92nd. Without the busway, the potential for actual improvement over current frequent service on both streets is very limited. More buses in current mixed traffic will likely bunch up further in rush hour traffic, although express/limited stop buses could be a secondary improvement. My ultimate assessment: Replace the current 4 and 9 buses with 4/9 BRT: BRT alignment on Powell, then 82nd or 92nd, then Division as you move east 4/9 Regular: Regular frequent-service serving Division, then 82nd or 92nd, then Powell as you move east.</td>
</tr>
<tr>
<td>◆ I live in Gresham and commute to Portland daily entirely by transit.</td>
</tr>
<tr>
<td>◆ Powell is not very safe. More crosswalks, please. Shorter lights for the cars.</td>
</tr>
<tr>
<td>◆ becareful in places where it is hard to cross street</td>
</tr>
<tr>
<td>◆ Basically a good idea, but a terrible idea to have it run on Division west of 82nd.</td>
</tr>
<tr>
<td>◆ Outer Powell tends to be orphaned by the alignment. It is difficult to make north/south connections along this stretch, and very difficult to connect to the Green Line. (Crossing extremely busy intersection with many traffic conflicts; 2 block walk with steep hill up to MAX.) A good connection between an Outer Powell line, the MAX and the new BRT would be most welcome.</td>
</tr>
<tr>
<td>◆ Please move forward with this planning with the same intentions that surrounded Orenco station etc. TriMet has to think bigger than simply transit, even if that means beautifying existing stations (rather than removing all of the trees as we saw at Gateway)</td>
</tr>
</tbody>
</table>

- Transportation and transit
- Environmentally friendly
- Equity
- Do not support
- Land use
- Support
- Safety and security
### ONLINE MAP TOOL COMMENTS

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<td>use powell to at least 82nd and division the rest of the way</td>
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<td>I think you guys might be on to something here this might be very useful to trimet passengers</td>
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<tr>
<td>Safety and security</td>
<td>Leave things the way they are, they have worked for YEARS</td>
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<td>Land use</td>
<td>More public transportation. A good idea would be going up/down 172nd, up/down 162nd, up/down 148th</td>
</tr>
<tr>
<td>Support</td>
<td>Although Kane would be the shortest distance to Mt Hood Community College, it would serve the least amount of people and businesses, and would not serve Mt Hood Hospital.</td>
</tr>
<tr>
<td>Do not support</td>
<td>All public transit needs to be eliminated from SW Sherridan-Carruthers bottleneck between PSU and Naito Pkwy; BRT should take Powell to 82nd, 82nd to Division, and loop from Gresham TC to MHCC traveling in both directions; I favor Hogan over Cleveland, but would still like to see service to Cleveland MAX on 8th street.</td>
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### IS THERE ANYTHING ELSE YOU WANT TO SHARE WITH DECISION-MAKERS? |

- Use Powell to at least 82nd and Division the rest of the way.
- I support BRT should have included articulated bus and goes from Gresham TC to north Troutdale, and electric trolley bus, thanks.
- I think you guys might be on to something here this might be very useful to trimet passengers.
- Leave things the way they are, they have worked for YEARS.
- More public transportation. A good idea would be going up/down 172nd, up/down 162nd, up/down 148th.
- Although Kane would be the shortest distance to Mt Hood Community College, it would serve the least amount of people and businesses, and would not serve Mt Hood Hospital.
- All public transit needs to be eliminated from SW Sherridan-Carruthers bottleneck between PSU and Naito Pkwy; BRT should take Powell to 82nd, 82nd to Division, and loop from Gresham TC to MHCC traveling in both directions; I favor Hogan over Cleveland, but would still like to see service to Cleveland MAX on 8th street.
- I think 82nd is more practical than 52nd since Division at 52nd is a tiny street without much room for buses.
- I am using a Mac and my browser is Safari. I was not able to make any comments. When I clicked on the North/South street, I got the pop up window. But I was not able to click the comment tab. So, my comment is that you should go west on Division as far as Chavez and then move over to Powell. Powell is pretty congested anyway and Division, with less traffic gives you better flexibility.
- Make sure there is lighting and sidewalks. For example one of the trainstop in Rockwood did not have a connecting sidewalks, was isolated and poorly lit.
- I think removing transit from Division west of Cesar Chavez is a terrible idea, especially with all the recent infill with inadequate parking and the influx of many new businesses. This means a 10 block walk from either Hawthorne or Powell and that doesn't work well for someone like myself with arthritic knees. As usual - another reduction in services.
- A bus that turns north from Powell on 82nd and turns east again on Division could serve the largest community. Even someone who lives at SE 65th and Division could benefit by taking this bus then hopping on a westbound 4 bus for a few stops. Seems like it would help the largest community who frequents public transit.
- Though I live in Portland, I work at the Gresham Library and take public transit almost everyday.
- Consider some measure of form-based code that encourage better street frontage development on Powell. Too much of the commercial development is of the strip mall variety with large seas of parking separating buildings from the street.
- Please don't limit decisions to alignments that don't require public right of way acquisition. Rail projects generally require acquisition, this project should be shown the same level of dedication.

### Steering Committee Member

- I think you should kill two birds with one stone by going to Gresham completely on Powell. Powell needs some kind of upgrade, with sidewalks. Absent that, connect to Division via 122nd. Have a streetcar connect Clackamas town center with max red line on 82nd. That's one place where a streetcar might work, while also rehabilitating 82nd.
- For those of us who live along this route, keep in mind that more efficient transit must be judged by how well it brings people together and connects them to their needs. So the proposed route and project must improve livability, not create deeper divides. Division St. west of 82nd is a very poor choice for more intensive transit. The existing, newly implemented road striping is ideal for encouraging biking and allowing for a smoother flow of traffic. It has been a great success, and any widening of the road or disruption to the current scheme would be an unfortunate step backwards, only increasing the barrier that exists between Mt. Tabor Park and the South Tabor neighborhood, something which the residents of South Tabor and Foster-Powell are actively trying to improve.

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IS THERE ANYTHING ELSE YOU WANT TO SHARE WITH DECISION-MAKERS?

To minimize. Also, any proposal that involves removing the lindens on Powell is a nonstarter for us in South Tabor. If anything, we need more of a neighborhood feel for Powell from SE 82nd to the river and continued beautification of the corridor. This includes trees as well as installing safe, lighted pedestrian crossings all along Powell.

- This is called Powell-Division future, I see most improvements going to Division. Try walking on either side of street on Powell from 122nd to 136th, Even more scary at night when cars go around somebody turning!! and you are walking with you’re kids!!! I challenge any & all Rep's to do this!. Thank You:)

- 82nd is already a pedestrian hub. Some good transit facilities there would improve the safety and atmosphere of that area.

- Powell and Division are major traffic thoroughfares. Nothing should be done that will impede the free flow of motor transportation since many other avenues of the city are being given over to bike, pedestrian, and mass transit flows. The city also needs to accommodate the easy flow through of motor vehicle traffic otherwise undue congestion and frustration will mount and given way to more instances of road rage and transportation class strife. This will also result in more crashes and the need for increased police presence. Please keep these thoroughfares open for motor vehicle traffic. A dedicated bus lane is a great idea as well as decreased bicycle presences.

- Crossing Tilikum Bridge and going up Powell to 82nd makes sense for a Bus Rapid Transit line to Gresham. Good work connecting the region!

- I do get around mostly by driving. When I do ride TriMet, it's almost always to get to or from the airport. However, I understand the city wants to reclaim some of the uglier roads, especially out east, for main streets of housing, offices, shopping and public life; affordable housing and greater service to the poor; and -- I hope -- some measure of civic beauty, and that in exchange this means slower traffic and more delay for drivers. I'm ok with that. It's the kind of thing I understand when I drive NW 23rd or SE Belmont, for example. They are not Powell, and Powell isn't a main street. I ask simply for those driving, it remains expected and reasonably convenient to take certain major roads, such as Powell or 82nd, as preferred pass-through regional routes for drivers though at the same time doing things like adding bus lanes or narrowing roads or adding on-street parking and bike lanes and that sort of thing. I admit I prefer to drive a road that has two lanes in my direction of driving plus a left turn lane (continual or intermittent). When space is too tight when adding bike lanes or wider sidewalks or (if it doesn't already exist) on-street parking, I'd rather have asymmetric four lanes: one lane towards Portland city center (west/north), a left turn lane, and two lanes going out (east/south), because when I want to drive out of the city, I'd want to do it more quickly than driving into the city.

- This is among the most exciting transit projects for many reasons: there is already such high demand for this east-west route, for the development/jobs potential and for relatively reasonable cost. Plus, the project could be implemented quickly or in phases if necessary.

Thanks for the opportunity to comment.

- As 72nd and Powell is a key pedestrian access for public transportation, I hope the city of Portland can work with Metro and TriMet to identify and prioritize pedestrian improvements in this location as part of this transportation planning process. This is a busy intersection and wider sidewalks, traffic calming and additional improvements need to be made to the awkward intersection for people walking and bicyclists. Please reference the current Portland Comprehensive Plan to see where neighborhood bikeways cross Powell and utilize signal improvements and traffic diverters at these important intersections that access this line. These are the types of improvements that should be made in lieu of light rail on this route.

- Dedicated busway on 82nd st crossover please Excellent map commenting tool! So easy to use! Thanks for providing this community input method.

- I'm a small business owner off of victory and and powell in gresham and would love a stop closer to there

- I really appreciate the effort to continue to serve Gresham. As someone who works with lower income communities in east county, more transit and easier ways to get around can only help to improve everyone's way of life in the area.
IS THERE ANYTHING ELSE YOU WANT TO SHARE WITH DECISION-MAKERS?

- Adjust the timing of the lights at 82nd and 172nd. Both of these lights have much more backups E/W on Powell than on the N/S streets. Focus on 1) getting more people to ride the bus and 2) decrease travel time from downtown to outlying areas. The increase in cars is making travel time worse.

- The road system on the eastern edge of Gresham is horrible. The street connectivity is horrible. One of the few streets we can count on to get out of or through Gresham is Division Street. Keep in mind, if you screw up & slow down Division flow you will be channeling more people northward to Glisan as Stark is screwed up criss-crossing Burnside & traffic flow is stopped frequently due to MAX. A lot of us on the eastern edge already go to Sandy for shopping as it is almost quicker to get there than downtown Gresham with all the crazy criss-crossing streets & MAX delays. Those of us on the eastern edge are not close to a bus stop & those who are often feel unsafe walking as there are limited sidewalks & it is definitely not safe or pedestrian friendly at night time with limited street lighting. Several of the bus stops our here are basically a bus sign on the shoulder of a busy high speed road (Powell Valley Rd is a good example) Those of us out here who want to use mass transit must drive to MAX or somewhere we could park a car & hop on a bus. There is an entire population on the eastern edges, which continues to grow due to development, that is underserved. This project is a perfect example of servicing an area that already has service and continuing to exclude those who don’t even have minimum services. That is where emphasis needs to be placed - areas that don’t have service, not enhancing those who do. METRO & East County officials need to spend their time, tax money & effort on sidewalks, street connectivity on us forgotten underserved areas of which there are many.

- Bike facilities should be included in a project such as this. Will there be bike facilities included along the same routes?

- Division should be maintained as a more pedestrian friendly East-West street all the way out to PCC. More busses in the 50th-82nd area mean more traffic, and dangerous conditions for cyclists trying to reach PCC.

- Do not promise that you are going to make improvements by 2035 because I am going to be dead. In 2000 the plan was by 2015 and I haven't seen nothing.

- I am disappointed to find obvious and inappropriate value messages displayed between options. For example having the line go only to Gresham transit can serve people of color with transfers, whereas including Gresham transit but going to Mt Hood via Kane does not serve people of color. That is an inappropriate influential comparison as every transfer option likely exists on the Kane option as well.

- I have noted this in a couple of key locations, but I am deeply concerned by the lack of emphasis on dedicated right-of-way, particularly on inner Powell where traffic congestion is often worst. Particularly troubling is the seeming assumption that ROW acquisition is the only option, and that automobile capacity must be retained at any cost (including the cost of unreliable bus service). If this is to be a truly useful improvement over existing bus service, dedicated ROW is a must, and if we need to remove some automobile lanes to achieve that then the tradeoff is worthwhile.

- I think serving the communities of color deserves extra consideration.

- I'm really concerned with congestion at intersections that are already too crowded. 39th and Powell; Division between 82nd and 122nd; parts of downtown gresham.

- It's only worth it if it's fast...stops have to be infrequent and needs dedicated lane or at least carpool lane wherever possible. 82nd is by far the best crossing between Division and Powell

Not at this time

- Please add bike access to the new MAX elevated ramp from south water front to Lincoln Street

- Please minimize construction impacts on residences in the immediate area. It would help for nearby residents to understand how different transit options would impact existing structures on Powell or Division (i.e. how much additional right of way would high speed bus and bike lanes need?) Also, businesses on the new Milwaukee light rail have already had their rents increased because property values have increased. Property taxes should not triple before there is a demonstrated benefit from the transit projects.

- Thanks in advance for adopting the Powell-82nd-Division alignment! :)

- Transportation and transit
- Environmentally friendly
- Equity
- Do not support

- Land use
- Support
- Safety and security

Powell-Division Transit and Development Project

Public Engagement Report - March 2015
IS THERE ANYTHING ELSE YOU WANT TO SHARE WITH DECISION-MAKERS?

◆ The main concern I have is that with the BRT line you will limit bus service. Since the BRT stations are far apart, there still needs to be bus service every two or three blocks. People won't be able to or want to walk a half mile to a station.

◆ This whole process lacks the sort of imagination and visionary thinking that should accompany a once-in-a-lifetime planning opportunity such as this. It's not bad that it feels preordained (Division to 82nd to Tilikum. Done!) if that what you've determined is the best. But we're going to have to live in this for a long time, and can't we imagine better? If we let cars clog up the entire area, they will. If we plan for a future where we can take BRT but also bike or walk just as easily, we will do that. Instead of looking at what will disrupt cars the least, how about we plan the best places to live and best ways to get around for our communities and then give cars what's left? This is my long-winded way of saying let's claim the transitions as exclusive bike-walk-transit corridors. This doesn't work at all without dedicated lanes, and we don't need to beg for car lanes. Think big, take what you need. You'll never get a chance like this again.

◆ I would like the 52 cross over option.

◆ Um, yeah. That is the purpose of a rapid transit bridge - to serve a rapid transit line...

◆ A slam dunk.

◆ Bravo!

◆ My only concern is whether there will still be lines that service the west side Ross Island Bridge stop once the 9 moves off that route. Currently I think the 17 and 19 also stop there, but I had heard that one or both of those lines might be re-routed off the Ross Island as well.

◆ Avoiding traffic congestion, faster transit times, connectivity to light rail, streetcar and OMSI.

◆ 1st priority: shorter travel time 2nd priority: greater travel time reliability 3rd: priority: access to destinations.

◆ Obvious choice, avoids Ross island traffic.

◆ When riding the number 9 bus currently, there are still people who get on and off on the west side of the Ross Island Bridge that may have a longer walk/less access to transit due to the modifications.

◆ Out of the truck and commuter traffic--besides, I think the new bridge is gorgeous!

◆ Faster than Ross Island Bridge with better connections to street car and major bus lines.

◆ This bridge seems to make the most sense given all of the factors listed in the Pros tab especially its connectivity to highly populated areas. This bridge will also be more seismically sound and the more transit routed over this bridge the better!

◆ TRAVEL TIME

◆ Transportation and transit
◆ Environmentally friendly
◆ Equity
◆ Do not support

◆ Land use
◆ Support
◆ Safety and security

TILIKUM CROSSING: WHAT CONSIDERATIONS ARE IMPORTANT?

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◆ Transportation and transit
◆ Environmentally friendly
◆ Equity
◆ Do not support

◆ Land use
◆ Support
◆ Safety and security
## ONLINE MAP TOOL COMMENTS

### TILIKUM CROSSING: WHAT CONSIDERATIONS ARE IMPORTANT?

- **shorter travel times**
- **BRT rolling stock should be zero-emission, and if possible be able to use the overhead catenary on the Tillicum Crossing to minimize emissions and associated harmful health effects on nearby bicyclists and pedestrians.**
- **Tillicum Crossing and the new viaduct are the obvious choices across the river. It is a transit specific bridge, with easy transfers and reliable travel through the most difficult parts of downtown.**
- **Time savings and no negative impacts from traffic.**
- **duh**
- **The fact is it seems unlikely that this bus system is going to be much faster than vehicles between SE 52nd and SE 21st. Therefore this route will make up for lost time than to have the bus continue to sit in traffic on the Ross Island Bridge. There is no reason to take the bus over a personal vehicle from where I live (Powell and 72nd) because it doesn’t get you downtown any faster. This project absolutely has to make it faster to get people downtown to reduce the currently unbearable Powell traffic situation. This is why this bridge was built. Use it.**
- **This seems like a no-brainer, go for it**
- **Tillicum Crossing was built for transit, it makes sense to route BRT onto same crossing as MAX. The bus fanatics won't be able to complain that bridge was just built for MAX either.**
- **All of them. Connection to Powell is also important; signal priority (or better yet, exclusive lanes) through Powell/12th intersection is important.**
- **Make sure that questionable use of the right of way and the Tillicum Crossing are minimized. There is a concern that emergency service providers such as ambulances will end up using the bridge more and more, degrading the advantage of a transit-only bridge.**
- **Ensure that pedestrians can cross all four legs of the Milwaukie and Powell intersection. This intersection should have as much consideration as a station area as the others on Powell. Upzone to higher residential density for a block south of Powell, including west of Milwaukie.**
- **I think speed, connectivity to MAX and future Eastside growth are crucial in choosing Tillicum Crossing. Also, it's important to make best use of our new bridge as an element of our public transportation infrastructure.**
- **If the 4, 9, Orange Line and this rapid transit line are all using the Tilikum, it will make it more difficult to access the inner se powell (se 12th to the Williamette) and the sw waterfront district and aerial tram. At least one route should be going over the Ross Island to enable riders to easily access these areas.**
- **This is a no-brainer. The bridge is already dedicated for transit use.**
- **Traffic congestion. It would be silly not to utilize a significant stretch of separated right-of-way.**
- **Travel time for transit riders - alternative is too slow if no dedicated lane on/leading up to Ross Island Bridge.**
- **It will look cool going across the new bridge. It will also connect better to the streetcar and line 70.**
- **Need a stop at Milwaukie/Powell (and the Aladdin Theater)**
- **Travel time**
- **Speed, since LRT wasn't going to be considered on this most transit oriented part of town.**
- **There is no good reason not to use a bridge that will be well under capacity vs. a highway that's backed up frequently.**
- **Existing dedicated ROW and access to key destinations and development opportunities.**
- **faster than the Ross Island Bridge**
- **I want to be sure that all plans to use Tillikum will carefully consider the safety and comfort of bikers and walkers using the bridge, including the paths connecting the bridge to sidewalks and protected bike lanes.**

- Transportation and transit
- Environmentally friendly
- Equity
- Do not support

- Land use
- Support
- Safety and security
### TILIKUM CROSSING: WHAT CONSIDERATIONS ARE IMPORTANT?

- It's perfect and the Ross Island Bridge is scary!
- Best connections to MAX, Streetcar and other Bus lines. If I could choose where to spend the most money on this project it would be BRT right-of-way transitioning from Powell Blvd to the Tilikum Crossing. Traffic backs up on Powell way before the railroad overpass and could significantly affect transit times if not addressed properly.
- Travel time and travel time reliability. Getting out of the congested Ross Island Bridge approaches is critical to creating an attractive, reliable service on this corridor. I am currently a frequent rider of the 17 and sometimes the 9. I am very much looking forward to the opening of the Tilikum Crossing, which will make these routes much more attractive.
- Allows the bus to bypass congestion on the Ross Island Bridge, while giving direct access to the transit mall. Ross Island and Naito are often extremely congested.
- Avoids the bottleneck that is the run-up to the Ross Island Bridge, which happens for a good amount of time during the day.
- Ease of use and crossing the Willamette quickly
- Tilikum is literally built for this sort of line. Not using this bridge would be a huge missed opportunity. It would annoy me to no end, looking down on it, stuck in traffic on the Ross Island bridge...
- The Tilly will have less traffic and should have a greatly reduced frequency off traffic jams, making the new line faster and less prone to delays. It's a no-brainer!
- We do have any need for another light-rail expansion to be shoved down the throats of tax payers of Multnomah county AGAIN! The neighborhood degradation quality of life for the residents does not outweigh the perceived benefit to the community that clearly does not want this expansion. Though I'm sure the transients that use the Spring Water Trail would be in favor of this initiative, most reasonable, property owner, tax paying residents are not. Get a clue you guys and knock it off. Believe it or not, I'm not politically charged, just getting fed up with these initiatives.
- Ross Island Bridge is frequently very congested and slow.
- For dual enrolled students of mhcc and psu, or mhcc students transferring to psu, crossing at Tilikum would connect students to the new PSU Science building at South Waterfront which is where most 200 level science courses will be offered.
- Continue all the way on Division and cross under the UP tracks to use Tilikum.
- This is dedicated infrastructure for the express purpose of moving high capacity transit vehicles and must be considered as the only possibility for crossing the Willamette River.
- I do support it, but I also think that since the planning for the crossing, TriMet has consistently neglected service in the area between the Ross Island Bridge and the crossing (South Portland, NCNM, 1st and Arthur area) and I would like to see that area keep consistent nearby service. Please consider keeping at least one bus serving that area.
- Dedicated right of way for buses
- I like that it would be fast.
- Powell/Division should run on dedicated busway for the entire length of the line. Going over Tillikum crossing rather than Ross Island Bridge is a clear winner.
- Less traffic, and hopefully connections to the new Max line, the Trolley, and other lines. Tilikum crossing is ideal.
- cool new bridge
- The new bridge is an ideal crossing into a well established and growing area with multiple other transit options on either side.
- Maximize transit investment and shared transitway - minimize delay from mixed traffic.
**TILIKUM CROSSING: WHAT CONSIDERATIONS ARE IMPORTANT?**

- Thrilled about the new Tilikum crossing! I sit on the bus crossing Ross Island nearly daily and the new crossing will make a huge difference.
- Utilize existing infrastructure improvements for transit; least cost.
- Less traffic on the Ross Island Bridge, it is already so busy going eastbound in the evening and very difficult to navigate in a car when merging. Adding buses here would definitely back up traffic more because drivers would have less visibility around a bus.
- This BRT appears intended for connections in mid-to-east county, so reliability at traveling to/from the city center is key.
- Easier access to OHSU south waterfront businesses, not a lot of buses go there at the moment.
- Your plan to exclude Line 19 from using the new crossing is shortsighted, and is a total disservice to customers in the Seelwood, Eastmoreland, Westmoreland, close-in Brooklyn, Reed College, the students, workers, and retirees who travel to/from these neighborhoods. All public transit needs to be eliminated from the SW 5th-Broadway, Sherridon-Carruthers bottleneck to SW 1st-Arthur, IMO.

Because Tilikum is a Orca and need to be free tell Sea World

- fast
- Please be sure that the bus lines connect with the orange line as well as the 70 (a major north-south bus route). Right now the 9 connects with the 70 at Powell and Milwaukie so it would be nice to maintain the ability to transfer between these two buses even if the 9 is rerouted to the Tilikum Crossing.
- I support this because when I cross the Ross Island bridge it takes a long time.
- Absolutely!! I have spent many a lost hour sitting in the Arthur curves wondering why we've only moved 5 ft. in 15 minutes. The current #9 route made me revise my work hours so I could walk to the Hawthorne #14 stops and still arrive home in time to relieve childcare support.

- Time savings.
- It's faster than the Ross Island Bridge.
- Sounds great! No downsides.
- how does the Lair Hill area get service to the eastside without the 9 bus? The grade difference means that the new 9 route and future busway buses can not provide access to this area.
- Ross Island bridge can get really clogged up with auto traffic, slowing down any bus. I think the new bridge with its mass transit focus makes a lot more sense for this end of the project

- Efficiency and speed of travel
- First, that this alignment has several pros, while the Ross Island Bridge alignment has no pros and only cons. Second, the Tilikum Crossings is engineered and built for transit, so use it.
- Traffic on Ross Island Bridge is sometimes unpredictable and has been increasing.
- It must be used!
- Presume faster trip times for riders.
- There should be a pedestrian overpass for the train so that bicycles can access Tilikum Crossing from Clinton greenway when a train is coming.
- Its a no-brainer. The bus line absolutely has to be faster than driving a car or no one will have any incentive to use it. I live off Powell and 72nd and it takes me just as long to drive as take the bus. Actually longer to take the bus most days because it sits in the same traffic and has to stop. We need more express options and a bus route that has its own dedicated route most of the way. Have you considered an extra lane on Powell, that would serve inbound until Noon and outbound after noon? This would be possible above 52nd with the existing right of way. And could be factored in west of Powell at key spots.

- Transportation and transit
- Environmentally friendly
- Equity
- Do not support

- Land use
- Support
- Safety and security
### ONLINE MAP TOOL COMMENTS

#### TILIKUM CROSSING: WHAT CONSIDERATIONS ARE IMPORTANT?

- The less motorized vehicles on that bridge the better. Put the bus on the Ross Island Bridge. Safety must be most important
- Great alternative to Ross Island
- Its a no brainer. Why travel on Ross Island with all that traffic. So unpredictable.
- This was built as a non-car transit bridge. Use it.
- Moving away from traffic heading to I-5 or 26
- Increases congestion on R.I. bridge. R.I. Bridge is the primary route for 26 West to Beaverton
- New bridge built for transit - might as well use it
- Dedicated ROW is essential for reliability, especially on typically-congested river crossings.
- Yeah I plan on using the Tilikum crossing, once it opens
- Saving travel time for transit users with long commutes is hugely important. Making transit time-competitive with driving is exactly the goal that this project should accomplish, and if this project make transit a time-competitive option for people living in East Portland and Gresham, the entire inner eastside and downtown benefits from reduced congestion and traffic from people driving into downtown. Development potential in South Waterfront and the Central Eastside is also a huge consideration - this alignment would allow new residential developments in those areas to access East Portland and Gresham destinations in a way that isn’t even imaginable with today’s transit options.
- Although I would support this option because it would save time crossing the river, I would be concerned if the number of buses crossing this bridge makes it less safe for bicycles and pedestrians. I would like to see an analysis of the number of buses expecting to cross the bridge per hour. In addition, I have heard rumor that the Powell and SE 24th bus stop is proposed for removal. We use this stop often and would like for it to remain. Thanks

#### ROSS ISLAND BRIDGE: WHAT CONSIDERATIONS ARE IMPORTANT?

- I like the Tillikum Crossing option.
- So long as there is still at least one line that stops at the West End of the Ross Island Bridge.
- Too much traffic during rush hour
- This option doesn’t seem feasible or sensible given the long list of Cons.
- The only pros associated with this option would be if it included a road diet to Hwy 26, reducing the road width to allow for easier pedestrian crossings, which might be especially helpful around the National College of Natural Medicine in SW Portland. If this option would not include a road diet and dedicated transit lanes along its entire length, then it should be eliminated from consideration.
- Travel time is key in this section. My ride experience with the current buses using the Ross Island Bridge has been unreliable and time and speed. Tillikum Crossing is as better choice.
- Why is the Ross Island Bridge even being considered still? Why are you wasting the public’s time by asking this? The new bridge, complete with dedicated transitway and a plethora of benefits over Ross Island make it out of the question to not use Tillikum. This should have been immediately ruled out by Metro, and yet I’ve seen this question lingering for months now.
- Ross Island Bridge route: Booooooh!
- I can’t believe Ross Island is still being considered when Tillikum exists. I agreed that one of the local buses still serve the stops on this route, but an honest HCT line should not be among them.

Careful on the double-negative phrasing of this question - you may end up with a lot of mistaken "no" votes.
### ROSS ISLAND BRIDGE: WHAT CONSIDERATIONS ARE IMPORTANT?

- Too much traffic,
- It's bizarre this is even a consideration.
- No point wasting our time on the Ross Island now that we have Tillikum.
- no Ross Island routing, see new bridge next door.
- This BRT appears intended for connections in mid- to east-county, so reliability at traveling to/from the city center is key.
- Because it's a good bridge and it is well known
- Yes please!! Horrible congestion due to I-5 and 99 feeds.
- One reason not even stated in the "con" list: the bridge is already highly congested with auto traffic and adding additional, frequent buses would just worsen this situation. Not providing any service to South Waterfront and its expected growth, especially OHSU, makes Tillicum by far the best route choice.
- There is a "pro"; it would prevent busses from using the Tillicum crossing which should be dedicated to bike/ped and light rail.
- The Ross Island Bridge and Powell are a parking lot now and I even work 4 10s so travel slightly off hours. It is disappointing how long it takes me to get from 43rd and Division to I-5 because of traffic.
- What did you build that fancy new bridge for? Busses!
- It cannot be used.
- This is one of the worst throughfares in the city. The connection between Powell and I-405 is rediculously bad and should be completely re-engineered to meet current and future demand.
- loss of bus service from east side to the west end of ross island neighborhood, esp ncnm.

### CESAR E CHAVEZ BLVD: WHAT CONSIDERATIONS ARE IMPORTANT?

- I see lack of clarity with regards to future implementation strategies. Sometimes you discuss "significant right-of-way acquisition" .. but other times you discuss "reducing travel lanes." These are different strategies, with different impacts, and I don’t see them being discussed in an honest fashion. You *could* remove travel lanes on 39th to get a dedicated busway.
- Division is very slow during rush hour. Huge lack of diversity
- Cesar Chavez is PACKED. I’m not convinced that routing the new service along that route would improve traffic and the line would be significantly impacted by existing traffic.
- Greater potential for delay, no opportunity for dedicated busway.
- traffic on Division between Cesar Chavez and 52nd is already way too congested
- Too unreliable, route is best staying on Powell here.
- BRT should mean dedicated transitways. If the region is unwilling to consider conversion of existing mixed-flow to transit-only lanes, then stop calling it BRT. Division street from 39th to 60th is not appropriate for having transitways adjacent to mixed-flow lanes, so it should not be considered as an alignment.
- Get rid of it. Terrible, inconvenient, doesn’t connect anything good, and isn’t attractive to commuters who use the current Division or Powell corridors. No one on Powell beyond 39th will use it, and no one on Division will choose to take it over the 4 because this bus will be stuck in traffic switching between Division and Powell.
- Traffic down division between 39-50th is already congested and too fast, already needing additional cross walk lights to make crossing the street safe
- Too many cons. Travel time and ease are very important in devising the route of the Powell Express Buses, as in connectivity. SE 82nd is probably the best north-south portion of the route.

- Transportation and transit
- Environmentally friendly
- Equity
- Do not support
- Land use
- Support
- Safety and security
### CESAR E CHAVEZ BLVD: WHAT CONSIDERATIONS ARE IMPORTANT?

<table>
<thead>
<tr>
<th><strong>Level of Support</strong></th>
<th><strong>Comment</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>✦✦ The area between Chavez and 52nd can not the added congestion this might cause.</td>
<td></td>
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<tr>
<td>✦ I like the 39th option</td>
<td></td>
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<tr>
<td>✦✦ This is not a good option. Chavez should be better designed to funnel people to BRT on Powell</td>
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<tr>
<td>✦✦ Division is currently too congested to consider this a viable mass rapid transit corridor, and it will likely only become more congested as it continues to develop at a rapid pace.</td>
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<tr>
<td>✦✦ BRT <em>must</em> have dedicated, separated ROW. This alignment does not allow that, so I do not support it.</td>
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<tr>
<td>✦✦ Division does not seem wide enough between Cesar Chavez and SE 60th. Significant congestion currently, especially near Franklin/Atkinson school. Jog in Division at 41st would slow further.</td>
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<tr>
<td>✦✦ ♦️ traffic congestion, little businesses on cesar chavezz between division and powell</td>
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<tr>
<td>✦✦ Too messy. Plus, honestly, Division is so skinny and bumpy here I would think it’d take the &quot;rapid&quot; out of rapid bus transit.</td>
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<tr>
<td>✦✦ Division east of Chavez is slow and constrained. Chavez is subject to long queues approaching Powell at peak times. Turning at Chavez and Powell would be time consuming.</td>
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<tr>
<td>✦ Powell from Milwaukie to Chavez tends to have very heavy traffic and can be unpredictable. Anything you can do to put in a dedicated busway will really help.</td>
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</tr>
<tr>
<td>✦ If you continue with Cesar Chavez, please consider adding dedicated bike lanes!</td>
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<tr>
<td>✦✦ I live between Division and Powell off Cesar Chavez. The #4 and #9 buses are already some of the most crowded in the City. I have not yet heard ANYTHING reassuring about how this crowding will be relieved by eliminating bus service on most of Division and diverting it all to Powell. What are your expectations about improved transit capacity and service frequency?? ??</td>
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</tr>
<tr>
<td>✦✦ Hawthorne district access. Walkable from there to Laurelhurst. Powell is faster, but its street treescape suggests a slower speed probable in its future, and Division crossings all need concrete and curb extensions. So, it’s Division to 39th Chavez, 1-stop atop that hill.</td>
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<tr>
<td>✦ Leave the two bus lines as they are- one on Powell and the other on Division. It’s confusing to have them crisscross and wasteful out of direction travel. It could also add more transfers for bus passengers.</td>
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</tr>
<tr>
<td>✦ I answered yes, but I would also like to comment on the alignment on Powell up to Cesar Chavez (as suggested by the map, I chose a nearby NS crossing to discuss this option). I think it is a wise choice, but the notion that a dedicated busway in this area is not possible without significant ROW seems absurd. Powell is extremely wide in this area with multiple lanes. A dedicated busway or at least a bus-only lane should be provided if we sincerely want to provide better travel experiences for people in buses vs people who choose to drive.</td>
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</tr>
<tr>
<td>✦✦ Unreliable travel time, no busway, least added value over current service.</td>
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<tr>
<td>✦✦ do it sooner 75 does a nice job on that street</td>
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<tr>
<td>✦✦ Currently line #75 is a fairly frequent service bus running along Chavez (SE39th), adding an additional frequent service bus along Chavez would create increase traffic noise, potentially &quot;stack up&quot; buses and duplicate service along this short stretch of road.</td>
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<tr>
<td>✦✦ Too much traffic</td>
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<tr>
<td>✦ Traffic on this street between Powell and i84 is already near grid lock during rush hours.</td>
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</tr>
<tr>
<td>✦✦ It connects people to more restaurants and businesses</td>
<td></td>
</tr>
<tr>
<td>✦✦ Already too congested during peak times.</td>
<td></td>
</tr>
<tr>
<td>✦✦ The crossover to Powell should take place as far east as possible. Powell is already a major aerial and new denser development should be encouraged there rather than Division, a much narrower street where current and planned development is already having negative impacts on the adjoining residential</td>
<td></td>
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</tbody>
</table>

- Transportation and transit
- Environmentally friendly
- Land use
- Equity
- Support
- Safety and security
- Do not support
### CESAR E CHAVEZ BLVD: WHAT CONSIDERATIONS ARE IMPORTANT?

- **This area of Division is already narrow and congested.**
- **Street too busy. More beneficial to have access on 82nd.**
- **too complex without major property purchases**
- **It must be eliminated. The turn from 39th to Division alone makes this an impossible choice.**
- **Much too congested and suspect fewer people could be served by this route on Chavez vs the alternatives.**
- **Far too crowded of a street for this bus**
- **Connecting to Warner Pacific College is not important as it has a limited user base and does not play much of a role in the neighborhood or in the city. The 82nd st crossover would connect with PCC-SE which as a job-training center will become even more important in the future.**
- **It is already busy as a four lane without additional bus traffic plus division is only two lanes so buses would slow traffic to a halt.**
- **limited potential for dedicated busway**
- **We should do this make Portland impossible to get around. Sarcasm intended**
- **Dedicated ROW is a MUST on the close-in section of this route, where congestion is the worst. If acquiring additional property is not feasible, then automobile capacity should be reduced to make space. Long-term, reliable transit is more critical to this corridor than private car capacity.**
- **The CCB and Powell intersection needs improvements, but using CCB to get to Division is not helpful.**
- **No dedicated lane. Traffic is already packed on that stretch of road. Terrible idea to make crossing here in my opinion.**

### 50TH AVE: WHAT CONSIDERATIONS ARE IMPORTANT?

- **It’s important to consider this option because it would connect Warner Pacific with downtown, and encourage redevelopment on Division between 60th and 82nd. I live on this stretch of 50th, and see pros in the potential for redevelopment of underutilized commercial lots, as well as the potential for displacing some existing high-speed traffic. However, I think Division between 50th and 60th would be pinched by BRT.**
- **Lack of diversity and development opportunity**
- **Lack of dedicated travel lane and reduced opportunities for the neighborhood and marginalized communities rules this option out.**
- **50th between Division and Powell is already hugely clogged up during commute hours**
- **Route should stay on Powell to 82nd.**
- **A dedicated transitway should be a requirement for any alignment to be chosen. BRT is not BRT without a dedicated transitway. When ROW is constrained, conversion from mixed-flow is often the only acceptable method to get to dedicated lanes. The plus side is, this can boost ridership by placing limits on automobile capacity.**
- **For the same reason as 39th, this bus won’t help anyone on Powell beyond 50th. Also, those on Division will not find it attractive to take it over the current #4 service. Keep the service on Powell as long as possible.**
- **Pros: Access to schools: Franklin HS, Atkinson ES, Warner Pacific, PCC. Avoids most congested portion of Division west of 50th. Cons: Less proximity to affordable, multi-family housing, increased traffic on Division between 50th and 60th, which is congested during school opening/closing times.**

- Transportation and transit
- Environmentally friendly
- Equity
- Do not support

- Land use
- Support
- Safety and security
### 50TH AVE: WHAT CONSIDERATIONS ARE IMPORTANT?

- **Not my first choice. Would a dedicated lane on 50th for one direction, on 52nd for the other be possible, or are the blocks too far apart?**
- Too much high school foot traffic for Franklin High, which will be temporarily closed for two years while you study this option.
- "Not possible on 50th or Division (between 50th and 82nd) without significant right-of-way acquisition" Yes it is – if parking is removed. Why is this not being considered as an option?
- Narrow right-of-way, missed opportunities compared to 82nd option.
- 82 is a much better option. More business and 82nd needs it much more.
- BRT *must* have dedicated, separated ROW. This alignment does not allow that, so I do not support it.
- BRT *must* have dedicated, separated ROW. This alignment does not allow that, so I do not support it.
- the 82nd avenue option is better economically and socially.
- Division width between SE 50th to SE 60th a concern. This option is interesting, but perhaps not a first choice
- I agree with every one of the already stated cons
- Too difficult to get any BRT right-of-way and would be significantly slower than if the line were running on Powell. Would like to see Division Street served by a Streetcar line that ran from the CL line along Division to the SE Division St Max Station.
- Division around 50th and 52nd is constrained and tends to be congested.
- The intersection at 50th and Division is very challenging already, also Division between 50th and 70th(ish) is already hard to navigate with all the traffic (bike, bus, and car all trying to use the same space). Removing any allowed parking would help.
- The cost of acquiring the right of way for a dedicated busway is far too high for this to be a viable option. If you are going to build a busway, Powell would be the best option through this stretch as there is already the right of way with the parking strips and large center divider.
- Please add bike lanes as part of the conversion!
- Crossing over at the 39th, 50th, or 52nd Ave means that residents of the large lower income neighborhoods south of powell around the 70th to 92nd area have to travel further north to connect to a bus line that goes to mhcc.
- Perhaps as a back-up if both 82nd and 92nd are not feasible.
- Dedicated busway is critical for the success of BRT.
- Division is still only 2 lane at this point.
- Opportunity for redevelopment of underused properties along that corridor.
- Division is not a good route for more intensive transit at this point. The existing, newly implemented road striping is ideal for encouraging biking and a smoother flow of traffic. Any widening of the road or disruption to the current scheme would only increase the division between Mt. Tabor Park and South Tabor, something residents of South Tabor, Foster-Powell are trying to minimize. At the same time, do NOT remove the lindens on Powell. We need more of a neighborhood feel for this street from SE 82nd to the river, particularly to connect South Tabor with Foster-Powell. There should also be lighted crosswalks installed on Powell as part of the project.
- good connection to neighborhoods north of division and Warner Pacific and PCC. unresolvable traffic might make travel slow for the bus.
- making space for cars to get from one place to another without reducing any further the traffic. We do need to have emergency vehicles. we do need to have fire trucks. We do need to have places that trucks can get through.

- Transportation and transit
- Environmentally friendly
- Equity
- Do not support

- Land use
- Support
- Safety and security
### 50th Ave: What Considerations Are Important?
- Inner division is currently a more transit-friendly environment than Powell.
- Powell needs improvements more than Division in that area.
- No dedicated lane
- -No center lane. -Serves fewer lower income households and communities -Less commercial and multifamily zoning -Less development potential

### 52nd Ave: What Considerations Are Important?
- Your "street" graphic does not accurately reflect the new design on 52nd, which has bicycle lanes and one lane of parking.
- Lack of diversity and development opportunity
- The lack of a dedicated lane on Division here and reduced neighborhood potential and service to marginalized communities rules this option out pretty hard for me.
- Division, 50th and 52nd already well served by transit. Multiple transit options to get to Powell. No room for dedicated busway. Doesn't serve as many lower income residents.
- The current buses that run along 52nd are PACKED during the morning and afternoon rushes, because of that overcrowding connections to line 17 and line 9 are totally unreliable. This might help ease some of that traffic.
- No room on Division for dedicated busway until 82nd. Does not serve low income residents. Division, 50th and 52nd have good connectivity to Powell and 82nd.
- Too close to the school, interferes with bike routes.
- You won't be satisfied until all of division is as undrivable as the area below 39th?
- It's not possible to provide dedicated transitways along this entire alignment, so it should be eliminated.
- Make it on 92nd or 82nd. Those populations need it more
- I would like a serious transit line to remain on higher capacity roadways like Powell, those where either bus lanes may be made, or two travels will allow buses and cars to pass each other.
- For the same reasons as 50th and 39th, this is far less useful to anyone than 82nd and 92nd options. It should be eliminated.
- See comments on 50th. Not much difference, except 52nd is more residential, closer to Franklin HS.
- Easier for me to access? I am on SE 52nd and Lincoln. But I support low income housing as well.
- Low priority, see comment on 50th
- The possibility of dedicated lanes would make this become the express route. It is supposed to be I think wider streets (like SE Powell and SE 82nd are therefore best for this part of the route.
- Connectivity, service to denser population or economic challenged populations and speed should be prime criteria in determining the route. SE 82nd is most appropriate.
- Division between 52nd and 82nd might not be able to handle the added congestion without an acquisition. Powell is the better option for many reasons - bigger road, access for more people, etc.
- Too much high school foot traffic from Franklin.
- Narrow right-of-way, missed opportunities on 82nd.
- This was just recently made into a bikeway, which was a very necessary addition, and I worry that adding a rapid transit lane here would take space away from cyclists.
- Concern about conflicts with 50’s bikeway and increased congestion at Franklin HS. Division width between 52nd and 60th, not wide enough to support BRT.
**52ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?**

- Too difficult to get any BRT right-of-way and would be significantly slower than if the line were running on Powell. Would like to see Division Street served by a Streetcar line that ran from the CL line along Division to the SE Division St Max Station.

- Constrained right of way on Division west of 60th.

- As a 1 lane each way, this street is already congested and more bus traffic would increase it even more.

- The main reason I support this is because it shows that you will be adding bike lanes; however, it would be good to make the bike lanes protected (or buffered from traffic by moving the parking lane over so it sits between the bike lane and vehicle lane).

- On division longer, so it passes my house! 52nd already has less traffic, where the others have far too much traffic, so WILL NOT BE RAPID! 82nd is a stop light MESS. Even Powell is already messed up with traffic lights beyond 40th...so rapid? I have to assume it will only stop a few times on the route and not be local.

- There is a con that states the buss would not go through the jade district. Not true. It goes down division and the cross is centered at 82nd and Division. They even have a community center plan for that intersection.

- Crossing over at the 39th, 50th, or 52nd Ave means that residents of the large lower income neighborhoods south of powell around the 70th to 92nd area have to travel further north to connect to a bus line that goes to mhcc.

- The intersections at each end can be improved to favor the buses without increasing car traffic. Make the lights flashing yellow and red except when a bus is coming.

- The 50s Bikeway is an important consideration in this area. I am extremely surprised it was not mentioned! Buses and bikes do not mix well in Portland’s existing bikeway and busway designs and so this area is not suitable for a busway as it has already been set aside for a bikeway after much community discussion. Other considerations mentioned in the cons are also significant. I believe Powell should be used until 82nd.

- Nothing gained over considering 50th.

- Expansion is good. 72 serves 82nd well and there are available routes from 82 to 52nd.

- Minimize impact to bustling business corridor while making connections and better walk/bike access.

- I support having SE 52nd serve as a transition between Powell and Division. Thought there may be fewer residents and businesses along SE 52nd than SE 39 and SE 82nd, there is also less bus service in this area.

- Dedicated busway is critical for BRT success.

- Serving the college in this area and having them be more easily accessible is a great benefit for low income students who wouldn’t have access to higher education.

- I support 52nd because it is closer to the high school and middle school in the area.

- I have changed my mind. I think it is very important to make the route close to lower income communities.

- Too narrow and Division is still only 2 lane.

- Less traffic.

- Warner Pacific and PCC campuses on this route

- How much ROW dedication would be required on Division? How "rapid" would the bus really be between 52nd and 82nd?

- Division is not a good route for more intensive transit at this point. The existing, newly implemented road striping is ideal for encouraging biking and a smoother flow of traffic. Any widening of the road or disruption to the current scheme would only increase the division between Mt. Tabor Park and South Tabor, something residents of South Tabor, Foster-Powell are trying to minimize. At the same time, do NOT remove the lindens on Powell. We need more of a neighborhood feel for this street from SE 82nd to the river, particularly to connect South Tabor with Foster-Powell. There should also be lighted crosswalks installed on Powell as part of the project.
52ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?

- The further out the more industrial already, so as far east as possible
- This is not where the major traffic is. 82nd serves a lot more people. This area of Division is narrow already.
- too much lower density residential for a major bus route
- For BRT to live up to its name and promise, this alignment should provide a faster connection between Powell and Division than super-congested 39th.
- Two cons, "Has the least amount of affordable housing within a quarter-mile", and "Mostly residentially zoned and has significantly less growth potential than the 50th, 82nd or 92nd options; would directly serve fewer residents and businesses than other crossing options".
- This is a dedicated bikeway. Stop stacking traffic and bikes together.
- This is my preferred alternative because it provides strong connectivity to PCC, there is more street space than on 50th, and it would better serve more low-income households.

- 52nd has already been significantly impacted between Division and Lincoln, so I wonder what the public opinion would be if this were the selected route.
- less used than 39th so would disrupt less.
- This route was recently modified to include bike lanes. A lot of bus traffic would make the bike route less comfortable for bikers.
- 52nd is an unnecessarily fast, broad road for a residential area. It's not needed for cars, because 50th Avenue is nearby. It is a crucial emerging bikeway, however, and can be made into a busway and bikeway, with limited private vehicle access (i.e., residential access but no through lanes).
- Lots of transit transfer options there between Foster and Powell buses.
- Needs to remain a dedicated low traffic bikeway
- it’s the bikeway 50th and 52nd are too cramped and too jammed up with traffic as it is. the 39 to 82nd stretch division is also a mess.
- Lets make it impossible to drive anywhere
- Too much residential, hard to bike with busses stopping. Loud for residents.
- Too residential, always weird waiting for a bus on it. Also annoying when riding bike, busses swing through bike lane and if feels dangerous.
- 52nd Avenue is a strictly inferior route compared to 82nd. Transitioning from Powell to Division at 52nd would remove the tremendous development potential promised by an alignment along Powell Blvd between 52nd-82nd, which is the least developed part of a major commercial street, with massive areas of undeveloped land waiting for investment. The existing 52nd Ave ROW is too narrow to accommodate dedicated transit lanes, and was recently developed into a key bikeway that crosses the entire city - adding transit here would disrupt the bike network without any upside in terms of development, equity, or route efficiency. There is no way 52nd should ever be chosen over 82nd.
- This seems too narrow for buses.
- -Dedicated bus lane. -Serves fewer lower income households -and communities of color -Less development potential - less growth potential
- -No dedicated lane. -Mostly residentially zoned and has significantly less growth potential

82ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?

- This is my preferred alternative because it provides strong connectivity to PCC, there is more street space than on 50th, and it would better serve more low-income households.
### 82ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?

- Seems like the best choice. I believe adding in a designated lane in both directions on 82nd, on Powell, and on Division is the way to go. This needs to be rapid transit or it becomes just a glorified bus line.
- Please *do* consider reducing existing travel lanes. That is the most cost effective, and is also better at supporting transit travel time competition with other modes.
- All of the pros that you listed. Seems like the best choice and it’s closer to the mid-point between the river and Gresham border.
- Easy connection to diverse neighborhoods.
- Dedicated busway avoids congestion and reduces travel times. Keeps off Division until Division widens to accommodate dedicated busway.
- I support this transition, especially if a dedicated busway is possible.
- Also, a benefit is that it provides access to Eastport Plaza and Fubonn.
- Expanded access to multiple communities, room for growth, and dedicated travel lanes.
- Best spot for BRT is along the busiest roads, picking up more people and relieving more congestion.
- Although I prefer access to 82nd businesses unreliable transit times on 82nd would be frustrating compared to a more reliable 92nd. I’d vote to have the bus on 92nd.
- This option should only be considered if the region is willing to remove a lane of mixed-flow traffic to create dedicated transitways along the entire alignment.
- Please consider Powell between 39th and at least 82nd where bus only lanes may be a possibility. I’m worries about reliability with limited lane area of the alternatives.
- Dedicated lanes on 82nd would be a must. If this can’t happen, put it on 92nd or the I-205 frontage.
- re-envisioning 82nd and Jade District to a more livable and safe roadway / development corridor while traffic patterns allow it - separated busway yes - capturing largest portion of existing ridership
- This or 92nd. Too often, BRT is watered down too much to really do anything that normal buses don’t do. For this reason, I encourage you to do whatever is faster, just so that speed is on your radar.
- I think its critical if serving an area like the Jade District which I believe will become an important destination, that it reaches the heart of the district unlike the other options.
- The signal at 82nd and Powell is a traffic nightmare, buses MUST be able to get through reliably. Any busway could possibly benefit the 72 as well, depending on bus technology chosen.
- Need right of way for bicycle facilities as well as transit lanes, and also to have enough room for street trees to separate pedestrians from fast-moving traffic. Zoning should allow higher density of residences and businesses, as well. Signalized pedestrian crossings of 82nd should be added every two or three blocks. Certainly there should be a signalized pedestrian crossing at every bus stop.
- SE 82nd is by far the best way to have the Express route connect SE Powell and SE Division: its width allows for dedicated lanes, it connects with PCC and the Jade District and it makes it more visible. Speed, connectivity, underserved communities all benefit by choosing the route along SE 82nd.
- Does the region want to reduce auto use or doesn’t it? If it does, it needs to reduce auto capacity on Powell in order to create a high-quality bus line. If this half-ass Small Starts version is installed as planned, it shouldn't be branded as BRT. That'll give BRT a bad name.
- A route on 82nd would give riders easy access to grocery stores, libraries, USPS, etc. unlike 92nd....
- Maybe. If 39th, 50th, 52nd are chosen, commuters have opportunity to cut through neighborhoods. Not so with 82nd and 92nd; making them the safer choice.
- Remove a car travel lane in each direction to add dedicated bus lanes. Add curb/barrier protected bike lanes.
- Jade District, PCC, population served, ridership potential.
- 82nd makes the most sense for ridership and potential development.

- Transportation and transit
- Environmentally friendly
- Equity
- Do not support
- Land use
- Support
- Safety and security
**82nd Ave: What Considerations Are Important?**

- **This is a great alignment with good access to many destinations - especially if current mixed-traffic lanes are changed to be bus lanes on Powell, 82nd, and Division.**
- **This is the best option for crossing, but it absolutely needs separation from other traffic. It will not be reliable without it.**
- **BUT, due to amount of traffic on 82nd, no way should you remove a car lane!**
- **Foster-Powell neighborhood has ranked consistently high in the Portland Business Journal’s quarterly rankings for most homes sold and fastest selling. That impact, plus the Foster Streetscape Plan make this route an undeniably preferable route.**
- **Reliability.**
- **It seems like connecting the most people should be a higher priority.**
- **Ridership potential, serving low income and communities of color, adequate ROW to include dedicated lanes.**
- **BRT *must* have dedicated, separated ROW. This alignment only a good option if separate ROW can actually be achieved. Additionally, this area of the city would greatly benefit from physically separated bicycle facilities. I would like to see these considered as part of this project.**
- **I strongly agree that this is the best transition point because the BRT provides an opportunity for a transit ROW on Powell and: 1. Serves people of color, people with lower incomes and affordable housing better than other Portland options 2.Captures the highest number of riders getting on and off existing service.**
- **Most important to me is that the service uses Powell between 50th and 82nd to bring better access to those living in this neighborhood. Division and Foster have been getting a lot of love from the City and Developers and Powell Blvd could use better access and some improvements.**
- **Traffic concerns me with this route, the 82nd and Powell intersection is awful, but I like what it passes/who it serves the best.**
- **It's the logical choice and it'll pass by the Max Green Line Station.**
- **It serves some businesses on 82nd Ave and provides easy connection to the 72 bus line. Best potential for BRT right-of-way.**
- **This option takes advantage of the wide right of way on Powell between 52nd and 82nd and the potential for significant time savings due to limited signals. Also provides an opportunity to improve pedestrian crossings on this stretch of Powell. This provides a potential opportunity for streetscape improvements on 82nd in the Jade District. Serve PCC Southeast Campus.**
- **The bus should run where the people are - to serve destinations.**
- **provides more connections to what is already in this neighborhood, but also has development potential. It would be best along 82nd with dedicated lanes so traffic doesn't slow down the bus.**
- **82nd serves more people and more people of color. Development potential at 82nd and Powell is much greater than at 52nd.**
- **Serves more people, more diverse groups of people, and communities with strong development potential.**
- **If dedicated lane can be secured on 82nd and portions of nearby Powell, I would support. 82nd is large demand bucket for transit service and this line would improve service where TriMet knows it already exists in large quantities...which is a good reason why BRT is being considered for this area.**
- **Stay off 82nd. Go on a street either east or west of 82nd.**
- **Anything that can take advantage of separate bus lanes, I all in favor for.**
- **- Potential for dedicated bus lane on Powell vs Division - Best option for best service for those who need the bus the most - Seems to be the safest option with regard to bike/pedestrian safety.**
- **PCC is at the intersection of 82nd and Division so this being the transition would make a lot of sense. It would be nice to see a mini transit center for trimet on one of the corners of 82nd and Division.**

- Transportation and transit
- Environmentally friendly
- Equity
- Do not support
- Land use
- Support
- Safety and security
### 82ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?

- **Ridership being served (numbers and demographics)** make this a no-brainer. However, really need to make sure a dedicated bus lane is in. BRT does not work well in the long run if it rides in mixed traffic.
- **This is the most obvious and important link of educational facilities.** It could also create a new regional center at 82nd/Powell/Division.
- **This is an extremely important city corridor and service along it will meet many needs.** The threats of future traffic growth (listed in the cons) can be mitigated if the street is improved to better serve buses (as it should be, since the 72 that already travels along this corridor is both one of the most crowded and frequent lines in the system, and one that serves communities that need good bus service.
- **Has potential for dedicated bus lanes.** May help serve as a catalyst for growth in diverse and potentially culture rich neighborhoods. Helps relieve the burden on the 4 and 9.
- **This is the best part of 82nd--yummy restaurants ahoy-- and this alignment is practical for riders.** Programs that help small businesses and low-income families stay in place should be adopted.
- **This is the only option that provides an option for a dedicated busway while connecting the largest number of potential trips.**
- **I agree with providing the most options for lower-income families and people of color.** This is the best crossover option for most people in SE Portland.
- **I know this would be a very congested stretch of road, but I think it is a benefit because it will serve the most people and takes advantage of more lanes of traffic on Powell than on Division.**
- **The light rail should not run on Division west of 82nd.** Eastbound traffic already backs up for many blocks from the traffic light at 60th, and there is no room for a dedicated lane.
- **I see SE 82nd as a second choice, after SE 52, for the transition point between Powell and Division.**
- **Dedicated busway should be provided.** Stay on Powell to a logical end location (82nd Ave). Hits major destinations, such as PCC and Jade District.
- **Connections to PCC Southeast Center are important.** If congestion is occurring along SE 82nd Avenue, Bus #72 drivers will know and can recommend a reroute of the BRT to a different Avenue west of 82nd.
- **82nd is congested, but adding the line may encourage drivers to use the highway.** The bus line would also offer better and more user friendly access to 82nd that will hopefully improve the types of businesses located along this road. The added access to PCC is really important.
- **Easier to have dedicated bus lane**
- **Dedicated busway is critical for BRT success.**
- **If you made a BRT/transit station and pull-out on Powell between 76th - 79th, then made a transit jump lane/light at 79th, long BRT vehicles could line up for the left turn onto 82nd ahead of outbound rush traffic.**
- **If you had a BRT pull-out, station, and jump light on inbound Division at 87th, long BRT buses could line up for the left turn onto 82nd ahead of rush traffic.**
- **If you made a BRT/transit station and pull-out on Powell between 76th - 79th, then made a transit jump lane/light at 79th, long BRT vehicles could line up for the left turn onto 82nd ahead of outbound rush traffic.** Likewise, and inbound BRT jump on Division at 87th would make left turn lanes more accessible by longer BRT buses.
- **easy access and room for a dedicated bus lane access to Portland Community College access for people in Housing**
- **With PCC there there is already to much congestion there for a major transition point.**
- **This is the best alignment, Please take travel lanes if necessary.**
- **It is very important to connect to low income communities and to communities of color.** Whatever investments are made should benefit local residents and business owners, and make connections to Burnside.
- **dedicated bus lane, businesses are still easily accessible**
- **Utilizes busiest north-south corridor in area to transition from Powell to Division.** This corridor is mainly

<table>
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<tr>
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<td>Support</td>
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<td>Equity</td>
<td>Safety and security</td>
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<td>Do not support</td>
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### 82nd Ave: What Considerations are Important?

<table>
<thead>
<tr>
<th>Comment</th>
<th>Details</th>
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<tbody>
<tr>
<td></td>
<td>Commercial as opposed to residential like 50th or 52nd and cutting over at 82nd will have the least amount of impact on local residents. Will also be easier for a wide bus to utilize 82nd to make 90-degree turns without cutting it too close to other cars.</td>
</tr>
<tr>
<td></td>
<td>Best use of existing streets.</td>
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<td></td>
<td>It would be nice to see zoning improvements and incentives for building housing/mixed use rather than large swaths of car lots and strip mall style retail. This section needs a lot of work to make it a true multi-modal transit area.</td>
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<tr>
<td></td>
<td>Cleanest, clearest line - less confusion</td>
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<td></td>
<td>Number of riders should be driving the alignment</td>
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<td></td>
<td>Looking at the zoning maps along 82nd, its the least disruptive to residential areas</td>
</tr>
<tr>
<td></td>
<td>Is it possible to use signal delays or provide dedicated lanes at the intersections to help keep buses moving (to address the &quot;cons&quot;)??</td>
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<tr>
<td></td>
<td>Create a dedicated busway!</td>
</tr>
<tr>
<td></td>
<td>Powell is preferable to Division. But do NOT remove the lindens on Powell. If anything, we need more of a neighborhood feel for this street from SE 82nd to the river. There should also be lighted crosswalks installed on Powell as part of the project.</td>
</tr>
<tr>
<td></td>
<td>Sounds like the best option.</td>
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<tr>
<td></td>
<td>Access to other lines and serving the most needed.</td>
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<td></td>
<td>This should be the preferred option due to its service to the heart of the Jade District and PCC Southeast and the larger roadway of Division east of 82nd that could potentially make room for a dedicated busway. Keeping a big project like this on large, busy streets as opposed to smaller neighborhood streets, like Division west of 82nd, is very important.</td>
</tr>
<tr>
<td></td>
<td>Is already a pedestrian hub. Serves more people.</td>
</tr>
<tr>
<td></td>
<td>Access for more underserved people to business district</td>
</tr>
<tr>
<td></td>
<td>Keeping peds and cars flowing on 82nd providing good bike access to the stations and adjacent development</td>
</tr>
<tr>
<td></td>
<td>Great option for the transition to Division.</td>
</tr>
<tr>
<td></td>
<td>Support limiting consideration to two crossings, 50th and 82nd. I'm conflicted because as a motorist, I drive Powell as the prime driving route to and from the Ross Island Bridge and central southeast out east past I-205. I assume for those driving through it's preferable to either Division or Holgate. I can understand reclaiming some of it for major transit and urban redevelopment to follow, particularly from about the Ross Island Bridge east to at least 39th or 50th. Past 50th, although not technically true, I feel I'm leaving Portland and can driving quickly and smoothly to points east. For this reason, I'd rather have the transit detour at 50th and go along Division to arrive at 82nd and points east, rather than continue along Powell. At the same time, I realize that 82nd is a dump, and that the transit following Powell all the way to 82nd and north along 82nd to Division can only help reclaim this dump for better living and working, and also reclaim the dumpy little parking lots along Powell left in the wake of the aborted Mt. Hood Freeway. Also, if transit was better going east in general, I'd be more likely to ride it going east than driving out east. In short, if major transit was to cross 82nd and at the same time I could continue to drive U.S. 26 on the east side as a good way to get directly to/from the Ross Island Bridge and 82nd and farther east -- allowing me to avoid Division or Holgate that aren't built to be major roads and aren't state roads -- then I can support the 82nd crossing in lieu of 50th.</td>
</tr>
<tr>
<td></td>
<td>It's the main arterial. It's not ideal in how densely used it already is, but if there's a possibility to have a dedicated right of way it would be by far the best option.</td>
</tr>
<tr>
<td></td>
<td>The no brainer: Captures the highest number of riders getting on and off existing service. Also, there are opportunities for improving the infrastructure with treatments and TSMO.</td>
</tr>
</tbody>
</table>

**Transportation and transit**

**Land use**

**Environmentally friendly**

**Support**

**Equity**

**Safety and security**

**Do not support**

---

Powell-Division Transit and Development Project  
Public Engagement Report - March 2015
### 82nd Ave: What Considerations are Important?

- **Equity is very important to me** – I expect my city to prioritize the needs and dignity of communities of color, the working poor, and those in affordable housing.
- Safe bike access throughout the area.
- As you explore this option on Powell, SE 71st and SE 72nd adjacent to Powell need pedestrian improvements. The intersection of Powell and 71st/72nd is awkward and sees traffic at a high speed and volume throughout the day. As many pedestrians use this street to access the bus, traffic calming should be part of this plan. The seventies bikeway is identified as a project in the current Portland Comprehensive Plan and traffic calming on 72nd has been supported by the Foster Powell neighborhood association. Safe access to this stop for pedestrians and bicyclists should be highly considered in this plan and coordinated with the City of Portland. Metro’s Climate Smart Strategy, Safe Routes to Schools (SE 72nd to Arleta Elementary), the Inner Powell Boulevard Streetscape Plan (PBOT), and PBOT Bike Plan For 2030 all support pedestrian improvements at this important pedestrian corridor.
- Much better option than the low-pedestrian 52nd st, the intensely congested 39th St, or the less developed 92nd st. As a ca-free person (since 2001) I would favor a dedicated busway, but I know that many drivers would resent losing a driving lane (however they could just drive on 92nd st. if they really have to drive).
- Best option for making important connections - could be a challenge with traffic on 82nd.
- 82nd would provide more service than any of the other N-S options.
- It has got to be 82nd, make it happen!
- People are used to 82nd being the 'main drag'; coincides with present habits; serves more businesses; gets helps PCC students.
- Intersection with key destinations and other bus lines is a major benefit. Dedicated lane could mitigate the unpredictable travel issue.
- 82nd is far and away the best option for this segment of the route. It makes the most connections with other transit lines, serves the most people, serves the most important existing destinations, and creates the most development potential of all the route options for transitioning between Powell and Division.
- This street seems like the obvious choice.
- I believe it’s important to keep the bus on Powell and go through Jade. Division already has the 4 which is a frequent bus.
- Has dedicated lane option. Serves more people (current and future residents) than 50th and 52nd crossing options -Serves people of color, people with lower incomes and affordable housing better -Captures the highest number of riders getting on and off existing service Connects to more current and future employment growth than other Portland options and key destinations including the Jade District and Portland Community College -More development potential than other Portland options.

### 92nd Ave: What Considerations are Important?

- **Bypassing PCC is a missed opportunity**
- **Good, but 82nd is best option**
- **No room for dedicated busway on 92nd. 82nd offers multiple advantages.**
- **Street layout looks promising; serves more communities than 50th or 52nd options.**
- **Ridership**
- **Needs to connect to more business destinations**

#### Transportation and transit

- Land use

#### Environmentally friendly

- Support

#### Equity

- Safety and security

#### Do not support
ONLINE MAP TOOL COMMENTS

92ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?

This or 82nd. Too often, BRT is watered down too much to really do anything that normal buses don't do. For this reason, I encourage you to do whatever is faster, just so that speed is on your radar.

Would not connect with Jade District or educational institutions.

82nd is too congested. Having a dedicated route between Division and Powell via 92nd or even its own lane adjacent to I-205 will help move buses quicker. 82nd Ave already has Route 72, a bus that provides frequent service, and MAX on the Green Line provides north-south options for that area. The objective here should be getting buses east-west with minimal obstructions. We don't want this to turn into a problem that the streetcar has with traffic congestion.

Could work, but 82nd is better.

92nd does not have as many "Community destinations"

I support considering it, but only for the sake of improved travel times if that would be the case. Still prefer 82nd.

It's a good option, especially with a dedicated bus lane on Powell and if political will for a dedicated bus lane on 82nd is lacking.

It wouldn't serve as many ons and offs as 82nd

BRT *must* have dedicated, separated ROW. This alignment is only a good option if separate ROW can actually be achieved. Would prefer 82nd alignment because of the cons listed here. Additionally, this area of the city would greatly benefit from physically separated bicycle facilities. I would like to see these considered as part of this project.

lack of rider ship

SE 82nd a better option, but 92nd a good option too.

82nd Ave has more businesses and the popular 72 bus line.

It seems critical to serve the PCC Southeast Campus.

This option would serve the low socioeconomic populations of the area well. I think this option would be the best option for reliable speed of transportation. The intersection of 82nd and Division is very congested. Having lived in the area, I would also feel safer waiting for the bus on 92nd street than on 82nd street. I don't understand this criticism: "Does not serve as many current riders of 4-Division and 9-Powell as other Portland crossing options due to missing riders along Division, particularly 82nd and Division" Why wouldn't it serve as many people? It could connect every rider of the 9 and the 4, couldn't it?

Again here, you've neglected bikeway conflicts as a significant factor. When added to the other cons (92nd not being a much-used street commercially) I think this is a compelling argument against adding frequent bus service to this street.

We already have too much rapid transit adjacent to freeways, with all of the air pollution they would bring. Encouraging more development and transit in high-pollution areas is a serious environmental justice consideration.

It should serve more people.

Some potential for dedicated busway, although not as connective as the 82nd option. Potentially connection to 2 max stops on green line?

There isn't really anything down 92nd street. Transportation to the Jade district is important. Or even 122nd with grocery stores, shops, etc.

92nd is very residential, it would hurt the people who own property along that street.

Dedicated busway is critical for BRT success. This avenue frequently floods during heavy rain storms blocking all traffic, particularly buses. This is a garage route that is often detoured due to flooding.

Better to connect PCC and all the riders along 82nd.

This is much better option for this transitory point that is the freeway isn't a mess and the backup begins to

Transportation and transit

Environmentally friendly

Equity

Do not support

Land use

Support

Safety and security
### 92ND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?

**conflict with bus times**

- I think that 92nd ave would be a better area to cross over from Division/Powell. Division and Powell both could use better transit options, but I don't think that the street design on Division is a good option for this until after 82nd ave.

- Powell is preferable to Division. But do not remove the lindens on Powell. If anything, we need more of a neighborhood feel for this street. There should also be lighted crosswalks installed on Powell as part of the project.

- Really? Just pop on the freeway at division and exit at Powell. You never actually get on the freeway!

- The 72 bus is extremely frequent, so it's likely that the new bus line will frequently delay the 72 if it is given priority at the 82nd/Division and 82nd/Powell intersections.

- It's much too close to I-205, a large swath of land that is noisy, polluting, and having no redevelopment opportunity for housing, offices, or public buildings. Rhetorically, who'd would walk to a station along this route?

- This is my #2 choice, after 82nd Ave. It doesn't make sense to take the bus down Division west of 82nd. 92nd Ave is a backup if 82nd is too difficult for whatever reason.

- already have nearby green line connection to other transit lines. most important is the low density around 92nd vs the high density along 82nd.

- does not connect to important destinations like PCC

- 82nd is where it's at, 122 is too remote and too close to green line on 205

- The land use context of 92nd doesn't support using this segment as a transition. The area is mostly residential with little potential for commercial development. Moreover, transitioning between Powell and Division this far east would make the line miss the PCC campus, which is a non-starter. This option is strictly inferior to 82nd.

- I think 82nd is better, but would like to know more about 92nd's options....

- Only if it is SOUTH of Division. Traffic is way too heavy in my neighborhood to the north. It is unsafe when there are schools and churches that demand a slower street, then to have cars speeding to get around buses we cannot tolerate that.

- The other comment about PCC is spot on. PCC is located on Division and making that a major stop on the line is superior to Powell stops at this juncture.

- SE 92nd is primarily a residential road which includes two schools and a park. The need for buses on it is minimal at best and serves a significantly fewer number of citizens than it should. Further, if the purpose of this transit development is for BRT, the speed limit restrictions on SE 92nd frustrate that goal. Taking residential streets with significant speed restrictions should be the last option for BRT. Additionally, SE 92nd is within several blocks of two MAX stop locations - the redundancy of having a bus route within such proximity seems pointless. SE 82nd has existing bus stops which reduces the implementation timeline and cost, contains greater access for a larger number of citizens which enhances the general usefulness of the route, and does not contain two school locations and associated speed restrictions that would reduce the effectiveness of BRT. I strongly and absolutely oppose the implementation of a bus route on SE 92nd Ave.

- -Allows center lane, but... -Does not connect to as many community destinations -Does not serve as many current riders of 4-Division and 9-Powell -Does not connect to as many community destinations -Does not connect to Portland Community College and the Jade District on 82nd

### EASTMAN PARKWAY: WHAT CONSIDERATIONS ARE IMPORTANT?

- Out of direction travel on a BRT line? fuggedaboudit.

- Loop along SE Division going east, north along SE Kane to MHCC, west along SE Stark and south along SE

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Powell-Division Transit and Development Project 114 Public Engagement Report - March 2015
EASTMAN PARKWAY: WHAT CONSIDERATIONS ARE IMPORTANT?

Hogan is best for all-around speed and access. SE Eastman should not be taken completely out of consideration, but I think it's a weaker candidate.

- Longer travel time isn't worth it
- Sub-optimal route due to increased travel times
- Your "Con" is wrong. You state "route would travel over half a mile west before traveling east to the community college" WTF? The line on the map shows a direct route from Gresham City Hal to MHCC. If you want to route from Gresham Central TC go on Main St. I don't even see it as an option.
- This street in increasing a commercial and service hub. If you want more pedestrians and transit users, they need access.
- Eastman Parkway is only a good option if you do NOT use the Gresham Transit center, but instead use the Gresham City Hall Max stop as another transit center in Gresham. There are many businesses and apartments along Eastman Parkway, this would be the best utilized route, and would also serve Mt Hood Hospital, which would not be served by using Kane.
- I live near 223rd/Eastman and Halsey. My Dr/pcp, and nearest hospital are at mt hood medical center on stark. I frequently xfer here to line 20. Not only should this stop have more buses but it could use a covered stop, as there is often many riders xfering here. Also earlier service on line 21 to Gresham on weekdays would be awesome as I have to walk up 223/Eastman from Halsey to catch the 20@4:55am, it is a huge hill and my disability makes it a very painful and long hike. Currently the first 21 towards Gresham doesn’t come until 6:05am, I'd never make it downtown for work@7:00am if I waited for the 21 to Gresham.
- Least disruptive to lower capacity residential areas. There should be more stations allotted through Gresham in general
- All of the potential employment and shopping areas need to be connected. This would include planning for future connections to Halsey and Glisan as well as Stark, Division, and Powell. The entire area needs to be looked at as a whole and planning should not be done piecemeal but regionally to accomodate not just projected use for employment, medical use, and educational opportunities but also for future growth as a tourist destination that also incorporates Corbett and Sandy.
- Division provides a more efficient route to the college and connects the transit center to the college.
- out of direction

GRESHAM-POWELL: WHAT CONSIDERATIONS ARE IMPORTANT?

- Out of direction travel on a BRT line? fuggedaboudit.
- SE Division is best for speed and connectivity. Bus route should jog south at the Gresham Main Station to connect better with MAX and other bus routes.
- It doesn’t look like much of an improvement.
- Eastman is congested enough and also already includes the crazy max line crossing.
- Downtown Gresham is the hub of Gresham. The heavily used (1200+ people per day) public library is just off Powell, as well as many businesses, events i.e. the weekly Farmer's Market, Rockin Round the Block car show, Art Walk etc. Also downtown has many parks and the Arts Plaza that has many music, movies and other events. Downtown Gresham IS A DESTINATION for many! To leave it off the route would be detrimental.
- Eastman is already failing at various traffic stops and turning points. Adding busses would only add more problems with little benefit. All retail is south of Powell and relatively easy to access from existing stops. If anything, there should be a better coordination between the bus line that goes to Sandy and back along Powell to connect Sandy and the westerly city's retail, including that at the intersection of Powell and Burnside.

- Transportation and transit
- Environmentally friendly
- Equity
- Do not support
- Land use
- Support
- Safety and security
GRESHAM-POWELL: WHAT CONSIDERATIONS ARE IMPORTANT?

_any improvements along Division near the intersection of Burnside and Hogan need to address the bottleneck created at the intersection by busses that block traffic from progressing east through the intersection. Some of this frustrating bottleneck could be avoided if bus drivers pulled all the way to the curb or if there was a pull out. As it is, the bus blocks traffic, causing eastbound vehicles not to be able to get through the light safely. The east bound bus pulling out into traffic is also problematic, especially during the rush hour. A dedicated bus lane or very long pull out area could solve this problem, especially on the east side of the intersection._

- Good service already exist in that area and the route would be less efficient.
- This alignment would provide transit service to Gresham's Main Street and support the its vibrant retail core.
- Stop spending $$$ no one has

GRESHAM TRANSIT CENTER: WHAT CONSIDERATIONS ARE IMPORTANT?

- Only consider if possible to provide a dedicated transitway, by eliminating a lane of mixed-flow traffic.
- If a phased approach is considered in order to accelerate the process, yes. But the ultimate goal would need to be extending it to MHCC for me to support this in the short term.
- But the line should include it as a stop! All bus lines use it as the center of the wheel.
- Line needs to continue to MHCC.
- Mt Hood Medical Center and Mt Hood Community College are major destinations. It would be a shame to eliminate those job centers when you are so close.
- The transit center needs to be rebuilt. It is poorly-designed. The parking garage is under used. The new center could be safer more attractive and work better for bus operations.
- REST ROOMS AT LEAST AT T.C. ALL TRANSIT CENTERS!! Please!
- Many students attending MHCC use public transit and NEED multiple means of getting there. This is also true for any community wide events that occur at MHCC. In addition to connecting with the college, the route should prepare for eventual circular connections to Troutdale, Fairview, Wood Village, and back to Gresham. If the Transit Center should become the easternmost point, then there needs to be a system of shuttles to the college to assist students and others in getting there without the need for a car.
- If the line does not go to Mt Hood Community College it significantly reduces the workforce training and educational potential of this rapid transit line discriminating against those in East County in need of these services.

CLEVELAND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?

- Only consider if possible to provide a dedicated transitway, by removing a lane of mixed-flow traffic.
- Better to use more major streets
- Too many weaknesses have been outlined: not an established transit route, too narrow for extra traffic, poorer communities not served as well.
- Best for new employers North of Stark. 223rd, Hogan, and Kane need local N/S bus lines to connect the East County towns.
- BRT *must* have dedicated, separated ROW. This alignment cannot support this, so I do not approve.
- Hogan has a lot of businesses that could use regular transit, plus Hogan offer potential for BRT right-of-way.

Transportation and transit
Enviromentally friendly
Equity
Do not support

Land use
Support
Safety and security
### CLEVELAND AVE: WHAT CONSIDERATIONS ARE IMPORTANT?

- Awkward, out-of-the-way location that’s already difficult for pedestrians (and drivers) to navigate safely.
- Should serve Cleveland MAX, loop to MHCC, return on Kane, and travel both directions to/from GTC.
- Not a good route since it is traveling through a residential neighborhood and doesn’t provide great access for both buses and automobiles.
- I think the connections to these neighborhoods are important. Cleveland is also a lesser used street than Hogan and Kane, thus hopefully allowing transit to move more freely.
- Little traffic on Cleveland means the bus won’t be as delayed by traffic. Provides connections to Stark businesses.

### HOGAN RD: WHAT CONSIDERATIONS ARE IMPORTANT?

- It is essential to connect Gresham Vista Business Park to a frequent/high capacity transit options. It is extremely important that current and future employees have good access to reliable transit.
- Provide a dedicated transitway, and remove a lane of mixed-flow traffic to do so — or drop this route from consideration.
- Best of Gresham routes.
- SE Kane is by far the best, if only one route could be chosen, but I favor SE Hogan as part of a SE Division/Kane?Stark/Hogan loop.
- Connection to jobs, schools, and service to those in need. Please consider adding Reynolds High School, the third largest in the state, to your plan. Thank You for the interactive map and attempt to gain public input.
- Yes, because it connects to jobs. People will be more willing to transfer to a line if it connects them to their work. But it should be prioritized over other traffic on Stark and Division.
- BRT *must* have dedicated, separated ROW. This alignment is only a good option if separate ROW can actually be achieved. Additionally, this area of the metro region would greatly benefit from physically separated bicycle facilities. I would like to see these considered as part of this project.
- This route already serves the N-S arterial flow from I-5 to US26. Don’t add more.
- This is my preferred route on the Eastern end of the BRT. It serves both Legacy and MHCC and there is potential for BRT right-of-way. I would recommend foregoing the jog down to Gresham Central Transit Center and keep the route on Division. That would make the BRT trip faster and a MAX connection can be made at Gresham City Hall which has plenty of parking during the day. Perhaps consider making Gresham City Hall be a transit center in East County.
- As a frequent transit user, it would be GREAT to have direct access!
- Communities and people it serves.
- Balances best of employment, development, and community connections on this option.
- Has most potential for development/infill. Best serves major employment destinations and provides highest ridership potential.
- I think this eastern terminus of the BRT route should loop from Gresh TC (possibly including Cleve Stn) to MHCC, and travel in both directions.
- This option would serve Stark and Mt Hood Hospital. Although the Kane route would be shorter to Mt Hood Comm College, Kane would serve fewer people and businesses. This would only work if dedicated lanes were designed for the busses. Otherwise, it would not be beneficial because the busses would be stuck in traffic with regular traffic.
- There are so many apartments on hogan that people don’t look at because of lack or transit. Personally me and my disabled mom and elderly grandma live on hogan and they have to walk .6 miles either way to get to a store. This leave me (a full time college student at my hood) doing most the work along with my studying and so forth. Please make this a bus line. (Note: it would be even better if it went up hogan to winco.)
**HOGAN RD: WHAT CONSIDERATIONS ARE IMPORTANT?**

Thank you Trimet.

- I think it is very important to intersect with low income communities and the schools. When I lived in Fairview it took a very long time to get to Mt. Hood Community College. Also the decisions should be made in connection with options for low income communities in Fairview and Troutdale and access to groceries.
- There is a lot of apartments and businesses in this area and it would make sense to have bus service. The street design could easily handle bus service here and be beneficial.
- I believe that overall, it would save time as people would not have to wait a long time for a transfer or have to walk.
- There is a common assertion that routes would require public right-of-way acquisition. I encourage the project to consider right of way acquisition - this is done for rail projects, why not consider it for the first bus rapid transit project? In order for this to be more than an "express" bus, there must be dedicated bus lanes.
- Less disruptive than lower capacity residential streets. There should be more Gresham stations in general.
- This should be the preferred option as it serves the most destinations and would operate on a busy street that currently has no service, whereas Kane already has 3 bus lines. It is still very direct and has a wide enough roadway to possibly accommodate a dedicated busway.
- Not as good as Cleveland because of traffic congestion but allows connections to Stark businesses.
- Hogan/Kane rocks; Mt Hood CC access would be key.
- Hits hospital/business sites and schools.

**KANE DR: WHAT CONSIDERATIONS ARE IMPORTANT?**

- Needs to connect low income folks with service like the hospital.
- Hogan is better.
- Speed of transit is important and least development potential is not a significant "Con".
- The potential for dedicated lanes on SE Division and SE 257th/Kane is important, as is the direct route from downtown Gresham to MHCC (the biggest destination of Tri-Met passengers in East Multnomah County!). A possible way to serve underserved communities living along SE Hogan might to have the express bus line follow a loop out of Gresham Main Station east along SE Division, north along SE 257th, west along SE Stark and south along SE Hogan (that last part perhaps without dedicated lanes). It would also add access to shopping malls and Mt Hood Medical Center, making it an all-around winner, in my opinion.
- Yes, this makes sense, and need more options to Mt Hood college.
- Prefer other alignments for reasons listed in cons.
- Makes the most sense aside from extending MAX to MHCC.
- Vacant land to develop! behind the 7-11!!!
- It does not offer convenient access to Legacy Medical Center, a major employer in the area.
- Seems like this would be the fastest way to go from the Transit Center to MHCC. Also, Division seems to be better suited to absorb the traffic, especially between Hogan and Kane.
- This route seems to be the fastest and will help more households.
- This 'straightest' route to furthest east destination is simplest and fastest. Circulators for remaining probably more local transit route circuitry is suggested inherently. We're long overdue a new low-floor hybrid paratransit van model, for easy boarding, clean quiet operation. The basic van with a front-wheel drive hybrid drivetrain. The plug-in hybrid 'small' battery packs in the rear, low-floor level reducing center of gravity. 20-30 passenger paratransit van and short route circulators. Will Ford make the first new model or GM/Chrysler?
### KANE DR: WHAT CONSIDERATIONS ARE IMPORTANT?

- This would be awesome, it would help me soooo much! Many thanks for asking for feedback!
- I live on NE 23rd St. how would either the Kane or Hogan route effect my entering and leaving 23rd. This is the only through street from Hogan to Kane between Stark and Division.
- Weakest of the options (other than eastman) due to the limited connections to Stark businesses
- Straight shot, less confusing; still intersects with other bus routes and max; hits mhcc, which would help a lot with traffic.
- I note that comments on service to people of color etc are inconsistent and value laden between options. For example this option "does not serve" whereas the Gresham transit option "needs a transfer to serve". I find that the map comments contain value messages and find this option likely has every service option of the Gresham option with more, yet the verbiage rates it worse. This is disappointing to see in a document like this as it indicates the creators are trying to influence attitudes in inappropriate ways as well as get input.

### POWELL-CHAVEZ: WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR “OTHER”)

- Traffic calming on Chavez
- More restaurants
- Local business taken as a priority vs the walmarts and other big box stores
- Powell should have a lane of mixed-flow traffic removed, to create a dedicated transitway along the entire BRT alignment. This would calm traffic, speed transit travel times, and boost ridership.
- Massive redevelopment of existing low-FAR auto-oriented land uses into mixed-use multi-story, urban developments to boost ridership, reduce pressure on the UGB and enhance the city.
- Safer crossings of Powell for cyclists and pedestrians. Chavez, as a Civic Corridor, should be improved with cycle tracks.
- Zoning should be changed along Chavez to allow higher density of housing. CX or EX-type zoning should be considered, especially near transit nodes like the Powell-Chavez station.
- Safe, not just "safe-feeling" sidewalks. Sidewalks that are pleasant to use, with street trees at the curb to provide a buffer from traffic as well as shade for walkers. Trees set as near to intersections as possible for more shade there.
- Acquire ROW to build dedicated rapid bus lanes at this busy intersection.
- Upzone for higher residential density along Chavez north of Powell, as well as south of Powell.
- More dense housing off corridors - duplexes townhomes etc
- This area has the most auto traffic congestion. Bad place for north-south BRT connection.
- Protected and/or buffered bike lanes, good connections to existing bike routes (e.g. 19th ave greenway in Sellwood-Westmoreland)

### POWELL-FOSTER: WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR “OTHER”)

- Opportunity for nearby business e.g. Grab a coffee at a cafe immediately next door to the station.
- Acquire more ROW on Powell between 52nd and Chavez to provide dedicated lanes for buses.
- More density away from corridors - duplexes townhomes etc
- No road diet.

## Online Map Tool Comments
- Transportation and transit
- Environmentally friendly
- Equity
- Do not support
- Land use
- Support
- Safety and security
**POWELL-FOSTER:** WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR “OTHER”)

- No residential on Foster - less density
- No road diet - northbound bike lane is a mess
- No more density

Where are you getting the money?
- direct bus to Mt. Hood Community College
- More grocery options besides Fred Meyer
- Pedestrian Overpass for Train
- Traffic Calming on 71/72 and other intersections identified as bikeways. Also signal improvements

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**JADE DISTRICT:** WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR “OTHER”)

- Convert 82nd into a one-way couplet, urbanizing the feel of the district, calming traffic, reducing crossing distances and increasing the amount of street-facing retail frontage.
- Massive redevelopment to create a one-way couplet through this area would present a chance to rebuild, like at Burnside Bridgehead, to create a new urban center and opportunities for advancement.
- Mediate abandoned buildings, empty lots, low quality and outdated development
- Zone should allow high density residential on 82nd as well as several blocks either side of it.
- Zone for higher density housing along Powell, along 50th and along 52nd, for several blocks north from Powell.
- More density away from corridors - duplexes townhomes etc
- Safer crosswalk, elevated? Cars always run the red light here when turning left.
- Cars at 82nd/Division make left turns after light turns red
- Safety, less crime, less graffiti
- BRT Jump Lane/Light at 79th to turn left onto 82nd
- Less prostitution and drug crime at 82nd and Powell
- get 80th paved by PCC and turn it into a greenway!
- Better bike routes on neighborhood streets to cross 82nd in this area from West to East, connecting with the i-205 path and existing bike paths on 92nd.
- Minimize disruption. Help develop businesses and services around PCC that relate to the school.
- Increased security patrols
- Traffic calming and signal improvements for pedestrians
- more options to select then the limited amount of sugestions

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**DIVISION-122ND:** WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR “OTHER”)

- fewer auto-focused businesses/land use and more pedestrian/active transportation focused areas
- protected bike lane on 122nd

- Transportation and transit
- Environmentally friendly
- Equity
- Do not support

- Land use
- Support
- Safety and security
### DIVISION-122<sup>ND</sup>: WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR “OTHER”)

- Driveway consolidation/removal
- SLOWER Traffic speeds as you get closer to the hub. If there’s going to be a viable commercial hub, you need to slow down. This will help the businesses prosper. Please do some case studies from other areas of Portland as well as other commercial hubs.
- Seriously, I’m half tempted to call Trader Joe's myself and say, Hey! There’s a vacant commercial building for you to move in. The old Sears outlet. We have to step up the quality of businesses in the area as well as keeping it local
- Off-leash dog parks and clean sidewalks to get to them; pave the moon crater streets; sidewalks especially on SE 117th from Division to Mill Park elementary
- More connected businesses, to reduce high number of driveways
- Round-the-clock transit security/police presence
- Less loitering, gang and drug activity, and less crime
- Leach Botanical Garden to the south of Division on Foster as well as Powell Butte help to diversify the offerings in this area of the city. It would be helpful to see Leach on the map.
- Powell from 122nd to 136th needs sidewalks and crosswalks!!! Division has sidewalks!!
- Please concentrate more on Powell Blvd from 122nd to 136th try to cross street after 5:30PM or take a walk down either side of Powell,!! ok to ride bike but no place for people to walk and be safe!! Help!!
- More car lanes!
- Traffic Calming and greening
- Cultural center. This mid county area has the more diverse poplation in terms of origen of country and continents. We do not have a place to enjoy art, classical music, a museum, bookstores, decent coffee shops. We need cosmopolitan places here. I do not
- Bring non traditional businesses: bookstores, good bakeries, art centers, nice housing complexes, place nice sculptures/art in empty lots, engage the artistic community, engage the immigrant refugee community of mid county area. Farmers markets and grocer

### DIVISION-162<sup>ND</sup>: WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR “OTHER”)

- The local street network in this area is not very connected - making it difficult to travel between residential and business areas/transit corridor
- Local art. I like how they’ve defined the Max stops around town
- Slowing traffic not only helps keep it safer and less noisy but it will be better for the businesses
- More car lanes!
- Not sure where to add this comment, but there desperately needs to be bus routes (or at least one) that pick up and drop off at 162nd and Foster
- Improve the urban aspect between 122nd and 148. Poverty abound, strip clubs, marijuana dispensaries, police officers etc. Is there something healthy, enjoyable for families and kids?

### DIVISION-182<sup>ND</sup>: WHICH ARE THE MOST IMPORTANT CHANGES YOU WOULD WELCOME HERE? (INPUT FOR “OTHER”)

- Transportation and transit
- Environmentally friendly
- Equity
- Do not support
- Land use
- Support
- Safety and security

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**Powell-Division Transit and Development Project**

**Public Engagement Report - March 2015**
### DIVISION-182ND
**Which are the most important changes you would welcome here? (Input for “Other”)**

- Bike parking, trash cans, bathrooms (even Portland Loo) nearby convenience stores.
- Lots of mixed use stuff that’s viable 24/7
- Neighborhood needs a real grocery store—preferably by a Max station
- Better lighting for pedestrians and traffic.
- I do not support this project since it will create more congestion!
- I do not support this project because rapid transit to a small community center changes the character and feel of the community!
- Teenager control!
- Better access to Civic Max station by completing sidewalk on the South side of Max tracks. It is currently a dirt with mud and roots. Trail needs to connect with NW Gresham neighborhood adjacent to 212th.
- How about express buses from Gresham?

### GRESHAM-CIVIC
**Which are the most important changes you would welcome here? (Input for “Other”)**

- Bike parking, trash cans, bathrooms (even Portland Loo) nearby convenience stores.
- Lots of mixed use stuff that’s viable 24/7
- Neighborhood needs a real grocery store—preferably by a Max station
- Better lighting for pedestrians and traffic.
- I do not support this project since it will create more congestion!
- I do not support this project because rapid transit to a small community center changes the character and feel of the community!
- Teenager control!
- Better access to Civic Max station by completing sidewalk on the South side of Max tracks. It is currently a dirt with mud and roots. Trail needs to connect with NW Gresham neighborhood adjacent to 212th.
- How about express buses from Gresham?

### STARK-HOGAN-KANE
**Which are the most important changes you would welcome here? (Input for “Other”)**

- Extend LRT to MHCC
- Consider looping BRT through this area going both directions from GTC
- Teenager control.
POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

CITY OF GRESHAM BUSINESS AND MULTICULTURAL ENGAGEMENT REPORT

February 2015
BUSINESS AND COMMUNITY DISCUSSIONS

February, 2015

Cogan Owens Greene, the Latino Network and members of the Multicultural Collaborative were retained in November, 2014 to extend the outreach and engagement on the Powell-Division Transit and Development Project (Project) to populations who normally are not involved in similar processes. In December, members of the COG consulting team reviewed demographic information and conducted stakeholder interviews to develop outreach and engagement methods to reach diverse populations. We report on these methods here: Business Surveys and Community Based Discussions.

According to our scope of work with the City of Gresham, business surveys were to result in at least 60 completed surveys. Community based discussions in dominant ethnic community streams were to reach individuals or groups connected with at least five of the nine following organizations, cultures or ethnicities: the Latino Network, African Women’s Coalition, Russian, Burmese or Zomi, Oregon Bhutanese Community Organization, Chuukese, Tongan American Resource Committee, Karen and youth. We are on track to meet this agreement. To date, 65 in-person surveys, 17 “platform” surveys with transit riders, and in depth discussions with the Latino Network, Russian Speaking Network of Oregon, Oregon Bhutanese Community Organization, Tongan American Resource Committee and Gresham Youth Advisory Commission have been completed.

**Business Surveys**

To complete the business interviews and engage youth, Cogan Owens Greene developed a Youth Organizer Interest Form. With our project partners, we distributed it to key contacts in these diverse communities. We trained a total of 16 youth on February 7 and February 10. Our first canvass was February 11. On February 12, youth continued to canvass and participated in the Gresham hands on workshop.

In total, 65 Personal Business Surveys, both transit and land use choices, in Spanish and English were collected through interviews, conducted by the youth canvassers.

Responses follow. A copy of the interview questions is included in the appendix.
1. **How can transit better serve your business?**

Of the 65 businesses who responded to this question, top responses include the following, using Metro’s key words for coding of the open-ended questions.

- Frequency of service
- Access (better access to transit)
- Convenience
- Destinations (places to go)
- Maintain or increase bus service

2. **How could transit service be improved?**

Top responses include:

- Maintain/increase bus service
- Safety and security
- More amenities (art, places to sit, trash cans, etc.)
- More destinations (places to go)
- Increased reliability (the bus usually gets you to your destination in the same amount of time each day)
- Increased service hours

3. **Would it be helpful if more people came by transit?**

Out of the 59 respondents who had an opinion about this question, 41 or approximately 70% said more transit would help their business.

4. **Which are the most important changes you would welcome near the new bus stations?**

About getting to transit – of the 65 business respondents, most said that more crosswalks would be helpful.

### Getting to Transit

- 29% Sidewalks
- 20% Safe-feeling sidewalks
- 18% Crosswalks
- 11% Biking feels safe
- 22% Places to wait for buses
About the neighborhood/businesses – of the 65 respondents, the most frequent response was more gathering places.

### Neighborhood / Business

- **Housing**: 11%
- **Gathering places**: 11%
- **Activities**: 22%
- **Businesses**: 36%
- **Work**: 20%

### Community-Based Discussions

To date, we have held in depth community-based discussions with members of the Spanish speaking community (Latino Network and Latino Parent Night at Gresham High), the Tongan, Bhutanese and Russian speaking community as well as the Gresham Youth Commission. Questionnaires completed by Spanish speaking, Bhutanese and youth canvassers are shown in the charts below. Individual results by community are included in the appendix.

In the discussion groups, fear of increasing rents was a frequent theme. As expressed by the Tongan community, “We moved here from North Portland. If the rents go up, up and up, we will have to move again”. This displacement may negatively affects kids’ performance in schools, community and social networks.

The amount of transit ridership varied from low or no transit use to many daily riders. All the Bhutanese community participants use transit on a daily basis.

When asked where the route should cross over in Portland from Powell to Division, the most frequent response was 82nd Avenue.

Portland North-South crossing between Powell and Division:
When asked where the route should crossover in Gresham, responses varied with 257th and Kane and 257th and Hogan being the most common.

Regarding the most important changes you would welcome near the new bus station, the leading response from all groups was more crosswalks. Crosswalks usually were discussed as safer, well-marked, well-lighted mid-block crossings but could also include enhanced crosswalks at traffic lights.
Regarding the most important changes respondents would welcome in the neighborhoods from a built environment or land use perspective, gathering places was the most frequent response.

### Neighborhoods/Businesses - All Interest Groups

<table>
<thead>
<tr>
<th></th>
<th>Businesses</th>
<th>Youth</th>
<th>Latino Network</th>
<th>Latino Parent Night</th>
<th>Bhutanese</th>
<th>Platform</th>
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Regarding changes people would like to see around potential bus stops, the following are the top priorities for 182nd and Division.

**182nd and Division - Getting to Transit**

<table>
<thead>
<tr>
<th>Sidewalks</th>
<th>Safe-feeling sidewalks</th>
<th>Crosswalks</th>
<th>Biking feels safe</th>
<th>Places to wait for buses</th>
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**182nd and Division – Neighborhoods/Businesses**

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Regarding changes people would like to see around potential bus stops, the following are the top priorities for Eastman and Division:

### Eastman and Division - Getting to Transit

<table>
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<td>Places to wait for buses</td>
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### Eastman and Division – Neighborhoods/Businesses

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<td>Places to wait for buses</td>
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</table>
Regarding changes people would like to see around potential bus stops, the following are the top priorities for Stark and Hogan:

**Stark and Hogan - Getting to Transit**

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**Stark and Hogan – Neighborhoods/Businesses**

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<td>Crosswalks</td>
<td>18</td>
</tr>
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<td>Biking feels safe</td>
<td>15</td>
</tr>
<tr>
<td>Places to wait for buses</td>
<td>24</td>
</tr>
</tbody>
</table>
Community discussions to date that did not include questionnaire responses, but were instead a full group discussion include the following.

**Russian Speaking Network of Oregon**

Feedback from the Russian community focus group follows.

**TRANSIT**

- 92nd Avenue in Portland would likely provide a faster trip because it has less congestion than 82nd Avenue.
- Cesar Chavez is narrow and busy and is not the most promising route.
- 50th is not busy, but the street is narrower.
- Division west of 82nd has only three lanes, which leaves less room for the bus rapid transit. Can it be widened?
- 82nd Avenue would reach the most destinations.
- A stop near Portland Community College is important.
- Ensuring connections on Division to the Green Line MAX Station is important.
- The route to Mt. Hood Community College using Division and Kane likely would be faster and serve multi-family development, but it misses key destinations like the hospital.
- Hogan hits all the key destinations but does experience traffic congestion at times.
- Cleveland is a residential street and has a 25mph speed limit, so it is not the most promising.
- When adding bus rapid transit, the other bus lines running to MHCC should be evaluated to make sure they are working together. Overall, there is not enough bus service in northeast Gresham.
- Other ideas for improved transit included:
  - Fewer stops making the bus rapid transit faster, focusing on intersections with other bus routes and MAX.
  - A separate express bus that uses I-84 should be considered.
  - A circulator bus that serves key destinations like Gresham Vista Business Park, the hospital and MHCC also could be helpful.
  - Stations should be improved so they have shelter from the wind, do not encourage loitering and have adequate lighting.

**STATION OPPORTUNITY AREAS**

- A marketing plan should be developed to market Gresham and why it is a nice place to live and work. This could be used to attract jobs and people.
- More community gardens are needed throughout the City.
- More safe, comfortable, well-lighted mid-block crosswalks are needed in all three study areas, including on Stark, between the Home Depot and the east side of the hospital campus (where the hospital is putting in the new driveway).
Many parking lots in this area have many empty spaces. They should be filled by:

- Bazaar, market or food carts
- Stormwater management facilities with native plants (contact the East Multnomah County Soil and Water Conservation District)
- Plants and flowers
- Seating and café tables
- A coffee shop/café
- Open space
- A combination of the above items that would make a beautiful community gathering place
- Removing pavement is desired
- Volunteers could help with transformation of parking lots
- Storefront improvements are welcome in this area.
- Added sidewalks to key destinations is desired, including to schools and Grant Butte.
- A place, such as a community center, for families to come is desired. This could have physical activity for children, arts and crafts, classes, etc. And a café or place for parents to spend time while the children are engaged in activities. This should be coordinated with Boys and Girls Club so they are not duplicated services inefficiently.

Downtown

- The community center could be located in Downtown because it is close to the center of Gresham and to MAX. Parents could spend time at Downtown restaurants and shops while children are engaged in community center activities.
- Additional greenspace/gardens/playgrounds are needed integrated into Downtown.

Hogan/Stark

- Better walking connections are important.
- More trees are needed to make the area more attractive.
- More crosswalks with lights on Stark.

OTHER COMMENTS

- More translation of project materials into Russian is needed.
- Put posters with Russian translation into libraries, especially Midland and Rockwood, and stores frequented by Russian-speaking residents.
- Providing door hangers in Russian for Russian community leaders to distribute at people’s homes would be effective.
Tongan American Resource Committee

When asked what participants most value about the Powell-Division community today, cultural diversity and affordable housing was the biggest community asset. Participants reported that they already had to move from North Portland because rents became unaffordable. They fear having to move again if rents start to increase here. They also value employment opportunities, particularly for the Tongan men in the construction industry.

- Neighborhood, different flavors.
- Employment opportunities, particularly for Tongan men in the construction industry.
- Cultural diversity.
- Fear of losing the cultural diversity.
- Moved from North to the East for affordable rents. If the housing and rents get more expensive, we will have to move again.

TRANSIT

Respondents advise crossing at 82nd Avenue due to the proximity of the community college. In Gresham, they advise crossing at 223rd.

Regarding changes respondents would welcome at the new bus stations, responses follow:

- Safe place to wait for bus
- More space on the sidewalks to accommodate people standing
- Cars coming, need a safe place to wait
- Shelter in the weather, rain, rest
- Buses on Powell boarding currently is unsafe for all as sometimes the bus has to stop in the street
- Lighting needs to be improved

Regarding changes to the neighborhood/businesses, respondents suggest:

- More businesses. They are separated by long walking distances now.
- Keep, provide more affordable housing
- Provide for more places to work
- Develop a station area to reflect the diversity of the Pacific Island community (station area art/theme)

Downtown, at Division & Hood, respondents suggest:

- Community space
- Saturday market on east side; sell products, booth for sewing class
- Banks/other services
- Clinic, medical center/amenities

At Station areas

- Art theme; Pacific Island theme

Increase safety

- More cameras on bus to record disturbances, cut down on fighting
Fares

- Keep the price down for regular adults
- Increase time of transfer
- Very hard on low income community members
- If the buses are late and you miss a transfer, can increase the price and frustration

OTHER COMMENTS

- Tongan community members would like to help repair sidewalks for safety and employment opportunities
- Improve maintenance at the bus stops
- Landscaping, muddy conditions can make it particularly unpleasant

Latino Network

Initial community observations at the introductory power point presentation:

- Bike lanes need to enlarged, extended
- Cross walks are needed between signaled streets
- Crosswalks need to have a push button lighting systems to alert drivers and make them stop at cross walk till light turns off.
- Slower speed limits at crosswalks need to be established, so speed limits can be respected and provide for more safety for drivers & pedestrians

Question: Will fare increase or change? Brian Martin response: TriMet will decide

Question: When will these changes in routes take place? Brian Martin response: 2020

The participants divided into two small groups. For purposes of consolidation, all responses have been combined and checks for similar observations or responses.

Routes:

- Powell, then 82nd (though there is much traffic on 82nd, perhaps 92 might be better.
- Why?
  - Division is too narrow between 39th and 82nd.
  - 82nd is a main street.
  - 92nd is a residential street.
  - Growing business district on 82nd. People who don’t drive would prefer 82nd.
  - Easier access to other bus routes and ease of transfer.
  - Division is a high fatality area. This has to be made safer.

- Mt. Hood Community College:
  - From Division cross at 257.
  - The return to Portland could be a different route, perhaps a loop route.
  - Having a Costco like store, Home Depot here is important.
Important priorities: Access and speediness.
Catch commercial areas on Hogan to provide employment or create businesses that increase employment.
Park areas to have covered spaces for family activities.
Better where there isn't already a bus line (Hogan)
Would like to see shuttle buses that go from a couple of mid-county destination points to the east side and the west side of town, namely Mt Hood Community College and Downtown/Hillsboro.
Kane Street needs traffic signals, crosswalks and sidewalks.
Alternative school site for teens that also help them prepare for life and work skills.
Skateboard park near high school.
Community gym.
Soccer fields.
Keep Skate World!

Division/182nd neighborhood recommendations:
More buses on 182nd (N/S bus service).
Lights on crosswalks, crosswalks w/ lights (have seen a lot of accidents in this area).
Bike lane signage.
Need more crosswalks on 182nd.
Need more sidewalks.
Lower traffic speed limit for safety.
Playgrounds/places to entertain kids.
Community Center with social service agencies like Latino Network, activities.
Improvement to current parks/outdoor areas because now not safe for activities/playgrounds/kids.
Pool necessary because otherwise have to travel far
Parks don’t have recreation centers, playgrounds or amenities
People don’t use parks because of the above.
Would like community gardens.
Would like water parks/play fountains, these are popular with kids.
Remove one of the gas station to allow for other development (like a pharmacy, WinCo, Walgreens).

Downtown Gresham recommendations:
Area streets around Health dept. clinic are dangerous for pedestrians, esp. when getting off Max/bus.
Needs more sidewalks.
Cleaner area, improved maintenance.
More lighting.
Dangerous at night.
More childcare options in the area.
Develop a center for Prevention and Treatment: mental health care for adolescents and adults.
Hogan/Stark recommendations:

- Area needs sidewalks.
- Larger park areas with areas for picnics.
- A good area for a community center that offers classes, training on technology so community is better prepared for new jobs in this field.
- Development of a workforce training center.
- Would like to see a mall/outlet (Stark/Mt Hood Medical Center area).
- Would like to see a Lowes here.
- Mid-block crosswalks need flashing lights, maybe something that raised from the ground to assure traffic stops (esp. Stark, Hogan).
- Increase natural areas, more trees.
- Repurpose Salvation Army area to make use more efficient.

Cross-over route references:

- Powell to Division: 50th Avenue
- Hogan (Division/Stark): 257th (Kane)

OTHER COMMENTS

- A shuttle for long trips destinations: for Hillsboro and for Mt. Hood
- Question: What will be the long-term impact on the environment and displacement homes in the area?

Oregon Bhutanese Community Organization

In thinking about the proposed route, what do you value most today?

- Affordable housing is the highest priority, so we don’t have to move.
- Proximity of jobs to housing.
- The benefit of transit for students. When it is fast and on time.
- Establishing safe crossings. Should be around schools, apartments and at 162nd.

How often do you use transit? Most use daily.

Crossover from Powell to Division: most respondents (9) agreed 82nd would be best. One was not sure.

Thinking about the crossover in Gresham, most (11) recommend going East on Division to Kane (257th), then north on Kane to Stark to pick up access to the community college. Three respondents were not sure.

Regarding transit station areas – in terms of getting there: responses follow, with safe places to wait gathering the most votes.

- 13 Sidewalks (more)
- 17 Safe sidewalks
- 15 Crosswalks (more)
All participants agreed with a suggestion to have an emergency phone in the transit stations. Other suggestions including blinking lights at crosswalks, especially at night. One participant suggested overcrossings. Another participant suggested warmers for particularly cold weather. Several agreed public restrooms proximate to the station areas are important.

Regarding land uses at the station areas, responses follow. Participants were unanimous that affordable housing and places to work are essential.

Neighborhood
- More housing – affordable
- Gathering places – particularly places to socialize for seniors, disabled.
- Activities: fairs, farmers’ market/vegetables
- Businesses/Services
- Work

Other ideas
- Connecting disabled people to work and have resources, independence.
- Hold ESL and basic orientation classes on the weekends. Overview to newcomers.
- Would like to invite City’s neighborhood involvement specialist to next meeting.
- Provide tokens for farmers markets for very low income and seniors

Youth Organizers Methods and Summary

1. Recruitment
Based on Phase I Interview efforts, the Cogan Owens Greene team reached out to youth serving organizations and groups such as Latino Network, Native American Youth and Family Center, Gresham Youth Advisory Council, Multnomah Youth Commission, Rosewood Initiative, Rosemary Anderson High School, Portland State University and E-ROC to recruit applicants. Methods used were email outreach, and following up on existing relationships with each of these groups. The recruitment hired youth in high school and early/ community college age because of our interest in the following objectives for youth in this age range:

1. Have a wealth of experience in Gresham’s built environment, and the Youth Organizer positions would be an opportunity to apply that expertise;
2. Based on best public engagement practices, there is an opportunity to support the planning education and civic engagement of youth as an under-represented voice in transportation and community planning projects; and
3. Are a reflection of the diversity of Gresham, and are well poised to be the outward representation of the City of Gresham’s efforts in multi-cultural community and business outreach.
Most often, successful applicants had the support from staff from organizations we worked with. Staff assisted with the application as well as follow through with the final hiring and selection process. In total we hired 16 youth from various race/ethnic backgrounds; ages 13-18; attending Mt. Hood Community College, Reynolds HS, Barlow HS, Madison HS, Harvey Scott MS, and youth currently not in school. Youth friendly communication practices, such as text messaging and phone calls during afterschool hours, were used to conduct interviews and convey information during the hiring process.

2. Training
Youth training was conducted with positive youth development practices. Two training day options were offered, to ensure that youth schedules were considered, given school, sports, and other extra-curricular or employment commitments youth already have. Trainings were located in the community at Latino Network’s Rockwood office on 185th across the street from the Plaza del Sol in Rockwood, as a convenient location for youth commuting. Bus fare and refreshments were also provided to ensure a youth oriented environment, to support their full participation. The training covered basic planning concepts of local provision of transportation, transit, land-use and retail activity. We also included the purpose and objectives the Powell-Division Transit and Development Project, a brief synopsis of the agencies involved in the planning process, where the results of the youth organizers’ canvass would fit into the overall Action Plan, and the decision process. Youth also had time to reflect on their own experiences of transportation, the school system, and their own daily routes. Based on this overall context, youth created their own canvassing speech to businesses, to include that they were surveying business owners on behalf of the City of Gresham to learn more about how a new fast bus might be able to serve the community better than the current level of services people experience.

3. Canvassing
Youth canvassers working in pairs, conducted a total of 65 unique business surveys, over four, three-hour canvassing shifts. Canvass field areas included SE 182nd Ave and Division, SE Hogan and Stark, and SE Eastman Parkway and Division. Youth were also able to collect 17 transit rider surveys. Each canvass was conducted professionally, with youth wearing official project name tags, as well as introducing themselves as connected to the City of Gresham, and leaving both Cogan Owens Greene and City contact information (Brian Martin, Senior Planner) at the end of each survey.

Canvassing was generally a new activity for most youth, especially high school aged youth. College-age youth already had some experience with canvassing and were more confident during collection. We paired strong youth with those just learning, to provide an opportunity for peer learning and relationship building. Youth Commissioners, even those of high school age, also proved to be confident community builders and engaged at the same level as college age youth when meeting with business owners and operators.
4. Coding and Qualitative Analysis

Upon completion of the survey collection, we conducted a final coding and analysis session with youth organizers in order to help process the information for final reporting. Youth met downtown Portland at COG offices, which was a general challenge for youth who do not often go to the Central City.

The session was divided into three main sections: qualitative reflection and analysis, coding, and reflection on the canvassing experience and their employment in this project.

Qualitative Analysis

Based on their memory, youth reflected on the general things they heard and remembered from canvassing over 60 business in Gresham. In order to surface themes from what they heard, youth decided to think about the transportation project and its objective to encourage and provide high quality efficient bus service to Gresham residents. Youth determined that people take the bus for the following reasons to get to:

- Work
- School
- Fun/Entertainment
- Essentials for life like food, soap/hygiene supplies, and clothes, etc.

Youth also asked themselves why do they, themselves take the bus. They determined the following:

- Don’t have a car, so we have to
  - Can’t afford a car, no other way to get around
  - Connected to income and poverty
- Cheaper, and can save on gas money, and it is cheaper than other options
- May be against the use of gas
- Parking in downtown Portland is expensive, and don’t want/can’t pay it.
- Efficient and faster than walking
- Must get around, so it’s a good way to do it
- Easy to get to friends’ houses
- Shopping
- Many people can go together, you can go as a big group to the movies or to a game, and don’t need a big car
- Visit family
- You can multitask, read, or chill out and stare out the window
- Some people don’t want to drive at all, or they might be afraid to drive a car in traffic
- Some people can take the bus, so they don’t have to drive drunk

From this discussion, youth identified that there are many obstacles good transporation options that promote success in life, and that those obstacles might be felt more deeply for some groups than others. The general groups that youth organizers felt were important to think about when we say “Transit Dependent” are:

- Youth
- Low Income or those who experience poverty - particularly those who can’t afford cars
- People with disabilities
Youth then used the question, How do we support folks with obstacles? And which improvements that you heard from business owners help do that the best? Youth were asked to prioritize the qualitative answers this way. The following improvements were prioritized:

- More accessible routes to people in the neighborhoods, not just on the busy streets
- Cheaper fares for youth and adults
- Extended transfer times
- General stop safety (lighting, shelters, street trees, neighborhood design), and safe, mid-block and intersection crossings in high traffic areas
- Bus frequency and reliability to support all kinds of schedules (i.e. shift workers)
- Wayfinding and Comfort at the shelters: having posted bus routes, schedules and maps and high quality protection from the weather

Additionally, it was important for youth to note that many business owners did not have positive perspectives or impression of transit and those who ride transit. Youth noticed that it was often a negative response, and that transit was not generally valued as a community asset. Business owners also expressed a general perception that people who use transit might be homeless, poor, or up to no good.

**Coding**

Youth used the coding categories determined by Metro, coding the raw responses collected. Using the context and “equity” lens they created during the Qualitative Analysis. The codes reflected in this report are included in our results and recommendations here.

**Reflection on Employment and Canvassing**

Youth concluded that the canvassing work in general was not only fun to do, but also that they appreciated getting to interact with business owners in a way they have never before. They felt that during the surveys they were able to build a community connection with business owners, when usually there is a barrier to engagement between youth and adults. Youth also were generally excited to have this opportunity, as there are few jobs that have the dual purpose of community engagement AND the public benefit of providing information for decision making about neighborhood changes. Some youth also felt like it was a great opportunity to encourage adults to get out of their own comfort zones, to engage with youth in the community as well.

Youth Organizers were adamant that we continue this work if possible, and if there were other such similar opportunities that they be put on a list to be contacted. Youth also generally appreciated the youth friendly hours, atmosphere and positive youth development style of the adults/employers. Youth also responded very positively to having the practice of developing group agreements that everyone would follow, so that all youth and adults were empowered and responsible for their own actions when working and interacting with one another.

On the other hand, youth felt that changes could be made to improve their work and the experience. Youth would like for the process and project to be more youth-led, and to work with adults and the other youth involved in the future to figure out how to better deliver a youth-led project and product. Additionally they wanted to be made more clear that this was an occasional opportunity, and were confused that it wasn’t a Monday through Friday type job opportunity.
Demographics

Age
Business, Latino Network, Latino Parent Night, Bhutanese, Youth

Race/Ethnicity – 103 responses
INTRODUCTION

Lines 4-Division and 9-Powell are among the region’s busiest bus lines. The Powell-Division Transit and Development Project will bring improvements that save riders time and provide a higher quality service beyond today’s Frequent Service.

We are studying a range of bus options, routes that connect Gresham and Portland, and ways to improve walking and biking access along the route.

So far, the project Steering Committee decided to continue work on a bus rapid transit line that will serve Downtown Portland, cross the Willamette River on the Ross Island Bridge or Tillikum Crossing Bridge, travel on Powell Boulevard in southeast Portland and use Division Street to the east, including in Gresham.

But there are more choices, and we need your help!

You can help design the line by answering the following short list of questions to help with remaining route choices and what positive changes are desired in the neighborhoods and commercial districts along the route.
1. In thinking about the proposed route, please describe what you value most in the Powell Division area, what is the first thing that comes to mind?

______________________________________________________________________________________________

______________________________________________________________________________________________

2. How often have you used transit in the last month or so?

☐ Haven’t used
☐ Once or twice
☐ Few times a week
☐ Daily

If you rode transit in the last month, did you use No. 4 Division?  ☐ Yes  ☐ No

No. 9 Powell?  ☐ Yes  ☐ No

3. Better, faster bus service is being planned to run from Downtown Portland to Gresham, using Powell Boulevard on west end of the line and switching to Division Street as it heads east. Where should the bus switch from Powell to Division:

☐ Cesar Chavez (39th)
☐ 50th
☐ 52nd
☐ 82nd
☐ 92nd
☐ Not sure

Why? _________________________________________________________________________________________

______________________________________________________________________________________________

______________________________________________________________________________________________

4. The route will serve Downtown Gresham, including the Gresham Transit Center at 8th and Kelly. What is the best route for it to continue to Mt. Hood Community College?

☐ West on Division to Eastman Parkway (223rd), north on Eastman Parkway (223rd) to Stark, then east on Stark to Kane
☐ North on Cleveland to Stark, then east on Stark to Kane (257th)
☐ East on Division to Hogan, then north on Hogan to Stark, then east on Stark to Kane (257th)
☐ East on Division to Kane (257th), then north on Kane to Stark
☐ Not sure

Why? _________________________________________________________________________________________

______________________________________________________________________________________________
5. Which are the most important changes you would welcome near the new bus stations?

Relating to getting there:

☐ More sidewalks
☐ Safe-feeling sidewalks (with street trees and planter strips, etc.)
☐ More crosswalks that allow people to safely cross busy streets.
☐ More places where biking feels safe
☐ Comfortable, convenient places to wait for buses
☐ Other ________________________________

About the neighborhood/businesses:

☐ More housing that is affordable to people at a range of income levels.
☐ Gathering places, such as plazas, outdoor markets or businesses that are good places for neighbors and families to meet and socialize.
☐ Activities such as markets and fairs or temporary uses such as food carts to enliven the neighborhood.
☐ More businesses to shop or get services (insurance, banks, hair salons, etc).
☐ Other to work
☐ Other? Explain ______________________________________________________________________________________

What other ideas do you have about how bus rapid transit should work in the corridor, such as with the route, the bus itself, transit stops or the area around the transit stops? ________________________________________________________________________________________________

To help prepare for this future bus rapid transit line, the City of Gresham is trying to understand what positive changes people would like to see around the following potential bus stops:

182nd and Division
Eastman (223rd) and Division near Downtown Gresham
Stark and Hogan (242nd)

6. Which of the following are the top priorities for 182nd and Division? (see map)

Relating to getting there:

☐ More sidewalks
☐ Safe-feeling sidewalks (with street trees and planter strips, etc.)
☐ More crosswalks that allow people to safely cross busy streets.
☐ More places where biking feels safe
☐ Comfortable, convenient places to wait for buses
☐ Other ________________________________

About the neighborhood/businesses:

☐ More housing that is affordable to people at a range of income levels.
☐ Gathering places, such as plazas, outdoor markets or businesses that are good places for neighbors and families to meet and socialize.
☐ Activities such as markets and fairs or temporary uses such as food carts to enliven the neighborhood.
☐ More businesses to shop or get services (insurance, banks, hair salons, etc).
☐ Other to work
☐ Other? Explain ______________________________________________________________________________________
Do you have other comments about potential changes near 182nd and Division once the bus rapid transit is in place?

7. Which of the following are the **top priorities** for Eastman and Division? (see map)
   Relating to getting there:
   - More sidewalks
   - Safe-feeling sidewalks (with street trees and planter strips, etc.)
   - More crosswalks that allow people to safely cross busy streets.
   - More places where biking feels safe
   - Comfortable, convenient places to wait for buses
   - Other ________________________________________________

   About the neighborhood/businesses:
   - More housing that is affordable to people at a range of income levels.
   - Gathering places, such as plazas, outdoor markets or businesses that are good places for neighbors and families to meet and socialize.
   - Activities such as markets and fairs or temporary uses such as food carts to enliven the neighborhood.
   - More businesses to shop or get services (insurance, banks, hair salons, etc).
   - More places to work
   - Other? Explain _______________________________________________________________________________

   Do you have other comments about potential changes near Eastman and Division once the bus rapid transit is in place?

8. Which of the following are the **top priorities** for Stark and Hogan? (see map)
   Relating to getting there:
   - More sidewalks
   - Safe-feeling sidewalks (with street trees and planter strips, etc.)
   - More crosswalks that allow people to safely cross busy streets.
   - More places where biking feels safe
   - Comfortable, convenient places to wait for buses
   - Other ________________________________________________

   About the neighborhood/businesses:
   - More housing that is affordable to people at a range of income levels.
   - Gathering places, such as plazas, outdoor markets or businesses that are good places for neighbors and families to meet and socialize.
   - Activities such as markets and fairs or temporary uses such as food carts to enliven the neighborhood.
   - More businesses to shop or get services (insurance, banks, hair salons, etc).
   - More places to work
Do you have other comments about potential changes near Stark and Hogan once the bus rapid transit is in place? ______________________________________________________________________________________
______________________________________________________________________________________________
______________________________________________________________________________________________

Your survey is anonymous. The following questions are included only to help us know how well results represent people in the corridor.

9. How old are you?
   - 0-17 years
   - 18-24 years
   - 25-44 years
   - 45-64 years
   - 65+ years
   - I'd prefer not to answer

10. With which of the following racial or ethnic groups do you most closely identify? [check all that apply]
   - African Immigrant Country of Origin:_______________________________
   - Asian
   - African American/Black
   - Eastern European Country of Origin:________________________________
   - Hispanic or Latino
   - Native American
   - Pacific Islander Country of Origin:_______________________________
   - White
   - Other (specify) ______________________________
   - I'd prefer not to answer

11. What gender do you identify with?
    - Female
    - Male
    - Other
    - I'd prefer not to answer

12. How much education have you completed?
    - Elementary
    - Some high school
    - High school graduate
    - Some college/community college
    - College graduate or more

What is your zipcode? ________________

Thank you for participating!
If you would like to receive updates about this project so you can stay involved, please fill out the information below or go to www.oregonmetro.gov/powelldivision to sign up for the email list.

First and Last Name

Email
POWELL-DIVISION PROYECTO DE TRANSITO Y DESARROLLO

CUESTIONARIO

INTRODUCCIÓN

Las rutas de los buses 4-División y 9-Powell se encuentran entre las más concurridas líneas de autobuses de la región. El proyecto de Tránsito y Desarrollo Powell-Division traerá mejoras que ahorrarán tiempo y ofrecerán un servicio de mayor calidad más allá del servicio frecuente que existe actualmente.

Estamos estudiando una serie de opciones de buses, rutas que conectan Gresham y Portland, y formas de mejorar el acceso a pie o en bicicleta a lo largo de la ruta.

Hasta el momento, el Comité Directivo del proyecto ha decidido continuar trabajando en una línea de autobuses de tránsito rápido que servirá el centro de Portland, cruzara el río Willamette en el puente Ross Island o Tilikum, pasara sobre Powell Boulevard en el sureste de Portland y en la calle Division al este, incluyendo Gresham.

Pero hay más opciones, y necesitamos tu ayuda!

Usted puede ayudar a diseñar la ruta respondiendo a la siguiente lista de preguntas para ayudar con el resto de opciones de rutas y compartir cuales cambios positivos desea ver en los vecindarios y distritos comerciales a lo largo de la ruta.
1. Al pensar en la ruta propuesta, por favor describa lo que valora más en el área de las rutas División y Powell, ¿qué es lo primero que se le viene a la mente?

______________________________________________________________________________________________
______________________________________________________________________________________________

2. ¿Con qué frecuencia utilizó el servicio de tránsito en el último mes?
   - No he utilizado el servicio de transito
   - Una o dos veces
   - Un par de veces a la semana
   - Diario

Si usted ha utilizado el servicio de tránsito en el último mes, que líneas o rutas: No. 4 División? Sí No
No. 9 Powell? Sí No

3. Se está planeando servicio de autobuses mejor y más rápidos para conectar a Portland y Gresham, utilizando Powell Boulevard, en el extremo oeste de la línea y habrá un cambio a la calle Division ya que se aproxime hacia el este. ¿Dónde debe cambiar el autobús de Powell a Division:
   - Cesar Chavez (39th)
   - 50th
   - 52nd
   - 82nd
   - 92nd
   - No está seguro

Porque?

______________________________________________________________________________________________
______________________________________________________________________________________________

4. La ruta servirá Downtown Gresham, incluyendo el Centro de Tránsito de Gresham en la 8th y Kelly. ¿Cuál es la mejor ruta para que continúe hacia Mt. Hood Community College?
   - Hacia el oeste por la División hasta llegar a Eastman Parkway (223rd), luego al norte sobre la Eastman Parkway (223rd) hasta llegar a la Stark, y luego hacia el este por la Stark hasta llegar a la Kane
   - Norte de Cleveland hacia la Stark, luego hacia el este por la Stark hacia Kane (257th)
   - Hacia el este por la División hasta llegar a la Hogan, y luego hacia el norte por Hogan hasta llegar a la Stark, y luego hacia el este por Stark hasta llegar a la Kane (257th)
   - Hacia el este por la División hasta llegar a la Kane (257th), y hacia el norte por Kane hasta llegar a la Stark
   - No estoy seguro

Porque?
5. ¿Cuáles son los cambios más importantes que le gustaría ver en las nuevas estaciones de autobús? 
Referente a cómo llegar allí:

- Más aceras.
- Aceras que se sientan seguras para caminar (con árboles en las calles y jardineras, etc.)
- Más cruces peatonales que permiten a la gente a cruzar con seguridad las calles ocupadas.
- Más lugares en los que manejar bicicleta se sienta seguro
- Lugares cómodos y convenientes para esperar los autobuses
- ¿Otro? Explique ___________________________________________________________

Referente del vecindario/empresas:

- Más viviendas que sean accesibles a las personas con varios niveles de ingresos.
- Sitios de reunión, tales como plazas, mercados al aire libre o negocios que son buenos lugares para los vecinos y las familias para conocerse y socializar.
- Actividades tales como mercados y ferias o usos temporales, tales como carros de comida o loncheras.
- Más negocios para comprar o recibir servicios (seguros, bancos, peluquerías, etc).
- Más lugares para trabajar
- ¿Otro? Explique ___________________________________________________________

¿Qué otras ideas tiene usted acerca de cómo los buses de tránsito rápido deben operar en el corredor, como ruta, el propio autobús, paradas de transporte o en el área alrededor de las paradas de tránsito? ____________________________

Para prepararnos para esta futura línea de autobuses de tránsito rápido, la Ciudad de Gresham está tratando de entender que cambios positivos les gustaría ver alrededor de las siguientes estaciones de bus:

- División y la 182nd
- Eastman (223th) y la División cerca del centro de Gresham
- Stark y Hogan (242th)

6. ¿Cuál de las siguientes son las dos principales prioridades de 182nd y la División? (ver mapa)
Referente a cómo llegar allí:

- Más aceras.
- Aceras que se sientan seguras para caminar (con árboles en las calles y jardineras, etc.)
- Más cruces peatonales que permiten a la gente a cruzar con seguridad las calles ocupadas.
- Más lugares en los que manejar bicicleta se sienta seguro
- Lugares cómodos y convenientes para esperar los autobuses
- Otro ___________________________________________________________

Referente al vecindario/empresas:

- Más de vivienda que sea accesible a las personas con varios niveles de ingresos.
- Los sitios de reunión, tales como plazas, mercados al aire libre o negocios que son buenos lugares para los vecinos y las familias para conocerse y socializar.
- Actividades tales como mercados y ferias o usos temporales, tales como carros de comida para animar el barrio.
- Más negocios para comprar o recibir servicios (seguros, bancos, peluquerías, etc).
- Más lugares para trabajar
- Otro? Explique ___________________________________________________________
¿Tiene otros comentarios acerca de posibles cambios cerca de la 182nd y la División una vez el servicio rápido de autobuses este en ese lugar? ____________________________________________________________________________________________

7. ¿Cuál de las siguientes son las dos principales prioridades de Eastman y de la División? (ver mapa)
Referente a llegar allí:
□ Más aceras.
□ Aceras que se sientan seguras para caminar (con árboles en las calles y jardineras, etc.)
□ Más cruces peatonales que permiten a la gente a cruzar con seguridad las calles ocupadas.
□ Más lugares en los que manejar bicicleta se sienta seguro
□ Lugares cómodos y convenientes para esperar los autobuses
□ Otro __________________________________________

Referente al vecindario/empresas:
□ Más de vivienda que sea accesible a las personas con varios niveles de ingresos.
□ Los sitios de reunión, tales como plazas, mercados al aire libre o negocios que son buenos lugares para los vecinos y las familias para conocerse y socializar.
□ Actividades tales como mercados y ferias o usos temporales, tales como carros de comida para animar el barrio.
□ Más negocios para comprar o recibir servicios (seguros, bancos, peluquerías, etc).
□ Más lugares para trabajar
□ Otro? Explique __________________________________________

¿Tiene otros comentarios sobre los posibles cambios cerca de Eastman y División una vez que el servicio rápido de autobuses este en ese lugar? ____________________________________________________________________________________________

8. ¿Cuál de las siguientes son las dos principales prioridades de Stark y Hogan? (ver mapa)
Referente a cómo llegar allí:
□ Más aceras.
□ Aceras que se sientan seguras para caminar (con árboles en las calles y jardineras, etc.)
□ Más cruces peatonales que permiten a la gente a cruzar con seguridad las calles ocupadas.
□ Más lugares en los que manejar bicicleta se sienta seguro
□ Lugares cómodos y convenientes para esperar los autobuses
□ Otro __________________________________________

Referente al vecindario/empresas:
□ Más de vivienda que sea accesible a las personas con varios niveles de ingresos.
□ Los sitios de reunión, tales como plazas, mercados al aire libre o negocios que son buenos lugares para los vecinos y las familias para conocerse y socializar.
□ Actividades tales como mercados y ferias o usos temporales, tales como carros de comida para animar el barrio.
□ Más negocios para comprar o recibir servicios (seguros, bancos, peluquerías, etc).

□ Otro? Explique __________________________________________
□ Más lugares para trabajar
□ Otro? Explíque __________________________________________________________

¿Tiene otros comentarios sobre los posibles cambios cerca de la Stark y la Hogan una vez que el tránsito rápido de autobuses está en ese lugar? ____________________________________________
__________________________________________
__________________________________________

Preguntas demográficas – opcionales. Estas preguntas se incluyen sólo para ayudarnos a saber lo bien que los resultados representan a las personas que viven en el área.

9. ¿Cuántos años tienes?
□ 0-17 años
□ 18 a 24 años
□ 25 a 44 años
□ 45 a 64 años
□ Más de 65 años
□ Prefiero no contestar

10. ¿Con cuál de los siguientes grupos raciales o étnicos se identifica más? [marque todos los que corresponda]
□ Inmigrantes africanos        País de origen:______________________________
□ Asiático
□ Afroamericano/Negro
□ Europeo del Este        País de origen:______________________________
□ Hispanos o latinos
□ Nativo americano
□ De las Islas del Pacífico País de origen:______________________________
□ Blanco
□ Otros (especificar) ________________________________________________
□ Prefiero no contestar

11. ¿Con cuál género se identifica?
□ Mujer
□ Hombre
□ Otros
□ Prefiero no contestar

12. ¿Cuánta educación ha completado?
□ Escuela Primaria
□ Algunos estudios secundarios
□ Graduado de la preparatoria
□ Un poco de universidad / colegio comunitario
□ Graduado de la universidad

Cuál es su Código Postal? ________________

Gracias por participar!
Si usted desea recibir actualizaciones por correo electrónico acerca de este proyecto para que pueda seguir participando, por favor ponga su nombre y apellido y correo electrónico o ir a la página www.oregonmetro.gov/powelldivision para inscribirse en la lista de correo electrónico.

_________________________________________________________________________________________

Nombre

_________________________________________________________________________________________

Correo electrónico
Hello! I am working with the City of Gresham to help improve transit along Powell Division. Do you have a few moments to answer a few questions? Everyone who answers will be entered into a drawing for free zoo tickets. Thank you!

1. How can transit better serve your business?

2. How could transit service be improved?

3. Would it be helpful if more people came by transit?

4. Which are the most important changes you would welcome near the new bus stations?
   
   About getting to transit:
   a. More sidewalks.
   b. Safe-feeling sidewalks (with street trees and planter strips, etc.)
   c. More crosswalks that allow people to safely cross busy streets.
   d. More places where biking feels safe
   e. Comfortable, convenient places to wait for buses
   f. Other ____________________________

   About the neighborhood/businesses:
   g. More housing that is affordable to people at a range of income levels.
   h. Gathering places, such as plazas, outdoor markets or businesses that are good places for neighbors and families to meet and socialize.
   i. Activities such as markets and fairs or temporary uses such as food carts to enliven the neighborhood.
   j. More businesses to shop or get services (insurance, banks, hair salons, etc).
   k. More places to work
   l. Other? Explain ________________________________

5. Demographics questions - optional
   
   These questions are included only to help us know how well results represent people in the corridor.

   How old are you?
   • 0-17 years
   • 18-24 years
   • 25-44 years
   • 45-64 years
   • 65+ years
   • I'd prefer not to answer

   With which of the following racial or ethnic groups do you most closely identify? [check all that apply]
   • African Immigrant ______________Country of Origin
   • Asian __________Country of Origin
• African American/Black
- Eastern European _________ Country of Origin
• Hispanic or Latino _________ Country of Origin
• Native American _________ Tribe
• Pacific Islander _________ Country of Origin
• White
• Other (specify) ____________________
• I’d prefer not to answer

What gender do you identify with?
• Female
• Male
• Other
• I’d prefer not to answer

How much education have you completed?
• Elementary
• Some high school
• High school graduate
• Some college/community college
• College graduate or more

If you would like to receive updates about this project and enter the drawing, please fill out the information below.
_________________________________________________________________________________________
First and Last Name
_________________________________________________________________________________________
Email
_________________________________________________________________________________________
Company
_________________________________________________________________________________________
Phone
Also, you can go to www.oregonmetro.gov/powelldivision to sign up for the email list.

Thank you!
Ciudad de Gresham Proyecto de Transito y Desarrollo Powell-Division
Preguntas para las Entrevistas a los Negocios

9 de febrero de 2015

Hola! Estamos trabajando con la Ciudad de Gresham para ayudar a mejorar el tránsito a lo largo de las calles División y Powell. ¿Tiene unos minutos para contestar algunas preguntas? Todos los que contesten entrarán a un sorteo de entradas gratis al zoológico. Gracias!

1. ¿Cómo podemos mejorar el servicio de transporte en beneficio de su negocio?

2. ¿Qué preocupaciones podría tener acerca de tránsito?

3. Aproximadamente, ¿qué porcentaje de las personas que visitan su negocio viene en bus o MAX cada día?

4. ¿Lleva un registro de cómo los clientes lleguen a su negocio? Sí No

   Si es así, por favor cuéntenos ______________________________________________________

5. ¿Le gustaría que el número de personas que vienen a su negocio por tránsito (bus o MAX) aumente o disminuya? ¿Por qué?______________________________________________________________

6. ¿Cuáles son los cambios más importantes que le gustaría ver cerca de las nuevas estaciones de autobús?

   Referente a cómo llegar allí:
   a. Más aceras.
   b. Aceras donde se sienta seguro caminar (con árboles en las calles y las jardineras, etc.)
   c. Más cruces peatonales que permiten a la gente cruzar con seguridad las calles con bastante tráfico.
   d. Más lugares en los que manejan bicicleta se sienta seguro
   e. Lugares cómodos y convenientes para esperar los autobuses
   f. ¿Otro? Explique _______________________________________________________________

   Referente del vecindario / empresas:
   a. Más viviendas que sean accesibles a las personas con varios niveles de ingresos.
   b. Sitios de reunión, tales como plazas, mercados al aire libre o negocios que sean buenos lugares para los vecinos y las familias para conocerse y socializar.
   c. Actividades tales como mercados y ferias o negocios temporales, tales como carros de comida o loncheras para animar el vecindario.
   d. Más de los negocios para comprar u obtener servicios (seguros, bancos, peluquerías, etc).
   e. Más lugares para trabajar
   f. ¿Otro? Explique _______________________________________________________________
Preguntas demográficas - opcionales

Estas preguntas se incluyen sólo para ayudarnos a saber lo bien que los resultados representan las personas en el área.

7. ¿Cuántos años tienes?
   - 0-17 años
   - 18 a 24 años
   - 25 a 44 años
   - 45 a 64 años
   - Más de 65 años
   - Prefiero no contestar

8. ¿Con cuál de los siguientes grupos raciales o étnicos se identifica más? [marque todos los que corresponda]
   - Inmigrantes africanos______________________ país de origen
   - Asiático
   - Afroamericano / Negro
   - Europeo del Este________________________ país de origen
   - Hispanos o latinos_______________________ país de origen
   - Nativo americano
   - De las Islas del Pacífico_______________ País de origen
   - Blanco
   - Otros (especificar) ______________________________
   - Prefiero no contestar

9. ¿Con cuál género se identifica?
   - Mujer
   - Hombre
   - Otro
   - Prefiero no contestar

10. ¿Cuánta educación ha completado?
    - Escuela Primaria
    - Algunos estudios secundarios
    - Graduado de la preparatoria
    - Un poco de universidad / colegio comunitario
    - Graduado de la universidad

Si a usted le gustaría recibir actualizaciones sobre este proyecto y participar en el sorteo, por favor complete la siguiente información.

________________________________________________________________________
Nombre y apellido
________________________________________________________________________
Correo electrónico
________________________________________________________________________
Empresa
________________________________________________________________________
Teléfono

También, usted puede ir a www.oregonmetro.gov/powelldivision para inscribirse en la lista de correo electrónico. Muchas Gracias!
Introduction

The 4 and 9 are among the region’s busiest bus lines. The Powell-Division Transit and Development Project will bring faster, safer service along 15 miles between downtown Portland and Mt. Hood Community College. Could we ask you two quick questions about what you’d like to see along this future line to enter a drawing for free zoo tickets?

Relating to getting to the bus, what is most important?

a. More sidewalks
b. Safe-feeling sidewalks (with street trees and planter strips, etc.)
c. More crosswalks that allow people to safely cross busy streets
d. More places where biking feels safe
e. Comfortable, convenient places to wait for buses
f. Other _____________________________

About the neighborhood/businesses, what would you like to see?

g. More housing affordable at a range of incomes
h. Gathering places, such as plazas, outdoor markets or businesses that are good places for neighbors and families to meet and socialize
i. Activities such as markets and fairs or temporary uses such as food carts to enliven the neighborhood
j. More businesses to shop or get services (insurance, banks, hair salons, etc)
k. More places to work
l. Other? Explain _____________________________

Other ideas: ____________________________________________
Demographics (optional). The following questions are included only to help us know how well results represent people in the corridor.

23. How old are you? [circle]
   - 0-17 years
   - 18-24 years
   - 25-44 years
   - 45-64 years
   - 65+ years
   - I'd prefer not to answer

24. With which of the following racial or ethnic groups do you most closely identify? [check all that apply]
   - African Immigrant
   - Asian
   - African American/Black
   - Eastern European
   - Hispanic or Latino
   - Native American
   - Pacific Islander
   - White
   - Other (specify)
   - I'd prefer not to answer

25. What gender do you identify with? [circle]
   - Female
   - Male
   - Other
   - I’d prefer not to answer

How much education have you completed?
   - Elementary
   - Some high school
   - High school graduate
   - Some college/community college
   - College graduate or more

Zip Code: ________ Thank you!

For more information: www.oregonmetro.gov/powelldivision to sign up for the email list.

Name: ____________________________________________________________

Email: ____________________________________________________________
Introduction

Hola! Estamos trabajando con la Ciudad de Gresham para ayudar a mejorar el tránsito a lo largo de las calles División y Powell. ¿Tiene unos minutos para contestar algunas preguntas? Todos los que contesten entrarán a un sorteo de entradas gratis al zoológico. Gracias!

Referente a cómo llegar allí:

a. Más aceras.
b. Aceras que se sienten seguras para caminar (con árboles en las calles y jardineras, etc.)
c. Más cruces peatonales que permiten a la gente a cruzar con seguridad las calles ocupadas.
d. Más lugares en los que manejar bicicleta se sienta seguro
e. Lugares cómodos y convenientes para esperar los autobuses
f. ¿Otro? Explique ___________________________________________________________________

Referente del vecindario / empresas:

g. Más viviendas que sean accesibles a las personas con varios niveles de ingresos.
h. Sitios de reunión, tales como plazas, mercados al aire libre o negocios que son buenos lugares para los vecinos y las familias para conocerse y socializar.
i. Actividades tales como mercados y ferias o usos temporales, tales como carros de comida o loncheras.
j. Más negocios para comprar o recibir servicios (seguros, bancos, peluquerías, etc).
k. Más lugares para trabajar
l. Otro? Explique ___________________________________________

Otras ideas: _______________________________________________________________________________
Preguntas demográficas – opcionales. Estas preguntas se incluyen sólo para ayudarnos a saber lo bien que los resultados representan las personas en el área.

23. ¿Cuántos años tienes?
- 0-17 años
- 18 a 24 años
- 25 a 44 años
- 45 a 64 años
- Más de 65 años
- Prefiero no contestar

24. ¿Con cuál de los siguientes grupos raciales o étnicos se identifica más? [marque todos los que corresponda]
- Inmigrantes africanos________________país De origen
- Asiático
- Afroamericano / Negro
- Europeo del Este________________________país De origen
- Hispanos o latinos______________________país De origen
- Nativo americano
- De las Islas del Pacífico_____________ País de origen
- Blanco
- Otros (especificar) ______________________
- Prefiero no contestar

25. ¿Con cuál género se identifica?
- Mujer
- Hombre
- Otros
- Prefiero no contestar

¿Cuánta educación ha completado?
- Escuela Primaria
- Algunos estudios secundarios
- Graduado de la preparatoria
- Un poco de universidad / colegio comunitario
- Graduado de la universidad

Cuál es su Código Postal? ________________

Gracias!

Para más información: www.oregonmetro.gov/powelldivision para inscribirse en la lista de correo electrónico.

Nombre: ________________________________________________________________

Correo electrónico: ________________________________________________________
Responses by Interest Group

Business Survey

Getting to Transit

<table>
<thead>
<tr>
<th>Getting to Transit</th>
<th>Response</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks</td>
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<tr>
<td>Safe-feeling sidewalks</td>
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<tr>
<td>Crosswalks</td>
<td>24</td>
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<tr>
<td>Biking feels safe</td>
<td>9</td>
<td>13%</td>
</tr>
<tr>
<td>Places to wait for buses</td>
<td>15</td>
<td>22%</td>
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Neighborhood / Business

<table>
<thead>
<tr>
<th>Neighborhood / Business</th>
<th>Response</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td>Gathering places</td>
<td>36%</td>
<td></td>
</tr>
<tr>
<td>Activities</td>
<td>22%</td>
<td></td>
</tr>
<tr>
<td>Businesses</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td>Work</td>
<td>20%</td>
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### Neighborhood/Businesses

<table>
<thead>
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<th>Response</th>
<th>Percent</th>
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</thead>
<tbody>
<tr>
<td>Housing</td>
<td>14</td>
<td>22%</td>
</tr>
<tr>
<td>Gathering places</td>
<td>25</td>
<td>38%</td>
</tr>
<tr>
<td>Activities</td>
<td>15</td>
<td>23%</td>
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<tr>
<td>Businesses</td>
<td>8</td>
<td>12%</td>
</tr>
<tr>
<td>Work</td>
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<td>12%</td>
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### Youth

#### Getting to Transit

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<thead>
<tr>
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<th>Response</th>
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<td>30%</td>
</tr>
<tr>
<td>Safe-feeling sidewalks</td>
<td>5</td>
<td>50%</td>
</tr>
<tr>
<td>Crosswalks</td>
<td>5</td>
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<tr>
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<td>10%</td>
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<td>Places to wait for buses</td>
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</table>
### Neighborhood / Businesses

<table>
<thead>
<tr>
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<th>Response</th>
<th>Percent</th>
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</thead>
<tbody>
<tr>
<td>Housing</td>
<td>3</td>
<td>30%</td>
</tr>
<tr>
<td>Gathering places</td>
<td>7</td>
<td>70%</td>
</tr>
<tr>
<td>Activities</td>
<td>6</td>
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<tr>
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### Latino

**Latino Network**

### Getting to Transit

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<tr>
<td>Crosswalks</td>
<td>17%</td>
</tr>
<tr>
<td>Biking feels safe</td>
<td>17%</td>
</tr>
<tr>
<td>Places to wait for buses</td>
<td>22%</td>
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</table>
### Getting to Transit

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<tr>
<th></th>
<th>Response</th>
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<tbody>
<tr>
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<td>73%</td>
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<td>60%</td>
</tr>
<tr>
<td>Crosswalks</td>
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<td>80%</td>
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<tr>
<td>Biking feels safe</td>
<td>9</td>
<td>60%</td>
</tr>
<tr>
<td>Places to wait for buses</td>
<td>12</td>
<td>80%</td>
</tr>
</tbody>
</table>

### Neighborhoods / Businesses

- **Housing**: 27%
- **Gathering places**: 27%
- **Activities**: 11%
- **Businesses**: 11%
- **Work**: 24%

<table>
<thead>
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<th>Response</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing</td>
<td>12</td>
<td>80%</td>
</tr>
<tr>
<td>Gathering places</td>
<td>11</td>
<td>73%</td>
</tr>
<tr>
<td>Activities</td>
<td>5</td>
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<tr>
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<td>33%</td>
</tr>
<tr>
<td>Work</td>
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Latino Parent Night

Getting to Transit

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<th>Response</th>
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<td>9%</td>
</tr>
<tr>
<td>Places to wait for buses</td>
<td>3</td>
<td>27%</td>
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Neighborhoods / Businesses

<table>
<thead>
<tr>
<th>Neighborhood/Businesses</th>
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<th>Percent</th>
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<tbody>
<tr>
<td>Housing</td>
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</tr>
<tr>
<td>Gathering places</td>
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<td>43%</td>
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### Bhutanese

#### Getting to Transit

<table>
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<th>Response</th>
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<td>77%</td>
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<td>38%</td>
</tr>
<tr>
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<td>77%</td>
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#### Neighborhood / Business

<table>
<thead>
<tr>
<th>Category</th>
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<tbody>
<tr>
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<tr>
<td>Businesses</td>
<td>17%</td>
</tr>
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<td>Work</td>
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<td>Businesses</td>
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</tr>
<tr>
<td>Work</td>
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</tr>
</tbody>
</table>

**Platform Intercept Surveys**

**Getting to Transit**

- Sidewalks: 38% (4 responses, 18%)
- Safe-feeling sidewalks: 12% (3 responses, 14%)
- Crosswalks: 27% (7 responses, 32%)
- Biking feels safe: 8% (2 responses, 9%)
- Places to wait for buses: 15% (10 responses, 45%)

**Getting to Transit**

<table>
<thead>
<tr>
<th>Getting to Transit</th>
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<tbody>
<tr>
<td>Sidewalks</td>
<td>4</td>
<td>18%</td>
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<td>14%</td>
</tr>
<tr>
<td>Crosswalks</td>
<td>7</td>
<td>32%</td>
</tr>
<tr>
<td>Biking feels safe</td>
<td>2</td>
<td>9%</td>
</tr>
<tr>
<td>Places to wait for buses</td>
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<td>45%</td>
</tr>
<tr>
<td>Neighborhood/Businesses</td>
<td>Responses</td>
<td>Percent</td>
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<tr>
<td>-------------------------</td>
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<td>14%</td>
</tr>
<tr>
<td>Work</td>
<td>6</td>
<td>27%</td>
</tr>
</tbody>
</table>
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

Metro Council President
Tom Hughes

Metro Council
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

MAKING A GREAT PLACE

Metro