POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

PUBLIC ENGAGEMENT REPORT

SEPTEMBER 29, 2014

DRAFT - TO BE FINALIZED FOLLOWING THE SEPT 19 CLOSE OF SURVEY

About Metro

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

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

Stay in touch with news, stories and things to do.
www.oregonmetro.gov/connect

Metro Council President
Tom Hughes

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

Auditor
Suzanne Flynn

¿Le gustaría recibir información acerca de este proyecto?

Хотите получать информацию об этом проекте?

您是否希望收到關於本工程項目的資訊？

Quyù vò coù muoán nhaän thoâng tin veà döï aùn naøy hay khoâng?

503-813-7535

Engagement summary for June through September 2014 5
- Engagement purpose 5
- Input opportunities 5
- Findings 5
- Contact information 6

Engagement approach 7
- Engagement principles and methods 7
- Engagement goals 7

Engagement activities and outreach methods 7
- Community briefings 7
- Open houses and workshops 9
- Community events and busy locations 9
- Talk with staff sessions 9
- Equity Work Group 9
- Business engagement 9
- Improvements to transit survey (Survey 1) 10
- Transit alternatives preferences survey (Survey 2) 10
- Email updates 10
- Sign up for email updates surveys 10
- Project website 10
- Partner websites 10
- Project factsheets 11
- Metro newsfeeds 11
- Notification channels 11

Equity, Title VI and environmental justice 11
- Equity engagement 12
- Metro's nondiscrimination notice 12

Findings from input opportunities 13
- Community briefings 13
- Improvements to transit survey (Survey 1) 13
- Transit alternatives preferences survey (Survey 2) 16
- Equity Work Group 24
- Business engagement 25
- High school outreach on Powell 26

Closing the loop: linking public input to decisions 26
- Input that informs decisions 26
- Delivery to decision-makers 26
- Feedback to participants 27

Evaluation of engagement to date **28**
What's next? **30**
Appendix: Survey results and public comments **31**
- Transit improvements survey results (Survey 1) 33
- Transit alternatives preferences survey results (Survey 2) 63
- 1-question, multilingual survey poster 134
- Project factsheet (English) 136
- Project factsheet (Spanish) 138
- Multilingual project overview (Russian, Spanish, Vietnamese, Chinese) 140

ENGAGEMENT SUMMARY FOR JUNE THROUGH SEPTEMBER 2014

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

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

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

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

- People have a strong preference that enhanced transit connect destinations between Downtown Portland and Downtown Gresham on a combination of Powell Blvd and Division St. The preferred route uses the Tilikum Crossing and runs east along Powell Blvd to 82nd Ave, north on 82nd, and east on Division St to Gresham.
- People recognize the four transit type options considered for the corridor have positive features and tradeoffs, but the public is more inclined to eliminate rail options for the corridor rather than bus options.

DRAFT - TO BE FINALIZED FOLLOWING CLOSE OF SURVEY

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

Contact information

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

Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97233

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

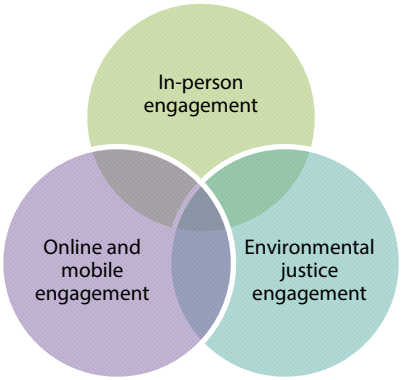
ENGAGEMENT APPROACH

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

Engagement principles and methods

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

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



Engagement goals

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

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

ENGAGEMENT ACTIVITIES AND OUTREACH METHODS

Community briefings

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

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

Open houses and workshops - These in-person opportunities included information about the project and the upcoming September Steering Committee decision and input boards that asked preferences for where the route should go, which transit type, and what would make transit riders' experiences on the bus better. Workshops delved more deeply into these same questions, and participants were also asked to mark destinations that should be connected by faster transit on a map. The open houses were publicized through email updates to the interested parties list, on flyers distributed at open houses and other engagement events, through partner updates such as the East Portland Action Plan email updates and the Gresham Area Chamber of Commerce e-newsletter, Metro Newsfeed and Twitter.

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

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

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

Business engagement - Project staff piloted business engagement by visiting businesses at 122nd and Division. Staff briefed business owners and managers about the project, handed out and posted project flyers with information about open houses and survey links. Project

information was available in multiple languages. Briefings were also provided to business organizations including the East Metro Economic Alliance, and additional business engagement driven by local business champions.

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

Transit alternatives preferences survey - This 5-minute online survey asked respondents for input on places that should be connected by faster, more reliable transit along Powell Blvd and Division St; where the new transit route should go; and what kind of transit would work best in this corridor. Broadly advertised through project and partner distribution channels and during project open houses, the survey opened on July 28, closes on September 19 with 668 completed surveys, as of September 15.

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

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

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

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

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

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

External media - Media organizations outside of Metro created stories featuring the project. In this report period, one newspaper story and one TV interview went live.

- The Gresham Outlook, "Public Input Wanted for Future Transit Plans," August 15, 2014
- KOIN 6 news segment feature

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

- Powell-Division email updates
- Metro news digest
- East Portland Action Plan email updates
- Gresham Neighborhood Connections email updates
- Gresham Area Chamber of Commerce
- East Metro Economic Alliance
- City of Portland email updates
- City of Portland Facebook page
- TriMet Riders Club
- TriMet lines 4 (Division) and 9 (Powell) service alerts
- Metro Twitter

EQUITY, TITLE VI AND ENVIRONMENTAL JUSTICE

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

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

Equity engagement

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

- Input board to improve bus experience (Spanish, Russian, Chinese and Vietnamese)
- PLACE Program interviews along Powell Blvd (Spanish, Chinese)
- Business engagement materials (Spanish, Russian, Chinese and Vietnamese)
- Powell-Division Equity Work Group
- Steering Committee working group on equity and displacement
- Youth engagement through TriMet Service Enhancement Plan at Reynolds High School (Spanish, Somali, Farsi, Hmong)
- East Portland concert and East Portland Action Plan picnic
- Jade District community meetings and Night Market
- NAYA Neerchokikoo Powwow
- Targeted email outreach ask to distribute transit alternatives survey to constituents
- Spanish factsheet
- Multilingual factsheet (Spanish, Russian, Chinese and Vietnamese)

Metro's nondiscrimination notice

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

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

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

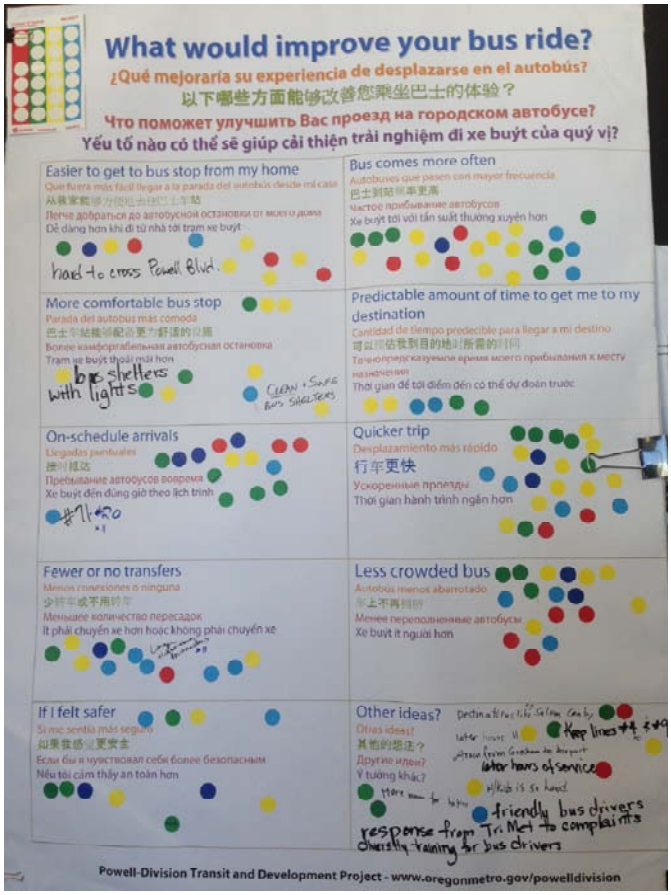
FINDINGS FROM INPUT OPPORTUNITIES

Community briefings

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

The input mirrors what is reflected in the transit alternatives preferences survey, which begins on page 16.

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



Improvements to transit survey

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

DRAFT - TO BE FINALIZED FOLLOWING CLOSE OF SURVEY

to provide weigh in continued through the entirety of this reporting period. A multilingual poster was brought to community events and busy locations.

What would improve your bus ride?

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

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

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

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

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

Transportation	▪ Ridership – number of current riders served, number of projected riders served ▪ Transit/vehicle type – comparison of different transit and vehicle types, i.e. right-of-way width, signal prioritization, light rail, streetcar, bus rapid transit ▪ Vehicle capacity – maximum and comfort capacity (crush design) for each vehicle type ▪ Traffic – multi-modal capacity, congestion, current average daily traffic, projected average daily traffic using different transit type options, safety for all users
Service qualities	▪ Frequency ▪ Reliability ▪ Trip duration – length of time between destinations, including transfers ▪ Service hours ▪ Cleanliness ▪ Connect to other transit – options to connect to high capacity transit from nearby areas, effective transfers ▪ Express service – fewer stops (faster service)
Equity	▪ Route – existing service maintained, route permanence, route serves vulnerable/transit-dependent populations and jobs ▪ Access to transit – improves safe access for low-income, minority, elderly, and other populations of concern ▪ Station locations – service is convenient to use, station locations serve low-income, minority, elderly, transit-dependent people, and other populations of concern ▪ Transit dependence – serves seniors, people with disabilities, and other populations for whom transit is their primary means of transportation ▪ Equity – impact to low-income neighborhoods and mobility for underserved neighborhoods
Efficiency	▪ Cost – operations, maintenance, system construction, fares ▪ Construction timing ▪ Vehicle life
Neighborhood and development qualities	▪ Neighborhood effects – noise, cut-through traffic, relation to other neighborhood projects, connecting neighborhoods, on-street parking, 20-minute neighborhoods, livability ▪ Walkability – neighborhood walkability, pedestrian safety in transit areas ▪ Safety and security – safety on transit and at transit stops; safety for multi-modal users, especially bicyclists and pedestrians; neighborhood safety ▪ Bicycling – convenience and ability to have bikes on transit; transit system works safely with bicycling ▪ Economic development

- Environmental effects
- Design – attractiveness, place-making

Transit alternatives preferences survey

People were asked their opinion about a new transit investment -- what type of transit should it be and where should it go? Metro publicized the open houses, workshops, and survey broadly. The survey opened on July 28 and closes on September 19 with 668 responses as of September 15. Metro and partner staff gathered input during nine community outreach events aimed to diversify participation with geographically and traditionally underrepresented groups.

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

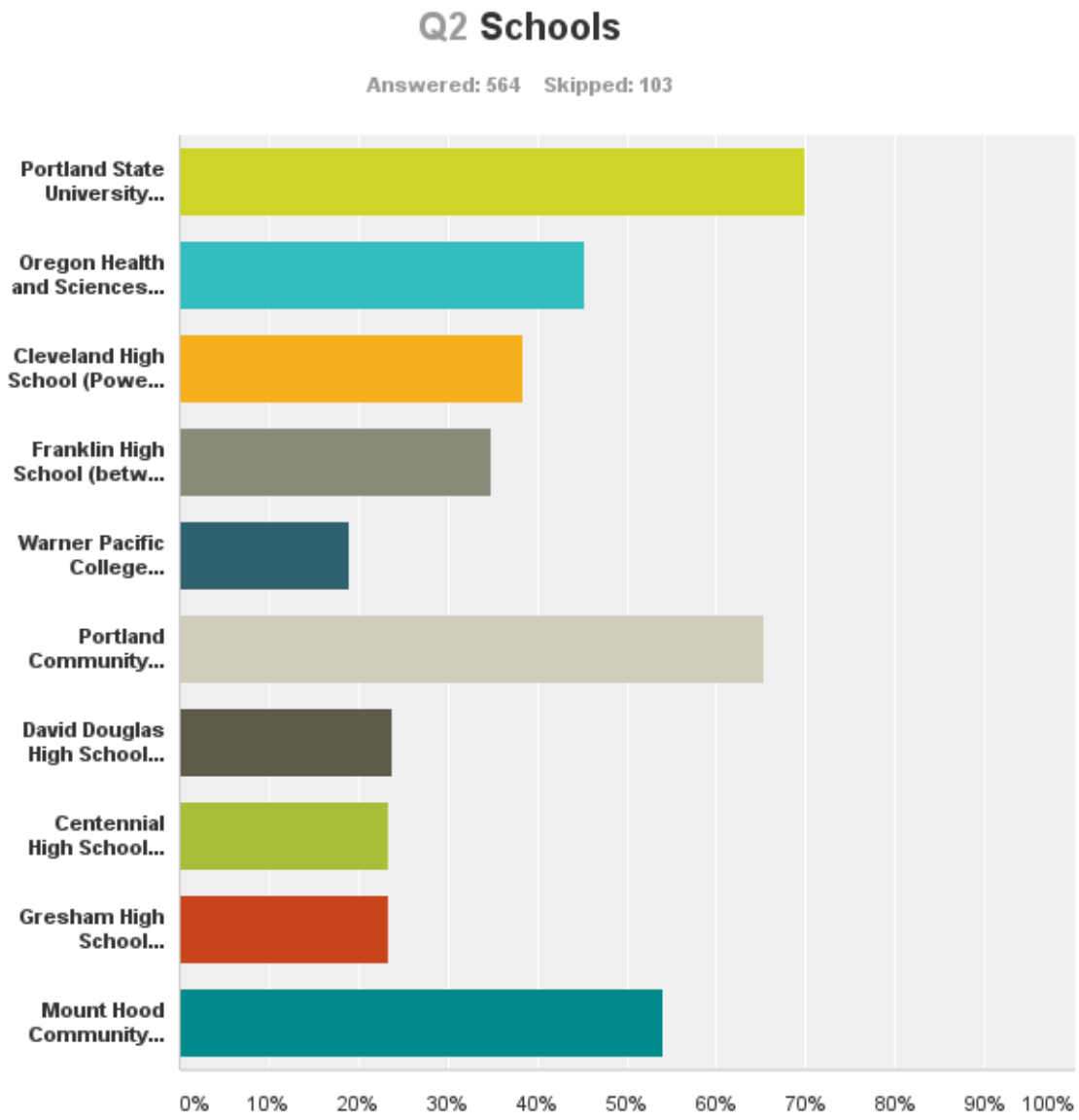
Destinations - The highest ranked destinations to connect include Powell Blvd. at 50th St., the Jade District, and Division main street (between 11th St. and 50th St.), Portland State University, Portland Community College, Mt. Hood Community College, Legacy Mt. Hood Medical Center, and Multnomah County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

INPUT FROM DIVERSE GROUPS

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

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

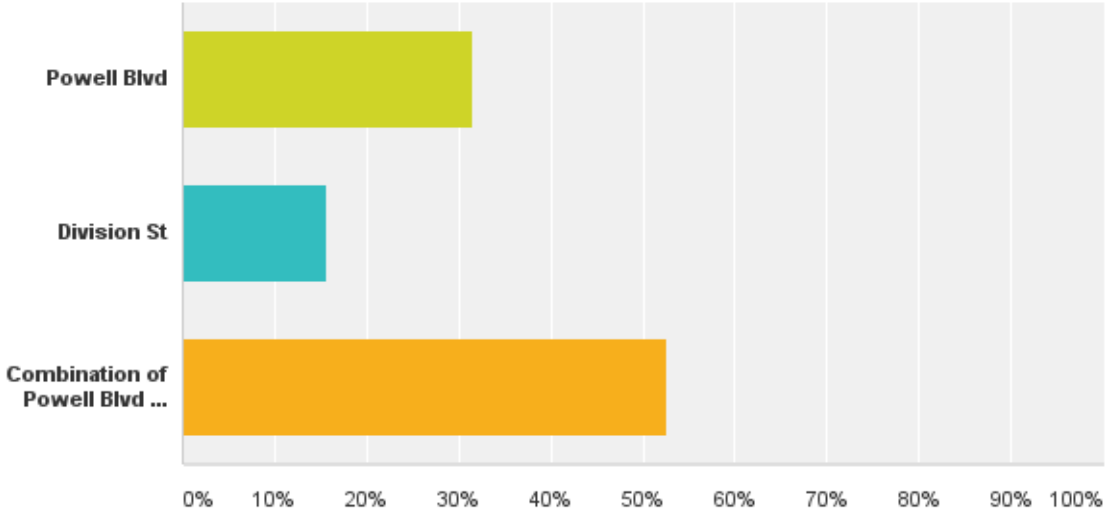
This on-the-ground interaction with the public injects a substantial number of geographically and culturally diverse perspectives into the engagement results.



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

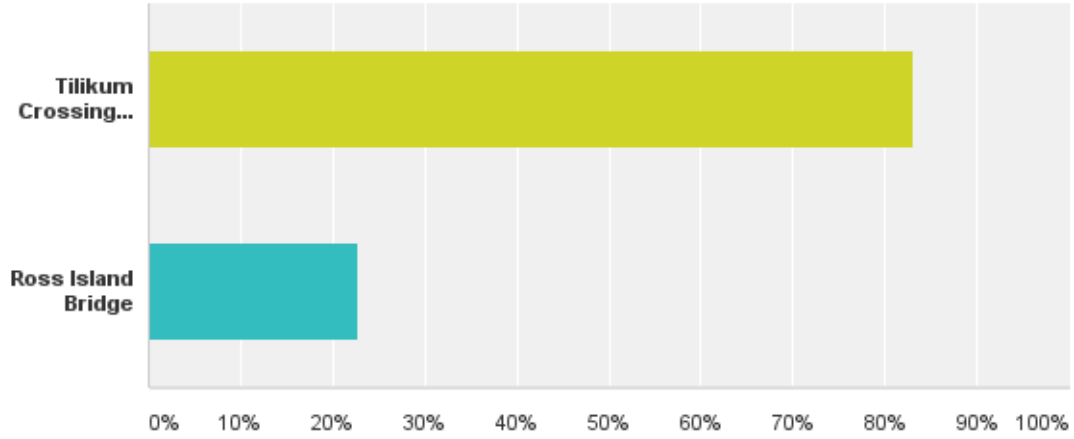
Q5 2. Should the new transit route run all along Powell Blvd, all along Division St, or some combination?

Answered: 611 Skipped: 56

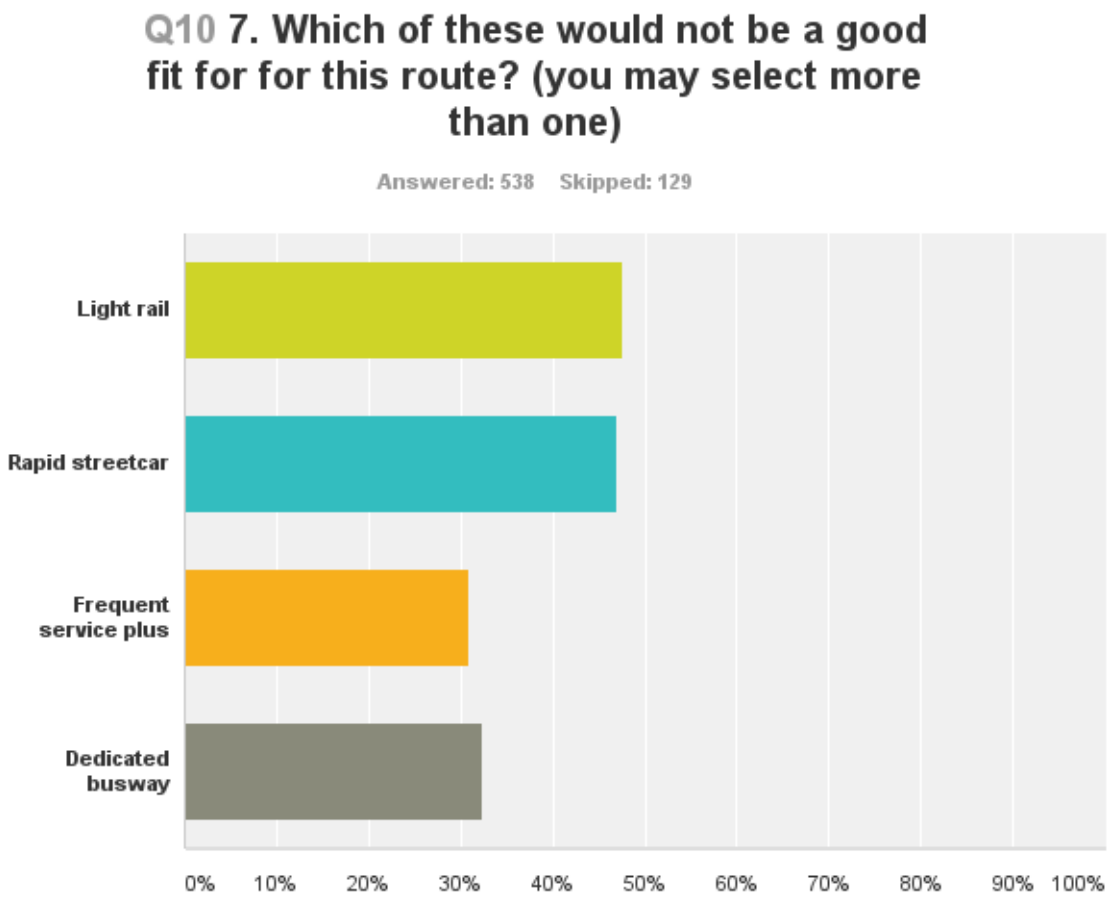


Q6 3. Where should it cross the Willamette River?

Answered: 589 Skipped: 78



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



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

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

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

- Carries the most people and bikes
- Travels fastest
- Best long-term investment that will accommodate future growth

- Connects easily with existing light rail system
- Improves congestion by reducing the number of people driving
- Provides an easy to use and comfortable ride that the public prefers – smooth, quiet, accessible, convenient, frequent, reliable, clean
- Dedicated lanes avoid traffic congestion and speed commute times
- Environmentally friendly
- Catalyze development
- Lowest cost of operation

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

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

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

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

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

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

- Aids redevelopment
- Allows for more flexibility than rail with respect to future growth and route needs
- Best balance of speed to cost
- Nearer term implementation than rail

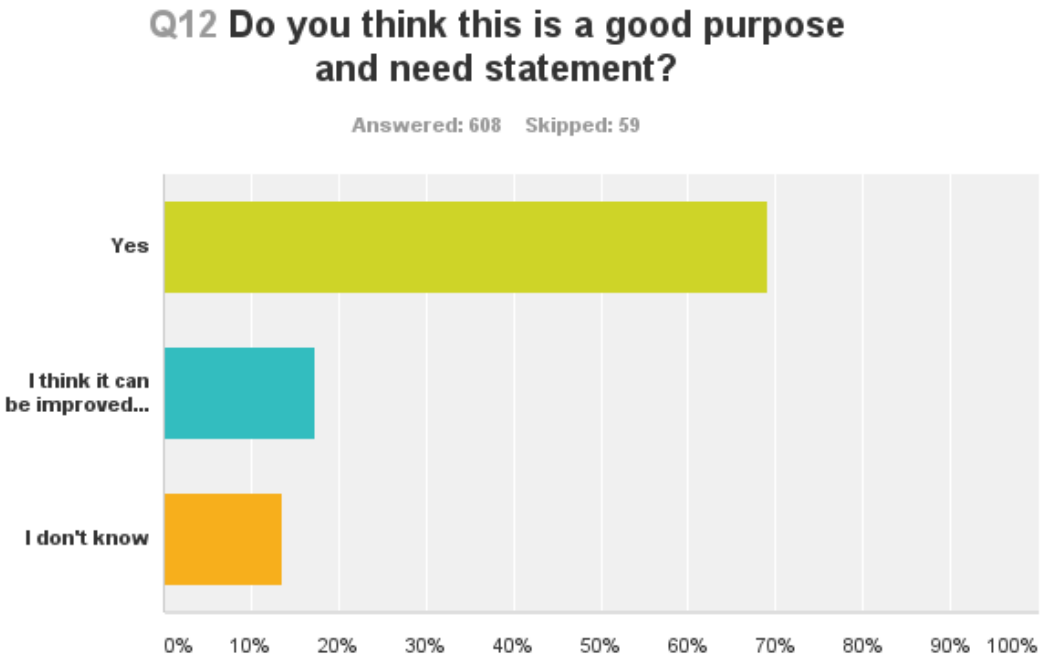
Draft purpose and need statement - A purpose and need statement is an essential part of planning for transit projects. It helps us evaluate alternatives and makes a compelling case for our region to compete for federal funds from the Federal Transit Administration. People were asked to respond to the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

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

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

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

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



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

Efficiency	▪ **cost** – the expense of adding new infrastructure, acquiring right of way, operating the transit line and affordability of transit ▪ **timing** – when new transit will be operational ▪ **construction** – in addition to cost and when the project will get built, disruptions in the neighborhood and to transportation are a concern
Transportation	▪ **balance uses** – consideration for freight, motor-vehicle, transit, bicycle, and pedestrian movements ▪ **bicycling** – special considerations for bicycles beyond balance of uses, capacity to carry bicycles on new transit, safety improvements for bicycle use ▪ **maintain travel lanes** – maintain existing travel lanes on either Powell or Division ▪ **parallels light rail** – with existing Blue Line, concern about creating inefficiency with close by, redundant rail line ▪ **right of way** – existing roadway space does not allow many transit type options, acquiring right of way comes at high cost and is disruptive ▪ **ridership** – meet needs of current transit users; provide better options that encourage people to choose transit for transportation; and plan for future transit demand ▪ **route** – suggestions for where transit should go

	▪ **traffic** – identifies existing congestion along Powell Blvd and Division St; explores the effect motor-vehicle traffic has on transit and vice versa
Neighborhood and development qualities	▪ **design** – placemaking elements incorporated into transit choice, station areas, and neighborhoods ▪ **development opportunity** – includes opportunities to grow jobs, employment, and business in the corridor in addition to catalyzing residential projects and neighborhood revitalization ▪ **future growth** – refers to population and neighborhood growth and planning for future needs; also considers future transit demand and changing demographics of ridership ▪ **housing** – housing added, housing destroyed, property value, displacement ▪ **neighborhood effects** – noise, increased traffic, parking, construction disruptions, scale, home owner concerns, mitigation, supportive revitalization, placemaking ▪ **utility impacts** – underground infrastructure incompatible with heavy vehicles, vibrations, and construction disturbance ▪ **walkability** – easy to walk to/from home to transit or transit to/from shopping, improve street crossings, maintain walkable neighborhoods, add sidewalks
Equity	▪ **accessibility** – quick and convenient boarding and deboarding for people with disabilities ▪ **access to transit** – providing opportunities for underserved populations to reach important destinations, benefits of improved access for communities of color or people with low income ▪ **equity** – residential/business displacement, low-income and underserved populations, access to employment/services, increasing/decreasing property value ▪ **gentrification** – transit type role in property value change, displacement ▪ **station spacing** – depending on transit type, station spacing can improve or diminish access to transit; selection of station areas will affect neighborhoods ▪ **transit-dependence** – service improvements help transit-dependent people get to/from destinations
Transit design	▪ **amenities** – streetscaping, shelters, seating, lighting, trash receptacles, bike storage/parking ▪ **branding** – identifiable features for easy to use system ▪ **dedicated lanes** – recommendations for dedicated lanes, including route sections, safety, avoiding traffic congestion for quicker trip ▪ **environmentally friendly** – reduce number of motor-vehicle trips, increase number of people per vehicle, consider hybrid or electric vehicles to reduce emissions, considerations of sustainability

DRAFT - TO BE FINALIZED FOLLOWING CLOSE OF SURVEY

	▪ **future growth** – considers future transit demand and changing demographics of ridership ▪ **permanence/flexibility** – rail and busway lanes offer permanence necessary for development; bus options can change with population and maneuver around traffic issues ▪ **public perception** – different transit types have stigmas/appeal that affect ridership/transit use ▪ **safety and security** – lighting, security presence, fare enforcement, station area security, street crossings ▪ signal priority ▪ **station spacing** – limited stops (express-type service, move people through an area), multiple stops (facilitate transfers, local-type service, convenient access, move people to an area), distance recommendations ▪ **transit type** – recommendations for vehicle/service type ▪ **trip duration** – speed, travel time ▪ **vehicle capacity** – number of people each vehicle can move, comfort capacity/crowding
Service improvements	▪ **better connections** – station locations, important destinations, and proximity to other transit to facilitate transfers ▪ **connect to transit** – enhanced service connects to existing transit system; create transfers to improve regional mobility and connect to other transportation options ▪ **few/no transfers** – express-type service and service without transfer to major destinations ▪ **frequency** – very frequent service for robust ridership ▪ **maintain/+ bus service** – maintain service on Line 4, Line 9, and generally; improve bus service ▪ **n/s connections** – improve or add north-south transit route connections ▪ **reliability** – transit arrives on time, travel times between destinations are consistent, minimal to no service disruptions ▪ **safety and security** – fare enforcement, rider courtesy ▪ **service hours** –need later, earlier, and weekend hours to meet demand for a variety of trips and travel throughout the corridor ▪ **short/long trips** – limited stops (express-type service, move people through an area), multiple stops (facilitate transfers, local-type service, convenient access, move people to an area)

Equity Work Group

Community members, advocacy organizations, professionals working on issues related to equity, staff from TriMet, Portland, Gresham, Multnomah County, the Oregon Department of Transportation, Metro and members of the Powell-Division Steering Committee convened on

September 3. This equity work group meeting was the beginning of a multi-year effort to incorporate into a transit project ways to increase the prosperity and opportunities for people who live and work in these places today and in the future, while confronting the challenges that new investments can sometimes create.

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

- There is strong interest in capitalizing on the transit project to advance desired community outcomes, including: mixed income neighborhoods; intentional affordable housing; safer, more welcoming streets and community spaces; new local jobs that hire local workers; protecting existing small businesses especially ethnic businesses that are the heart of communities throughout the corridor.
- People readily identify places that could be made safer, more welcoming and better connected, and these improvements would present opportunities for business development and community building.
- The current challenges faced by communities in Southeast Portland, East Portland and Gresham differ. The solutions need to be context-specific rather than one size fits all.
- People want to see strategic coordination among the jurisdictions in the corridor to make the most of investments.
- Better transit will be welcome, and it should complement (and not reduce) local transit service.

Business engagement

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

Staff explored other business engagement opportunities with area business associations and chambers of commerce. The Gresham Area Chamber of Commerce featured a transit discussion on July 22 that included a briefing on the Powell-Division Transit and Development project. A video of that meeting is posted on the Chamber's website www.greshamchamber.org and viewable directly at https://www.youtube.com/watch?v=alvydtFjDBQ&feature=player_embedded.

High school outreach on Powell Blvd

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

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

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

CLOSING THE LOOP: LINKING PUBLIC INPUT TO DECISION-MAKING

Input that informs decisions

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

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

Delivery to decision-makers

This report is the primary mechanism for delivering public input to the Steering Committee in advance of their decision on project outcomes and goals. This report has been made available to the committee and the general public at least one week prior to their September 29, 2014

meeting. In advance of this meeting, each committee member will be offered an opportunity to discuss the public input and/or technical findings with project staff. The findings contained in this report will be presented and discussed during the meeting before the committee provides seeks consensus on advancing some alternatives for further study.

Feedback to participants

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

EVALUATION OF ENGAGEMENT TO DATE

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

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

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

DRAFT - TO BE FINALIZED FOLLOWING CLOSE OF SURVEY

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

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

DRAFT - TO BE FINALIZED FOLLOWING CLOSE OF SURVEY

WHAT'S NEXT?

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

Do you have ideas for other activities?

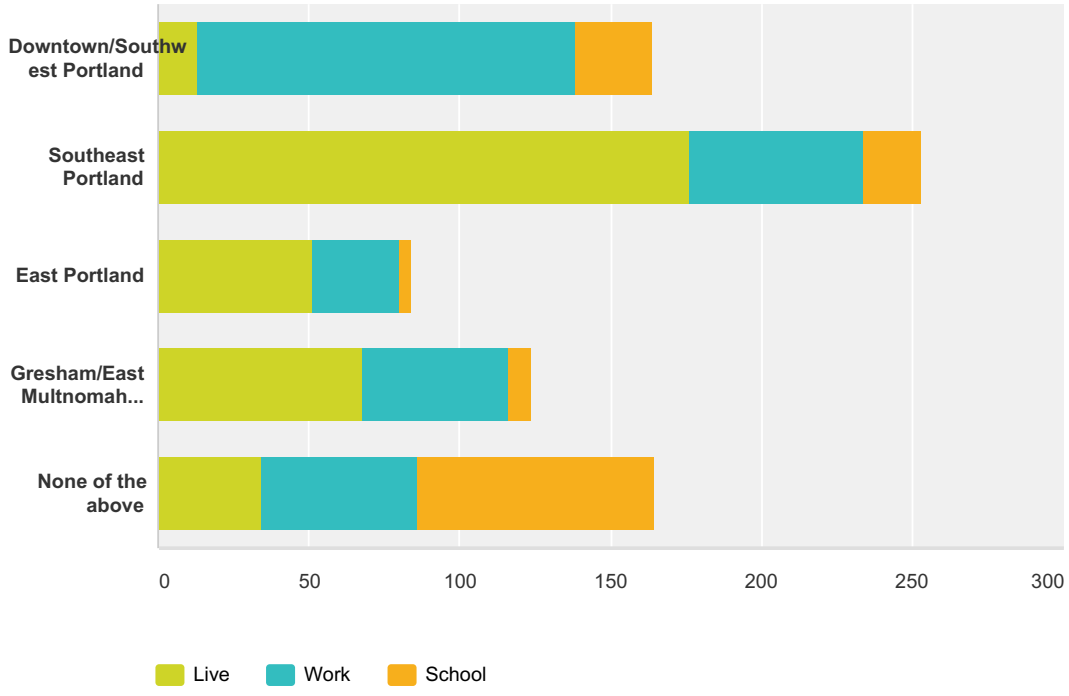
Let us know! Contact information is found on page 6.

DRAFT - TO BE FINALIZED FOLLOWING CLOSE OF SURVEY

APPENDIX

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

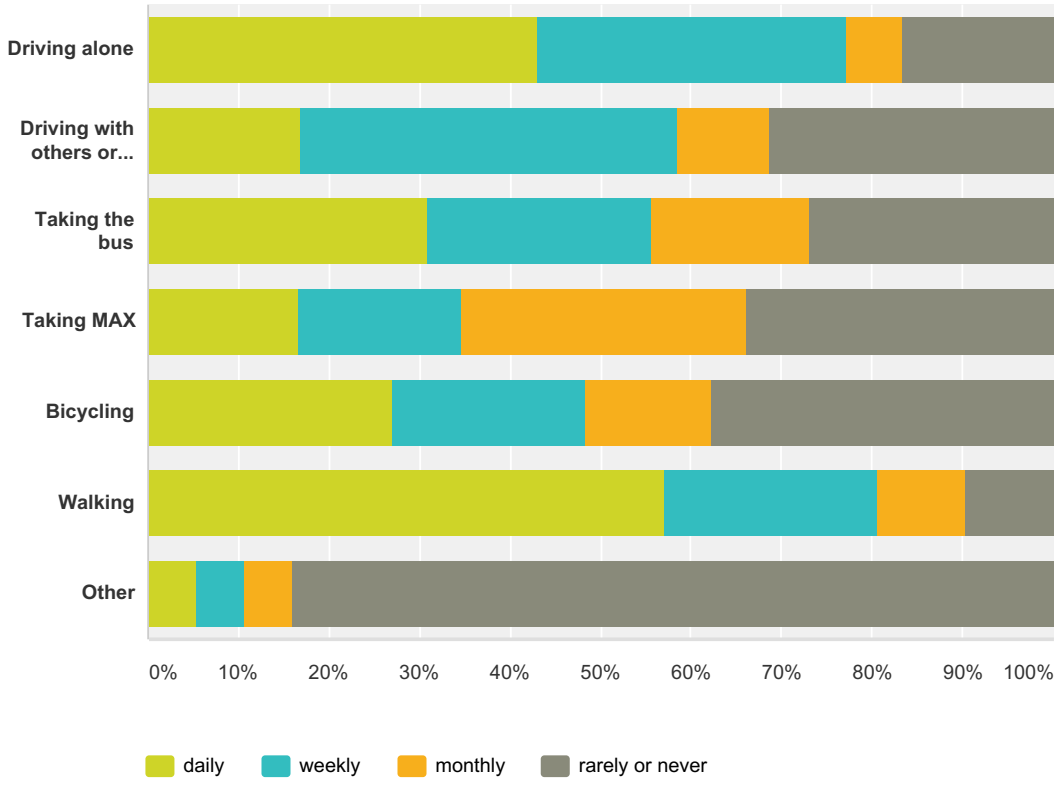
Answered: 338 Skipped: 2



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

Q2 How do you generally get around?

Answered: 319 Skipped: 21



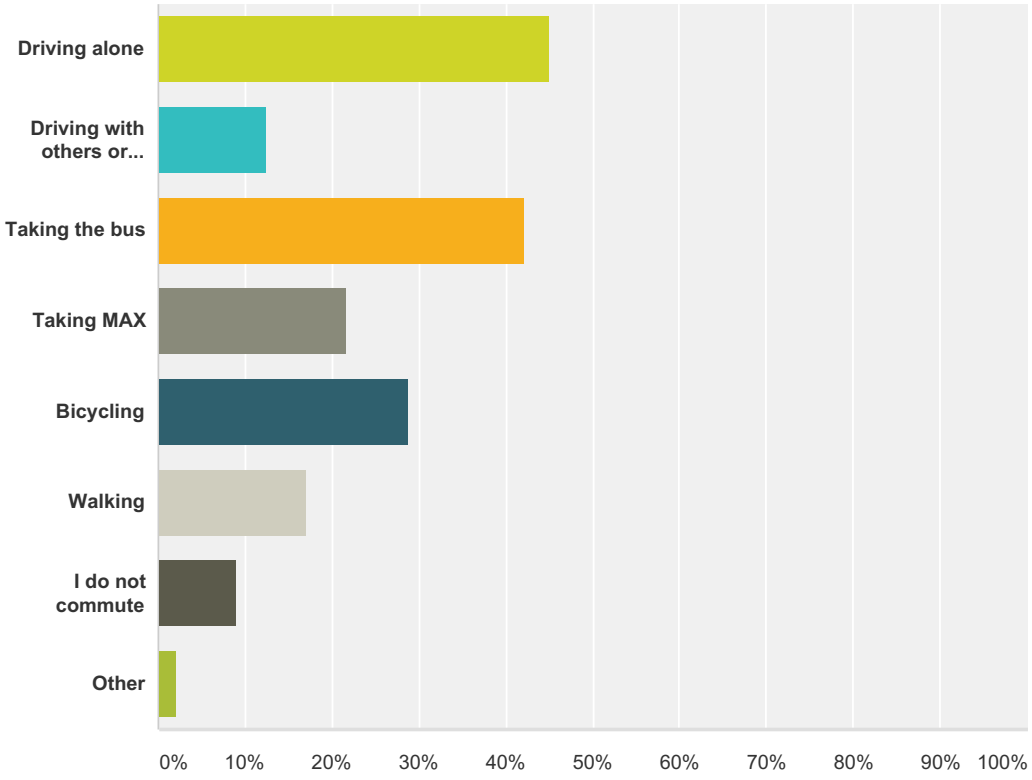
	daily	weekly	monthly	rarely or never	Total
Driving alone	**43.01%** 117	**34.19%** 93	**6.25%** 17	**16.54%** 45	272
Driving with others or carpooling	**16.74%** 38	**41.85%** 95	**10.13%** 23	**31.28%** 71	227
Taking the bus	**30.86%** 83	**24.91%** 67	**17.47%** 47	**26.77%** 72	269
Taking MAX	**16.73%**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

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

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

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

Answered: 322 Skipped: 18



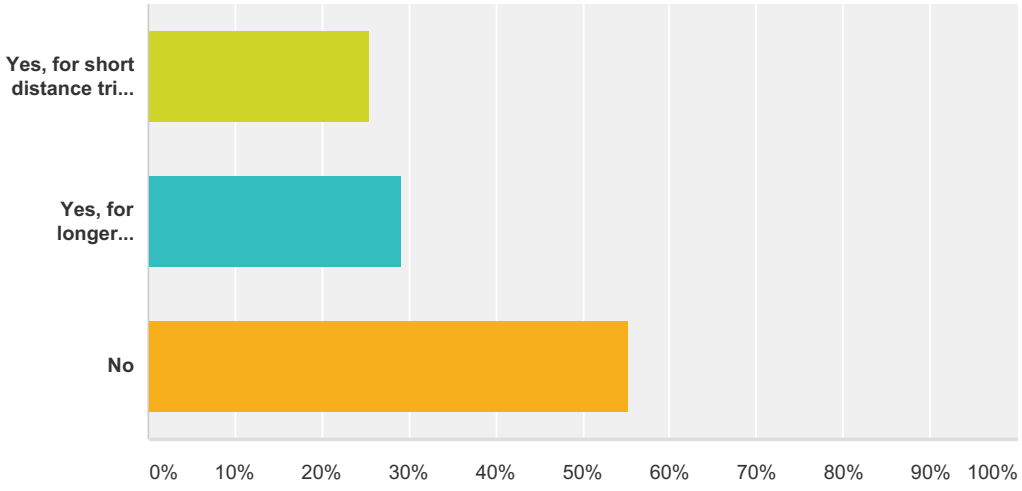
Answer Choices	Responses	
Driving alone	**45.03%**	145
Driving with others or carpooling	**12.42%**	40
Taking the bus	**42.24%**	136
Taking MAX	**21.74%**	70
Bicycling	**28.88%**	93
Walking	**17.08%**	55
I do not commute	**9.01%**	29
Other	**2.17%**	7
Total Respondents: 322		

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

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

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

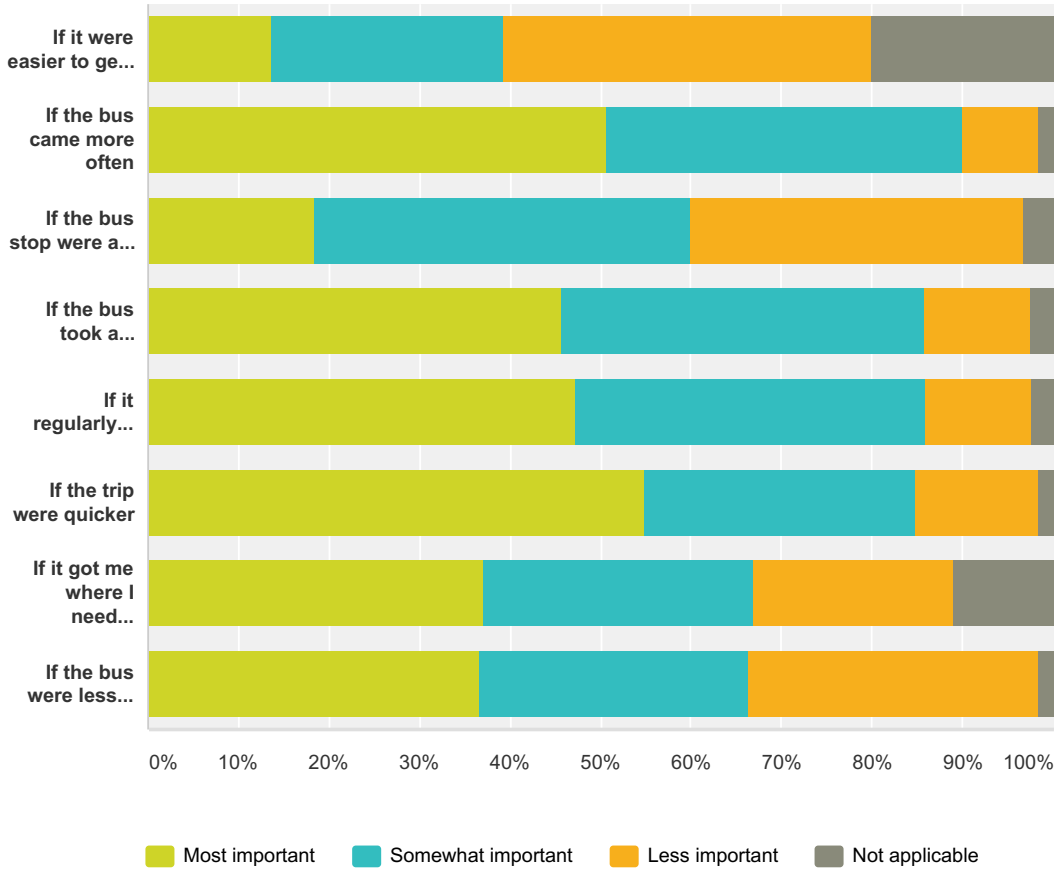
Answered: 322 Skipped: 18



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

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

Answered: 138 Skipped: 202



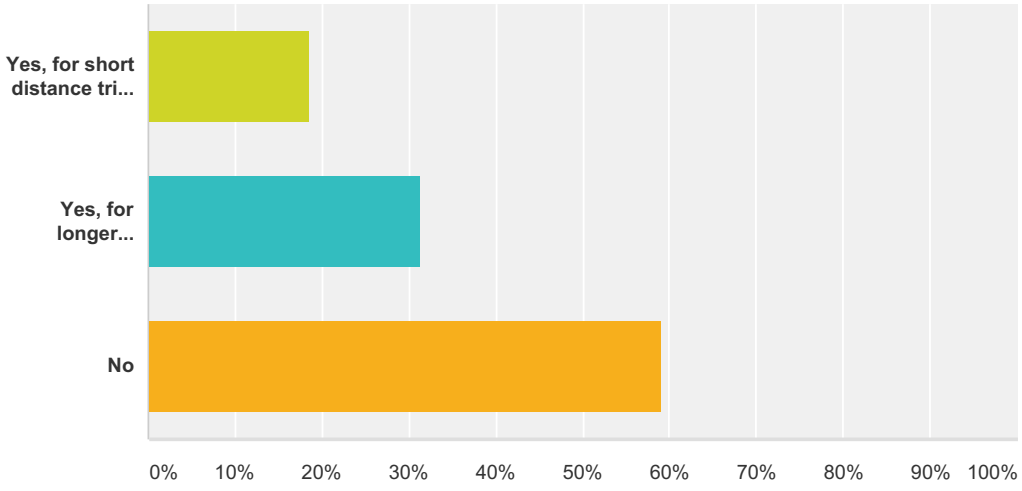
	Most important	Somewhat important	Less important	Not applicable	Total
If it were easier to get to the bus stop from where I live	**13.60%** 17	**25.60%** 32	**40.80%** 51	**20.00%** 25	125
If the bus came more often	**50.77%** 66	**39.23%** 51	**8.46%** 11	**1.54%** 2	130
If the bus stop were a more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

Powell-Division survey 1

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

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

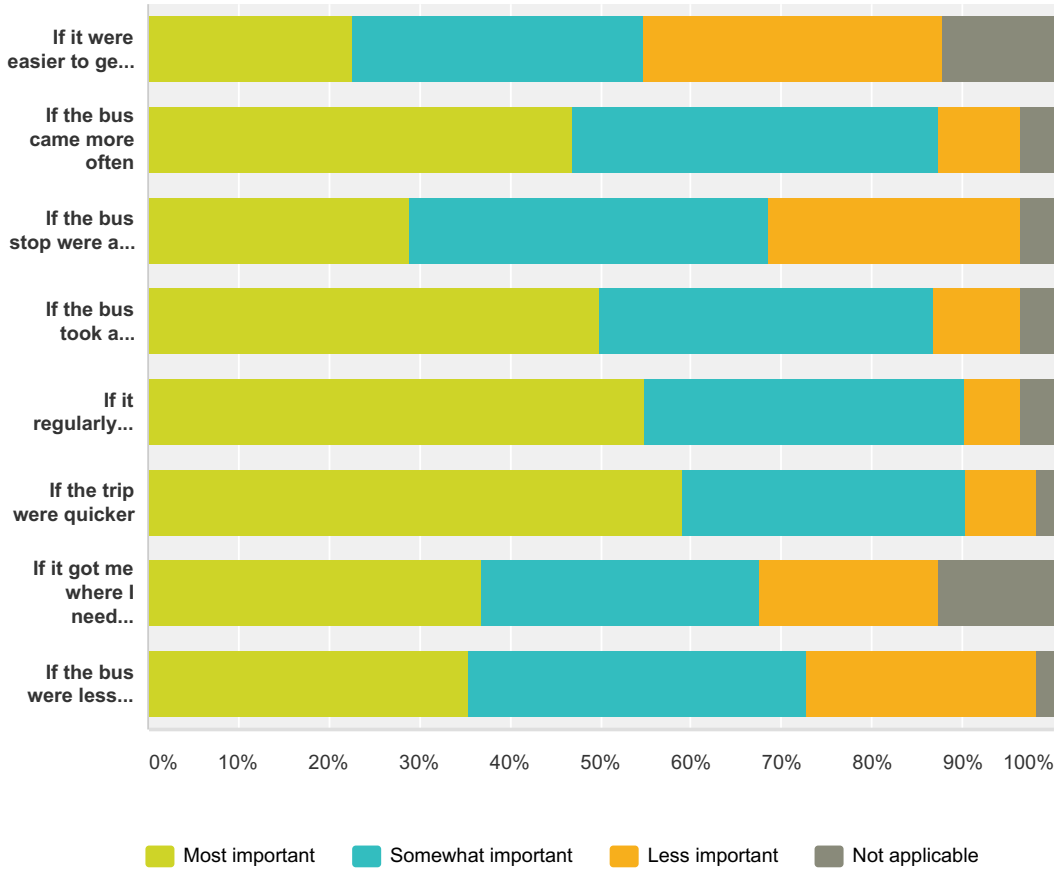
Answered: 317 Skipped: 23



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

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

Answered: 122 Skipped: 218



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

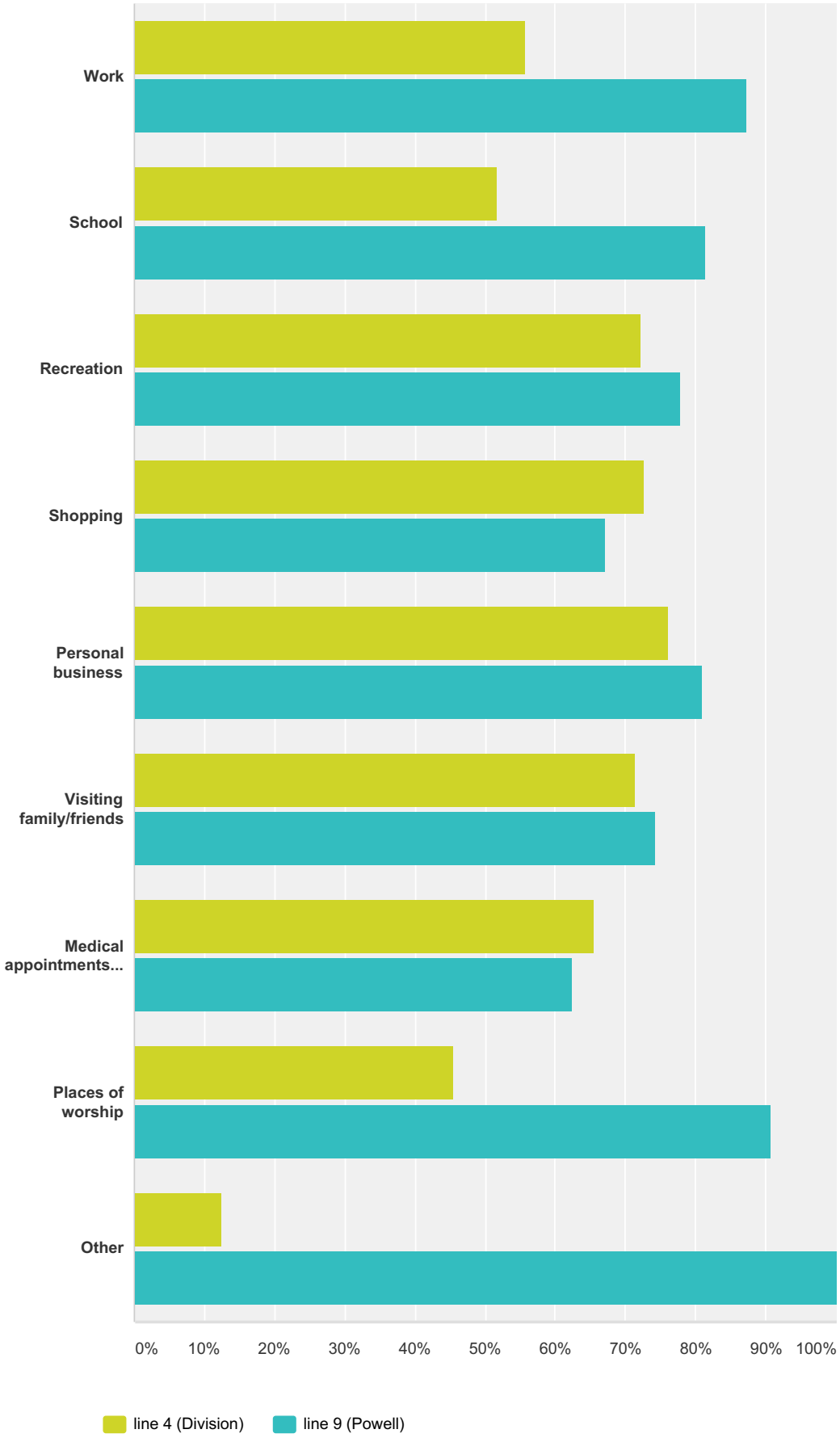
Powell-Division survey 1

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

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

Answered: 122 Skipped: 218

Powell-Division survey 1



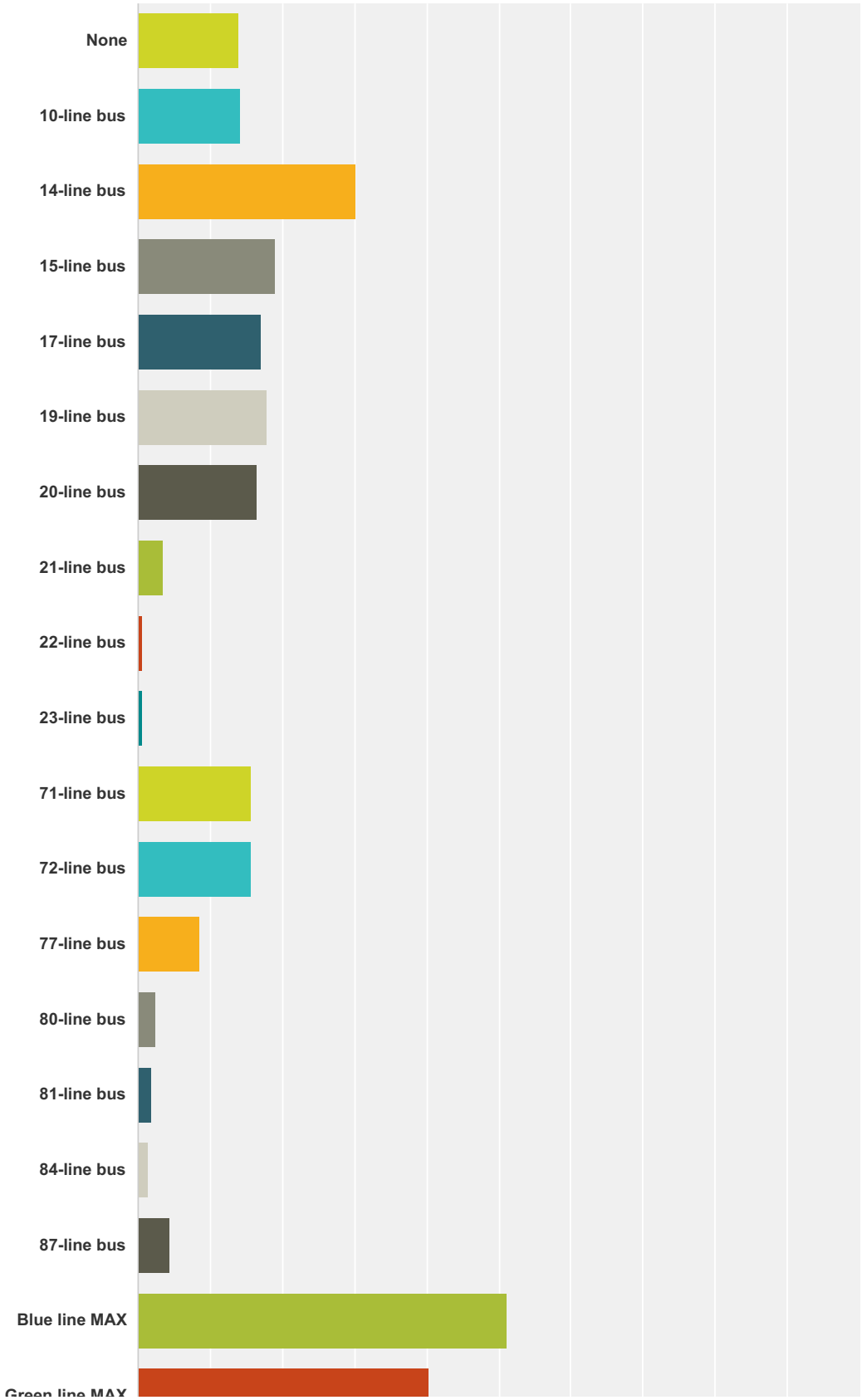
Powell-Division survey 1

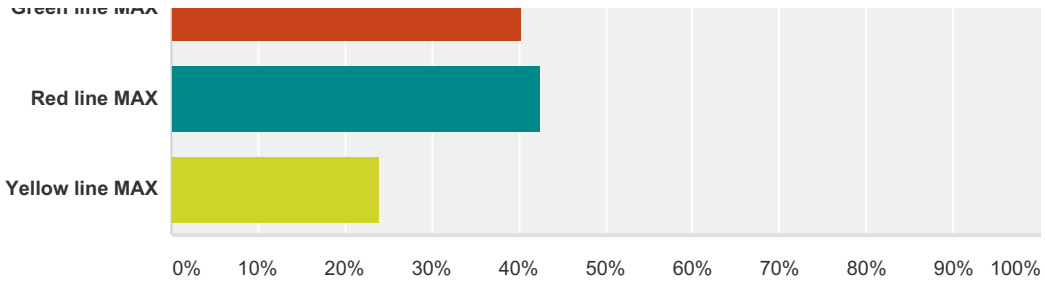
	line 4 (Division)	line 9 (Powell)	Total Respondents
Work	**55.70%** 44	**87.34%** 69	79
School	**51.85%** 14	**81.48%** 22	27
Recreation	**72.22%** 52	**77.78%** 56	72
Shopping	**72.60%** 53	**67.12%** 49	73
Personal business	**76.19%** 48	**80.95%** 51	63
Visiting family/friends	**71.43%** 25	**74.29%**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

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

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

Answered: 280 Skipped: 60



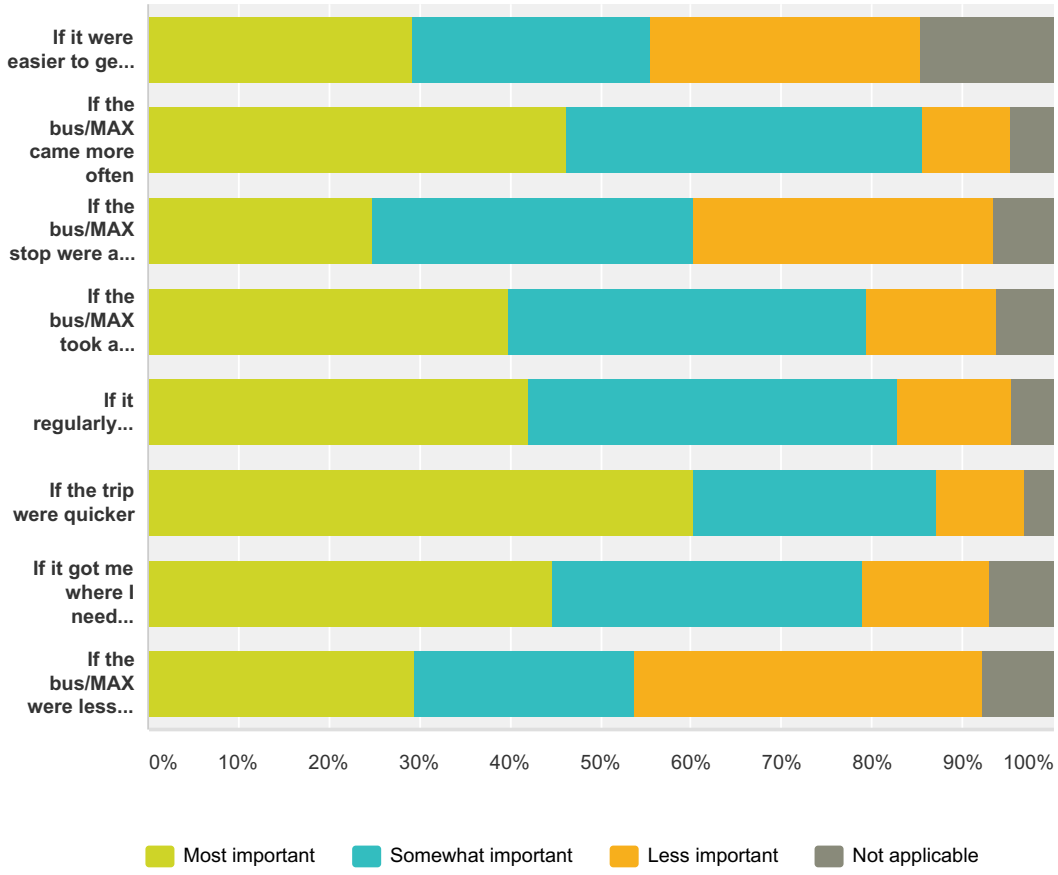


Answer Choices	Responses	
None	**13.93%**	39
10-line bus	**14.29%**	40
14-line bus	**30.36%**	85
15-line bus	**18.93%**	53
17-line bus	**17.14%**	48
19-line bus	**17.86%**	50
20-line bus	**16.43%**	46
21-line bus	**3.57%**	10
22-line bus	**0.71%**	2
23-line bus	**0.71%**	2
71-line bus	**15.71%**	44
72-line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

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

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

Answered: 232 Skipped: 108



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

If the bus/MAX were less crowded	**29.47%** 61	**24.15%** 50	**38.65%** 80	**7.73%** 16	207

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

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

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

Answered: 140 Skipped: 200

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

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

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

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

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

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

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

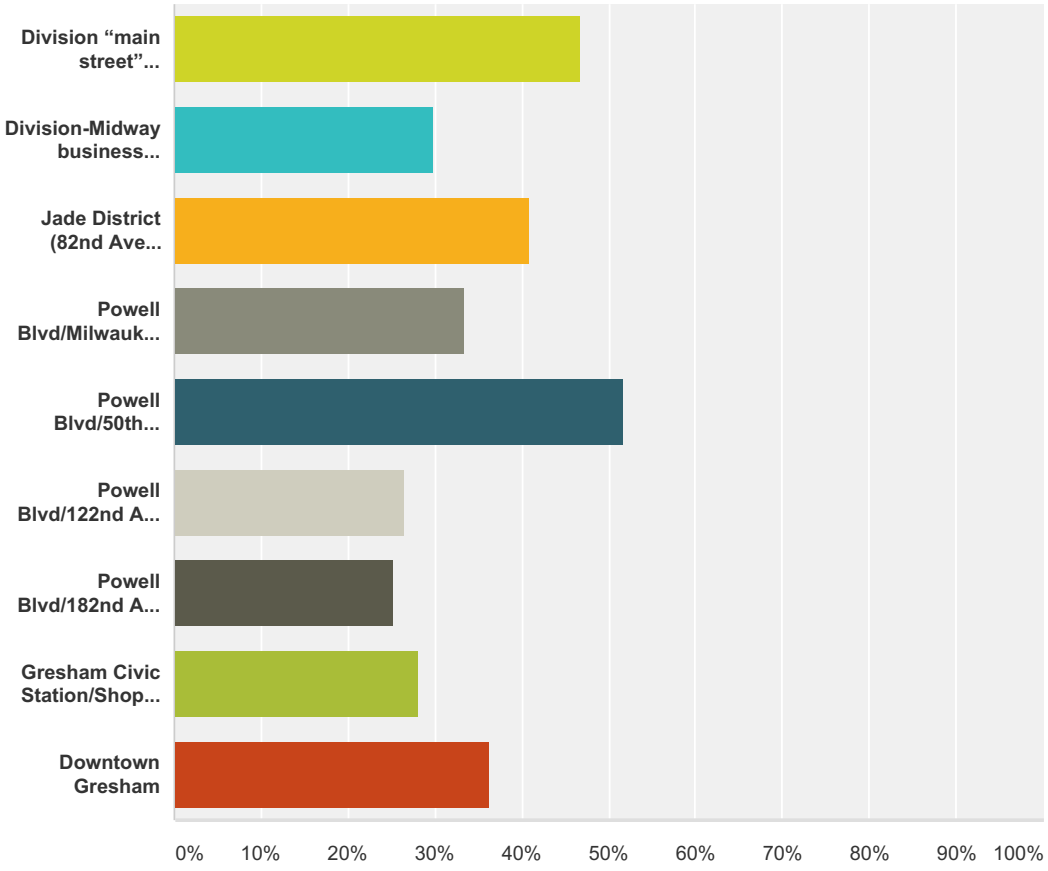
110	cost ridership vehicle life How is the transit alternative type perceived by people (what does the literature say?) and will its public perception help more people decide to switch from driving to transit? Is the cost per additional new rider worth it if pursuing a more expensive but better-perceived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

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

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

Q1 Commercial and shopping areas and neighborhood centers

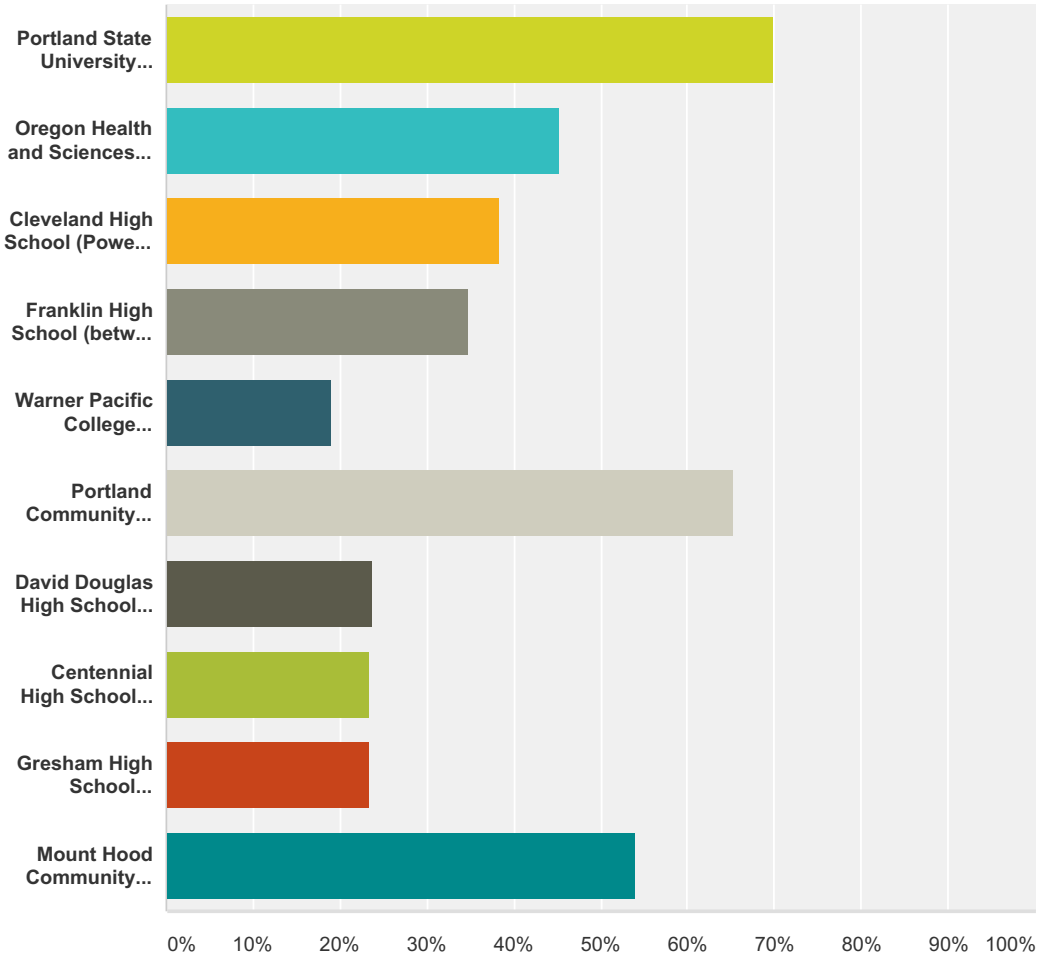
Answered: 594 Skipped: 73



Answer Choices	Responses	
Division "main street" shopping (between SE 11th and 50th avenues)	**46.80%**	278
Division-Midway business district (between SE 122nd and 148th avenues), including Fred Meyer	**29.80%**	177
Jade District (82nd Ave between Division St and Powell Blvd)	**40.91%**	243
Powell Blvd/Milwaukie Ave, near Brooklyn neighborhood	**33.50%**	199
Powell Blvd/50th Ave/Foster Rd, near Foster-Powell business district	**51.68%**	307
Powell Blvd/122nd Ave, including Walgreens and Safeway	**26.60%**	158
Powell Blvd/182nd Ave, including Safeway and Walmart	**25.25%**	150
Gresham Civic Station/Shopping Center	**28.11%**	167
Downtown Gresham	**36.36%**	216
Total Respondents: 594		

Q2 Schools

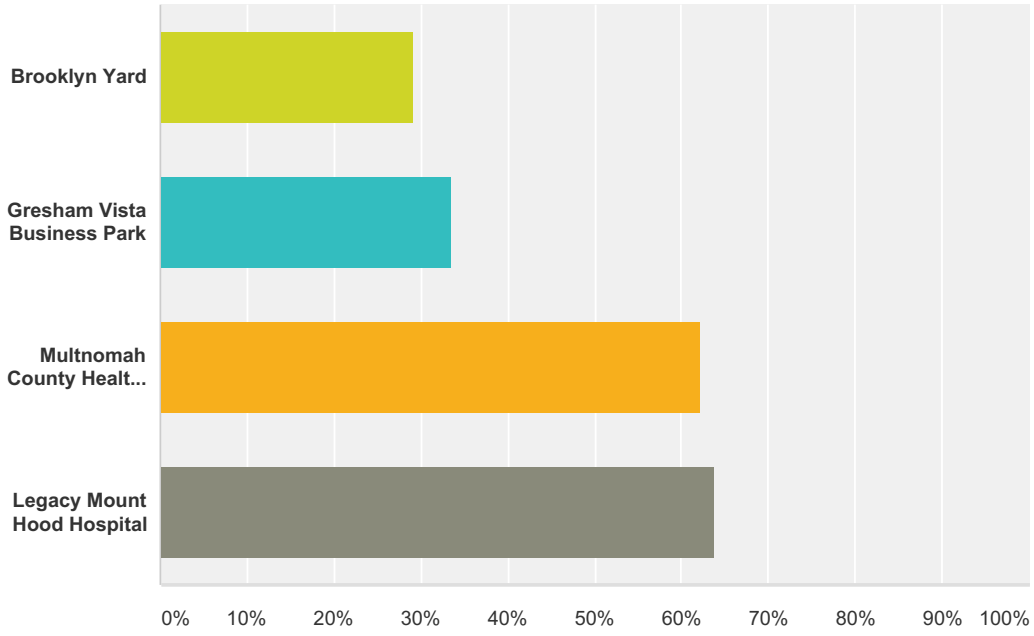
Answered: 564 Skipped: 103



Answer Choices	Responses	
Portland State University (Downtown Portland)	**70.04%**	395
Oregon Health and Sciences University (South Waterfront)	**45.21%**	255
Cleveland High School (Powell Blvd and 28th Ave)	**38.48%**	217
Franklin High School (between Divisionn St and Powell Blvd on 52nd Ave)	**34.93%**	197
Warner Pacific College (Division St and 68th Ave)	**18.97%**	107
Portland Community College, Southeast Center (Division St and 82nd Ave)	**65.25%**	368
David Douglas High School (north of Division on 135th Ave)	**23.76%**	134
Centennial High School (between Powell Blvd and Division St on 182nd Ave)	**23.40%**	132
Gresham High School (Division St and Main Ave)	**23.40%**	132
Mount Hood Community College (Stark St and Kane Dr)	**54.08%**	305
Total Respondents: 564		

Q3 Employment and business centers

Answered: 312 Skipped: 355



Answer Choices	Responses	
Brooklyn Yard	**29.17%**	91
Gresham Vista Business Park	**33.65%**	105
Multnomah County Health Center	**62.18%**	194
Legacy Mount Hood Hospital	**63.78%**	199
Total Respondents: 312		

Q4 Other destinations

Answered: 68 Skipped: 599

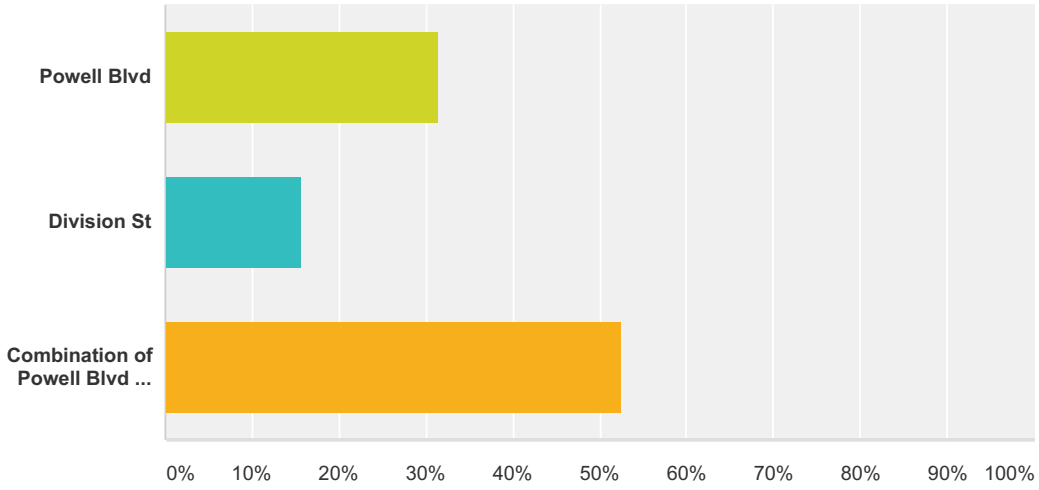
#	Responses	Date
1	businesses government health Rockwood Human Solutions / Metropolitan Family Service / Wallace Medical Center	9/15/2014 10:22 AM
2	maintain/+ bus service route keeping the regular type bus line on Division Brooklyn and Franklin --the places i did not mark still need transit but Powell Blvd is more suited toward rapidtransit	9/11/2014 3:18 PM
3	health schools ohsu/va hospital	9/11/2014 8:22 AM
4	downtown Portland downtown Portland	9/9/2014 7:58 PM
5	health trip duration Healthcare facilities should be listed separately in the survey - they are primarily locations that one should be able to reach quickly using transit. Brooklyn Yard should be listed as TRIMET Brooklyn Yard - a lot of people don't necessarily know what BY is!	9/9/2014 3:06 PM
6	downtown East Portland schools Pcc east side downtown	9/8/2014 12:01 PM
7	connect to transit downtown jobs I'm most concerned about the ease of getting into downtown, where I have to make my connection to get to work.	9/7/2014 1:18 AM
8	connect outside P-D connect to transit N/S connections In and out of NE without having to cross the river (eg. Powell/92- Alberta/Fremont)	9/6/2014 9:33 AM
9	N/S connections North south transit	9/5/2014 2:55 PM
10	equity schools shopping you have the numbers.....schools and shopping are important but you don't need to spend the money for every neighborhood.	9/5/2014 11:35 AM
11	connect to transit N/S connections Strong connections with North-South running transit	9/5/2014 10:54 AM
12	Eastman Gresham shopping Gresham Town Fair Shopping Center on Eastman Parkway	9/4/2014 10:31 PM
13	schools Mount Hood Community College	9/4/2014 9:12 PM
14	downtown downtown	9/4/2014 8:43 PM
15	39th Powell Powell/Cesar Chavez	9/4/2014 6:00 PM
16	downtown Portland Downtown Portland & South Waterfront	9/4/2014 4:31 PM
17	downtown maintain/+ bus service DO NOT cut stops that are used now. Not everyone has the ability, stamina to walk long distances between stops. I propose a few more stops conveniently spaced; especially downtown.	9/4/2014 4:18 PM
18	Gresham health jobs Kaiser Rockwood	9/4/2014 4:10 PM
19	connect to transit East Portland N/S connections Absolutely provide connections to MAX. If you want to make east county more accessible/livable, TriMet absolutely needs to provide N-S transit on the main thoroughfares from Sandy to at least Foster (82nd, 122nd, 148th, 162nd, 181st, 205th, etcetera).	9/4/2014 2:19 PM
20	148th 162nd between powell and division on 162nd and again powell to division on 148th	9/4/2014 1:18 PM
21	20th 39th businesses Powell Businesses along Powell between 20th & 52nd. 39th & Powell is a major destination, but is not represented above.	9/4/2014 12:37 PM
22	connect outside P-D health shopping Adventist Medical Center at 10123 SE Market St, Portland, OR 97216 and Mall 205	9/4/2014 12:02 PM
23	connect outside P-D connect to transit sunset beaverton merlo	9/4/2014 11:44 AM
24	Fred Meyer Gresham Fred Meyers Gresham on Burnside. Please.	9/4/2014 11:23 AM
25	82nd Division downtown Portland Powell both division and powell between 82nd and the river	9/4/2014 11:22 AM

26	82nd Division downtown Portland Powell service hours Mostly connect the area between 82nd and Downtown on both Division and Powell in a quick and efficient manner and also provide more early morning service 7 days a week. Lots more people are working on the weekends and need early morning weekend service too!	9/4/2014 11:19 AM
27	connect outside P-D lloyd center	9/4/2014 11:12 AM
28	They are sound like they should be on the route.	9/4/2014 11:01 AM
29	balance uses anywhere but the core of portland. people drive cars, and it isn't going to change. by adding large vehicles or lightrail to busy streets, all you will be doing is pushing personal vehicles to use side streets. I'm not in favor of this because I'm a cyclist, and I enjoy the quiet low traffic side streets.	9/4/2014 10:57 AM
30	connect to transit development opportunity jobs If you gave us more information about these destinations in this survey, we could make more informed decisions about whether they should be served. How many employees? What is the future development potential. Do they already have high capacity transit service?	9/4/2014 10:51 AM
31	52nd 82nd connect outside P-D Heart of Foster (63rd/Holgate/Foster) and downtown. Foster road from 82-50th	9/4/2014 10:45 AM
32	39th grocery Powell Safeway at Cesar Chavez (formerly 39th) and SE Powell Blvd.	9/4/2014 10:39 AM
33	connect to transit Orange Line MAX Stations in Central Eastside; Green Line MAX Stations on 205; Blue Line MAX Stations in Gresham	9/4/2014 10:30 AM
34	government City Hall	9/4/2014 10:24 AM
35	government Gresham Gresham City Hall! (Which includes city hall, police and fire stations)	9/4/2014 10:11 AM
36	N/S connections Improve north-south connections	8/30/2014 12:30 PM
37	39th grocery parks Powell Powell City Park, Creston Park, 39th & Powell Safeway, 39th street Trader Joe's (Just south of Powell)	8/29/2014 3:46 PM
38	general opposition I am against the transit route	8/28/2014 10:46 AM
39	jobs Gresham Industrial Area along Sandy Blvd	8/28/2014 5:04 AM
40	none	8/27/2014 9:18 PM
41	82nd Division eat-drink grocery Powell Hopworks on Powell, Safeway on Powell, New Seasons on Division, Fubonn on 8	8/27/2014 7:51 PM
42	connect outside P-D parks Fairview! Blue Lake State Park!	8/27/2014 6:48 PM
43	bicycling connect to transit transportation options Connect to bike routes, especially 205 bike path, as well as commuter parking like MAX lots.	8/27/2014 5:21 PM
44	general opposition walkability It shouldn't go anywhere else. Just pave our damn streets and put in sidewalks for a change!!!	8/27/2014 4:08 PM
45	safety and security Please don't bring max and it's associated higher crime rates into our neighborhood.	8/27/2014 7:24 AM
46	schools OHSU	8/26/2014 9:15 PM
47	reliability short/long trips I think it is important to connect all the places I clicked. Connecting as may places as possible should be the goal to allow all people to make choices about traveling on reliant public transportation.	8/26/2014 8:14 PM
48	82nd Powell 8 2nd and powell.	8/26/2014 7:36 PM
49	82nd Division schools This page would be a lot easier to work through if the map was here also. Portland Community College, Southeast campus (Division & 82nd)	8/26/2014 5:08 PM
50	grocery Grocery stores of any kind	8/26/2014 1:51 PM
51	LRT None. Take the MAX.	8/26/2014 11:30 AM
52	community center connect to transit equity gentrification jobs neighborhoods schools everything is important to connect, but I'd like to see more connectivity for high-school youth and places like job centers and community centers. Secondly, I would prioritize low-income neighborhoods and job centers (but then we have to worry about gentrification too---(ugh, planning, why are you so hard!)) Maybe I actually wouldn't connect inner eastside industrial district as much	8/25/2014 3:02 PM

53	Mercado Portland Mercado	8/25/2014 2:43 PM
54	connect to transit downtown N/S connections Portland N/S downtown transit mall to at least Burnside (most inbound AM line-17 riders disembark at PSU or Alder, and most board on the transit mall between Everett and PSU)	8/25/2014 11:20 AM
55	schools Reed College	8/25/2014 9:53 AM
56	government Gresham Gresham DMV	8/22/2014 10:16 AM
57	Foster-Powell Fred Meyer Foster Powell/Fred Meyer	8/20/2014 6:02 PM
58	I vote none of the above.	8/19/2014 4:50 PM
59	connect to transit Gresham Gresham Central Transit Center	8/18/2014 9:18 AM
60	community center connect to transit East Portland East Portland Community Center is very heavily used, and options to connect to it should be developed. Perhaps a branch off the Green Line?	8/5/2014 8:55 AM
61	39th SE 39th Ave	8/4/2014 3:16 PM
62	businesses Foster/Powell small businesses.	8/3/2014 10:47 AM
63	connect outside P-D Glisan 207th to 257th	7/31/2014 9:49 PM
64	businesses government jobs laundry library parks repair service/materials Consider largest employers, libraries, city parks, city & county government, & county courthouses, laundromats, hardware stores, & repair shops.	7/29/2014 1:23 PM
65	52nd connect outside P-D N/S connections schools Everything in this city runs East to West. There is little that runs through the center of SE connecting Burnside with Woodstock easily. It would be really helpful to have something that at least goes from Division to Woodstock. Maybe down 52nd passed Franklin High School. That road is getting more and more use and the lights make it take forever on the bus.	7/29/2014 10:24 AM
66	community center East Portland grocery library museum It doesn't look like it would fit with the proposals, but connections to community centers (i.e, East Portland Community Center) and libraries would be a great asset. A stop at or near OMSI would also be a high priority. Stops near grocery stores (preferably New Seasons) would be helpful.	7/28/2014 6:13 PM
67	12th connect to transit Division connecting with new light rail station 12th and Division.	7/28/2014 4:45 PM
68	jobs N/S connections 122nd jobs along Airport Way	7/28/2014 2:51 PM

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

Answered: 611 Skipped: 56



Answer Choices	Responses	
Powell Blvd	**31.59%**	193
Division St	**15.71%**	96
Combination of Powell Blvd and Division St	**52.70%**	322
Total		**611**

#	If you said combination, what would this look like?	Date
1	82nd inner Powell outer Division Powell to 82nd, then up to Division then out to Gresham.	9/15/2014 10:39 AM
2	Not sure, but could take survey of current riders of the 4 & 9 routes	9/13/2014 3:45 PM
3	frequency If the buses are crowded add more frequent times, Not more MAX Lines.	9/12/2014 3:26 PM
4	inner Division inner Powell outer Division outer Powell Where there is room, have it on Division. Where that becomes too crowded, use Powell.	9/12/2014 2:56 PM
5	50th/ 52nd inner Division outer Powell cross river, go up division. around SE 50th move over to SE Powell or Foster.	9/11/2014 3:40 PM
6	82nd I-205 inner Powell outer Division River to 82 or I205 on Powell, then east on Division	9/11/2014 12:58 PM
7	inner Powell outer Powell walkability Using the Powell corridor will help add sidewalks along outer Powell	9/10/2014 12:46 PM
8	constrained Division I feel like it would be impossible to go down Division's Main St area. The combination you have on the bottom right looks the most feasible.	9/10/2014 12:43 PM
9	constrained Division Not sure what this could be and if it is something like MAX there is no room on Division and the whole new developed area of Division is very claustrophobic. I drive to MAX rather than taking the Division bus because it takes longer to get downtown. I will take the Division bus when meeting friends in the lower streets of Division because there is no longer any place to park! Terrible city planning.	9/9/2014 7:58 PM
10	82nd inner Powell outer Division Ross Island Powell from Ross Island Bridge to 82nd, Division on out.	9/9/2014 5:04 PM

11	82nd inner Division outer Powell Up Division & then right on 82nd left to Powell...unlike any of the above combinations.	9/9/2014 3:06 PM
12	1+ N/S connections inner Division inner Powell outer Division outer Powell Similar to how you have it laid out in the map. Go out on one street and back on the other. In most places they're not so far that it's hard to get to one over the other for people in the middle.	9/9/2014 11:50 AM
13	50th/ 52nd inner Division outer Powell From west to east: Downtown to Division and 11th/12th, follow Division to 50th, follow 50th south to Powell, follow Powell east	9/9/2014 5:01 AM
14	1+ N/S connections 50th/ 52nd 82nd inner Division inner Powell outer Division Tilikum Crossing > East on Division > South on 50th > East on Powell > Return North to Division somewhere past 82nd (not familiar with this area, so no preference)	9/8/2014 10:37 PM
15	something that allows congestion on either side to be relieved	9/8/2014 5:06 PM
16	82nd inner Powell outer Division Tilikum Powell in inner-SE Portland after tillikum crossing, then route to Division around Mt. Tabor and continue east within the division corridor	9/8/2014 3:48 PM
17	82nd inner Powell outer Division I like the route that jumps to Powell at 82nd as you come in towards down town. It would keep the faster line going on two lane roads.	9/8/2014 3:30 PM
18	50th/ 52nd Make it fast and efficient. Turn on 52nd connecting Powell and Division.	9/8/2014 2:50 PM
19	inner Division inner Powell outer Division outer Powell two lines A line is needed on both Powell and Division	9/8/2014 1:18 PM
20	82nd inner Powell outer Division Powell to 82nd, north to Division, Division to Gresham	9/8/2014 11:11 AM
21	General opposition I don't feel there's room for a new transit route along either Powell or Division. The traffic is already overly heavy, new Max lines will just make it worse. I don't believe this is a viable or necessary option. MAX lines have brought with them crime and negative perceptions to SE Portland and Gresham. Don't make it worse with this plan.	9/8/2014 10:45 AM
22	constrained Division avoid high density walking district below 50th on division.	9/8/2014 9:09 AM
23	better connections Powell/Milwaukee is a major transit node (it connects to Orange Line plus several other bus lines stop here). So, I think it woudl be good if the transit system is designed to connect with bus/MAX lines serving SE Portland (e.g. coming from Sellwood, Eastmoreland, Westmoreland, Woodstock, etc.).	9/8/2014 8:40 AM
24	business districts and dwelling concentrations.	9/7/2014 8:47 PM
25	82nd inner Powell outer Division Powell from Willamette to 82nd, then North to Division	9/7/2014 3:52 PM
26	82nd inner Powell outer Division The big question. At this point, I think using the width of the road as a guide is best; so along Powell from the South Waterfront to 82nd, and then up 82nd and down Division to Gresham and ending at Mt Hood Community College.	9/7/2014 9:46 AM
27	Eastman Kane outer Division I only know about the Gresham end of the line (so I couldn't say what shopping & job centers above were important on the Portland end). For the Gresham end, I'd suggest that the route be on Division, make a small loop to serve Downtown Gresham (maybe Division to Main to NE 5th to Kelly [by the transit center & county building] and back to Division) then continue east on Division to make a loop that serves MHCC, Legacy Mt. Hood Hospital & (kind of) Gresham Vista (maybe Division to Kane to Stark to Eastman Pkwy & back to Division to head back to Portland).	9/6/2014 3:04 PM
28	Division BRT outer Powell Well I don't believe more construction should happen from the waterfront to 39th and Division, but it would be nice to have something faster to go down that area. Then switch over to Powell once Powell becomes one lane on each side. It is a horrible area to be on the bus or in a car during rush hour, one lane just doesn't cut it. Plus after 92nd, the Powell bus sucks. Every half hour just doesn't cut it for that area. It is a horrible area to live - use to live on 2700 W Powell and go to school at Centennial. Hated it.	9/6/2014 11:45 AM
29	Where there are more riders, and/or you have to walk further to get to a stop (or else I might as well go back to driving my car daily)	9/6/2014 10:06 AM
30	1+ N/S connections inner Powell Powell side of the river to MHCC loop...	9/6/2014 9:33 AM
31	82nd inner Division inner Powell Division closer to the River and Powell farther east, toward 82nd.	9/6/2014 8:40 AM

32	constrained Division inner Powell outer Division Powell seems wider closer to the river. Division is very cramped from the river until about 82nd Ave. Then the width appears to reverse itself -- Division seems straight and wide all the way to Gresham; whereas Powell shrinks to a two-lane road that meanders about for awhile thru some buttes.	9/6/2014 8:29 AM
33	50th/ 52nd 82nd inner Powell On Powell west of 82nd? Or 50th?	9/6/2014 7:46 AM
34	Hogan Powell to Hogan, north to Division, then east to MHCC	9/5/2014 3:39 PM
35	82nd inner Powell outer Division Downtown to 82nd street on Powell (double lanes) then from 82nd to Division - basically ride the four-lane roads.	9/5/2014 2:24 PM
36	Powell west of 82nd Ave, Division east of 82nd Ave	9/5/2014 12:35 PM
37	82nd inner Powell outer Division Powell closer in, maybe inside SE 82nd, and Division east of SE 82nd.	9/5/2014 11:11 AM
38	I ride the 4 northbound into North Portland and southbound just into downtown. I don't know what would serve the riders best, on the part of the line you are considering.	9/5/2014 11:08 AM
39	better connections inner Powell Key stops on Division, east of 39th but most of the transit along Powell, with particular attention to east Portland. A fast bus with fewer stops seems unnecessary for the more congestion frequent stop needs of west of 39th on Division.	9/5/2014 10:54 AM
40	1+ N/S connections inner Division inner Powell outer Division outer Powell A big loop? Hopefully running in both directions.	9/5/2014 10:54 AM
41	two lines The new transit route should run along SE Powell or Division street, but not cross between the two. It should remain simple and easy to use.	9/5/2014 10:27 AM
42	122nd inner Powell outer Division Down Powell and turn up to Division at 122nd	9/5/2014 8:26 AM
43	Instead of adding 1 route, develop the existing routes. Add limited stop and express service on both the 4 and the 9. Eventually, add streetcar to Division from OMSI to 39th.	9/5/2014 8:08 AM
44	122nd inner Powell outer Division Powell between the river and 122nd, then Division	9/5/2014 7:23 AM
45	1+ N/S connections inner Division inner Powell outer Division outer Powell out on Powell, return on division	9/5/2014 7:21 AM
46	1+ N/S connections 82nd inner Division inner Powell outer Division outer Powell A figure 8: from downtown, east on Division , south on 82nd (?) to Powell, then east to Gresham. From Gresham, west on Division to 82nd, south to Powell, west to downtown Portland.	9/5/2014 6:42 AM
47	I currently frequent neither (I have in the past), but I'd say whatever stops have the most rider traffic.	9/5/2014 4:46 AM
48	1+ N/S connections inner Division inner Powell outer Division outer Powell Two closed loops; Loop 1 goes west on Division then east on Powell, Loop 2 goes east on Division then west on Powell.	9/4/2014 9:23 PM
49	50th/ 52nd inner Division outer Powell it should run on division and Cross over to powell around 50th and then go up powell and end at Mount Hood Community College	9/4/2014 9:12 PM
50	constrained Division I'm not sure. I think this should be determined by data - high ridership now, projected ridership in the future, speed of route, and how it would affect the corridor. For example, if the route could run much faster on Powell and would still have very good ridership, that might be a better option than already-cluttered and narrow Division.	9/4/2014 8:22 PM
51	inner Division inner Powell outer Division outer Powell service hours two lines If you are thinking to split the time between Division & Powell, I think should primarily go to Division & Powell during mornings rush hour from GTC to 82nd; evening rush hour from DT to 122nd; split division during off hours: ex one bus go up Powell to 82nd over to Division to GTC reverse on Powell to 82nd over to Division to DT; other bus go down Division to 82nd over to Powell to DT reverse on Division to 82nd over to Powell to GTC.	9/4/2014 7:04 PM
52	not sure	9/4/2014 6:52 PM

53	1+ N/S connections 50th/ 52nd inner Powell outer Division outer Powell Tilikum Begin at Portland State University and follow Orange Line route across Tilikum Crossing to the Clinton/SE 12th Ave. station. Break from Orange Line route at Powell Blvd. and go east on Powell to 50th or 52nd Ave. Turn north to meet Division St., then east on Division to 92nd Ave. From here, three alternatives: (1) turn south to meet Clinton St.; turn east over new crossing of I-205; continue east using existing or acquired ROW on or near Clinton; rejoin Powell using 136th or 148th; head east to Gresham on Powell; turn north on Hood Ave. and proceed to terminus at Gresham Central TC; (2) continue east on Division to 182nd Ave.; turn south on 182nd to rejoin Powell; head east to Hood, north to terminus at Gresham Central TC; (3) turn north on 92nd to meet Market St.; cross I-205 and continue east on Market to 130th; jog south to Mill and continue east via Mill, Millmain, and Main across 182nd; follow acquired ROW to rejoin Division at or near 190th; follow Division east to Eastman Pkwy.; turn south and follow Eastman to 3rd St.; head east on 3rd St. to Hood, north to terminus at Gresham Central TC.	9/4/2014 6:00 PM
54	50th/ 52nd inner Powell outer Division Out Powell to about 52nd, then over and out Division.	9/4/2014 5:51 PM
55	122nd inner Division outer Powell I like the middle graphic on the right side. Division going SE too 122nd and then turning and going down Powell.	9/4/2014 5:50 PM
56	82nd inner Powell outer Division Powell out to 82nd Ave, then Division to Gresham	9/4/2014 5:11 PM
57	82nd inner Powell outer Division Division east of 82nd - Powell west of 82nd	9/4/2014 4:13 PM
58	I get on or off at 212th andDivision and go to a transit station or downtown	9/4/2014 4:10 PM
59	better connections I don't know what it looks like - I just know that I have used both 4 and 9 extensively and they are always jammed. It got worse when you changed the downtown stops so that we couldn't pick between the 2.	9/4/2014 3:55 PM
60	82nd inner Powell outer Division Powell from Ross Is. Bridge up to 82nd. Division from 82nd as far out east as you will go.	9/4/2014 3:38 PM
61	inner Division inner Powell outer Division outer Powell two lines BOTH routes, both ways.	9/4/2014 2:19 PM
62	beautiful	9/4/2014 2:15 PM
63	????	9/4/2014 1:39 PM
64	Powell to 82nd, then division to Gresham.	9/4/2014 1:25 PM
65	82nd inner Powell outer Division Powell to 82, then up 82 to connect to PCC & Jade district. Division after that.	9/4/2014 12:37 PM
66	inner Division inner Powell outer Division outer Powell two lines Both. Parallel buses running up both division and powell.	9/4/2014 12:34 PM
67	1+ N/S connections inner Division inner Powell outer Division outer Powell A loop in both directions.	9/4/2014 12:18 PM
68	Starting on Powell until somewhere around 39th it should switch to Division and cross the new bridge.	9/4/2014 12:15 PM
69	1+ N/S connections 20th 82nd inner Powell outer Division So far no problem with all along Division Street but if combination, will like it to run from 21st to 82nd along Powell and from 82nd to Gresham along Division.	9/4/2014 12:02 PM
70	u/k but both are important to me	9/4/2014 11:45 AM
71	better connections inner Division inner Powell outer Division outer Powell two lines It would be interesting to see the east-west routes "cross over" each other at one or two intersections between the Willamette river and Gresham, making access to travel in each direction more accessible to both corridors.	9/4/2014 11:42 AM
72	1+ N/S connections better connections inner Division inner Powell outer Division outer Powell I think the rectangle approach seems to best. Short runs that go down Powell and Division so if you aren't going far it is faster and hopefully less crowded. The #4 bus is always a nightmare no matter what time of the day or night you take it.	9/4/2014 11:39 AM
73	39th inner Division outer Powell Division to 39th -- Powell beyond	9/4/2014 11:38 AM

74	1+ N/S connections 39th 82nd better connections Eastman I'm not sure I understand what this new route is about. Are you saying you'll leave the regular #4 and #9 routes, but add an express that might run on either or both streets? If so, I think Division has a lot of ridership and could really use some express buses during rush hour. If you needed to combine both streets into 1 route I would suggest having it take Division out of downtown, go south at 39th to Powell, then back up to Division maybe on 82nd Ave to continue to maybe 182nd, go back down to Powell, then back up Eastman Parkway to Divison and the rest of the way to Gresham TC or where ever the #4 route currently terminates. (Legacy Mt Hood Medical Center?)	9/4/2014 11:36 AM
75	200 denier nylon	9/4/2014 11:26 AM
76	Why did they choose to honor a killer whale with a new bridge name. So many better options. It should be put to a vote.	9/4/2014 11:23 AM
77	don't know	9/4/2014 11:22 AM
78	1+ N/S connections 82nd inner Division inner Powell A loop from 82nd to Downtown along both Division and Powell.	9/4/2014 11:19 AM
79	on powell from gresham until 26th, then on division and across tilikum crossing.	9/4/2014 11:10 AM
80	constrained Division I';m afraid parts of Division are too narrow like from SE 39th down towards the river...and its a shame, but that's how it is there...	9/4/2014 11:07 AM
81	11th/12th 39th better connections inner Division Gresham to Cesar Chavez to Division to 11th/ new light rail.	9/4/2014 11:07 AM
82	To get maximum ridership	9/4/2014 11:02 AM
83	Don't know yet.	9/4/2014 11:00 AM
84	General opposition none.	9/4/2014 10:57 AM
85	As in the first map in column #2 since Powell tends to be the busier corridor and is a major sate highway (HW 30 east).	9/4/2014 10:55 AM
86	better connections To move commuters through, it would be good to get both. To reduce the need for cars and parking, all the new Division projects need to be connected. Powell has a large number of apartments and low income housing, so connected routes on Powell are also important.	9/4/2014 10:52 AM
87	82nd inner Powell outer Division Tilikum Use the Tillicum transit bridge and orange line ROW to get to Powell, then run it East on Powell, N. on 82nd and E on Division. Anchor the east end at the Community College.	9/4/2014 10:51 AM
88	Maybe switching from division to powell at some point in the ride, or vice versa	9/4/2014 10:50 AM
89	82nd inner Powell outer Division Gresham along division to 82 then to powell	9/4/2014 10:48 AM
90	inner Powell Not sure. I use the #4 Division but with the current reroute in the evening, I've enjoyed being able to stop at 39th & Powell.	9/4/2014 10:43 AM
91	82nd With Powell and Division so close together, it doesn't really matter if it's all Powell, all Division or a Combination in inner SE. It makes more sense to have a combination past 82nd Ave to Gresham.	9/4/2014 10:41 AM
92	better connections constrained Division constrained Powell I live on Powell and if it it only ran on Division, it's just too far a walk to and from the bus in my opinion. I would proabably opt to take the 71 to the MAX if this were the case. I would imagine this is how a lot of people who live on Divison would feel as well. Although, I think it's smart to reduce/remove altogether the buses on Divison. It's so narrow and so much traffic already. But then again, the same goes for Powell...	9/4/2014 10:40 AM
93	1+ N/S connections 11th/12th 122nd 20th 26th 82nd inner Division inner Powell maintain 4 maintain 9 outer Division outer Powell From Downtown Portland across a bridge (Maybe across the Hawthorne or Morrison Bridge instead of the Ross Island Bridge) up Division to around 20th or 26th, across to Powell Blvd. Then up Powell from about 26th at Cleveland High School to at least Cesar Chavez Blvd. Maybe back to Division at 82nd. Back across from Division to Powell at 122nd. Then on to Gresham on Powell Blvd. OR Just increase both lines to 10 minutes or better service during rush hours. Thank you.	9/4/2014 10:39 AM
94	1+ N/S connections Run on both streets	9/4/2014 10:36 AM
95	82nd inner Powell outer Division On Powell to 82nd then on Division to the farthest eastern stop.	9/4/2014 10:33 AM
96	11th/12th 50th/ 52nd 82nd inner Powell outer Division Tilikum tillicum bridge to 11/12th then powel to 50's or 70's or 82nd then out division to gresham	9/4/2014 10:30 AM

97	I picture it running along Powell until around 82nd, then moving up to Division out to Gresham.	9/4/2014 10:25 AM
98	outer Division I said "combination" only so I could express my concern about the potential congestion - due to narrow roadway and explosive of development (with gross lack of off-street parking) - on Division between,11th and 50th Ave.s. This could be a real bottleneck to the whole purpose of getting folks to and from Downtown <--> East Portland/Gresham.	9/4/2014 10:23 AM
99	122nd 39th better connections inner Division maintain 4 maintain 9 outer Powell I think it should run from downtown to Gresham on both Division and Powell, the same route as the 4 and 9, if that is affordable. If not, then Division to 39th, then down Cesar Chavez to Powell and out to Gresham from there. Or Division out to 122nd then down to Powell.	9/4/2014 10:23 AM
100	82nd inner Division outer Powell Tilikum It seems like there is a lot of residential density in inner SE Division, so it might capture a lot of trips on Division, then transfer over to Powell on 82nd where there is a lot of space on Powell up to Mt Hood Community College. It would be better to go over the new crossing to avoid traffic on Ross Island (which would reduce the reliability of service)	9/4/2014 10:21 AM
101	11th/12th 20th 39th 50th/ 52nd better connections 50th, 39th, 20th, 12th ave should be connected to both	9/4/2014 10:20 AM
102	maintain 9 Just my educated guess this would look like 9 running every 10 minutes or less just like 72	9/4/2014 10:20 AM
103	1+ N/S connections inner Division inner Powell outer Division outer Powell up one street down the other	9/4/2014 10:17 AM
104	maintain 4 the 4 comes up powell why don't it stop	9/4/2014 10:16 AM
105	inner Powell Don't blow up the Division Street vibrant streetscape, but keep transit connections close on Powell. Switch over if necessary without ruining new business areas.	9/4/2014 10:14 AM
106	39th inner Powell outer Division Running Powell through to around 40th then running along division.	9/4/2014 10:13 AM
107	if its a railway not on powell too many homes would be effected if its a bus service than powell	9/4/2014 10:12 AM
108	inner Powell outer Division into downtown Portland via Powell, into downtown Gresham via Division (or vice-versa)	9/4/2014 10:11 AM
109	1+ N/S connections inner Division inner Powell outer Division outer Powell Division west, Powell east	9/4/2014 10:08 AM
110	frequent	9/4/2014 10:06 AM
111	39th inner Division outer Powell Powell is much wider and can accomodate buses better. Perhaps up division til 39th then up Powell from there?	9/4/2014 10:06 AM
112	50th/ 52nd inner Powell outer Division powell running east until 50th then connection along division	9/3/2014 8:15 PM
113	39th inner Powell outer Division From downtown Portland: east on Powell to Cesar Chavez, north on Cesar Chavez to Division, east on Division to Gresham.	9/2/2014 12:18 PM
114	1+ N/S connections inner Division inner Powell outer Division outer Powell buses on both streets	8/30/2014 12:30 PM
115	SERIOUSLY- THIS IS TOO TECHNICAL A QUESTION	8/30/2014 10:20 AM
116	1+ N/S connections Is it possible to have a continuous loop?	8/30/2014 8:46 AM
117	122nd 82nd inner Powell one street outer Division outer Powell I believe that it should run on Powell between Downtown & 82 or 122nd street, and then as Division becomes wider and Powell more narrow, move north to Division. That or it should run on Powell only.	8/29/2014 3:46 PM
118	Run along the most popular streets, or streets with / near the busiest bus routes	8/29/2014 12:22 PM
119	It would maximize service to retail and public service facilities.	8/28/2014 6:48 PM
120	not sure	8/28/2014 12:08 PM
121	General opposition I am against the transit route	8/28/2014 10:46 AM

122	50th/ 52nd inner Powell Tilikum Tilkum to Powell then cross-over to Division at 50th. The most important factor in a Bus Rapid Transit high capacity line is dedicated right of way. This is not possible on Division between 11th and Caesar Chavez due to the new streetscape, between there and 60th parking would have to be removed completely (could be a shared bus/bike lane), and between 50th and 80th the roadway would have to be majorly downsized. My recommendation is to figure out a way to slide it north near 82nd even if this means buying up parking lots or running it down a side street. Another possibility is just sliding it north at 205, but that misses the colleges. With the advent of possible "employment zoning" on 82nd, having it cross at 82nd and Division is important. Hence, having a shared bike-bus lanes from 50th east might be the best option. This would require parking removal on 50th from Powell to Division, then Division from 50th to 60th.	8/28/2014 9:55 AM
123	82nd inner Powell outer Division Powell to 82nd, then division out to Gresham	8/28/2014 6:36 AM
124	Eastman inner Powell outer Division outer Powell Division from eastern Gresham City Limits west to Eastman Parkway Powell fro Eastman Parkway west into Portland	8/28/2014 5:04 AM
125	1+ N/S connections dedicated lane inner Division inner Powell outer Division outer Powell Put a street car on Division and Light Rail on Powell (with no share lanes with car traffic).	8/27/2014 11:18 PM
126	General opposition none	8/27/2014 9:18 PM
127	82nd inner Powell outer Division from Ross Island bridge to 82nd on elevated tracks above Powell, 82nd between Powell & Division, Division from 82nd east to Eastman Parkway.	8/27/2014 8:34 PM
128	1+ N/S connections 50th/ 52nd 82nd inner Division inner Powell outer Division East on Division, then south down 50th or 52nd to Powell, east along Powell, then north along 82nd to at least Fubonn, then I'm not really familiar with the area east of 82nd. As a resident of Foster Powell, this would be a dream come true!	8/27/2014 7:51 PM
129	inner Powell outer Powell NOT DIVISION. Please not division. I live there.	8/27/2014 6:48 PM
130	50th/ 52nd inner Division outer Powell Tilikum Down Powell towards town until close to river, Tilikum Crossing, up Division to 50th and over to Powell.	8/27/2014 5:21 PM
131	lowest right of the 6 options presented above	8/27/2014 4:37 PM
132	82nd inner Powell outer Division Powell until SE 82nd, then up to Division for the rest of the way.	8/27/2014 4:10 PM
133	General opposition Nowhere. Stop this insanity!!!	8/27/2014 4:08 PM
134	I-205 inner Powell outer Division Powell to I-205 then Division	8/27/2014 2:16 PM
135	1+ N/S connections better connections inner Division inner Powell outer Division outer Powell Could be a major reworking of the unpleasant and hard to cross Powell into a model mult-modal transit avenue. Powell could have a Max line and Division could have a street car with perhaps buses or streetcar connections between the two. Include plenty of good biking and pedestrian considerations on both.	8/27/2014 11:31 AM
136	constrained Powell My only concern is dealing with the two lane unimproved snarl that is Powell from I-205 to about 174th. When is the state or city going to widen this stretch?	8/27/2014 10:18 AM
137	1+ N/S connections inner Division inner Powell outer Division outer Powell One all the way on Powell, and another all the way on Division.	8/27/2014 9:05 AM
138	I-205 inner Powell outer Division Powell closer in PDX, shift to Division before Powell greatly narrows past I-205	8/27/2014 8:28 AM
139	General opposition Please don't bring max and it's associated higher crime rates into our neighborhood.	8/27/2014 7:24 AM
140	1+ N/S connections 50th/ 52nd 82nd inner Division inner Powell outer Division Division from river, cut over on 50th or 52nd to Powell then back over to division around 82nd then continue east	8/26/2014 9:15 PM
141	Powell LRT It totally depends on what kind of line it is. Powell would service many more people and potentially could support light rail east of 50th (with the right of way left over from the Mt Hood Highway Project) but it is hard to envision this happening below 50th. I don't see this on Division but would bot be opposed to it if it was feasible. I imagine it would have to be a combination. That being said I think Powell would service many more people to the south where as the closer in neighborhoods east of 50th have limited options for quick public transit with increasing traffic levels.	8/26/2014 8:14 PM
142	inner Powell higher than 39th on Powell.	8/26/2014 7:26 PM
143	82nd I-205 inner Division outer Powell lower Division (maybe to 82nd?) - then upper Powell, past I-205	8/26/2014 7:18 PM
144	The bottom right map, on the top of this page.	8/26/2014 5:39 PM

145	Powell LRT Not sure. I would love a MAX line down Powell that would connect to Division.	8/26/2014 5:23 PM
146	one street It should run all on the same street, wiping out car traffic entirely. Light rail and bikes and pedestrians only. Hm. Maybe not. But it would be really nice if it the eastbound and westbound lines were closer to each other than five blocks. Downtown, along I-84, and in Beaverton/Hillsboro, they're only separated by one block or less.	8/26/2014 5:08 PM
147	inner Division outer Powell Close in on Division. On Powell further out.	8/26/2014 5:07 PM
148	82nd inner Powell outer Division Powell to E 82nd, then up to Division. Would access Cleveland High school, 39th Ave Safeway, Jade District, PCC Southeast, and Mid-County clinic.	8/26/2014 4:03 PM
149	constrained Division inner Powell I think if more construction goes into the division restaurant corridor business will suffer so much of the lower street number changes should impact powell first.	8/26/2014 3:07 PM
150	82nd inner Powell outer Division Along Division west of 82nd; along Powell east of 82nd	8/26/2014 1:07 PM
151	inner Division inner Powell outer Powell A majority of the route should be own Powell. Connecting Cleavland HS to Gresham makes the most sense. Before SE 21st, the route could be on either Division or Powell.	8/26/2014 11:58 AM
152	1+ N/S connections inner Division inner Powell outer Division outer Powell Up Division and down Powell or the opposite.	8/26/2014 11:34 AM
153	General opposition No, absolutely not!!!	8/26/2014 11:30 AM
154	inner Division inner Powell outer Division outer Powell Both streets with north south connections from Sandy Blvd to Powell or Foster.	8/26/2014 7:32 AM
155	82nd inner Powell outer Division Powell West of 82nd, Division East of 82nd - Cross over on 82nd. Established easements and high volume traffic in place already.	8/26/2014 12:21 AM
156	maintain travel lanes what ever would provide the lowest impact on car commutatrs	8/25/2014 11:30 PM
157	inner Division outer Division Definitely needs to go out to MHCC and downtown gresham. I'd like to see it go up and down Division. Powell is too small and compact.	8/25/2014 9:58 PM
158	181st inner Powell outer Division Powell from the Willamette and then cross over to Division at 181st.	8/25/2014 9:46 PM
159	82nd 82	8/25/2014 9:38 PM
160	82nd inner Powell outer Division powell to 82nd, then on division to gresham	8/25/2014 9:18 PM
161	I-205 inner Powell outer Division Powell to 205 then division following the dual lanes	8/25/2014 7:12 PM
162	92nd As illustrated in the sixth picture above, running on SE 92nd instead of SE 82nd.	8/25/2014 5:07 PM
163	82nd inner Powell outer Division Powell for inner southeast, then Division further out, past 82nd.	8/25/2014 3:37 PM
164	inner Powell outer Division Powell inner/Division outer.	8/25/2014 3:02 PM
165	82nd inner Powell outer Division Powell from Brooklyn to 82nd, then 82nd to Division to Gresham	8/25/2014 2:21 PM
166	82nd inner Powell outer Division Elevated rail route all along inner Powell, come down to at-grade route after 82nd avenue, jogging north to Division in Gresham	8/25/2014 1:58 PM
167	General opposition maintain travel lanes Neither. Stop expanding the max and taking away lanes of traffic!	8/25/2014 1:38 PM
168	82nd inner Division inner Powell outer Division division until 50th, powell till 82nd, back to division, then all the way to meet light rail.	8/25/2014 12:35 PM
169	1+ N/S connections inner Division inner Powell outer Division outer Powell one direction each way!	8/25/2014 12:11 PM
170	50th/ 52nd inner Division inner Powell Close in on division and on powell from around 50th east	8/25/2014 12:10 PM
171	I-205 inner Powell outer Division Tilikum Powell Blvd all the way from downtown (perhaps over the new Tilikum crossing?) through to I-205's max station, and then Division from there (the business corridor should be prioritized over the more rural areas of Powell beyond I-205)	8/25/2014 11:20 AM
172	dedicated lane I prefer the rapid bus transit with dedicated lanes of service. The service between the downtown's of Eugene and Springfield is excellent!	8/25/2014 9:36 AM
173	1+ N/S connections inner Division inner Powell outer Division outer Powell East bound on one, west on the other; create a loop.	8/23/2014 11:40 AM

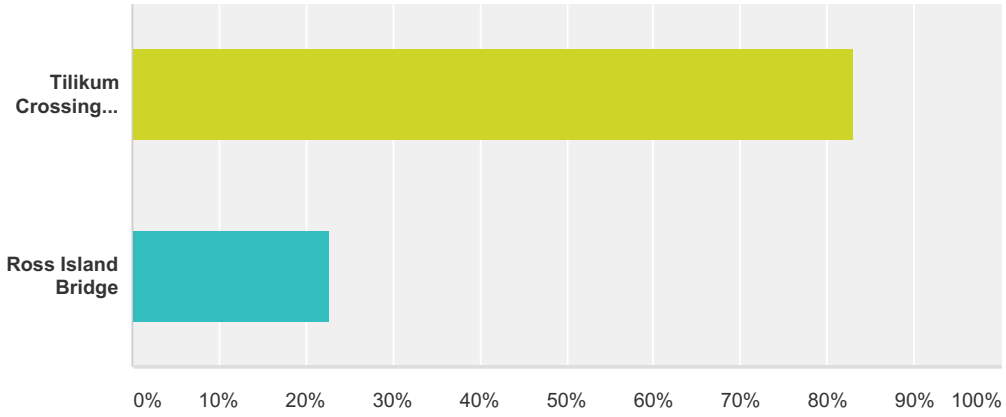
174	I-205 inner Powell outer Division Portland to 205 on Powell. 205 to Gresham on Division	8/23/2014 8:46 AM
175	39th inner Powell Not sure what the combination would need to be, but there needs to be a stop at SE 39th and Powell.	8/22/2014 10:09 AM
176	82nd inner Powell outer Division Tilikum Route should run on Division from MHCC to PCC (Division&82nd) Turn south on 82nd to Powell, continue west on Powell to Tilikum Crossing.	8/22/2014 10:00 AM
177	frequency inner Division inner Powell outer Division outer Powell service hours BOTH! We desperately need VERY frequent transit on both streets. Imagine how many people would take the bus everywhere if they knew that connections never cost more than five extra minutes and that the bus ran all the hours that they needed it to run -- not just after bar close (important!!), but also in time for the earliest shift (pre-6am).	8/21/2014 11:58 PM
178	The one on the lower right (above)	8/20/2014 7:11 PM
179	50th/ 52nd inner Division outer Powell It should run through Division from downtown to SE 50th and then move to Powell en route to Downtown Gresham.	8/20/2014 6:03 PM
180	82nd inner Powell outer Division Powell to 82nd and Division to 82nd	8/20/2014 6:02 PM
181	82nd inner Powell outer Division Powell west of 82nd, division east of 82nd	8/20/2014 5:02 PM
182	39th 82nd inner Powell outer Division Inner Powell and outer Division, maybe changing at SE 39th or SE 82nd	8/20/2014 9:10 AM
183	constrained Division inner Powell outer Powell Division has been narrowed down so much that there is no longer the space to put a rail or special lane on it. This is partly why it's so congested. Powell is the only viable option because of having five lanes.	8/19/2014 8:09 PM
184	50th/ 52nd inner Powell outer Division Tilikum Tillicum Bridge to Powell to 52nd to Division to MHCC.	8/18/2014 11:32 AM
185	constrained Division inner Powell Unfortunately the City of Portland constrained transit options on Division by adding all the stormwater swales and reducing it to one lane each direction between 1th and 39th so it should bemostly Powell in inner SE Portland	8/18/2014 8:49 AM
186	better connections The idea is to move masses to their work and necessary services. The faster transit line needs to meet the demands of MOST users.	8/15/2014 2:26 PM
187	inner Division outer Powell I think that the route will dictate the type of service--in other words, bus rapid transit or streetcar on Division with light rail or bus rapid transit on Powell.	8/14/2014 8:24 AM
188	1+ N/S connections 82nd Division BRT I-205 inner Powell outer Division outer Powell Powell LRT MAX line along Powell boulevard to I-205 will connect to existing transit and ensure ROW where it is needed most. Outer Powell and Division BRT from Gresham to 82nd. This will break the route in two pieces such that the line can follow a schedule. Currently Powell and Division buses do not run on time often.	8/13/2014 4:11 PM
189	Stupid question- we don't have the expertise.	8/13/2014 11:23 AM
190	82nd constrained Division Division St below 82nd Ave is OUT OF THE QUESTION. With the existing street shrinkage due to curb extensions, bicycle lanes and bioswales there IS NO ROOM, unless it is UNDERGROUND. Building of any rail is completely out of the question now, unless it is underground.	8/12/2014 2:06 PM
191	Division FS Powell HCT HCT on Powell with very frequent bus service on Division	8/12/2014 12:00 PM
192	inner Powell outer Division Powell LRT Powell closer to the city, Division further out because Powell out there has less on it. The only exception is if it is completely light rail. Then I'd argue completely for Powell based on the size of the available right of way.	8/11/2014 11:23 PM
193	outer Division Mostly on Division but connecting with downtown Gresham destinations as well as the Civic Neighborhood and extending all the way to Mt. Hood Community College.	8/10/2014 8:13 AM
194	Eastman Gresham city limits inner Powell outer Division west on Powell from Eastman Parkway on into Portland west on Division from the eastern Gresham City Limits to Eastman Parkway	8/8/2014 9:25 AM
195	50th/ 52nd Birdsdale inner Division outer Division outer Powell Division: River to 52nd, Powell: 52nd to Birdsdale, Division: Birdsdale to end.	8/7/2014 10:06 AM
196	82nd inner Powell outer Division Powell to 82nd and then over to Division all the way into Gresham	8/7/2014 7:18 AM

197	1+ N/S connections foot traffic inner Division inner Powell outer Division outer Powell I can't say what it might look like, but as a resident who lives between Powell and Division I can imagine much more foot traffic through our neighborhood if it ran along both streets. As it is right now we have the 9 running down Powell, which is used by many, and the 4 that runs Division AND the MAX which stops at City Hall.	8/6/2014 6:53 PM
198	constrained Division Division street might be okay too if speed would not be too dampened by the commercial district between 12th and 50th	8/6/2014 2:54 PM
199	82nd I-205 inner Powell outer Division Inner Powell, outer Division. Crossover in the 82nd or I-205 area.	8/6/2014 10:23 AM
200	1+ N/S connections inner Division inner Powell outer Division outer Powell East on Division, West on Powell. Bring inner east siders out to Division shopping district	8/6/2014 10:00 AM
201	82nd inner Powell outer Division Tilikum On Powell between Tillikum Bridge and 82nd, 82nd to Division, on Division from 82nd to Gresham	8/6/2014 9:40 AM
202	If this is more convenient for the the high capacity transit.	8/6/2014 8:24 AM
203	50th/ 52nd inner Division inner Powell outer Powell Either all Powell, or the third option in the left hand column above connecting 50th and Powell to Division "main street" shopping between 11th and 50th.	8/5/2014 11:58 AM
204	122nd inner Powell outer Division As noted above, between the shopping district on Division and the tons of apartments being built in there, that's going to need lots of short-stop trips. So it makes sense for Powell to be the expressway. Once you get to 102nd/122nd, you probably need to reverse those roles.	8/5/2014 8:55 AM
205	82nd inner Powell outer Division Ross Island from south waterfront, over ross island bridge, on powell to 82nd, up to division, east to downtown gresham.	8/5/2014 8:29 AM
206	1+ N/S connections inner Division inner Powell outer Division outer Powell Runs fully along both Division and Powell, making it like a loop.	8/5/2014 8:12 AM
207	82nd inner Powell outer Division Powell thru 82nd - 82nd to division - division east to terminus	8/4/2014 10:52 PM
208	Roughly like the last image on the right that's shown at the top of the page	8/4/2014 6:36 PM
209	82nd inner Powell outer Division Close in, Division is too narrow for high-capacity/dedicated right of way. Powell would required elevated ROW to preserve vehicle capacity, but that seems like a better trade-off than mixing rapid streetcar or LRV with vehicles, bikes and pedestrians (which you'd have to do on Division below 82nd). Past 82nd, Division seems the easier choice.	8/4/2014 5:04 PM
210	inner Powell outer Division Inner Powell, outer Division - maximize use of already-wide rights of way.	8/4/2014 4:02 PM
211	frequency More frequent bus on Division every 5 min during peak times and Powell, every 10 min during peak times	8/4/2014 3:05 PM
212	82nd inner Division outer Powell Along Division until 82nd. South to Powell. Continue east on Powell.	8/2/2014 2:03 PM
213	82nd inner Powell outer Division Powell west of 82nd, Division east of 82nd	7/31/2014 12:41 PM
214	inner Division outer Powell Division closer in, Powell farther out.	7/31/2014 6:32 AM
215	inner Powell outer Division Primarily Powell, but small section along Division St. to connect up to Mt Hood Community College	7/30/2014 1:13 PM
216	maintain 4 maintain 9 Keep the 4 on Division and the 9 on Powell.	7/30/2014 11:54 AM
217	82nd inner Powell outer Division Division, south on 82nd, then continue along Powell	7/30/2014 9:57 AM
218	1+ N/S connections 122nd 148th 50th/ 52nd 82nd inner Division inner Powell outer Division outer Powell Several 4 sided loops- Div & Powell on N and S then connectors E and W on 50, 82, 122, 148 , etc	7/29/2014 7:22 PM
219	one street Stay on one street only - not a combination of both Powell and Division	7/29/2014 4:37 PM
220	better connections Consider which of the 2 streets have the most destinations people want to get to. Must be at major intersections/transfer points where the 4-Division St. & 9-Powell Blvd. stop so that connections are smoother.	7/29/2014 1:23 PM
221	50th/ 52nd inner Division outer Powell It would be great if it ran up Division from 12th to 52nd and then cut over to Powell and took Powell into Gresham.	7/29/2014 10:24 AM
222	82nd inner Powell outer Division east on Powell to 82nd, then north to Division and follow it east to 257th, north to Mt. Hood Community College,	7/29/2014 9:56 AM

223	82nd 92nd inner Powell outer Division Powell to 82nd or 92nd, then north to Division	7/29/2014 9:33 AM
224	60th 82nd Division BRT inner Powell Powell LRT best option, upgrades to both streets. both willl continue to develop. more capacity apparent on inner Powell for both development and physical transit development. division can support brt (though not true separated brt within 82nd or 60th) while Powell has space for lrt.	7/29/2014 8:50 AM
225	82nd inner Powell outer Division Division from Gresham to 82nd, South on 82nd, West on Powell to downtown, either via Ross Island or North on 12th and cross at Tillicum.	7/29/2014 7:01 AM
226	82nd inner Powell outer Division Inner Powell, Outer Division, transition along 82nd avenue.	7/29/2014 6:34 AM
227	122nd 82nd inner Powell outer Division Think Powell closer to the river, say to 82nd or 122nd, then Division out to Gresham and Mt Hood CC	7/29/2014 12:20 AM
228	constrained Division inner Division outer Powell Now that Division is down to 2 lanes, a dedicated transit lane is not feasible. Lower Division needs the service for the denser housing development with limited parking. Upper Powell to encourage mixed use development and reduce driving speed.	7/28/2014 11:52 PM
229	82nd inner Powell outer Division Division from Gresham to 82nd avenue, Powell from 82nd avenue to south waterfront	7/28/2014 9:27 PM
230	122nd 82nd Hogan inner Powell Kane outer Division outer Powell Tilikum Tilikum Crossing along Powell to 82nd Ave. 82nd to Division. Divison to 122nd. 122nd to Powell. Powell to Hogan. Hogan to Stark. Stark to Kane/Mt Hood CC.	7/28/2014 6:30 PM
231	82nd inner Powell outer Division The line should run east along Powell until 82nd, then go north on 82nd, and then go east on Division. It absolutely must connect with PCC-Southeast at 82nd and Division.	7/28/2014 6:23 PM
232	outer Division I don't know the western end well enough, but the eastern end should go down Division, and make a loop via 257th, Stark & 242nd.	7/28/2014 5:06 PM
233	82nd outer Division Mostly along Division in East Portland (past 82nd).	7/28/2014 4:45 PM
234	few/no transfers Given the six images above in the survey, I like the option in the lower left-hand corner. I use the #4 primarily, and currently like the route except that it takes too long. I wish that the #4 went all the way to Mt. Hood Community College with no transfers	7/28/2014 4:34 PM
235	82nd inner Powell outer Division Down Powell to 82nd, up 82nd, east on Division to Gresham city center	7/28/2014 4:33 PM
236	82nd inner Powell outer Division It seems like the easiest would be to go east on Powell and then head over to Division at 82nd. I don't know if that services the most need.	7/28/2014 4:31 PM
237	I'm unsure	7/28/2014 3:32 PM
238	82nd inner Powell outer Division Powell to 82nd to Division seems reasonable. My worry with Division between 11th and 82nd is that it would be too slow.	7/28/2014 3:20 PM
239	122nd 82nd I-205 inner Powell outer Division Tilikum Run across Tillicum Crossing, then out Powell to 82nd, I-205, or 122nd, then cut up to Division for the rest of the journey to Gresham.	7/28/2014 3:17 PM
240	60th inner Powell outer Division Powell to approximately 60th, switch over to Division	7/28/2014 3:17 PM
241	82nd dedicated lane inner Powell outer Division On dedicated lane until 82, then go north to Division and continue east.	7/28/2014 2:59 PM
242	I'd like to see one of the combinations drawn above, but I can't view the details.	7/28/2014 2:57 PM
243	122nd 50th/ 52nd inner Powell middle Foster outer Division Powell to 50th, Foster to 122nd, 122nd to Division, Division to Gresham	7/28/2014 2:51 PM
244	82nd inner Powell Division to the new max stop, then down 11th to powell, to 82nd and beyond...?	7/28/2014 2:50 PM
245	maintain travel lanes As long as it doesn't remove a travel lane, it should run along a combination of Powell and Division.	7/28/2014 2:43 PM

Q6 3. Where should it cross the Willamette River?

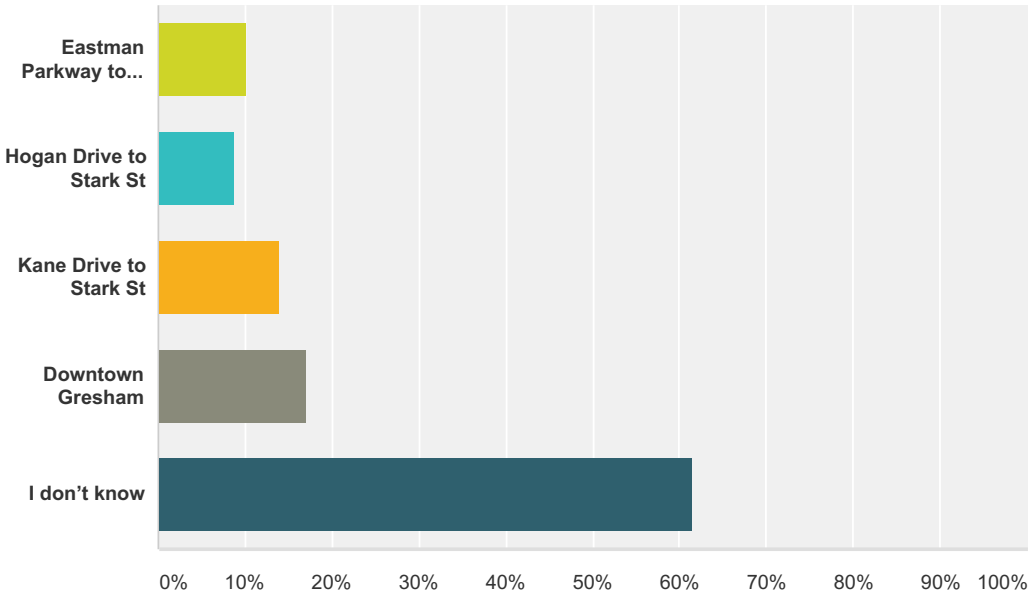
Answered: 589 Skipped: 78



Answer Choices	Responses	
Tilikum Crossing (opening Sept 2015)	**83.02%**	489
Ross Island Bridge	**22.75%**	134
Total Respondents: 589		

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

Answered: 535 Skipped: 132



Answer Choices	Responses	
Eastman Parkway to Stark St	**10.28%**	55
Hogan Drive to Stark St	**8.79%**	47
Kane Drive to Stark St	**14.02%**	75
Downtown Gresham	**17.20%**	92
I don't know	**61.68%**	330
Total Respondents: 535		

#	Other considerations for the route in Gresham?	Date
1	general opposition No new routes!	9/12/2014 3:26 PM
2	Gresham Central TC maybe crossing with the Central Station Area?	9/11/2014 3:18 PM
3	Burnside Cleveland Stark Cleveland avenue between stark and Burnside	9/10/2014 10:58 PM
4	connect to transit frequency N/S connections All major north south streets in Gresham/outer SE need to connect to transit on a frequent basis.	9/8/2014 1:18 PM
5	transit type No additional MAX Lines.	9/8/2014 10:45 AM
6	Not certain about this yet.	9/7/2014 9:46 AM

7	Division Eastman Gresham Central TC health jobs Kane/257th school I'm not sure how to answer this question because I suggest a loop from the Transit Center on Kelly -- east on Division, north on Kane, west on Stark, south on Eastman Pkwy, and back to Division to go west. I suggest this order because the transit stations will be on the correct side of the vehicle to serve MHCC which will likely have higher regular ridership than the hospital. Also, this route allows stations on the correct side of Stark to (kind of) serve Gresham Vista.	9/6/2014 3:04 PM
8	balance uses health Hogan jobs Kane/257th school MHCC is a logical terminus. Getting there via Hogan or Kane makes the most sense.... Hitting the medical services around Legacy and future businesses in the Gresham Vista site need to be considered... I thing a route designed to reduce traffic impacts and hit these stops makes the most sense.	9/6/2014 8:29 AM
9	jobs safety and security school don't run all over....there is a safety consideration and you have enough on your hands.....just get people to work and school	9/5/2014 11:35 AM
10	connect to transit Gresham Central TC short/long trips Just to the TC. Add better local connections from there.	9/5/2014 8:08 AM
11	Division Kane/257th I still like & am in favor of Division to 257th or Kane.	9/4/2014 7:04 PM
12	162nd N/S connections 162nd. There is no north-south route anywhere around here.	9/4/2014 6:07 PM
13	Cleveland connect to transit Division downtown Eastman Gresham Central TC health school Use some combination of Eastman Pkwy., 3rd St., Powell, and Hood Ave. to serve Downtown Gresham. If serving Mt. Hood Medical Center and MHCC via new MAX line, use existing Blue Line to Cleveland Ave. station. From there, one or both lines head north on 242nd Ave. to NE 23rd St., east to Hall Elementary School, north using existing open space to the back of the hospital, then east using existing open space and NE 29th St. to reach MHCC.	9/4/2014 6:00 PM
14	frequency I like what I have now as to routes, but more often is good.	9/4/2014 4:10 PM
15	I am not familiar with Gresham.	9/4/2014 11:42 AM
16	balance uses outside Gresham Division is hell, Hawthorne is becoming purgatory, and some way should be sought to 1) keep bicycles off both streets, divert more cars (God knows where), make sure the lights are coordinated. You might also consider taking out some of the traffic stopping swales and curb extensions.. The addition of beaucoup apartments on the street make the regular frequent runs even more important than they are now. aeucoup	9/4/2014 11:38 AM
17	Civic Eastman Gresham Central TC Hogan Kane/257th Stark Hogan to Stark to 257th to Powell to Burnside to civic Dr to division to Eastman parkway to Powell to main to Gresham central max & bus stop. This would completely cover all the areas not being covered and double cover others.	9/4/2014 11:23 AM
18	balance uses walkability cross walks	9/4/2014 11:12 AM
19	I'm not in Gresham often enough. I'd like to answer another time. like 30 days.	9/4/2014 11:07 AM
20	Stark Restructure the existing #4 or #9 to cover the segment of Stark east of 182nd where the #20 currently runs.	9/4/2014 10:55 AM
21	I am unfamiliar with Gresham.	9/4/2014 10:41 AM
22	transit type I'm not sure. I rarely go to Gresham, and when I do go... I usually take the MAX.	9/4/2014 10:39 AM
23	Eastman government Gresham City Hall	9/4/2014 10:32 AM
24	I'm sorry, but I don't know Gresham well enough to say.	9/4/2014 10:23 AM
25	connect to transit It should connect to the MAX	9/4/2014 10:21 AM
26	balance uses bicycling Connections to/from Springwater and I-205 Trails	9/4/2014 10:16 AM
27	transit-dependence I am unfamiliar with Gresham. As someone who does not own a car and relies on TriMet for transportation, I find it challenging to get to Gresham.	9/4/2014 10:11 AM
28	school I don't live out there any more, but it was hard to get to Mt hood community college	9/4/2014 10:06 AM
29	Kane/257th 257th	8/30/2014 12:30 PM
30	connect to transit school Definitely need to connect with MAX, and MHCC.	8/28/2014 6:09 PM
31	balance uses safety and security traffic Concerned about the additional traffic and crime that accompany public transportation	8/28/2014 1:06 PM

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

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

Answered: 312 Skipped: 355

#	Responses	Date
1	n/s connection Something that goes North-South after 148th!!!!!! Please!!!!!!!!!!!!!! Extend lines along 162nd and 181st! We need it!	9/15/2014 10:22 AM
2	connect to transit dedicated lanes fewer, no transfers maintain/+ bus service n/s connection route short/long trips trip duration A high capacity line should be focused on linking regional destinations (downtowns, colleges, malls or major "main street" shopping areas) and not try to link up every high school or local shopping center. Those destinations should be connected by the regular bus lines. The line should also be fast and have a dedicated right of way.	9/14/2014 4:42 PM
3	frequency How often it runs	9/13/2014 3:45 PM
4	fewer, no transfers short/long trips trip duration Provide express service like BEFORE MAX. i.e. have EXPRESS Bus from Gresham to Downtown Portland with only 2 or 3 stops enroute.	9/12/2014 5:22 PM
5	environmentally friendly signal priority traffic Timing of signal lights. From Gresham to the 205, the timing is lousy, with stops required at 60% of all intersections along Division, and 50% along Powell. Once across the 205, lights are timed quite well. Seems like a simple fix to improve traffic flow and reduce pollution from cars idling at stop lights.	9/12/2014 4:34 PM
6	balance uses cost Maintain travel lanes neighborhood effects route safety and security I think the Burnside Corridor for MAX is sufficient for the Gresham area. We do not need more crime transported to our neighborhoods. We do not need narrowing of our streets for vehicular traffic as we have on Burnside. TRI-Met has not managed their finances well enough to be adding extra expense for building more MAS Lines!	9/12/2014 3:26 PM
7	access to transit connect to transit Connect all major intersections on the East side till Gresham	9/12/2014 9:56 AM
8	cost ridership Numbers of potential users should always be at the top of the list, as well as costs.	9/12/2014 9:22 AM
9	balance uses driving on lower SE division is already impossible. Would it be car free??	9/11/2014 3:40 PM
10	connect to transit other lines can feed towards it-70, 75, 71, 72	9/11/2014 3:18 PM
11	dedicated lanes traffic It is important to have a dedicated track or lane so the vehicle can move more freely amongst heavy traffic.	9/11/2014 2:08 PM
12	constrained Division Don't overcrowd the already too crowded inner Division.	9/11/2014 12:58 PM
13	reliability Reliability	9/11/2014 1:57 AM
14	balance uses route Respect high pedestrian traffic on Division St. Main route should be on Powell	9/10/2014 1:22 PM
15	balance uses constrained Division Maintain travel lanes No motor vehicle lane reductions on either street. Keep any more transit away from the already too congested lower Division (39th and West).	9/10/2014 12:46 PM
16	balance uses traffic Avoid the two lane roads!	9/10/2014 12:43 PM
17	service hours weekends	9/10/2014 8:23 AM
18	bicycling cost equity low fare cost for riders and ample on-board bike racks.	9/10/2014 7:55 AM
19	balance uses neighborhood effects traffic residential areas. I have friends that drive from my neighborhood and park on lower numbered streets off Division or Belmont to have a shorter drive. Will this new transit area create cars driving to get to a better transit stop and creating more traffic problems in those areas?	9/9/2014 7:58 PM
20	route orient drive	9/9/2014 5:34 PM
21	maintain/+ bus service reliability trip duration Speed is super important. We need service to keep at least the same level of regularity, and also decrease travel time. We already have a decent bus service on Powell, so if it's going to be replaced, it needs to be an improvement on the existing.	9/9/2014 5:04 PM

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

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

63	route transit type I think that, eventually, a streetcar out and back, along both Divsion and Powell, makes the most sense.	9/5/2014 7:21 AM
64	route Using the figure 8 above, perhaps having 4/9 & 9/4, meaning alternating direction/primary road (Division/Powell). For instance, leaving downtown Portland, the 4/9 would head east, first on Division; the 9/4 would start in Powell.	9/5/2014 6:42 AM
65	connect to transit n/s connection I feel there's ample East <--> West service. It's North <--> South that needs improvement. I learned a long time ago how often schedules & supposed frequency are superfluous...	9/5/2014 4:46 AM
66	amenities Stop Shelters and trashcans.	9/5/2014 2:55 AM
67	safety and security Not attracting crime. Make stations accessible only to those who have paid a valid fare.	9/4/2014 9:15 PM
68	safety and security safety, this is a high crime area	9/4/2014 8:43 PM
69	amenities maintain/+ bus service ridership traffic vehicle capacity 4, 9 and 14 buses too crowded, too dirty. These conditions give Trimet a bad name and make people drive. These conditions create congestion, pollution.	9/4/2014 8:41 PM
70	route access to grocery shopping, county services, doctor offices, work	9/4/2014 8:10 PM
71	equity maintain/+ bus service ridership route transit-dependence I use the 9 to go to Safeway on Powell and 39th from Milwaukie and Powell and back again. Please don't close that part of the 9. I'm old and rely on this service.	9/4/2014 7:39 PM
72	short/long trips vehicle capacity Routes that start "midstream" are great. By the time the Powell bus reaches me on 58th (originating in Gresham), it's packed. I like the buses starting from the bus barn on 96th; it takes the pressure off of the Gresham buses and they are less crowded for those of us towards the end of the line.	9/4/2014 7:14 PM
73	route Where does the Tilikum Crossing let off on the SE side? May want to consider Hawthorne for Division bound lines.	9/4/2014 7:04 PM
74	equity How many businesses and homes will be displaced	9/4/2014 7:02 PM
75	fewer, no transfers maintain/+ bus service That the #4 Division>Fessenden route remain as is with these changes. When you changed the #9 Powell>Broadway line it messed things up. One of the biggest concerns I hear from riders is having to transfer vs. just being able to stay on the same line. Like what many riders have to do to and from the Yellow line.	9/4/2014 6:18 PM
76	route Avoid Division St. until at least 50th Ave. Use old "Mt. Hood Fwy" corridor on Powell. Serve DT Gresham before terminating at Gresham Central TC.	9/4/2014 6:00 PM
77	route We could use a bus line that goes up/down SE Regner, across SE Cleveland, and up/down SE Hogan Rd, from the Gresham Transit Center.	9/4/2014 5:59 PM
78	frequency vehicle capacity That empty buses that have "Drop Off Only" on the top don't pass me by on a daily basis.	9/4/2014 5:50 PM
79	trip duration SPEED!	9/4/2014 5:11 PM
80	connect to transit reliability trip duration Reliable connection times.	9/4/2014 4:31 PM
81	ridership Numbers of users, esp the ones who. Use it instead of adding to the number of cars on the road.	9/4/2014 4:10 PM
82	vehicle capacity Adequate seating that is comfortable and gives enough legroom for those with long legs.	9/4/2014 3:38 PM
83	access to transit frequency ridership route access and frequency of service for students at all institutions - university, community college, high school	9/4/2014 3:29 PM
84	frequency vehicle capacity FREQUENT SERVICE AND LESS CROWDING	9/4/2014 2:36 PM
85	access to transit connect to transit equity maintain/+ bus service n/s connection route May I repeat -- If you want to make east county more accessible/livable, TriMet absolutely needs to provide N-S transit on the main thoroughfares from Sandy to at least Foster (82nd, 122nd, 148th, 162nd, 181st, 205th, etcetera). And it would not hurt to reinforce all E-W routes.	9/4/2014 2:19 PM
86	design fewer bioswales	9/4/2014 2:15 PM
87	balance uses sidewalks, bikeability connections	9/4/2014 1:46 PM
88	???	9/4/2014 1:39 PM

89	connect to transit Good connection to green line	9/4/2014 1:25 PM
90	access to transit connect to transit route easier connections to fairview from GTC	9/4/2014 1:18 PM
91	balance uses traffic How would the transit route impact the regular traffic on the selected route?	9/4/2014 1:00 PM
92	balance uses connect to transit design traffic Need better transit enters where multiple lines connect and can get off roadway. Pcc SE with not even a bus turnout is incredibly bad design.	9/4/2014 12:54 PM
93	access to transit balance uses equity neighborhood effects ridership transit-dependence There are many more people than ever living in the Brooklyn / Richmond area who need good transit, there is limited to no parking in this area. Having a car is not always a option. Then there are some of us who are older and must use the transit system.	9/4/2014 12:39 PM
94	route Cross tillikum crossing, but continue on to the bus mall.	9/4/2014 12:37 PM
95	balance uses ridership traffic Lessening traffic in highly congested areas that will increase in population like division etc.	9/4/2014 12:34 PM
96	frequency maintain/+ bus service Powell #9 does not have the frequent service that #4 division has and Division is still very busy...it would be nice to have more service on both	9/4/2014 12:19 PM
97	balance uses traffic Recent construction on Division has the street down to one lane in each direction, leading to the inability of cars to pass buses, which causes traffic to slow significantly when there are frequent stops. Adding more un-passable transit to division seems like a traffic hindrance.	9/4/2014 12:10 PM
98	access to transit connect to transit equity route Does it improve accessibility for unserved (not just underserved) areas? I used to live out in East Gresham, and one of the principal reasons I moved, even though I'm paying 4 times the rent, is because there was absolutely no transit option.	9/4/2014 12:09 PM
99	route If the bus can run from 122nd to Gresham Downtown along Powell	9/4/2014 12:02 PM
100	safety and security more secruity	9/4/2014 11:44 AM
101	access to transit balance uses connect to transit maintain/+ bus service bike routes. easier access for outer SE Portland. For example my kids go to Franklin and Cleveland High school. WE live on Se Duke street. Outer SE needs an upgrade. The bus route 10 only operates on weekdays and the 19 drops them way past where their school and social communities live and thrive. Please take these routes and areas into consideration when planning. thanks!	9/4/2014 11:38 AM
102	maintain/+ bus service Making sure the regular buses now running keep to the quite convenient schedules even if the big new ones run on the same street.	9/4/2014 11:38 AM
103	connect to transit fewer, no transfers n/s connection If this will be an express, it would be good to have few stops at the beginning out of downtown. Only 12th, 20th, 26th maybe, 39th/Cesar Chavez, 50th, 52nd and 82nd. That would be so helpful! Mainly touches on places people need to tranfer to another north/southbound route.	9/4/2014 11:36 AM
104	balance uses route Right of way	9/4/2014 11:33 AM
105	connect to transit I'd like to see a good connections between and 72 at both division and powell	9/4/2014 11:22 AM
106	access to transit balance uses connect to transit traffic Additional traffic congestion, easy accessibility for riders and carpools, provide park and ride Options	9/4/2014 11:17 AM
107	safety and security walkability more secruity walk and don't walk signals	9/4/2014 11:12 AM
108	balance uses fewer, no transfers ridership short/long trips traffic transit-dependence vehicle capacity Not sure what you are trying to achieve. The issue of congestion on both line 4 & 9 is because there are so many people using them to travel the corridor from downtown portland to gresham, but buses get so crowded with people going only from downtown portland to about 20th. Having line 4E and 9E buses that perform like the line 14E (no stops from downtown until 39th) would be a smarter and much more effective tool for transit service than some sort of midway circulator. There needs to be better support for those people who are really needing to ride the bus to commute, and those who could viably walk, bike, or take any number of other buses to get "home" from downtown, but are instead creating congestion on these frequent service buses because they are always coming. This means someone who actually needs to ride toward the end of the line is passed-up by the bus because the bus is already full, or has to wait longer to take a much longer bus ride. It is so frustrating as a rider to have a bus pass-by as being too full, only for it to empty two stops later on the line.	9/4/2014 11:11 AM
109	balance uses traffic if it runs on multiple streets it has to make a turn somewhere that is easy and will not block traffic or be difficult during rush hour.	9/4/2014 11:10 AM

110	balance uses neighborhood effects traffic traffic flow, and maintaining our neighborhoods. I know it sounds cross-purpose, but that's how this area is maintained.	9/4/2014 11:07 AM
111	connect to transit frequency Frequancy and Connections	9/4/2014 11:07 AM
112	short/long trips It should be a main line and if someone need other areas, they can take local service from off the main.	9/4/2014 11:07 AM
113	access to transit connect to transit frequency maintain/+ bus service n/s connection route Good service to the mid-county area. Frequent service on all north-south intersecting transit lines.	9/4/2014 11:00 AM
114	balance uses get people to ride bikes.	9/4/2014 10:57 AM
115	connect to transit maintain/+ bus service n/s connection service hours vehicle capacity timetable coordination with other high use north and south lines. Tracking time of day high usage to ensure the rushes are met. I feel terrible for folks on the 9 an 4 to gresham who have to stand or are squished during peak time, while I am comfortable on my trip through to 62nd because I got on earlier.	9/4/2014 10:52 AM
116	dedicated lanes frequency reliability signal priority traffic trip duration Use political will to get dedicated lanes, signal prioritization and queue jumps that ensure reliable service. Don't let it run in mixed traffic in the congested areas. The service needs to be fast, frequent and reliable so taxpayers don't have to pay bus drivers to sit in traffic with 50-100 passengers.	9/4/2014 10:51 AM
117	access to transit connect to transit n/s connection South of powell. There is nothing close for the Holgate/Woodstock/Johnson Creek corridors	9/4/2014 10:45 AM
118	balance uses Please make a larger bike lane when adding a more frequent transit line. Powell is pretty unsafe for pedestrians and bike riders. But I think a lot of that would be alleviated with the new line.	9/4/2014 10:41 AM
119	balance uses fewer, no transfers maintain/+ bus service I would be highly disappointed if the Powell bus were removed completely, as I imagine a lot of other people would feel the same. I'm kind of on the fence really if it should cross the Ross Island or Tilikum. As long as it doesn't add more time to my commute and/or cause me to have to transfer to another bus/MAX, I suppose it doesn't really matter to me.	9/4/2014 10:40 AM
120	Accessibility connect to transit permanence/flexibility route service hours station spacing vehicle capacity Flexibility of the route, regarding where stops will be placed along the route. The amount of riders at any given time if more riders are waiting than are "allowed" on a bus, perhaps another bus could pick them up sooner than later - I'm referring to the high school kids that ride from Cesar Chavez and Powell Blvd to Cleveland High School. There also could be an extra bus devoted to pick up all the kids after school as well, maybe? (Perhaps a Shuttle bus or something.) The amount of people using mobility devices per bus should be taken into consideration, as well. A good snow route, that is clearly marked... please.	9/4/2014 10:39 AM
121	maintain/+ bus service Please keep bus stops on powell before ross island bridge.	9/4/2014 10:38 AM
122	route Gresham City Hall access	9/4/2014 10:32 AM
123	frequency maintain/+ bus service safety and security walkability Though I don't think the line should run along outer Powell, Frequent Service needs to be maintained. Additionally, outer Powell desperately needs sidewalks and safe crossings. I know this is ODOT's jurisdiction, but there are too many people walking along the shoulder and crossing dangerously along outer Powell.	9/4/2014 10:27 AM
124	balance uses neighborhood effects traffic Pedestrian and cyclist safety. Preventing further congestion on Division and its nearby streets and neighborhood greenways.	9/4/2014 10:27 AM
125	amenities Sufficient bus shelters and seating at stops is important to me.	9/4/2014 10:25 AM
126	balance uses Maintain travel lanes I am concerned that if Division east of I205 to approximately 190th (Near the Cascade Athletic Club) is reduced to 1 traffic lane each way via the "traffic calming" design without the ability to pass slower cars, it will adversely affect personal vehicle drivers who find the bus system just not suitable for their needs between Portland and Gresham during non-commute hours. Please maintain the ability to pass in this stretch.	9/4/2014 10:23 AM
127	frequency ridership Well, what you've already covered; frequent service has to be the biggest consideration, I feel, but it has to be tailored to ridership, of course.	9/4/2014 10:23 AM

128	access to transit connect to transit equity neighborhood effects safety and security traffic walkability It is difficult to get from Outer Powell to Gateway, making connections to Airport/NE Portland, etc. The Powell/MAX connection is exasperating - two crossings of five-lane streets, and a climb up the hill. Alternative is Line 71 to the Burnside MAX stop, of course. Most serious and dangerous is the general condition of Powell, with missing sidewalks, often no left-turn lane, causing cars to use the bike lane/pedestrian area for passing on the right. I'm an impaired senior who has been nearly hit twice. It is enormously confusing to me, to have participated in an Outer Powell community forum, to see the street repaved and re-striped in complete disregard for the plan. My stop, Naegeli, has no light (the plan says it's pre-existing), and crossing Powell is dangerous. I know there are different jurisdictions, but the improvement of Powell transit really needs to fit into a master plan that is actually going to be followed.	9/4/2014 10:23 AM
129	fewer, no transfers trip duration less stops for faster trips	9/4/2014 10:22 AM
130	access to transit connect to transit equity housing neighborhood effects ridership Good connections to other bus lines, serving high residential density areas, serving low-income and minority communities (and service providers), and serving medical providers (important for the elderly).	9/4/2014 10:21 AM
131	general support ask yourselfs this question is this new transit route going to improve service or make it worse if i was answering this question my self id say its worth considering the doing	9/4/2014 10:20 AM
132	access to transit connect to transit equity both routes are serve elderly, challenged and economic disadvantaged areas, and there are areas that if you don't have a car you are going to have to walk long distances to get to the bus if the route changes.	9/4/2014 10:17 AM
133	frequency service hours Frequency of service - it would be great to have service every 10 minutes during morning and evening commute times and every 15 minutes all other hours	9/4/2014 10:15 AM
134	equity neighborhood effects Trying to be equitable to the brooklyn and division neighborhoods!	9/4/2014 10:13 AM
135	connect to transit n/s connection safety and security trip duration Convenient (easy, safe, fast) transfers from north-south lines.	9/4/2014 10:13 AM
136	development opportunity housing neighborhood effects route Stops near schools and grocery stores; park and ride spaces to encourage drivers to take transit; new commercial and residential development plans;	9/4/2014 10:11 AM
137	connect to transit Connect to the MAX green and orange lines where they cross at Division.	9/4/2014 10:11 AM
138	balance uses Ensure that bicycle and pedestrian facilities are included for better coordination of transit and active transportation. Don't push bicycles to secondary roads - link bike routes to businesses and other destinations.	9/4/2014 10:08 AM
139	frequency frequent	9/4/2014 10:06 AM
140	fewer, no transfers express service fewer stops.	9/4/2014 10:04 AM
141	route Why can't you do a straight shot.	9/4/2014 10:04 AM
142	equity ridership I honestly feel that I don't have enough information to make suggestions like this. This is what transit modeling is for. Without knowing the current and potential future ridership along each section of the route, I suspect this page of the survey will just get various people along the route lobbing for the closest places to them -- or the places they personally travel to. And no doubt neighborhoods (or destinations) with more politically engaged residents (usually wealthier and whiter, too) will get the most votes. We should not be planning transit by special interest group but rather by actual potential ridership.	9/3/2014 4:51 PM
143	route It should avoid the 2-lane sections of Powell and Division.	9/3/2014 1:37 PM
144	balance uses more traffic lanes, not just buses and trains	8/30/2014 12:30 PM
145	cost Expenses. We cannot afford light rail, BRT is cheaper. No more choo-choos.	8/30/2014 10:20 AM
146	amenities safety and security Flashing lights on pedestrian crossing at 156th? And Division.	8/30/2014 8:46 AM
147	amenities balance uses traffic Work to engineer bus pull outs, out of traffic at stops. Also like the antique look of stops, with cover for rain/sun shade.	8/29/2014 11:31 PM
148	connect to transit cost dedicated lanes frequency neighborhood effects reliability traffic transit type trip duration It should not simply be a faster bus, it should be light rail or something dedicated and faster. If we do not have the financial means now then we should wait until we do or pool more resources. If this would alleviate traffic, pollution, and convenience then the longer option of a rail system is preferable.	8/29/2014 3:46 PM

149	frequency traffic transit type This is a high traffic area, I know many trimet riders who complain of how late the busses run in the Gresham area. Please have frequent trains come through!	8/29/2014 12:22 PM
150	development opportunity neighborhood effects traffic Giving the people who live in the Richmond neighborhood a tax break, this mess that the city created by letting all this building occur is unforgivable. Our neighborhood will never be the same, there is drunkeness and traffic every afternoon and night.	8/28/2014 8:16 PM
151	station spacing traffic Stops should not create bottlenecks and impede traffic, as much as possible.	8/28/2014 6:48 PM
152	design safety and security walkability Powell and Division desperately need sidewalks and beautification/trees. They are a huge safety hazard, and the community has been under-invested in.	8/28/2014 6:09 PM
153	equity future growth housing neighborhood effects safety and security traffic walkability A new transit route has no value if traffic increases and more apartment development ensues due to this. The issue with crime in Rockwood and now on Powell is directly related to this. As an east county native--58 years-it is appalling what has happened especially on Powell from 122nd to 174--no sidewalks just more housing. If the city is not committed to full development including sidewalks etc., then a new system is useless. No transit system should be considered if there is not specific security staff on board as part of the budget as well as a required pay system.	8/28/2014 4:25 PM
154	connect to transit equity route Try to catch areas not easily accessible to the Max	8/28/2014 2:34 PM
155	access to transit connect to transit frequency reliability route short/long trips station spacing trip duration making it as convenient as MAX, but offering other locations to connect to.	8/28/2014 12:08 PM
156	access to transit amenities safety and security short/long trips Few stops, easy & safe access to stops INCLUDING Sidewalks, turnouts & LANDSCAPING	8/28/2014 11:41 AM
157	general opposition I am against the transit route	8/28/2014 10:46 AM
158	development opportunity equity transit type Ensure it is a durable, long-term investment. Tracks in the roadway would be good. Better bus service is all well and good, but these areas need significant, far-reaching investment.	8/28/2014 10:09 AM
159	connect to transit short/long trips This needs to have a direct connect to the SW Corridor HCT. If that is BRT, then there can be a dedicated line running from Gresham to Deep SW while by-passing the central city.	8/28/2014 9:55 AM
160	Keep the route out of established neighborhoods, focused more on major streets	8/28/2014 7:30 AM
161	amenities bicycling Bike space available on buses an secure racks at bus stops, well lighted bus stops,	8/28/2014 6:36 AM
162	connect to transit connecting people to jobs/education/health/food services within Gresham area	8/28/2014 5:04 AM
163	dedicated lanes ridership traffic transit type trip duration If you want to increase ridership the single most important thing is to get people to their destination quickly. This means no shared lanes with car traffic. Car traffic is terrible on Powell, if people see the Light Rail whizzing by them while they are stuck in traffic they are much more likely to use it.	8/27/2014 11:18 PM
164	equity not cutting into West Gresham neighborhood	8/27/2014 9:31 PM
165	transit type MAKE IT RAIL. Or it really won't be worth it.	8/27/2014 9:25 PM
166	general opposition no doing	8/27/2014 9:18 PM
167	amenities reliability safety and security CRIME CRIME CRIME. Dirty unkept transit stops. As of now MAX does not run when it is to hot or if it is to cold. A new transit system must have respect for it customers and value their customers by controlling crime, maintaining their transit stations.	8/27/2014 8:48 PM
168	cost development opportunity Economic viability. Where is the financial study data to support this project? Most of the Tri-Met vehicles we see on Powell & Division weekdays and weekends are only 15-25% capacity.	8/27/2014 8:39 PM
169	balance uses DO NOT remove any surface travel area already in use.	8/27/2014 8:34 PM
170	balance uses development opportunity Hopefully bike infrastructure could remain and local businesses would only do better.	8/27/2014 7:51 PM
171	general opposition Please don't do this to Division st. I've lived there for ten years.	8/27/2014 6:48 PM
172	transit type Why bus? Why not Streetcar?	8/27/2014 6:05 PM

173	access to transit amenities balance uses equity station spacing Accessibility for people with mobility issues including nearby curb cuts, lighting and safety for early morning, late nights. Support for combining with bike commuting. access to commuter parking	8/27/2014 5:21 PM
174	dedicated lanes signal priority That it has as many advantages over driving as possible (i.e. signal priority, exclusive lanes).	8/27/2014 4:10 PM
175	general opposition None. We has too much mass transit.	8/27/2014 4:08 PM
176	access to transit Where on division are you going to put it? Plus, Powell has more room and needs sidewalks and other infrastructure out east, so build it there.	8/27/2014 3:45 PM
177	balance uses development opportunity Improving the inner Powell retail corridor, making it more pedestrian and bike friendly.	8/27/2014 3:45 PM
178	frequency reliability Frequency, On Time Performance	8/27/2014 2:16 PM
179	access to transit balance uses station spacing traffic Close-in Division Street is only two lanes with little to no shoulder, having additional bus traffic where other traffic can't pass a bus stopped for loading/unloading may have a negative impact on traffic in those areas. Please make sure there is ample car and bike parking near the bus stops. Fewer stops farther apart means fewer people able to actually walk to the bus stop. If you want them to ride the bus, make it easy by providing parking by the bus stop.	8/27/2014 1:34 PM
180	connect to transit frequency n/s connection vehicle capacity Any possibility of increasing the frequency/capacity of existing routes and adding N/S connectivity on 122nd instead of duplicating route segments?	8/27/2014 12:33 PM
181	route Traveling on stretches of either road that have the least amount of congestion. I favor Powell because Division from the river to 60th is narrow. Ideal stretch would be Powell to 82nd, north to Division, out to Gresham Transit Center.	8/27/2014 10:18 AM
182	Seems to me your ridership survey info should be used instead of asking people for their opinions.	8/27/2014 9:05 AM
183	connect to transit n/s connection Cross routes to support the trunk, i.e. 148th, 162nd, 181/182nd, etc.	8/27/2014 8:05 AM
184	general opposition safety and security Please don't bring max and it's associated higher crime rates into our neighborhood.	8/27/2014 7:24 AM
185	dedicated lanes transit type Dedicated service lanes. Either light rail or bus rapid transit are good options.	8/26/2014 8:14 PM
186	connect to transit The Powell route get the tax payer more bang for the buck because you can connect Powell which is high transit as well as foster road which is high transit. The division route would only really serve division.	8/26/2014 7:45 PM
187	amenities safety and security station spacing There should be parking for park and ride east of 82nd. There should be clean, safe , well lit transit stops.	8/26/2014 7:36 PM
188	connect to transit future growth How will the future plans for Foster fit with this plan?	8/26/2014 6:21 PM
189	neighborhood effects traffic That it will be in a residential section for a significant amount of Powell in Gresham, and that it not add to traffic congestion that's already a problem on Powell.	8/26/2014 6:16 PM
190	cost dedicated lanes ridership short/long trips station spacing traffic transit type trip duration There is already too much traffic on both Powell and Division the most important consideration is not having the max on the street. A subway or overhead track are necessary to have a modern rail system in this city. I know that will cost more than the city is willing to spend but otherwise you are trading one form of congestion for another. I'd continue driving unless quick service downtown was offered this could be provided by either a subway or overhead track. Also a third rail should be put in to provide express service past less used stops. Basically use Tokyo's train system as a model for yours.	8/26/2014 6:06 PM
191	housing Please don't bulldoze my house.	8/26/2014 5:39 PM
192	amenities Lighting! Trash receptacles! Platforms looked after by Tri-Met cleaning crews! (Some of the platforms along the MUP are filthy and nasty, where the cleaning crews can't really get to them)	8/26/2014 5:08 PM
193	short/long trips trip duration Speed. Minimal stops.	8/26/2014 5:07 PM
194	safety and security Safety is a key consideration. Making sure there are safe crossings and well-lit shelters and stops.	8/26/2014 1:51 PM
195	transit type trip duration More green line the wait is bad	8/26/2014 1:28 PM

196	transit type I would prefer BRT over Lightrail.	8/26/2014 11:58 AM
197	transit type if anything, a MAX line would be most beneficial. another bus line wouldn't be that helpful, in my opinion.	8/26/2014 11:51 AM
198	balance uses safety and security Don't make it too complicated. Make sure there is room for bikes away from cars, it is very dangerous out here on the East side for both. Make it safe for everyone to ride.	8/26/2014 11:34 AM
199	route I think that conveniently serving outer Division is important, but that running down inner Division may not be feasible.	8/26/2014 11:32 AM
200	cost Who the heck is going to pay for this brain fart?	8/26/2014 11:30 AM
201	service hours trip duration vehicle capacity Getting from East-West or West to East quickly isn't easy. A faster ride with less crowding would be great. Also, please consider running it even on a limited basis on weekends.	8/26/2014 10:40 AM
202	frequency traffic trip duration It needs to be fast and frequent! We're left depending on busses that maybe run every 20 during rush hour.	8/26/2014 8:22 AM
203	route Future consideration for a Easy West line on Glisan, Halsey & /Or Sandy blvd. Better North South connections on 148th, 162nd 0r 172nd 181st, Eastman Parkway and Hogan	8/26/2014 7:32 AM
204	future growth Long term solutions such as an elevated rail line.	8/26/2014 12:21 AM
205	cost light rail option costs too much and does not provide any future flexabilty	8/25/2014 11:30 PM
206	reliability trip duration Travel time reliability!	8/25/2014 10:47 PM
207	route traffic Division is already really congested from 39th to the river. Powell Blvd. has higher capacity for change without completely inhibiting traffic.	8/25/2014 10:29 PM
208	service hours I think the hours it runs are important. Many people in those areas don't work typical hours and may start very early or end late. Their days probably do not follow at M-F workweek, so Sundays and Saturdays are a must.	8/25/2014 9:58 PM
209	balance uses Division has been disrupted considerably in southeast Portland by going to one lane from 60th to 82nd. I hope that a new transit line wouldn't cut down traffic flow on an already congested street.	8/25/2014 9:46 PM
210	connect to transit n/s connection route transit type Build a MAX line from Tilikum to 205. A Rapid transit frequent bus can connect from 205 to gresham. A max along Powell from 205 to Tilikum will allow for a new Portland max loop and /or it could be used to create a new line from either gresham (along current blue), airport or clackamas to south downtown areas like OHSU and PSU. A new max along division east of 205 is unnecessary, better off adding a new line that compliments the existing blue but instead heads south to downtown via powell, then connect areas along division east of 205 to new the max line via more frequent buses on either division/powell or via north-south lines. I believe for more suburban areas (like those past 205) it is more useful to combine frequent transit options into one convenient area then to spread connectivity (like how red and blue overlap in washington county). In urban areas west of 205, on the other hand, it probably makes more sense to connect as many neighborhoods as possible.	8/25/2014 9:18 PM
211	connect to transit short/long trips trip duration Being able to transfer at easy spots to other bus lines that would get you elsewhere. Knowing whether this is just an expedited route into downtown or a more efficient faster route to travel east/west.	8/25/2014 3:37 PM
212	making sure transit stations have safe, visible connections to surrounding neighborhood (e.g., unlike the Green Line at Lents, where you have to walk up a secluded path along the highway to get to the transit stop---that makes me feel unsafe and I avoid that stop at times when it would actually be theoretically convenient for me)	8/25/2014 3:02 PM
213	dedicated lanes ridership route traffic transit type trip duration Will this investment result in significantly increased ridership and/or significantly better/faster service? I think dedicated right of way is necessary to achieve significantly faster service on Powell between 82nd and Brooklyn, where traffic is the primary cause of delay, not stops for passengers.. Rail would provide higher service quality.	8/25/2014 2:21 PM
214	access to transit equity neighborhood effects Disrupting the character of the neighborhoods along the way. I do not want to be displaced from my neighborhood by development resulting from a boutique slow streetcar. This should be a rapid line built to meet the needs of the working people of Southeast Portland and Gresham. The needs of residents of Happy Valley/North Clackamas area should also be taken into account since their bus services took a major hit several years ago.	8/25/2014 1:58 PM
215	general opposition I do not support this.	8/25/2014 1:38 PM

216	route Division between 50 & 11 is far too narrow now for buses.	8/25/2014 1:08 PM
217	neighborhood effects Quiet but efficient	8/25/2014 12:43 PM
218	trip duration SPEED!	8/25/2014 12:11 PM
219	transit type Southeast NEEDS a max!	8/25/2014 12:10 PM
220	dedicated lanes If it can get stuck in rush hour traffic, that's not as attractive as a dedicated lane option.	8/25/2014 11:32 AM
221	transit type Rail!	8/25/2014 11:22 AM
222	bicycling Bicycle stowage. Currently hard to snag a bicycle rack...	8/25/2014 11:20 AM
223	balance uses transit type Go big and bold: streetcars, light rail, or (if the political courage isn't there) BRT. And make sure to follow through with connecting east county with meaningful mass transit options and amenities. If the nicest stations are only west of 82nd, this'll feel like a scam. Honor East Portland in all this. Lastly, make sure this all connects well with existing and planned bicycle infrastructure. Bicycle paths/lanes/blvds and mass transit are both used more when they're connected thoughtfully.	8/25/2014 9:56 AM
224	access to transit cost equity There are very little resources for homeless people outside of downtown, they should be able to feet downtown very easily. Also, connecting low-income families in east county to quick ways to get to other areas of the city for work is very important.	8/25/2014 9:26 AM
225	transit type Street car!	8/25/2014 9:25 AM
226	connect to transit frequency Frequent Service interconnection with other routes	8/23/2014 1:04 PM
227	balance uses short/long trips trip duration There should be an express route from east county to get downtown in less than an hour. There should be bike racks, parking and room for zip cars at some stops.	8/23/2014 11:57 AM
228	neighborhood effects safety and security walkability Pedestrian safety. Maintaining neighborhood charm. Noise level through neighborhoods.	8/23/2014 8:46 AM
229	Brooklyn, if developed, could create jobs and connect inner southeast Portland.	8/23/2014 8:32 AM
230	balance uses general opposition How about this.Enough already.Havnt you messed up this town enough with your bike lanes taking away street parking and shrinking streets so less cars can use the streets we pay for!	8/22/2014 11:35 AM
231	balance uses route safety and security walkability If there were to be a rapid transit line on Powell, it would be great if one of the traffic lanes could be eliminated to give more space for sidewalks and bike lanes and maybe put in some more crosswalks for safety.	8/22/2014 9:54 AM
232	safety and security safety	8/22/2014 9:27 AM
233	connect to transit cost frequency trip duration Frequent service, low cost, lots of transfer options that don't involve a long wait.	8/21/2014 11:58 PM
234	balance uses station spacing Stop at Powell and Cesar Chavez. Can load bikes in back door.	8/20/2014 11:05 PM
235	connect to transit frequency route trip duration Fast, frequent connections to the downtown bus mall, including PSU! Thanks	8/20/2014 9:38 PM
236	neighborhood effects route transit type trip duration Division is so residential, a train running along would disrupt the quiet neighborhood feel. Powell is already busy and would be a great fast commuter line that is easy to get to.	8/20/2014 8:02 PM
237	Bus rapid transit on Powell would be awesome!	8/20/2014 7:11 PM
238	balance uses route short/long trips trip duration filling in transportation needs for areas where sidewalks and pedestrian/bike infrastructure is less good. Expediting trips from low-income areas in East Portland to downtown for work, medical appts, etc. Service to parks and natural areas.	8/20/2014 7:07 PM
239	reliability route short/long trips station spacing traffic trip duration The current Division route is much too long; buses get behind schedule on the turn-around, making the rush hour commute east from downtown take much longer than it should. The #4 buses are so frequently delayed prior to even getting downtown during the afternoon rush hour. These new routes should run to downtown Portland and back out to Gresham, and should definitely have limited stops. The new route should not snake around north or northeast Portland.	8/20/2014 5:45 PM
240	High frequency during off peak times	8/20/2014 5:02 PM

241	access to transit connect to transit frequency route station spacing Legibility of continuous Powell is valuable, and outer Powell now has the density. In SE Portland S of Powell, MAX is too far north to be an attractive transit path into downtown. Design this service so that it is the logical thing to ride north to connect to (for people on southern ends of N-S lines). Consider also options that provide a frequent trunk on inner Powell but can branch to cover both outer Powell, outer Division, and may be Foster. Consider an off-street transit center at Powell & Green Line to improve this dreadful transfer experience and possibly organize feeder services to both.	8/20/2014 4:42 PM
242	dedicated lanes route transit type Separated Right-of-Way. Routing should depend on the service type chosen. If the eventual preferred alternative is a mixed-traffic or mixed with limited separated sections BRT-lite, then Division through at least Chavez Blvd is the best choice as traffic delays will occur on Powell or Division. However, if this project becomes a majorly separated true BRT or rail project, Powell is obviously the only street wide enough to get dedicated lanes in the places where they matter.	8/20/2014 4:30 PM
243	route safety and security Make people actually have to pay to ride it. Keep it AWAY from springwater trail. We have too many homeless issues there already, without adding free transportation to it....	8/20/2014 3:10 PM
244	connect to transit How about connecting SE to the airport line as well?	8/19/2014 8:09 PM
245	balance uses equity traffic The route taking or disrupting the least amount of car/truck/local bus transportation lane capacity. Please do not take out any car lanes, particularly on Powell Blvd. Low income working poor need automobile capacity during rush hour to get from outer east Portland across down town via Powell Blvd. If one of your concerns is equity, you should maintain car lane capacity for those working poor requiring automobile travel to get to multiple job sites in a timely fashion.	8/19/2014 4:50 PM
246	reliability Viable alternative to MAX, expecially when MAX service is disrupted. System lacks redundancy and resiliance.	8/18/2014 9:18 AM
247	balance uses maintain/+ bus service neighborhood effects beefing up service along restaurant row on lower division is essential. even having a faux trolly alonf there would be fun. hopefully they will get some type of parking so as not to over congest the neighborhood and turn the area into a "ghost row"	8/18/2014 9:11 AM
248	traffic Traffic	8/18/2014 8:49 AM
249	this is the most confusing survey I have ever seen. Instruction are unclear and options don't make sense.	8/17/2014 11:42 AM
250	access to transit balance uses connect to transit future growth Parking- Using already established infra-structures - Making considerations for the growing elderly who need more access to services, medical clinics, grocery stores, and the youth who now use bicycles in a viable/commute with mass transit.	8/15/2014 2:26 PM
251	route traffic SE Powell is a congested nightmare now. It's vital this route, esp. nearing the river, is relieved. We should utilize the Tillicum crossing investment and avoid Ross Island Bridge. There is no room on that bridge any more. Also, if utilizing the Ross Island bridge, spend money on improving access, particularly on the west side. That is the most ridiculous messed up and inconvenient access to/from and interstate for a major traffic spur I've ever seen in any city. More direct on/off ramps to I5 would undoubtedly relieve some of the traffic pressure.	8/15/2014 10:56 AM
252	vehicle capacity Have enough capacity which the current #4 and #9 buses don't have. That's why I no longer ride them.	8/14/2014 5:53 PM
253	access to transit amenities connect to transit route Park and Ride near 182nd and Powell to capture Pleasant Valley and Damascus commuters. Easy transfer to Green Line. Easy access to South Waterfront, OHSU and Auditorium District.	8/14/2014 1:09 PM
254	Metro - We hate you!	8/14/2014 8:44 AM
255	ridership transit type Bus ridership from 2000-2014 has been flat. Light rail ridership has more than doubled since 1986. This project will not increase ridership if it is implemented with BRT for the entire route. This variable should be explicit in the planning.	8/13/2014 4:11 PM
256	ridership Students.	8/13/2014 11:23 AM
257	dedicated lanes future growth Must have a dedicated lane! In the inner eastside, Division is currently a more transit-oriented neighborhood, but Powell has more opportunities for transformation.	8/13/2014 9:01 AM
258	dedicated lanes equity frequency service hours trip duration There be frequent service at as many hours as possible, because many people in East Portland are priced out of the core of town and cannot afford cars. If its a bus or a light rail, let there be a track or lane only for transit so that travel could happen more quickly.	8/12/2014 8:44 PM
259	balance uses Freight must also move. So the new transit route must not interfere with street traffic.	8/12/2014 2:06 PM
260	maintain/+ bus service Make sure there is frequent bus service on Division	8/12/2014 12:00 PM

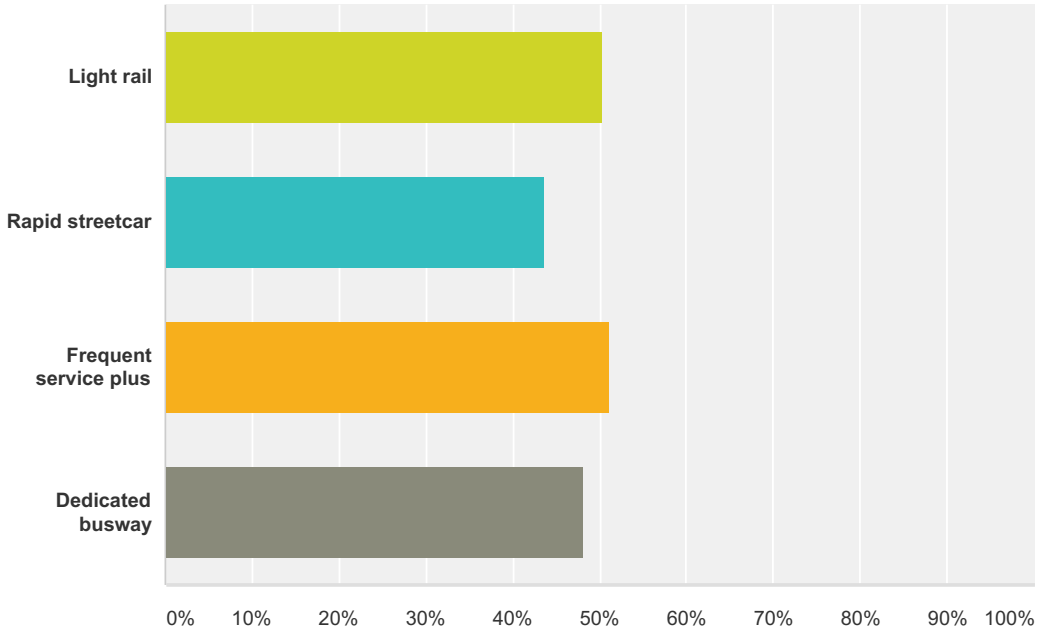
261	equity Don't forget the little guys trying to get on along the route.	8/12/2014 9:12 AM
262	dedicated lanes traffic trip duration It needs it's own lanes, whatever mode it is . Do not make it mix with traffic or it won't be rapid . Stay off the Ross island bridge to avoid congestion . Travel congestion will slow it down on sloonw roads.	8/11/2014 11:48 PM
263	dedicated lanes Give it dedicated lanes!	8/11/2014 11:23 PM
264	route Make it possible to use high speed transit to Mt. Hood Community College from Downtown Portland and all East Side neighborhoods	8/10/2014 8:13 AM
265	access to transit connect to transit equity route Critical importance is the same level of transit service WITHIN the city limits of Gresham that now exist within the city limits of Portland. Gresham is the 4th largest CITY in Oregon - the current transit service offered is woefully inadequate. Gresham is not a bedroom community for Portland.	8/8/2014 9:25 AM
266	route Powell is better equipped to handle a new transit line.	8/7/2014 4:06 PM
267	access to transit ridership transit type Light rail trains over buses: smoother, more accessible service that will attract new transit users.	8/7/2014 10:17 AM
268	amenities design walkability Streetscape improvements and crosswalk enhancements on Powell	8/7/2014 7:18 AM
269	balance uses route trip duration Speed seems more important than easy access. The new route should make travel times from Gresham to SE Portland more realistic than they are now. Make stops/stations further apart than two blocks. Also consider putting Clinton street on the table for a transit right of way with removed car traffic	8/6/2014 2:54 PM
270	balance uses safety and security Where they stop by rail lines	8/6/2014 10:01 AM
271	dedicated lanes fewer, no transfers trip duration A much separate, dedicated lane space as possible, with quick, easy stops for the transit vehicle	8/6/2014 9:40 AM
272	access to transit amenities design neighborhood effects I think it's important if this new transit can go through Powell Blvd, updates be made to the road and sidewalks that can enhance this very neglected street. West of 60th Street on Division seems to be doing just fine with street beautification projects.	8/6/2014 8:24 AM
273	balance uses traffic The buses on Division are already a major traffic disruption due to the recent narrowing of the stretch between SE 60th and 82nd to one lane, with no pullouts. They cut in front of bicycles in the bike lanes to get to the cut-out E of 82nd. At least some of the stops on Powell have cut-outs	8/5/2014 10:22 PM
274	safety and security Since Trimet = Crime, that should be a huge factor. Keep the crime away and Tri Met safe for riders.	8/5/2014 7:34 PM
275	trip duration Division from SE 7th to 82d is horribly slow in rush hour traffic. I can bike faster and sometimes walk almost as fast.	8/5/2014 11:55 AM
276	development opportunity future growth general support I'm glad to see this project getting up and running, but I hope that there will be some flexibility in the Jade District and Divison Midway areas. Both of those areas could be grown in ways that help recharge East Portland. I'd like to see the transit plan done in conjunction with that, not appended to a completed process ala innner Division.	8/5/2014 8:55 AM
277	connect to transit Connections to MAX	8/5/2014 8:12 AM
278	trip duration vehicle capacity Needs to be truly faster and higher capacity than current options, especially from 122nd in to downtown portland	8/4/2014 10:52 PM
279	balance uses connect to transit future growth neighborhood effects ridership route short/long trips transit type Need to balance high capacity (aka, high-speed, dedicated ROW) throughput against neighborhood-building characteristics. Getting people *through* an area is very different than getting people *into* an area in a way that supports live/shop/work scenarios that don't require cars. Attention should be paid to feeder or connector lines that could enable both--perhaps non-rapid streetcar on close-in Division that connects with lightrail at Powell, and the reverse in Gresham. That way, people could switch from low to high-speed modes and back as needed.	8/4/2014 5:04 PM
280	balance uses traffic trip duration Speed: consider elevated trains/monorail vs subway to minimize grade crossings/surface traffic interference and make it possible for crosstown bus lines to get across powell blvd in a timely fashion.	8/4/2014 3:16 PM

281	access to transit balance uses frequency future growth ridership station spacing There will be so many more people living on division below 50th before 2015. PLEASE provide very frequent service buses to serve all of these new residents so they can become accustomed to quality transit rather than driving everywhere.	8/4/2014 3:05 PM
282	traffic Calm traffic on Powell	8/4/2014 3:02 PM
283	route safety and security walkability Division is already enough of a nightmare for traffic that it's barely safe for pedestrians - and the cut ins for storm water runoff disable the two lane option at rush hour. powell has the infrastructure to take the additional traffic, but does need more & better ways for pedestrians to cross safely.	8/3/2014 2:30 PM
284	general support transit type walkability Im a bus driver. I think you should really get some pavement for folks who get off the back of the bus on the CURRENT Powell route. On powell MANY of the stops only have a slab for the front of the bus stop and then folks step into plants at the back of the bus which makes for unstable footing. If they trip are they going to sue trimet of the city of gresham? I LOVE driving a bus, however, I think you should have a max line running down powell. OMG so many people ride the bus out here. Of course I don't think either the city of portland or gresham would ever agree on that. job security for me! :-)	8/2/2014 5:05 PM
285	future growth Consider future growth as well as current needs. Seems obvious but we seem too often to try to catch up with need rather than plan for it.	7/31/2014 9:49 PM
286	trip duration Travel time is the most important design consideration	7/30/2014 2:14 PM
287	transit-dependence I live pretty close in, but I hope the new routes will help folks further out who are dependent on the bus for transportation.	7/30/2014 11:54 AM
288	frequency trip duration High speed, frequent service	7/30/2014 9:57 AM
289	equity housing How many homes will be destroyed and how many families will be displaced. With the homes so close to the new transit line how much will they loose in value.	7/29/2014 8:58 PM
290	balance uses route Lower division is already too congested with not enough room for cars and other modes. Move the bus route over to Clinton or make Clinton primarily for cars and trucks. .	7/29/2014 4:37 PM
291	design station spacing Special benches, signage that differs from the 4-Division St. & 9-Powell Blvd. route that stands out, shade trees, shelters of different color than regular stops, directional signs/maps to destinations, posted schedules (updated regularly)!	7/29/2014 1:23 PM
292	fewer, no transfers route Connecting the city North to South without having to make 3 bus changes to go four miles.	7/29/2014 10:24 AM
293	dedicated lanes traffic Important that it not impede traffic, particularly where landscape medians are in place - need to have turnouts.	7/29/2014 9:56 AM
294	cost dedicated lanes trip duration if brt considered, true lane-separated service is absolutely mandatory where space allows. tunneling or sunken grade separation is an investment worth considering at certain points and intersections vis a vis the bottom-line consideration of a transit trip that begins to rival an auto in terms of trip duration.	7/29/2014 8:50 AM
295	cost equity traffic Ability to cost effectively, and with minimum displacement of housing/businesses, secure right of way sufficient to jump traffic bottle necks.	7/29/2014 7:01 AM
296	dedicated lanes traffic Please consider exclusive transit lanes, particularly in the areas of heavy congestion (I recognize this may make existing congestion worse). Bypassing congestion is one key benefit of competitive congestion..	7/29/2014 6:34 AM
297	equity maintain/+ bus service viability of regular bus service on unserved corridors	7/29/2014 12:20 AM
298	dedicated lanes route signal priority traffic Tilikum because Ross Island bridge is just congested too much, and will slow down this "rapid" transit.... Connect it well with other buslines Do not take out any capacity for automobiles because of this new transit line. Make it a "pull" into transit because of its attractiveness, not a "push" because driving is even worse...! Spend money buying some right of way near intersections, so that the bus can move to the front through a reasonable length dedicated lane when light goes green, and does not obstruct through traffic when pulled out at a stop. This does NOT require a fully dedicated lane full length of traject, but instead some strategically located portions of bus-only lanes, and some smart traffic-light control/influencing. Make sure it connects to Division and 82nd Avenue area, as that is the heart of jade district and also PCC campus.	7/28/2014 9:27 PM
299	safety and security Safety of riders	7/28/2014 8:27 PM

300	access to transit route traffic walkability Not affect vehicular capacity on Powell Blvd. Not affect western Division as a walkable shopping district. Park & Ride serving growing Pleasant Valley. Connecting as many medical facilities and colleges as possible. A large TC that would connect MAX Green Line, Bus #72, new HCT and any remaining Powell/Division Bus Lines.	7/28/2014 6:30 PM
301	development opportunity traffic It would be great for this to allow access to the new business development area on Division between 12th and 39th, but could it be done in a way that does not further impede the flow of traffic? That area is becoming very congested.	7/28/2014 6:13 PM
302	amenities neighborhood effects route transit does need to be new amenities but high capacity transit needs to move people efficiently - that's the point. With the recent and on-going conversion of Division to a slow speed, walkable "main street" like design type, quick transit will be constrained, considering the limited ROW available and no planned increase in lanes.	7/28/2014 4:49 PM
303	route I like that the #4 crosses the river on the Hawthorne bridge because it gives me access to the east side waterfront	7/28/2014 4:34 PM
304	neighborhood effects Mitigate impacts to residential areas that will experience higher amounts of diverted car traffic and increased bus noise levels.	7/28/2014 4:33 PM
305	general support ridership I live close in, in Brooklyn, and we are well-served here. The new transit route should improve or add service to a population in need.	7/28/2014 4:31 PM
306	route Foster Boulevard, Lents?	7/28/2014 3:32 PM
307	frequency reliability Headway and travel time reliability.	7/28/2014 3:20 PM
308	cost development opportunity housing walkability This should definitely be a development-oriented transit route, with the primary of the goal to induce urbanization along its alignment. Currently, nearly the entire potential alignment is auto-oriented (except the Division "main street" between SE 11th & SE 60th). The goal of the project should be to urbanize, pedestrianize, and add as much density of additional dwelling units and employment along the corridor as possible. One way to measure this might be to look at the net government "bottom line," with an eye towards "turning a profit" on the corridor by inducing enough additions to the tax rolls to more than pay for the initial capital as well as the ongoing operations & maintenance expenses of the alignment.	7/28/2014 3:17 PM
309	dedicated lanes transit type True BRT with a dedicated lane (emergency a cabs ok... Possibly freight trucks in lane ok?)	7/28/2014 2:59 PM
310	cost safety and security service hours Transit police presence in 5th Avenue downtown stops on Friday and Saturday nights, so that one can go the a play or a concert and then take a bus back home between 10:30 and 11:30 without encountering pan-handling or worse. Matinees performances are rare and staying "over" downtown gets very "pricey" on a fixed income.	7/28/2014 2:57 PM
311	access to transit route Connect poor residents to jobs on Airport Way	7/28/2014 2:51 PM
312	dedicated lanes traffic trip duration Speed/traffic. Would be ideal to have dedicated lanes, as traffic gets backed up on division and powell during rush hours.	7/28/2014 2:50 PM

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

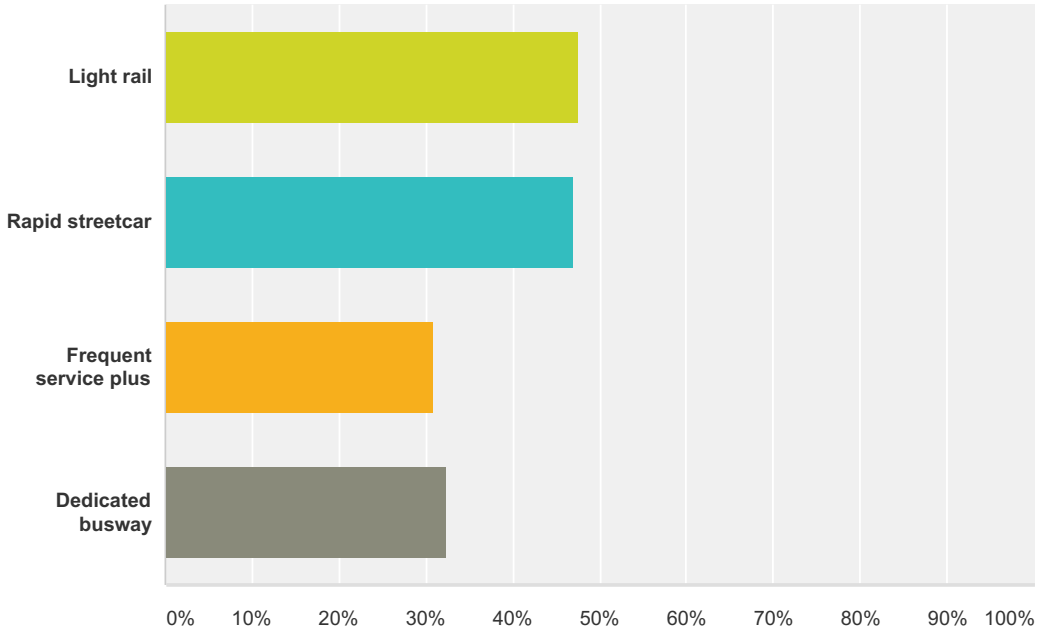
Answered: 621 Skipped: 46



Answer Choices	Responses	
Light rail	**50.40%**	313
Rapid streetcar	**43.64%**	271
Frequent service plus	**51.21%**	318
Dedicated busway	**48.31%**	300
Total Respondents: 621		

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

Answered: 538 Skipped: 129



Answer Choices	Responses	
Light rail	**47.58%**	256
Rapid streetcar	**47.03%**	253
Frequent service plus	**30.86%**	166
Dedicated busway	**32.34%**	174
Total Respondents: 538		

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

Answered: 459 Skipped: 208

#	Responses	Date
1	bus cost dedicated busway right of way route I have long been in favor of dedicated busways as a lower cost alternative to light rail or streetcar, and this may be a good place to implement it in Portland. The challenge will be fitting any of these alternatives into the Division business district. Powell may be a better fit in inner SE Portland	9/15/2014 10:44 AM
2	bus cost permanence/flexibility Bus is cheaper and more flexible.	9/15/2014 10:40 AM
3	accessibility dedicated lanes trip duration Light rail & dedicated busway = best options because they are quick, streamlined transit routes out of traffic and existing bus lanes that would actually fulfill the goals of this project. Giving them their own lanes helps create different spheres of transit, makes them safer and more accessible and actually works to reduce congestion. Rapid streetcar = worst choice because I can out-walk the streetcar and this is supposed to be faster and more efficient. Frequent service plus = not a terrible option, but if you're going to build it up and make it faster, do it right and give the transit it's own space to truly reduce congestion and get people where they need to go. Frequent service bus lines oftentimes just confuse people waiting for the bus and traffic.	9/15/2014 10:28 AM
4	bus dedicated busway dedicated lanes LRT rail vehicle capacity I choose light rail and dedicated busway because it should be fast and reliable. There is no other way to get that unless it has it's own right of way. I didn't include a streetcar because the vehicles need to have more capacity.	9/14/2014 4:49 PM
5	cost future growth traffic More large, aggressive busses on the roads during busy road times. Not as efficient for the future. Rising fuel costs, expendables such as wheels have lower initial costs, but need replacement more often.	9/14/2014 8:57 AM
6	rail From my own experience living in other cities, busways or BRTs are not effective enough to help the corridor	9/13/2014 5:04 PM
7	access to transit Short/long trips station spacing Light rail does not offer enough stops...	9/13/2014 3:47 PM
8	LRT rail route streetcar Light rail and rapid streetcar would work on Powell but not on lower Division Street.	9/13/2014 1:08 PM
9	LRT rail trip duration Light rail is faster.	9/12/2014 7:00 PM
10	Light Rail EATS up traffic lanes already fully loaded with existing traffic. The auto traffic will NOT decrease.	9/12/2014 5:23 PM
11	cost ridership right of way Space, expense, ridership.	9/12/2014 4:35 PM
12	cost construction costs of the light rail through this corridor would be higher	9/12/2014 3:59 PM
13	cost cost	9/12/2014 3:59 PM
14	balance uses bus connect to transit construction maintain bus service Maintain travel lanes neighborhood effects safety and security traffic We do not need more crime like what we have gotten from the MAX Lines which bring undesirables from all over to our neighborhoods. I have lived in southeast Portland and Gresham for over 60 years and have seen what this did to Rockwood and other areas. I think is easy enough to walk to a bus stop or drive to MAX. We do not need dedicated transit routes to narrow our streets. We do not need construction to impede traffic to our businesses in this down economy.	9/12/2014 3:32 PM
15	bus dedicated busway dedicated lanes traffic vehicle capacity streets are very busy with cars. buses need alot of seats and to be separated from car lanes	9/12/2014 3:10 PM
16	accessibility rail vehicle capacity would transit more people compared to buses and more handicap friendly	9/12/2014 9:58 AM
17	cost Equity neighborhood effects right of way trip duration They have a higher potential for higher risk traffic problems, they appear to necessitate great alterations which might negatively impact businesses, and have greater impact--I think negatively--on the looks of the area. I do not know the cost differences, but they certainly should be a factor.	9/12/2014 9:27 AM
18	general support anything will help !!	9/11/2014 9:07 PM

19	accessibility bus frequency vehicle capacity Powell blvd is a large corridor with room for an added bus lane throughout more of it. i am personally mostly in favor of buses of any type as i find streetcars and rail difficult to navigate with my disabilities. i require use of the ramp (or lift in old buses) and about 3 seats so i can position myself and my walker,, and the biggest help i have is being able to speak to the driver when i need to. So I am unlikely to vote for a rail or a streetcar. On Powell if they were to choose either it would be a rail MAX but it would not be something i would be likely to use. There is not room for any of these items on Division which is a narrow street and in places has only two lanes, so even the current frequent service bus service often has difficulty getting through. I am familiar with both #4 Division and #9 Powell routes from SE 82nd Ave to the river.	9/11/2014 3:30 PM
20	I don't care for light rail. Buses take a back seat and work better for the Gresham area	9/11/2014 2:48 PM
21	access to transit development opportunity future growth LRT public perception rail route Having a rail system in SE would change the dynamic of the community for the better. While busses do get the job done, it's clear that a rail system boosts the value and desirability of the neighbourhood significantly, aiding businesses and residents alike. A rail system would benefit Powell or Division st. exponentially, but I hope to see it on Powell. The lower south east neighborhoods, which are many, would be closer to a Powell st. rail.	9/11/2014 2:16 PM
22	bus permanence/flexibility Better flexibility with busses.	9/11/2014 1:00 PM
23	dedicated lanes needs a dedicated lane/space on the street	9/11/2014 8:24 AM
24	right of way We don't have room for more tracks on those streets.	9/11/2014 2:00 AM
25	cost Light rail installation costly.	9/10/2014 1:23 PM
26	cost Equity The cost factor!!! Transit does not pay it's own way costing taxpayers over 60 cents per passenger mile. Taxes are already too high in Portland> Transit fares (covering only 25 percent of the operating costs) do not cover infrastructure costs. Neither must it be drivers that pay for transit!!! .	9/10/2014 12:51 PM
27	environmentally friendly rail I never understood BRT. I feel we have great opportunities with our clean energy mix to really utilize MAX rail and make the largest impact with reducing greenhouse emissions. That and I just like trains!	9/10/2014 12:46 PM
28	cost neighborhood effects Too costly and disruption for residents.	9/10/2014 11:49 AM
29	access to transit right of way route safety and security traffic walkability Lightrail and Division Street is dangerous. Cars run through stop signs and not stop for oncoming Division traffic. Too many pedestrians cross 20 feet or less from designated cross walks and constantly in middle of block and usually very hard to see. If lightrail is here there is increased risk from peds with cars and train! Lower Division Street has no room for train and cars. If train runs one direction on Powell and the other direction on Division I would not use because if I had to walk to Powell down 136th Avenue it is not safe at all. only portion of sidewalk on that street and only partially on one side or other. Powell and Division are not close enough together for that.	9/9/2014 8:04 PM
30	cost cost	9/9/2014 5:35 PM
31	bus cost FS+ traffic Powell is already so congested (with the intersection at 39th failing a good chunk of the day), that I can't imagine removing a travel lane to accommodate light rail/streetcar/busway. Furthermore, I'm really concerned that TriMet can barely cover costs as it is, so they really shouldn't be investing in high-dollar infrastructure.	9/9/2014 5:07 PM
32	balance uses traffic These streets (Powell and Division) are already heavily trafficed. Adding more buses would make the congestion worse.	9/9/2014 4:04 PM
33	parallels light rail station spacing vehicle capacity Eastside MAX is already on Burnside. COMMENT: The survey leaves out information about how many passengers light rail and street car can carry...appears to be pushing us toward bus options, then fails to provide an idea of how far apart stations would be with both of those modes.	9/9/2014 3:14 PM
34	bus dedicated busway dedicated lanes FS+ Without a dedicated lane/line frequent bus service will be somewhat useless due to traffic delays on this route.	9/9/2014 11:51 AM
35	balance uses neighborhood effects right of way traffic Powell is already pretty congested, so a shared use method seems like a better fit for that route. Division is WAY too narrow/crowded to support a maxline. Anything to encourage travel on a transit option without increasing the congestion on these two routes would be the best option.	9/9/2014 10:54 AM
36	ridership because there are so many people on that route	9/9/2014 8:25 AM

37	frequency reliability ridership We already have bus lines on Division and Powell. A new bus line will not encourage new public transit riders. Also, bus lines tend to be much more unreliable in terms of frequency.	9/9/2014 5:04 AM
38	balance uses seemed the most amenable to work commute with the option of bike parking	9/8/2014 5:08 PM
39	bus dedicated busway dedicated lanes future growth LRT rail trip duration streetcar is too slow in portland. I anticipate future road congestion and want to prioritize mass transit movement so I'd advocate for dedicated lanes for buses or light rail ,	9/8/2014 3:51 PM
40	bus cost dedicated busway reliability right of way Short/long trips trip duration It seems like there might not be enough room to have a dedicated right of way for a train or bus but that seem like the only way to transport people faster and more efficiently the long distance to down town.	9/8/2014 3:34 PM
41	cost Be real. Who will pay for such a expensive investment.	9/8/2014 2:51 PM
42	bus cost permanence/flexibility timing Bus service is versatile and does not require the infrastructure of the streetcar, so the bus service could start almost immediately in comparison to major construction.	9/8/2014 1:19 PM
43	bus cost rail right of way vehicle type Light rail is effective but expensive, bus dedication is good if the buses run on diesel or? May not be enough room on roads	9/8/2014 12:05 PM
44	neighborhood effects right of way I don't want more MAX lines in SE and Gresham there's not enough room.	9/8/2014 10:46 AM
45	bus cost permanence/flexibility overall installation costs and lack of flexibility of route options (you can drive around accidents but can't take rail or streetcar off the track to by pass them)...	9/8/2014 9:37 AM
46	balance uses dedicated lanes predictable travel time reliability traffic In general I feel that transit options that have to compete with vehicular traffic are less reliable (especially in the afternoon rush hour). People are more likely to be willing to put up with longer commutes as long as the commute time is reliable and predictable. However, in the afternoon traffic makes this commute time very unpredictable.	9/8/2014 8:42 AM
47	balance uses Maintain travel lanes traffic reduce the number of traffic lanes, which are already insufficient during rush hour	9/8/2014 7:13 AM
48	balance uses cost Equity neighborhood effects right of way Insufficient right of way. The rejected alternatives would require removal of auto and bike lanes or removal of homes / businesses.	9/7/2014 10:57 PM
49	bus cost dedicated busway FS+ right of way route Cost for the streetcar; also, Division is a narrow street, there is no room for rails, but frequent buses would work well. A dedicated busway could work along Powell	9/7/2014 8:50 PM
50	cost FS+ LRT permanence/flexibility rail streetcar Light rail and Streetcars are a more permanent solution, frequent service is most affordable.	9/7/2014 3:53 PM
51	balance uses See my earlier comment re: ridiculous "road diets". A dedicated busway would further add to the gridlock on already busy streets.	9/7/2014 10:37 AM
52	dedicated busway My 1st choice is Dedicated busway. After that I am not sure.	9/7/2014 9:48 AM
53	balance uses neighborhood effects traffic I don't want a max near my home. A max would also take away road space for cars, we already have issues getting home from Powell and division.	9/7/2014 7:46 AM
54	access to transit bus public perception rail I don't quite understand the 'frequent service plus' concept, but it's hard to think of any of these as not being good for the route. It's also hard to say which would be best. Light rail and streetcar are more enjoyable rides, but I never trust them - my experience is that these rail lines are always too far away to make them a viable form of transportation for me.	9/7/2014 1:22 AM
55	bus dedicated busway dedicated lanes LRT rail traffic Streetcar not enough capacity, frequent plus still too many traffic issues.	9/7/2014 12:00 AM
56	right of way route Inner Division street is already narrow, with only one lane in each direction, now that swales have eliminated the use of the parking lane during rush hours.	9/6/2014 5:17 PM
57	balance uses bus Maintain travel lanes traffic streetcar seems to be slower. And neither Powell or Division seem like good candidates for the max line due to the heavy traffic. I would not want to see the lanes reduced down to 1 lane each way for the max.	9/6/2014 3:43 PM

58	balance uses bus Equity future growth neighborhood effects permanence/flexibility rail right of way streetcar traffic I prefer a vehicle that doesn't need a dedicated lane because (1) it allows other traffic to use the lane between buses, (2) it limits the need for more right-of-way from abutting property owners, (3) it doesn't put a barrier down the street (a complaint about the current MAX tracks), (4) there's a lot of community opposition in Gresham to a vehicle with a dedicated lane, (5) it's easier to make changes to the route to respond to future conditions.	9/6/2014 3:13 PM
59	bus frequency FS+ maintain bus service Good lord, where could you squeeze in light rail on either Powell or division? Or a "desicated busway". Just run buses more frequently.	9/6/2014 2:22 PM
60	bus cost maintain bus service Using the bus service routes already in existence would be more efficient and cost less to implement.	9/6/2014 1:02 PM
61	streetcar vehicle capacity I don't really know what would be the best. I would usually say rapid street car, but it doesn't seem like it would hold as many people and there are a lot of people moving on both Powell and Division.	9/6/2014 11:56 AM
62	balance uses traffic Traffic along Powell and Division is limiting	9/6/2014 11:54 AM
63	vehicle capacity Light rail is high capacity and comfortable to ride.	9/6/2014 11:41 AM
64	bus cost ridership timing vehicle capacity Light rail and street car take years and a lot of money to build, but don't serve as many riders	9/6/2014 10:08 AM
65	neighborhood effects right of way Less room and more clutter	9/6/2014 9:33 AM
66	bus FS+ USE EXISTING INFASTRUCTURE!	9/6/2014 9:27 AM
67	right of way we have enough light rail right now don't want to see anymore land used or taken up would like to see only existing used	9/6/2014 9:09 AM
68	bus cost FS+ LRT maintain bus service neighborhood effects rail traffic vehicle capacity I like streetcars, but I think they'd be disruptive to general traffic flow, plus they are the least high-density and perhaps among the most expensive. And the dedicated busway seems like overkill when we could simply enhance the already existing routes. I loved riding the Max when I lived close-in NE, and I like the high passenger rate.	9/6/2014 8:47 AM
69	bus cost dedicated busway neighborhood effects rail streetcar traffic trip duration It wouldnt be as "rapid" and wouldnt be as competitive with the car. Light rail would be to bulky and expensive. Rapid streetcar or dedicated busways would work (preferably rapid streetcar)	9/6/2014 8:45 AM
70	balance uses cost dedicated lanes neighborhood effects permanence/flexibility right of way I like the dedicated travel lane option best, but don't understand how the privately-owned land for this use can be acquired without huge amounts of money. The downside of dedicated travel lane option is the potential to permanently divide existing neighborhoods by blocking cross street access. Is it possible to underground the route in sensitive areas?	9/6/2014 8:38 AM
71	Short/long trips Not enough stops. Both of these streets are busy. People don't want to walk a mile or so to get to their stop.	9/6/2014 5:44 AM
72	None	9/5/2014 7:01 PM
73	trip duration Need a rapid way to connect Portland to Gresham. Buses will be slower than cars usually.	9/5/2014 4:45 PM
74	cost dedicated lanes Fewer, no transfers frequency neighborhood effects permanence/flexibility public perception rail right of way Short/long trips station spacing streetcar traffic trip duration Portland ALWAYS does things the most cheap way possible, and "frequent service plus" buses would never be good enough. They'd just be the regular buses in which we've been utterly disappointed. Rapid streetcar would be my favorite; they're smaller, more nimble, and easier to fit in a dedicated transit lane. The streetcar downtown (although LOOKING cool; I still love seeing it) is IMPOSSIBLY slow, and it takes forever to arrive. I've *always* been able to go from A to B faster by WALKING than by taking the streetcar. But the "rapid streetcar" option (like they have in Europe, Philly and numerous other places) is wonderful! I might even consider waiting 15 minutes for such a streetcar, because at least it would move QUICKLY once it arrived (and, again, SPACE the stops out much, much farther apart!).	9/5/2014 3:57 PM
75	connect to transit rail route rail is nicer, could extend out to Sandy and beyond	9/5/2014 3:41 PM
76	safety and security Creates more bad than good	9/5/2014 2:57 PM
77	bus cost frequency FS+ permanence/flexibility trip duration Streetcars in this city are slow and infrequent. Light rail would be expensive to build. Frequent Service Plus requires the investment in hardware - little building needed. Plus it has more flexibility when traffic problems arise (street closures, etc)	9/5/2014 2:27 PM

78	balance uses bus dedicated busway neighborhood effects safety and security walkability The dedicated busway seems more neighborhood friendly. Too many pedestrian accidents occur on Powell.	9/5/2014 12:59 PM
79	cost Would really like a careful examination of the cost vs. benefits of the proposed types of transit.	9/5/2014 12:38 PM
80	cost I don't know.....the data folks need to crunch the numbers.....don't throw this into the taxes...simple and practical is the word....	9/5/2014 11:36 AM
81	general opposition none	9/5/2014 11:18 AM
82	cost expensive	9/5/2014 11:12 AM
83	bus dedicated lanes LRT rail traffic vehicle capacity A dedicated transit lane (for bus or rail) is important to bypass traffic, which can be really heavy on Powell and Division. I think the heavy usage would justify light rail's greater carrying capacity (than street car).	9/5/2014 11:11 AM
84	accessibility bus dedicated lanes LRT predictable travel time rail reliability ridership streetcar traffic trip duration vehicle capacity Traffic along these busy, crowded corridors often creates huge schedule frustration for bus riders. For any system to be more efficient, it will need dedicated priority over other traffic. As an "Honored Citizen," light rail and streetcars are much easier and more pleasant to navigate even when crowded than buses.	9/5/2014 10:59 AM
85	construction cost Construction costs and road closures.	9/5/2014 10:56 AM
86	bus rail route vehicle type light rail and dedicated busway would not be suitable for inner division street, but would be suitable for Powell Blvd. Streetcar and frequent service plus would be best for inner division street.	9/5/2014 10:29 AM
87	accessibility balance uses bus connect to transit dedicated busway dedicated lanes future growth LRT rail ridership route traffic vehicle capacity walkability I rejected rapid streetcar because it has less seats, and this is an area with heavy transit use especially at rush hours (#9 in the morning and afternoons are always packed). I rejected 'frequent plus' because rush hours on Powell have gnarly traffic and having a transit-only lane would be very beneficial. I also think that crossing at Tilikum will alleviate some of that hold-up, since Ross Island will not have a transit-only lane in the forseeable future. Also, Tilikum provides better and safer access to OHSU's waterfront campus. The current transfer from #9 to the tram is problematic for folks with disabilities and generally unpleasant to walk (on the freeway ramp).	9/5/2014 10:23 AM
88	traffic It would increase traffic congestion.	9/5/2014 9:31 AM
89	vehicle capacity The commute anywhere on Powell or Division has to many commuters for the small spaced Street Cars.	9/5/2014 9:29 AM
90	bus rail All options should be considered	9/5/2014 8:28 AM
91	balance uses neighborhood effects public perception rail ridership right of way streetcar trip duration People are more likely to use rail that road based transit, especially current non-transit users. There's no room, especially on Division, for a busway and regular bus service just gets stuck in traffic like everyone else, eliminating a possible perk. Light rail is too big for the urban scale of these streets.	9/5/2014 8:11 AM
92	cost timing Cost of construction for light rail and streetcar. Also, length of time to implement them.	9/5/2014 7:27 AM
93	balance uses bus cost FS+ neighborhood effects rail streetcar traffic Streetcar has the advantage of light rail without the disruption/expense. And cars can use the streetcar footprint. Cars wouldn't be able to use the dedicated busway.	9/5/2014 7:23 AM
94	vehicle capacity Street car too small	9/5/2014 6:47 AM
95	general opposition neighborhood effects I don't like any of them. This is the least intrusive.	9/5/2014 4:48 AM
96	It makes more sense	9/5/2014 3:03 AM
97	right of way route Division is now only one lane each way.	9/5/2014 12:01 AM
98	bus cost dedicated busway FS+ parallels light rail streetcar Light rail is already very close to another light rail system and is too expensive. The others seem more promising.	9/4/2014 10:33 PM
99	balance uses bus LRT rail traffic vehicle capacity Light rail hold more persons than a streetcar; dedicated busway would take too much of the roadway away from vehicular traffic.	9/4/2014 10:00 PM
100	access to transit Short/long trips There are many areas along Division and Powell that need transit accessibility, requiring more stops than appropriate for light rail or rapid streetcar.	9/4/2014 9:30 PM

101	dedicated lanes future growth traffic Because with the traffic in the area now and the fact that the traffic is only going to get worse we need something that has its own right of way	9/4/2014 9:20 PM
102	Just look at the existing models in Portland!	9/4/2014 9:06 PM
103	bus Equity maintain bus service trip duration Street car too slow. Tired of bus riders bearing the brunt of system that favors light rail.	9/4/2014 8:44 PM
104	LRT rail trip duration light rail is faster	9/4/2014 8:44 PM
105	bus cost dedicated busway permanence/flexibility public perception rail streetcar Light rail is too expensive, and not flexible enough. Frequent service plus is not a high enough quality for this corridor.	9/4/2014 8:23 PM
106	cost permanence/flexibility cost, less flexibility	9/4/2014 8:12 PM
107	construction environmentally friendly neighborhood effects rail streetcar The light rail would cause too much disruption to this section of the city, whereas the streetcar would cause much less of a negative environmental impact on the residents and businesses.	9/4/2014 7:22 PM
108	bus FS+ maintain bus service permanence/flexibility Division/Powell (especially Division) aren't wide enough for rail/streetcar/busway and cars; I like having the option of buses being able to detour if traffic is backed up for any reason (construction/accident, etc.)	9/4/2014 7:18 PM
109	LRT public perception rail ridership streetcar Light rail or RSC are better more comfort. And more would use	9/4/2014 7:12 PM
110	balance uses right of way safety and security walkability Too many narrow streets & non-sidewalk areas making it more dangerous for pedestrians & bicyclists.	9/4/2014 7:08 PM
111	rail Rail is better	9/4/2014 6:54 PM
112	permanence/flexibility reliability Rail is always getting stuck. No potential to reroute.	9/4/2014 6:09 PM
113	BRT bus connect to transit LRT neighborhood effects rail route MAX in this corridor would connect several lines and expand existing network considerably. BRT or enhanced bus service would minimally disrupt existing street network and/or neighborhoods while most easily serving a non-linear route to the greatest number of significant destinations. Streetcar is ineffective transit.	9/4/2014 6:04 PM
114	Because they either do or don't make sense for the area they will be travelling.	9/4/2014 6:00 PM
115	construction neighborhood effects Way to much construction through neighborhoods.	9/4/2014 5:51 PM
116	bus dedicated busway dedicated lanes future growth LRT rail timing trip duration vehicle capacity Dedicated right of way will increase travel speeds but I don't think rapid streetcar makes sense because of the limited capacity of the vehicles. If we are going to invest in dedicated ROW, then we should maximize capacity for the long term.	9/4/2014 5:42 PM
117	balance uses bus dedicated lanes predictable travel time reliability traffic trip duration vehicle capacity Frequent service plus doesn't matter if the bus still has to share lanes with regular traffic. Essentially a bigger bus could take more passengers but still be stuck in traffic. The approach that would work for this corridor is to have separate dedicated lanes for transit.Commutes could be greatly improved while reducing the volume of cars with dedicate transit lanes. No one wants to take an hour long bus ride to sit in stop and go traffic.	9/4/2014 4:41 PM
118	bus vehicle capacity High capacity buses sound wonderful! The bus routes I use frequently (4,9,72) - often are filled to standing room only.	9/4/2014 4:34 PM
119	Amenities bus cost maintain bus service timing Cost! Light rail will take years, streetcar, also, a long time, as would the busway. Use money to upgrade all bus stops. They should all have some amenities!	9/4/2014 4:23 PM
120	bus cost dedicated busway permanence/flexibility trip duration rail is too expensive and permanent; dedicated busway is better than frequent service in order to increase speed	9/4/2014 4:15 PM
121	connect to transit route Current streetcars are not where I would use them.	9/4/2014 4:12 PM
122	bus construction neighborhood effects parallels light rail Short/long trips light rail rejected - too much impact in the years it would take to get going and not necessary with MAX. Light rail is better for occasional stops - this corridor has many necessary stops to meet the needs	9/4/2014 3:57 PM

123	balance uses Design neighborhood effects right of way route Division is an incredibly narrow street with very limited parking. Business owners really struggle with the parking issue. US26-Powell is very wide by Portland standards and often feels alienating or dangerous - both driving it and walking it - because of the huge mass of asphalt (getting better with more trees now, but still unfriendly). Would make sense to utilize the wider space and also possibly reduce that Urban Jungle feeling on Powell.	9/4/2014 3:49 PM
124	bus Equity route Transit-dependence trip duration When I think of the types of people that most frequently use mass transit, and rely on it for getting around town, it is the people that don't have other modes of transportation available to them. Making sure that they can get to where they need to go as quickly as possible without having to travel great distances to get to the bus I think would be very important.	9/4/2014 3:42 PM
125	bus permanence/flexibility predictable travel time reliability Light rail is getting affected more often with problems and can't run as promised. Buses don't have those same problems.	9/4/2014 3:18 PM
126	trip duration streetcar is the slower of the transit choices	9/4/2014 3:15 PM
127	right of way not enough room on the street.	9/4/2014 3:02 PM
128	Short/long trips PORTLAND IS LOCAL TRAFFIC NOT DISTANCE AND GENERALLY SHORT HOPS	9/4/2014 2:38 PM
129	balance uses bus cost Equity frequency future growth maintain bus service Maintain travel lanes neighborhood effects traffic trip duration Use small, nimble, quick, cheaper, frequent methods. Given population trends and transportation needs, DO NOT remove automotive/truck lanes, and minimize any more taking of commercial and residential property along the rights of way.	9/4/2014 2:22 PM
130	construction utility impacts hopefully could be built without digging up all the utilities	9/4/2014 2:17 PM
131	bus construction maintain bus service neighborhood effects traffic construction is not advised as traffic is already heavy on these streets and a diversion would be very inconvenient. Just add more bus lines to this route.	9/4/2014 1:59 PM
132	bus construction cost dedicated busway environmentally friendly FS+ permanence/flexibility reliability traffic vehicle type Rail involves too much expensive infrastructure and service disruptions along the entire route if just one vehicle has an issue. With a high capacity hybrid bus you would have less impact to the entire route if problems arise with a bus on wheels is easier to move out of the way than a vehicle on rail tracks. What's more with high capacity electric or hybrid busses it's great on the environment and less maintenance costs.	9/4/2014 1:49 PM
133	Amenities balance uses bus construction cost dedicated busway dedicated lanes frequency vehicle capacity walkability I think that this route has the ridership capacity to fill a light rail. However, light rail is expensive and has a lot of infrastructure improvements - so a frequent service, dedicated bus lane might be more appropriate. Something with dedicated stops, shelters, and transit stations is most appropriate. I think that any expansion of transit lines also needs expansion of sidewalks and bike connections.	9/4/2014 1:48 PM
134	???	9/4/2014 1:39 PM
135	public perception rail reliability ridership vehicle capacity More capacity. Better reliablity. More people ride trains.	9/4/2014 1:26 PM
136	permanence/flexibility too permanent...	9/4/2014 1:23 PM
137	bus 1st 2 just make more sense for this part of the county and 3rd already too may wires overhead	9/4/2014 1:22 PM
138	right of way Insufficient roadway	9/4/2014 1:01 PM
139	construction permanence/flexibility station spacing timing It takes a long time to build. And light rail is definitely less flexible on stops.	9/4/2014 1:01 PM
140	bus right of way traffic Further impeding Division after 50th with railway tracks would be a traffic nightmare. There's no way to put rail down Division.	9/4/2014 12:58 PM
141	right of way Limited space for a transit only stop	9/4/2014 12:42 PM
142	bus cost permanence/flexibility vehicle capacity Street car will not provide enough seating, and is unable to detour around traffic accidents, dead street cars, etc. Light rail would be too costly.	9/4/2014 12:41 PM

143	balance uses BRT bus connect to transit dedicated lanes frequency FS+ maintain bus service predictable travel time reliability Short/long trips station spacing traffic trip duration vehicle capacity More frequent stops are required along that route (based on extensive bus-riding on both powell and division) as the area between downtown and gresham is highly residential and many commuters take buses to avoid long walks after light rail commutes. Something somewhat outside of normal traffic would make a huge difference in commute times and overall usefullness and functionality	9/4/2014 12:40 PM
144	balance uses rail traffic There is already too much motor vehicle confusion and congestion in those areas. Adding,ore would be a nightmare. Rail is the way.	9/4/2014 12:37 PM
145	route station spacing Stations are too far apart. Would not be appropriate for the loop option I proposed	9/4/2014 12:21 PM
146	balance uses bus construction development opportunity Equity frequency LRT neighborhood effects rail ridership right of way route timing traffic vehicle capacity Powell and Division both need more frequent service with higher capacity. Rapid street car offers no benefits. Max would be great on Powell, but inner Division does not have room for it, and businesses and traffic on Division may not survive another round of multi-year construction.	9/4/2014 12:16 PM
147	bus cost dedicated busway dedicated lanes reliability The max breaks down too frequently, and I feel like it would be the most expensive option. I'm not super thrilled about busses that have to navigate in traffic either.	9/4/2014 12:12 PM
148	bus rail ridership right of way Corridor seems narrow for rail. Start with better bus. If ridership increases add rail.	9/4/2014 12:10 PM
149	bus dedicated lanes LRT public perception rail traffic vehicle capacity Streetcar would not provide the space required to transport the massive number of people in this corridor. Frequent service plus could be too easily affected by the high traffic of Division/Powell, but if in a dedicated right of way it would be more effective even during the rush hours. Light rail seems to be losing popularity in Portland, but it is still a viable option I think.	9/4/2014 12:09 PM
150	balance uses These choices seem to "dove tail" with current vehicle traffic most seamlessly.	9/4/2014 11:49 AM
151	balance uses cost development opportunity future growth neighborhood effects ridership trip duration This city is getting bigger and bigger and they keep building apartments with no parking so Trimet has to expand and accommodate all these people without cars. It is your chance to be a shiny example of making Portland a city that can get the masses around efficiently and quickly. You need to make people want to get rid of their cars.	9/4/2014 11:41 AM
152	LRT predictable travel time public perception rail reliability ridership streetcar vehicle capacity i've really found street car and light rail to be so much more dependable than our bus system. i would be more inclined to ride transit to work..i.e. street car, light rail than bus. bus system overcrowded and unpredictable.	9/4/2014 11:40 AM
153	bus cost permanence/flexibility trip duration Buses are more flexible, and in the end just as fast. The initial cost, as well as upkeep, makes rail of any kind not as attractive as buses.	9/4/2014 11:40 AM
154	bus construction cost neighborhood effects route Division is going through a major paving project right now and why would you tear it all up again to add new lanes or light rail or streetcar. BIG waste of taxpayer money.	9/4/2014 11:38 AM
155	BRT vehicle type Portland needs BRT and articulated buses.	9/4/2014 11:34 AM
156	balance uses bus connect to transit construction cost FS+ future growth maintain bus service neighborhood effects reliability ridership route traffic vehicle capacity least disruptive to street traffic and streets as they are now, I'm assuming least expensive Portland is so congested and will only get worse, do we want to tear up existing streets for this as I assume we'd have to do for the other transit types Please forgive me if I've missed something here, I'm not a traffic engineer just want to see better connecting service to line 72 and less crowded buses, especially on lin 9	9/4/2014 11:28 AM
157	vehicle capacity not enough capacity	9/4/2014 11:27 AM
158	bus connect to transit dedicated busway FS+ LRT maintain bus service predictable travel time rail reliability route Service hours trip duration More and better buses seems like a better idea to me. I do not think we need trains in these areas but I am not opposed to trains either. Anything is better than what we have now! We need more early morning service 7 days a week. I work weekends too and I can't afford to be late for work on weekends and Holidays. I live on Division and I work Security at the Oregon Zoo for Metro!	9/4/2014 11:27 AM
159	construction maintain bus service predictable travel time reliability traffic trip duration Less impact on current traffic congestion, reduce construction of new roadways which causes delays on current service and delays for riders. An example was LLoyd Center construction. Easier to communicate changes to the public.	9/4/2014 11:26 AM
160	bus cost Cost. Bus more cost effective.	9/4/2014 11:25 AM

161	dedicated lanes neighborhood effects traffic vehicle capacity I think that the roadway corridors of powel and division are already so wide in the outer-east side, and already so narrow in the inner-east side, that transit-only lanes and larger high-capacity buses wouldn't effectively "fit" in the roadway. And it would be much more likely for vehicles to violate the transit-only lanes for a bus, but much harder to violate a transit-only lane for a separated trackway.	9/4/2014 11:22 AM
162	general opposition route We don't need any more construction on Division.	9/4/2014 11:15 AM
163	cost neighborhood effects because it SEEMS a smaller more efficient way.	9/4/2014 11:12 AM
164	right of way Streets too narrow to accommodate.	9/4/2014 11:10 AM
165	balance uses bus cost permanence/flexibility traffic any rail project is too costly to maintain. Roads are much cheaper, and buses can be detoured if needed.	9/4/2014 11:08 AM
166	dedicated lanes Need dedicated routes	9/4/2014 11:07 AM
167	BRT bus construction cost dedicated busway FS+ neighborhood effects permanence/flexibility reliability timing vehicle capacity vehicle type Initial cost and construction time. A Frequent Service +/BRT type line would be less "disruptive" to the surrounding area during construction and more flexible. Should one bus have a mechanical issue, it would not disrupt operation throughout the rest of the line as occurs with a fixed rail system. Tri Met should seriously consider high capacity articulated buses (similar to the models Seattle uses on it's "Rapid Ride" service) for this route which would help alleviate overcrowding and minimise the need for passengers to stand (which is an oft overlooked safety issue). Articulated buses also have a tighter turning radius than a standard 40 - 42' vehicle.	9/4/2014 11:06 AM
168	bus connect to transit construction development opportunity Equity future growth maintain bus service neighborhood effects Existing & future land use. Disruption due to construction. Would not want "different" buses - just another type to complicate fleet maintenance.	9/4/2014 11:05 AM
169	bus connect to transit construction dedicated busway Fewer, no transfers frequency FS+ n/s connections neighborhood effects Short/long trips traffic trip duration vehicle capacity Street car is too slow - seriously, it is too slow. Too small. Both streetcar and light rail requires too much new infrastructure and would be so incredibly disruptive. Division has become a complete mess with road narrowing, so much more traffic is diverted to Powell. A dedicated busway would be amazing, but again, too much infrastructure. I think the best option would be the frequent plus, that runs on an express stop route so that folks heading out past 82 don't have to stop at all the inner stops. that would also ease some of the slowing on Powell and Division. I think a Gresham Express might be useful, as well as some that meet up with north and south connections on the way - 39th, 50th, 82nd etc... Those could definitely operate frequently on commuter rush schedules with additional at various times to reduce the time for outer SE residents.	9/4/2014 10:59 AM
170	balance uses ridership traffic they will run as empty as the street cars. don't muck up traffic.	9/4/2014 10:58 AM
171	BRT bus cost dedicated lanes future growth LRT permanence/flexibility rail reliability traffic vehicle capacity BRT offers the most bang for the buck. Design it so that a conversion to light rail is feasible in the future if vehicle capacity becomes and issue. As stated above, the key is to ensure it has dedicated lanes in congested areas. Don't wuss out on transit reliability.	9/4/2014 10:57 AM
172	trip duration vehicle capacity Speed & capacity.	9/4/2014 10:57 AM
173	accessibility vehicle capacity Not enough seating & less comfortable seating for handicapped passengers on street cars.	9/4/2014 10:56 AM
174	traffic vehicle capacity Traffic for the bus and the streetcar seats so few.	9/4/2014 10:51 AM
175	general support Division and powell are hell so I need options.	9/4/2014 10:51 AM
176	accessibility balance uses bus dedicated busway dedicated lanes LRT rail ridership right of way route traffic vehicle capacity I like the idea of of getting the transit line out of normal traffic, which is why I chose the light rail and dedicated busway. With the number of aging residents, I do think there needs to be seating, which is why I ruled out the streetcar even though it does not integrate into traffic. The frequent bus service would be my most least favorite even with the turnouts. I think my favorite would be the light rail as long as it only ran on Powell. If there is a mix of Powell and Division, my favorite would be the dedicated buway because Division is so narrow in inner SE.	9/4/2014 10:50 AM
177	cost Design I rejected Light Rail and Rapid streetcar because of the cost. Also, the overhead lines for Light Rail and Streetcars become an issue in hot and very cold weather.	9/4/2014 10:48 AM

178	balance uses bus FS+ Maintain travel lanes traffic trip duration Traffic is already extremely congested. Removing a lane and dedicating to mass transit is counterproductive to commuters who don't have the option of using transit. (+ 2hr transit commute vs. 1/2 hour driving commute)	9/4/2014 10:47 AM
179	bus route vehicle capacity Because there would need to be a good snow route, and with the volume of riders between Division and Powell along Cesar Chavez and down Powell to Cleveland High School, adding a bus or two seems more plausible than developing a whole new streetcar system (although, I am not well versed in city planning or planning of transportation services).	9/4/2014 10:43 AM
180	bus Of the choices, I'm not really sure a streetcar would be the best option. I know it says rapid, but really, would it be faster than the bus?	9/4/2014 10:42 AM
181	balance uses bus connect to transit dedicated busway FS+ LRT neighborhood effects rail Light rail and buses are already in use and I think it will integrate smoothly into the SE commute scene. I believe the dedicated busway will help ease traffic along Powell and Division.	9/4/2014 10:41 AM
182	connect to transit cost frequency reliability route trip duration Cost, convenience	9/4/2014 10:39 AM
183	right of way No room for light rail on division.	9/4/2014 10:39 AM
184	balance uses general support route I am a regular commuter by bike, but utilize Trimet as my primary backup method of transportation (I never commute by car). I feel like all viable formats should be explored and could see any of these options as possibilities given the Tillikum bridge configuration which is optimized for transit.	9/4/2014 10:38 AM
185	bus cost dedicated busway FS+ LRT neighborhood effects reliability trip duration vehicle capacity I think the bus options will be cheaper, faster, and less disruptive than streetcar. I'm guessing light rail will be expensive and disruptive as well, but its speed and capacity makes it worth considering.	9/4/2014 10:37 AM
186	balance uses bus construction cost dedicated lanes Equity FS+ Maintain travel lanes neighborhood effects Short/long trips traffic trip duration Rapid Streetcar is an Oxymoron. I think that this is only suitable for downtown Dedicated Busway means that personal trips will be limited to 1 lane of travel which is a major congestion problem during non-commute (as well as commute) hours. Light rail - if located on either Division or Powell - would cause the same limitation as a dedicated busway. And I don't see how Trimet could acquire sufficient linked properties to run a route on or off a major street without a great expense, and great disruption of established small business. But I could be wrong, which is why I checked to "study" the route	9/4/2014 10:36 AM
187	Fewer, no transfers right of way Rejected because of right - of - way impacts to add in these services. Express service on bus would be very beneficial for Gresham riders.	9/4/2014 10:36 AM
188	cost Cost of building new transit infrastructure	9/4/2014 10:35 AM
189	bus cost dedicated lanes Equity Fewer, no transfers maintain bus service neighborhood effects permanence/flexibility reliability ridership Short/long trips traffic trip duration vehicle capacity Light rail would be invasive and expensive. Frequent service plus would get hung up in traffic. Rapid streetcar would be better, but I fear it would not be able to keep up with the demand and be expensive. Dedicated busway would be competitive with driving, be able to move faster than traffic, and have more flexibility than lightrail/ streetcar to deal with accidents, traffic jams and other issues. Frequent Service plus would most likely remove local service, and would get hung up in traffic. I'm afraid that with political concessions and pressures it would end up being a fancily branded "express" bus that gets hung up in traffic and ends up reducing local service for the elderly and disabled.	9/4/2014 10:34 AM
190	bus construction cost dedicated busway dedicated lanes FS+ route I think it would be easier and less expensive to implement the frequent service plus or the dedicated busway system. You should consider making a bus-only lane on Powell, similar to the northbound lane on SE 82nd Avenue north of Clackamas Town Center. This would be less expensive while still providing a mostly dedicated lane to keep buses moving.	9/4/2014 10:32 AM
191	BRT bus FS+ right of way There is probably not enough right of way for rail. BRT or Frequent+ are more appropriate for these corridors. BRT's time has arrived for Portland.	9/4/2014 10:31 AM
192	right of way Division is only so wide.	9/4/2014 10:29 AM
193	bus construction cost dedicated busway dedicated lanes permanence/flexibility predictable travel time reliability I think frequent service plus and dedicated busway would be the most cost effective choices and would seem easier to implement. Also, I have a friend in Japan who tells me their buses are ALWAYS on time. When I asked her how, she told me about the dedicated busways in their city. Of the four possibilities, my first choice would be dedicated busway service.	9/4/2014 10:28 AM

194	BRT bus permanence/flexibility right of way Rail seems dangerous to me, given the huge number of pedestrians along Powell, and the impossibility of finding space for dedicated right-of-way. Because the available width varies greatly on Outer Powell, BRT could take advantage of changing situations. The situation might be quite different for Division - I am less familiar with that.	9/4/2014 10:27 AM
195	Equity Maintain travel lanes neighborhood effects right of way Concern over removal of existing structures and road capacity.	9/4/2014 10:26 AM
196	bus dedicated busway dedicated lanes FS+ reliability traffic Dedicated busway seems the best because it is less expensive than rail but separated from other traffic, so that it will be reliable. The frequent service plus seems like a stop-gap and wouldn't help a lot (but it would help a bit).	9/4/2014 10:22 AM
197	Equity right of way requires dedication of real estate cutting into existing business and homes	9/4/2014 10:22 AM
198	Fewer, no transfers station spacing trip duration faster trips and less stops	9/4/2014 10:22 AM
199	right of way Powell and Division are too narrow to dedicate an entire lane to a busway.	9/4/2014 10:18 AM
200	cost cost	9/4/2014 10:18 AM
201	balance uses bus dedicated lanes traffic In my experience, it seems that buses, even with dedicated lanes, are heavily dependent on traffic. Putting more buses onto powell/division at commuting times will not improve flow.	9/4/2014 10:17 AM
202	rail Rail makes more sense	9/4/2014 10:17 AM
203	BRT bus FS+ LRT rail ridership trip duration vehicle capacity The Portland streetcar is pretty slow. For the high volume of riders BRT, Max or frequent service plus is the best option.	9/4/2014 10:17 AM
204	construction timing it would take too long to build	9/4/2014 10:17 AM
205	BRT cost Streetcar: most of the expensive of LRT but only half the benefits of a true BRT.	9/4/2014 10:16 AM
206	dedicated lanes frequency reliability ridership trip duration This corridor needs a dedicated, reliable service, if people are going to switch to transit, it needs to be frequent, and faster or at the very least on-par with driving a private car.	9/4/2014 10:15 AM
207	dedicated lanes right of way traffic Concerns about current traffic along Powell and Division and lack of space for dedicated transit only lanes. Am not a huge fan of the street car (hardly ever ride it)	9/4/2014 10:15 AM
208	cost timing Need a lower cost than LRT option. Find a way to get this done!	9/4/2014 10:15 AM
209	balance uses bus construction dedicated busway FS+ permanence/flexibility timing traffic Powell and Division have heavy auto traffic, adding rail lines seems like a nightmare in terms of planning and carrying out the installation. Also, I am uncomfortable driving over rail lines and I think other drivers are as well. Plus, adding rail lines is a permanent installation, something that is not easily changed whereas frequent bus service and dedicated bus lanes can easily be changed in the future.	9/4/2014 10:14 AM
210	Equity neighborhood effects too many homes and home values would be effected by a rail way in the middle of powell blvd between 122nd -Gresham transit center. which would bring down the feel of the neighborhood	9/4/2014 10:14 AM
211	connect to transit frequency predictable travel time reliability route trip duration Faster and more convenient	9/4/2014 10:14 AM
212	rail trip duration vehicle capacity Buses are too slow and not high capacity.	9/4/2014 10:13 AM
213	bus frequency rail right of way route Powell is a very narrow street - not room for Light rail. any other option will work as long as it runs often and out to Gresham	9/4/2014 10:12 AM
214	balance uses dedicated lanes traffic We need dedicated infrastructure that isn't subject to conflicts with traffic.	9/4/2014 10:10 AM
215	trip duration it is faster to walk than take street car	9/4/2014 10:08 AM
216	rail streetcar Light rail would NEVER fit up Division. Maybe extend the streetcar, but not Max.	9/4/2014 10:07 AM
217	connect to transit LRT maintain bus service rail buses are already in place and connection/growth to the light rail line is needed	9/3/2014 8:17 PM

218	cost future growth LRT public perception rail ridership I'm familiar with the various types of grade separated and semi-separated BRT, but the fact is: they're still buses. If we want to get the most people possible out of their cars and into transit, then the smooth ride and social acceptability (even cachet) of trains is simply the only way to go -- at least for a major urban transit thoroughfare like this corridor. In smaller cities (I'm looking at you, Eugene), BRT makes since, but with the growth expected in Portland in coming years, investing money in high capacity transit in the central city that's not rail seems like a waste of money. If we can't afford rail now, then we should save up until we can. I live along Powell, and the only thing (yes, /the/ only thing) that would increase my transit use from "occasional" to "often" would be the introduction of rail. I have ridden BRT before, and even when it looks and acts like a train, it simply isn't. It is a poor substitute and simply does not offer the same ride quality as rail. I feel like this is a case of theory vs. practice. In theory, BRT should be the same as LRT; some advocates will say it can do exactly the same thing for less cost (which itself is debatable over the long-term). But in practice, that's simply not the case; to attract people (like me) who are at the margins of transit ridership, rail is the only thing that will tip the balance. Period.	9/3/2014 5:08 PM
219	balance uses cost traffic Less disruption to present traffic flow and lower cost,	9/3/2014 1:40 PM
220	balance uses bus dedicated lanes rail streetcar I think a streetcar would be great for Division, though I don't think exclusive lanes would work due to the street width while retaining auto parking. Ideally on Portland main streets I'd like to see exclusive streetcar/bus lanes, 1 lane of auto traffic and a grade-separated cycle path. Perhaps Powell should be converted to such a configuration. Rarely do we need 4 lanes of auto traffic.	9/2/2014 12:18 PM
221	general support We need more service not just squeezing more into the same width/area.	8/30/2014 12:32 PM
222	bus environmentally friendly because it does not look too different from the buses that are currently running on powel and division. I would prefer more energy efficient travel than more amenities as that seems to be the biggest difference.	8/30/2014 12:26 PM
223	bus cost Equity trip duration Light rail is slow and expensive. I am bitter about the street car to the point that I wish East Portland could become part of Gresham. BTW- I think that it is dishonest of the city to feature street cars and light rail as options when anyone in Brentwood-Darlington knows that we will never, ever get fancy infrastructure. Finally, I am suspicious of anything that comes from PBOT. They lied about having a bike share sponsor and that suggests that they could lie abut other matters of civic importance.	8/30/2014 10:27 AM
224	balance uses bus connect to transit cost environmentally friendly neighborhood effects parallels light rail ridership traffic vehicle capacity Tracks down Powell in the Gresham area would disrupt the feel of the neighborhood. There are many older homes in that part of town. In Gresham we have a Max line one block off of Division. If more transit is needed add more trains to that line. It seems like a waste of tax money to build another rail line anywhere in Gresham. I look at the buses and most of them have a few riders on them. If there is a need for a more empress route, it could be done by designating some of the existing routes as express. That could be done without adding more unnecessary buss which would contribute to more pollution, and congestion.	8/30/2014 10:00 AM
225	cost timing Light rail would likely be too expensive and take too long to develop	8/30/2014 8:51 AM
226	cost neighborhood effects cost, noise and disruption of existing roads and neighborhoods	8/30/2014 8:48 AM
227	balance uses dedicated lanes development opportunity LRT public perception rail streetcar traffic trip duration vehicle capacity There are already buses that service these streets, these are high traffic streets that would benefit from a dedicated rail or street car, and have room for it depending on where it is. Powell Boulevard is also known has highway 26 and if this freed up traffic or brought more business to Powell that would be amazing. Many people who will ride light rail or street cars do not choose to take the bus because they find it difficult or confusing (despite it actually being moderately easy) and those that do ride the bus dislike the travel time, room, and wait times. Moving Portland into the future will take a dedicated rail system!	8/29/2014 3:51 PM
228	predictable travel time reliability I need a consistent and reliable way to get to and from work.	8/29/2014 12:23 PM
229	traffic We have not answered some ? because we are not sure. Traffic on Division is awful. A transit system would make it worse.	8/28/2014 9:17 PM
230	We do not need to reinvent the wheel again.	8/28/2014 8:18 PM
231	balance uses walkability I wouldn't be in favor of a solution that further reduces sidewalks, bike lanes or shoulders used by pedestrians in the absence of sidewalks.	8/28/2014 6:54 PM
232	balance uses bus cost walkability Trains cost too much in up-front capital, and they are being rejected by the community (see: Clackamas, 2013). Powell and Division need sidewalks and beautification.	8/28/2014 6:10 PM

233	balance uses cost traffic Light rail is too expensive and would create major disruptions. Get the buses off the main thoroughfares. I often get stuck in an intersection with the bus stops on the opposite of the intersection.	8/28/2014 4:28 PM
234	bus dedicated lanes rail traffic Powell Blvd is single lane and very congested in some areas. A dedicated lane or tracks would help alleviate that problem, while a bus sharing existing lanes would make it worse.	8/28/2014 2:39 PM
235	traffic Transit needs to not get stuck in traffic	8/28/2014 1:28 PM
236	LRT Light rail already comes in to Gresham.	8/28/2014 1:07 PM
237	bus connect to transit cost LRT ridership route trip duration The cost and community interruption of building light rail or rapid streetcar. The only consideration for light rail would be if it extended to Mt. Hood CC and Legacy Mt Hood hospital. Where it ends in Gresham doesn't make much sense. How will the new options move faster? I drive Division and Powell often and the buses are doing the speed limit. Except for peak times there are not many riders in the Gresham area. Will we be getting rid of a enough cars to compensate for additional buses?	8/28/2014 12:59 PM
238	permanence/flexibility more flexibility for future changes	8/28/2014 12:10 PM
239	cost frequency reliability trip duration Fastest, frequent, efficient and most comfortable options are the best.	8/28/2014 11:42 AM
240	None of the above	8/28/2014 10:46 AM
241	development opportunity rail This route needs investment and commitment. HCT in the form of rail will pay off in the long run.	8/28/2014 10:10 AM
242	balance uses BRT bus cost dedicated lanes LRT permanence/flexibility rail reliability station spacing streetcar traffic Portland has an unstable street network. By unstable, I mean if there is a major accident somewhere, the system tends to seize up. This is because we have not "over built" our freeway system like most major cities since livability trumped speed. Hence, any functional High Capacity transit system needs dedicated right of way, so the "relief valve" in case of trouble is not affected. I would also nixed Light Rail over cost versus convenience. The rapid streetcar can act like light rail in the lower density neighborhoods, but also BRT has the advantage of not being on rails, so not only is it cheaper but bikes and buses could share the lane. I know this has not been tried in Portland, but it worked very well on State Street in Madison, Wisconsin in the 1990s, this with many more buses than this route would have. The route would also include turn outs for the buses at stations, thus there would be places for the bikes/buses to pass each other. Hence, the suggestions for study would be "no build, light rail, frequent streetcar and BRT with the possibility of a shared bus/bike lane. This last option I think will find to be the most flexible with the least cost.	8/28/2014 10:08 AM
243	cost public perception Buses cost more in regular expenses, people often need exact change to ride, and don't give the overall nice feel for public transportation... I would like the new transit to be appealing to business personnel, college students, and families.	8/28/2014 7:34 AM
244	cost Too expensive for Portland	8/28/2014 6:39 AM
245	balance uses bus FS+ traffic Frequent service plus with turnouts so normal traffic is not impaired No fixed ie rail or dedicated busways -- too many road diets to lose another traffic lane	8/28/2014 5:07 AM
246	dedicated lanes traffic I don't believe that dedicated busways will be truly dedicated. I am pretty sure they will get stuck in traffic like everyone else which completely defeats the purpose of "Rapid" transit.	8/27/2014 11:20 PM
247	balance uses trip duration Would reduce a traffic lane on division. Powell in East county already one lane that is slow going!	8/27/2014 9:56 PM
248	neighborhood effects Don't ruin one of the nicest neighborhoods in Gresham so whichever will not do that.	8/27/2014 9:33 PM
249	traffic because a faster bus still gets stuck in traffic and is sum-zero benefit.	8/27/2014 9:26 PM
250	cost to much $	8/27/2014 9:18 PM
251	reliability safety and security I find many flaws with the current MAX system, crime,filthy stations, not running in heat or cold weather.	8/27/2014 8:54 PM
252	balance uses construction dedicated lanes neighborhood effects traffic I lived on SE35th & Division for 10 years. traffic on these streets is congested enough. Adding larger vehicles with their own lanes will only take away from space for cars. We need a transit system that doesn't get stuck in traffic or make traffic worse. Elevating from RI to 82nd can be done w/o too much impact to current traffic patterns. East of 82nd/205 there is more flexibility in widening the roads. Also an elevated track can be manufactured else where and lifted into place in pieces overnight.	8/27/2014 8:41 PM

253	public perception rail Rail always feels a little nicer for some reason.	8/27/2014 7:52 PM
254	cost parallels light rail Light rail runs parallel with Division and Powell - this would be an incredibly expensive duplication of services.	8/27/2014 7:09 PM
255	balance uses neighborhood effects traffic I don't want to lose a further lane of traffic for cars. Car lanes are already lacking and the ill conceived road diet for Division Street has forced the cars onto the neighboring bike streets.	8/27/2014 6:07 PM
256	bus dedicated busway environmentally friendly traffic I want to build low carbon infrastructure, I think traffic will still impede frequent service or dedicated busway (less so for dedicated busway), but still traffic is king.	8/27/2014 5:24 PM
257	balance uses integration with other transport modes - bicycling and walking	8/27/2014 4:39 PM
258	BRT bus FS+ A rail option doesn't seem necessary if we can accomplish the same objectives with BRT. Frequent Service Plus sounds like what service should be for Frequent Service, but just a little flashier on the outside. In the end it's the quality of service that matters most to riders.	8/27/2014 4:22 PM
259	bus dedicated lanes rail If you're going to install a dedicated busway, you might as well install rails.	8/27/2014 4:13 PM
260	cost Because there's too much money spent on mass transit that could be used elsewhere.	8/27/2014 4:09 PM
261	bus dedicated lanes development opportunity rail traffic Traffic on Powell is bad enough, but busses don't improve the tax base, and make traiic worse unless they are in dedicated lanes.	8/27/2014 3:48 PM
262	cost traffic Don't waste money on a rapid bus. It will still sit in traffic.	8/27/2014 3:46 PM
263	vehicle capacity High Capacity	8/27/2014 2:20 PM
264	environmentally friendly Use of vehicles not using gas/expelling further exhaust fumes	8/27/2014 1:57 PM
265	environmentally friendly LRT public perception rail reliability streetcar trip duration Our city is a model for the revival of light rail and streetcars in North America. They provide a fast, clean, quiet and smooth commute and most people seem to prefer them over buses.	8/27/2014 11:32 AM
266	bus cost FS+ neighborhood effects rail streetcar traffic Streetcar allows for some traffic mingling. Frequent service plus would be the least impactful and likely cheapest. Light rail does not. Burnside suffered from the MAX line, but it had Glisan and Stark to take the extra load. Dedicated busway was a huge boondoggle for Eugene.	8/27/2014 10:19 AM
267	bus trip duration Powell? Division? Streetcar or light rail? You must be joking to even think about including those. There's no space for light rail, and streetcars (which are horribly slow already) would just get stuck in traffic.	8/27/2014 9:09 AM
268	not much better than existing service	8/27/2014 8:30 AM
269	bus permanence/flexibility station spacing Rail inflexible. Too many stops equal slow train. Bus can maneuver around obstructions to continue service.	8/27/2014 8:07 AM
270	balance uses Let's encourage people to ride bicycles to work	8/27/2014 7:25 AM
271	bus From their own screwed numbers at TRY-MESS only around 5 to 7 percent of daily commuters take public transportation and of that only around 1% of the public commuters take rail (trolly, street car, light rail) I say they need to stop spending OPM of crap that next to no one uses and get back to real public transportation of rubber tired buses. Oh and that Bus rapid transit crap look at Eugine they have it for a 5-7 mile stretch of road and it's limited to a top speed of 19 MPH in a 35 mph corridor.	8/26/2014 10:06 PM
272	vehicle type It just feels like the same offerings as what is currently available wrapped in a different package. This part of town needs an option outside of simply buses.	8/26/2014 9:18 PM
273	bus dedicated lanes development opportunity rail traffic Rail improves value of neighborhoods, generally. Need dedicated line for whatever service to increase ridership by bypassing traffic congestion	8/26/2014 9:18 PM
274	bus dedicated lanes LRT rail reliability ridership traffic trip duration I would like to see any of these, although i'd prefer light rail. Rapid streetcar seems too slow for the investment to this area. But i like those options because they have dedicated lanes. Frequent service exists but without the dedicated lane it would get swallowed in traffic. People need an incentive to give up driving and take public transit. if they are on a bus in the same traffic they will continue to drive. Fast service is that incentive	8/26/2014 8:18 PM
275	cost rail reliability traffic Light rail and streetcar are more reliable and more cost effective. A dedicated bus lane would likely add to congestion.	8/26/2014 7:47 PM

276	bus cost dedicated lanes permanence/flexibility Rail options are too expensive, less flexible. Bus options should have means to avoid getting stuck in trsffic.	8/26/2014 7:40 PM
277	traffic The traffic itself would negate any positive effects from more buses.	8/26/2014 7:28 PM
278	bus The infrastructure on lower Division would not support light rail or streetcar, but could certainly handle more regular bus service.	8/26/2014 7:20 PM
279	dedicated lanes traffic Traffic is so bad in the area that I don't think more frequent buses that share roads with traffic are a good idea.	8/26/2014 6:28 PM
280	balance uses rail Hopefully rail, but definitely something that shares the road with cars.	8/26/2014 6:23 PM
281	bus construction cost neighborhood effects ridership safety and security vehicle capacity Either of the bus options would not significantly impact the road construction, could be more cost effective and would be quieter in residential areas. Additionally, the bus stops along Powell really need to be updated and bigger; I believe they are a safety hazard. I think the streetcar would be the poorest choice. It could not handle the sheer volume of riders along Powell.	8/26/2014 6:20 PM
282	balance uses traffic Too much traffic already on these streets taking away lanes is the opposite of what you should be doing	8/26/2014 6:07 PM
283	balance uses I think we should evaluate all options. Most would result in decreased lanes unless a light rail or street car alignment ran down the center of the street- not very supportive of reducing lanes/auto capacity on Powell.	8/26/2014 5:52 PM
284	balance uses bus dedicated lanes frequency predictable travel time reliability traffic trip duration vehicle capacity The bus already comes down SE Powell fairly often during peak ride times, and it's always overcrowded. We are always packed in like cattle. It deserves higher capacity and faster delivery to downtown. Only a dedicated line, separated from the parking lot that SE Powell can be, can help that.	8/26/2014 5:48 PM
285	Need data to determine best option	8/26/2014 5:37 PM
286	balance uses Dedicated busway takes up too much room on the street. If it goes down Powell then it will need a bike lane and some parking.	8/26/2014 5:25 PM
287	balance uses bus connect to transit rail station spacing traffic trip duration vehicle capacity I like the idea of MAX moving as many people as it does, and connecting the far-flung locations quickly (OHSU to Gresham? awesome! downtown to SE 82nd? beautiful!). I also like that the bus options allow for closer-spaced stops, which means less walking between your stop and your destination, which will get more people actually using it. I also like that all of the options except the dedicated busway can be integrated (to differing degrees) with existing traffic. I suspect that any of these options could also be integrated with non-motorized vehicle traffic, making safer & more useable bike lanes.	8/26/2014 5:15 PM
288	cost Light rail is too expensive.	8/26/2014 5:09 PM
289	traffic vehicle capacity Streetcar would not transport enough passengers. Busway would affect traffic.	8/26/2014 4:05 PM
290	too small	8/26/2014 3:08 PM
291	cost LRT ridership safety and security Light rail, while more expensive up front, is a safe, reliable way to get people to their destinations. I think this option encourages more riders as well as it is a smoother ride than a bus.	8/26/2014 1:54 PM
292	bus No more max needed better bus	8/26/2014 1:29 PM
293	balance uses bus cost FS+ permanence/flexibility traffic I would reject any "new" transit service that takes away roads that traffic is already congested. Frequenting bus services is the least expensive and more versatile option.	8/26/2014 12:17 PM
294	BRT bus dedicated lanes LRT rail trip duration The 12 mile distance from Tilikum Crossing to Gresham Transit Station, it would make the most sense to have either light rail or bus rapid transit. Having dedicated lanes would speed up the commute from those two locations.	8/26/2014 12:02 PM
295	dedicated lanes LRT rail traffic trip duration buses without fail have traffic issues. the point of the new line would be to avoid the traffic issues and provide more timely service. i feel a light rail is the best option for this.	8/26/2014 11:52 AM

296	balance uses dedicated lanes ridership traffic trip duration I think that the East side needs an easy and fast way downtown. We have only one option if we want to ride the Max and it involves adding a ton of extra time to our travel just to ride Max. Going straight to our destination would be much more ideal and may encourage more drivers to leave their cars at home. Adding another vehicle to the road without a designated lane would be more dangerous for an area already full of angry drivers and terrified bikers.	8/26/2014 11:37 AM
297	cost general opposition maintain bus service Keep the buses on Division and Powell. They are bought and paid for. Stop driving tax paying home owners to drink with all of these new projects for us to pay for. We can't handle any more!!!	8/26/2014 11:31 AM
298	dedicated lanes trip duration streetcar is slow. Either use buses or light rail, which has a dedicated lane.	8/26/2014 11:28 AM
299	cost permanence/flexibility right of way Rejecting rail service due to lack of flexibility. Rejecting busway because of ROW issues and expense.	8/26/2014 11:18 AM
300	bus frequency trip duration vehicle capacity I feel like streetcar would just be too small and too crowded. High capacity is a real need. Also, the max is not fast enough. A fast frequent bus is ideal.	8/26/2014 10:43 AM
301	dedicated lanes traffic Frequent service bus w/l dedicated lane will add to congestion on Powell, not giving sufficient people reason to switch to public transit. Dedicated bus lane avoiding congestion or isolated MAX tracks are the only thing that makes sense. Streetcar is a joke.	8/26/2014 8:29 AM
302	construction cost neighborhood effects Light rail and Street car would be more expensive to build and both seem to have more problems in extreme weather conditions when rapid transit is really needed. Both would disrupt larger land areas both during and after construction.	8/26/2014 7:36 AM
303	vehicle capacity Streetcar does not fit the requirement of passenger volume.	8/26/2014 12:23 AM
304	cost traffic cost, and disruption on car traffic	8/25/2014 11:31 PM
305	Maximum seating/standing room	8/25/2014 11:01 PM
306	future growth rail traffic Light rail and street car options allow for the greatest change. The 9 helps, but is already a pretty effective bus line. Adding to it wouldn't change traffic patterns as much as rail or street cars would.	8/25/2014 10:31 PM
307	connect to transit dedicated lanes development opportunity I feel like there are plenty of buses in that area. I think that a dedicated fixed line system spurs on development and is easy to use. Also can be integrated in the system already in place, easily. I also think that the dedicated busway is good, but we already have buses, MAX and the streetcar system. I think adding in a fourth system would be be more complicated than purposeful. Imagine if you are trying to take the dedicated busway to the max then to the airport, when one MAX line might work the best.	8/25/2014 10:03 PM
308	balance uses route traffic vehicle type I am not against any of the above options, but I am worried about removing transit lanes. If Powell is to be used east of 92nd, it means Frequent Service Plus is really the only option (two lane road), so it seems like Division would be the best choice for use of Light rail or Rapid streetcar. I am worried that this will take one more way to get from east county to downtown Portland and eliminate lanes for auto travel.	8/25/2014 9:50 PM
309	dedicated lanes Could run mostly in traffic with some transit priority treatments = useless	8/25/2014 9:20 PM
310	construction cost Expense of construction and operations.	8/25/2014 7:41 PM
311	trip duration Street car is too slow for area	8/25/2014 7:14 PM
312	bus connect to transit cost FS+ neighborhood effects station spacing traffic Frequent service plus is the cheapest and has the smallest impact on the traffic of the streets it runs on. It would not require any streets to be widened which can be disruptive to neighborhoods, would be able to have more stops to serve more people making an easier transition from current bus service, and would fit in easiest with the rest of our transit system.	8/25/2014 5:29 PM
313	bus no need for max light rail and people would thrash the street-car.	8/25/2014 4:46 PM
314	traffic Traffic is a major factor.	8/25/2014 4:01 PM
315	BRT bus cost gentrification LRT public perception rail our current streetcars are slow, not fast, and I'd like to reduce my commute time rather than extend it. Light rail isn't bad, but from what I know about it, it seems like you get less bang for your buck. Also, I personally think that bus-rapid-transit is more likely to actually improve commutes while spurring less gentrification, because buses still don't have the cache that said gentry are seeking.	8/25/2014 3:05 PM

316	dedicated lanes traffic Traffic is congested enough to include more buses in car lanes	8/25/2014 2:45 PM
317	dedicated lanes development opportunity ridership trip duration Speed of transit really matters, especially along this long corridor. Any choice that does not include lots of dedicated right of way will not increase speed by enough to provide significantly better service and thereby increase ridership and spur development.	8/25/2014 2:22 PM
318	gentrification neighborhood effects trip duration vehicle capacity Streetcar service has done nothing but clog traffic in downtown and the inner Eastside. It does not accommodate enough people to be practical for working commuters and to replace the current 4 and 9 buses with slower streetcars would be very detrimental to residents' needs. The change in character of Northwest's neighborhoods since the construction of the streetcar is also something to consider. I do not want to be driven out of my neighborhood by the rising costs associated with the influx of boutique outlets and nouveau-riche types looking for the next "up and coming" neighborhood.	8/25/2014 2:02 PM
319	bus general opposition safety and security traffic Trimet needs to stop expanding the max train line. It us taking away from bus service, increasing crime around the max stop areas (whether you want to admit to it or not), and decreasing lanes of traffic for vehicles. Trimet continues to put in new lines even when a community bites against it. I'm tired of max lines in my neighborhood, and more people riding for free on the lines.	8/25/2014 1:41 PM
320	cost Light rail is a waste of money for what it costs and it will never pay for itself.	8/25/2014 1:23 PM
321	neighborhood effects Does rapid streetcar even exist?!?! Seems incredibly slow - slower than walking. Dedicated busway seems like a bus would just fly through the neighborhoods, further creating less of a sense of neighborhood.	8/25/2014 1:10 PM
322	LRT rail right of way Light rail is better than rapid streetcar. Streets are not wide enough for dedicated busway.	8/25/2014 12:23 PM
323	balance uses connect to transit cost future growth traffic The 50-year population forecasts keep rising. 4 million people in the metro area by 2060? Putting in a rail system stages this corridor for future growth, whether you choose rapid streetcar for the near-term future or light rail for the long-term. A bus system without dedicated lanes would be significantly impeded during rush-hour on Powell or Division. Adding transit systems that differ from our existing system, such as articulated busses similar to Eugene's EmX system may increase costs of maintenance from having dissimilar systems? Bicycle storage on busses will always be lower than the light rail. :(	8/25/2014 11:30 AM
324	balance uses bus connect to transit cost environmentally friendly I understand the cost of light rail may be prohibitive, but we must continue to invest in serious transit to support population increases while maintaining mobility and low VMT. More standard bus lines (frequent service or no) just won't cut it.	8/25/2014 11:25 AM
325	trip duration The current streetcar system moves too slowly to make this route time-saving or helpful.	8/25/2014 11:07 AM
326	bus permanence/flexibility Although I love the idea of lightrail, the truth is that non-rail transit is more flexible in the long run than services that require the establishment of permanent/not-easily moved tracks.	8/25/2014 10:34 AM
327	development opportunity LRT public perception rail ridership route streetcar vehicle capacity Quite frankly, streetcar is the classiest option. You are likely to get more people interested in riding a streetcar versus a bus. Light rail is good, too, and would offer the class and greater capacity which might be important as the city's population is growing rapidly. Please remember that Foster road would be a great option for a street car!	8/25/2014 10:28 AM
328	trip duration Bus from SE takes way too long.	8/25/2014 10:14 AM
329	connect to transit development opportunity rail Rail and street car are compatible with the existing rail investments in the Portland metro area and would extend this important network to the SE, creating a more connected and transit accessible Portland for the future. Rail is more effective in leveraging economic development and other investment strategies along the corridor than other modes.	8/25/2014 10:11 AM
330	cost LRT public perception rail streetcar Light rail and rapid streetcar bring a level of comfort and delight that Portlanders can be proud of. At the same time they send a strong message that big-commitment public mass transit options are part of the future we want to see. Streetcar, for the record, is what I'm most excited about: the delight of MAX with a much lower price tag.	8/25/2014 10:04 AM
331	bus cost dedicated busway rail streetcar timing I didn't choose light rail because there are too many intersections and I feel it would be VERY costly. I like the idea of a dedicated busway the best followed by rapid streetcar. I feel as though these two options will provide the best service. The bus is most likely the least costly and construction for implementation would be less than light rail and streetcar.	8/25/2014 9:40 AM

332	construction gentrification rail ridership vehicle capacity If you're going to be doing conduction on Powell or Division for any one of these options, you may as well really just go for it and do the option that will move the most people. The busses at rush hour are terrible, so packed with people, getting in the way of car traffic; light rail or streetcar is definitely the way to go. Especially if you're thinking long-term. More and more people will be moving into east county areas as prices of homes in the city rise and more people move to the area.	8/25/2014 9:31 AM
333	bus cost dedicated busway dedicated lanes LRT rail I chose the dedicated busway because the dedicated lane allows it to move quickly even when there is traffic congestion, but it still has the flexibility for future route changes afforded by a bus. Lower infrastructure cost than either rail option. I chose the rapid streetcar as the worst option because I think if there is enough transit demand to justify building rails then we should just build the light rail to provide higher capacity and a route separate from traffic.	8/25/2014 8:26 AM
334	BRT bus cost permanence/flexibility Rapid bus service is cheap and flexible.	8/23/2014 2:46 PM
335	connect to transit A third style of tracks means you cant connect to either of the existing two styles you currently have, which you may wish to do I m the future.	8/23/2014 8:54 AM
336	bus permanence/flexibility Buses are a more flexible option if populations shift and change.	8/22/2014 5:26 PM
337	general opposition Not needed	8/22/2014 11:35 AM
338	frequency reliability traffic trip duration All of them are good options. My main concerns are speed and convenience, and getting car traffic off of Powell.	8/22/2014 10:11 AM
339	bus construction permanence/flexibility Bus wouldn't require a complete overhaul of infrastructure? And has the flexibility to alter route in case of emergency or route disruptions	8/22/2014 10:04 AM
340	bus traffic trip duration Ideally, having a rapid transit route to Gresham would reduce the total amount of auto traffic on this route, but having a bus that runs in regular traffic, even if it has less stops, will still have a tendency to get stuck in that traffic, making the route not actually that much faster than a regular bus. The streetcars I have been on are very slow, and although you suggest a rapid streetcar, I'm not sure how fast it could actually be. Plus, the infrastructure for that is much more costly than a dedicated transit lane for a high-capacity bus.	8/22/2014 9:58 AM
341	bus FS+ LRT rail vehicle capacity Street car seating isn't up to the task. The #4 and #9 are always packed. Lightrail and frequent service plus have more seating.	8/22/2014 9:30 AM
342	balance uses neighborhood effects I did not wont to see a reduction in usable street size (walking, car, or bike). I live just off Division and am concerned about noise from more busses and light rail.	8/22/2014 8:46 AM
343	bus gentrification permanence/flexibility Lightrail of all types is freaking stupid when you have an option to run lots of busses more frequently along the same or similar route. Buses can change routes when population requires; they don't typically lead to gentrification; and one problem with one bus doesn't f' up an entire system.	8/22/2014 12:02 AM
344	dedicated lanes Whatever is built on that stretch needs to have its own right of way to be useful, especially over such long distances.	8/21/2014 3:37 PM
345	BRT bus rail route streetcar I would be in favor of streetcar or bus rapid transit on Powell. If on Division then streetcar would be best. Light rail max would be too bulky and fast for either street.	8/20/2014 11:10 PM
346	bus cost Light rail is so expensive. Streetcars have just not impressed me so far.	8/20/2014 11:10 PM
347	balance uses bus construction dedicated busway LRT rail route My preference would be light rail but I don't know if the construction required is possible on Division. Dedicated busway could be nice, especially if it means buses would no longer weave in and out of the bike lane.	8/20/2014 9:49 PM
348	dedicated lanes rail traffic trip duration Traffic is terrible during peak times. Any method that does not involve dedicated lanes/rails will not improve service. What is a 15 minute commute down Powell without traffic becomes a 45 minute drive during peak times. A rail line that would get me out of traffic would be so helpful!	8/20/2014 9:40 PM
349	bus dedicated busway traffic trip duration I was recently in Mexico City and dedicated bus lanes were fast and moved us pass the terrible traffic there.	8/20/2014 7:12 PM
350	trip duration vehicle capacity rejected streetcar because of lower capacity; also dubious about the "rapid" part	8/20/2014 7:09 PM
351	bus cost LRT rail trip duration What was not mentioned is how quickly each option would travel in comparison to one another. I would like to see the light rail studied because I assume it would be the fastest. I would also like to see the bus options studied because they will be more affordable to implement. Street car would be too slow for this purpose.	8/20/2014 6:09 PM

352	accessibility bus cost Light rail is too significant an investment. Rapid streetcar would not be "rapid" enough to justify the added infrastructure. There are many handicapped riders on the current Division and Powell routes, and loading, securing and unloading wheelchairs is a frequent cause of delayed buses. Buses on this new route should make loaded disabled riders easier and faster.	8/20/2014 5:47 PM
353	BRT bus LRT permanence/flexibility rail route Rail transit mixed with car traffic is a disaster. If you're going to be stuck in traffic you need the maneuverability of a bus to get around all the stupid stuff that happens in a traffic lane. I choose BRT because I can't imagine you're going to find the space for continuous transit lane west of 39th on either Div or Pow. Open to LRT if you can pull that off.	8/20/2014 4:44 PM
354	dedicated lanes Dedicated Right-of-Way is the critical component to a successful project on the scale of any of the MAX lines. It doesn't matter what type of vehicle is running in the lane, as long as no personal automobiles are competing for space with the transit vehicle.	8/20/2014 4:31 PM
355	bus safety and security I'm all for mass transit if PEOPLE HAVE TO PAY to ride it. Otherwise, we'd just double all the problems that we currently have in Gresham because of MAX. I would much rather ride a bus these days than max because of safety and security issues. A paying ridership is going to be safer than a transit that encourages theft (stealing a ride).	8/20/2014 3:16 PM
356	bus dedicated lanes neighborhood effects rail streetcar I think light rail is out of scale for the feel of the neighborhoods - bus or rapid streetcar would fit better and if in a dedicated transitway could be a viable option to driving.	8/20/2014 9:11 AM
357	balance uses traffic I think a dedicated lane or lightrail would take up an entire lane, thus congesting existing traffic even more.	8/19/2014 8:12 PM
358	balance uses permanence/flexibility ridership I don't want car/truck lanes taken out for a fixed route, inflexible transport mode. 70% of all commuters are still using the automobile with only a flat trending fraction commuting by light rail.	8/19/2014 4:52 PM
359	cost Extreme costs to the community	8/18/2014 2:35 PM
360	construction cost right of way Right-of-way acquisition too expensive and disruptive to businesses.	8/18/2014 9:22 AM
361	route i guess i am thinking not so much of getting back and forth to work or school, but having a way to get around the neighborhood	8/18/2014 9:17 AM
362	bus permanence/flexibility Rail is a proven loser and is not flexible at all.	8/17/2014 11:44 AM
363	cost cost better service	8/16/2014 4:25 PM
364	rail traffic vehicle capacity The population of Portland Metro is increasing at a very rapid rate. More cars/buses on the road will be part of the congestion that is currently increasing at all times of day on the freeways and main arteries of the Downtown-East County areas. European style people movers make better sense unless the buses will become two levels and multi car.	8/15/2014 2:29 PM
365	environmentally friendly frequency LRT rail reliability station spacing trip duration Light rail is far and away the most convenient and environmentally sound option. It doesn't make sense to add more gas burning buses. If the choice were a dedicated busway, why not make it light rail?	8/15/2014 10:59 AM
366	ridership Need for higher capacity riders	8/14/2014 9:01 PM
367	balance uses Would allow continued car use of the currently limited lanes along Division. The ill-concieved Division road diet has resulted in significantly increased car traffic on parallel biking streets (Clinton and Lincoln).	8/14/2014 5:57 PM
368	cost environmentally friendly LRT rail ridership route vehicle capacity Excuse the pun, but the Max line between Gateway and Steel Bridge is "Maxed" out. I ride that corridor frequently during rush hour and it's standing room only. You can't fit more trains through that corridor. You can't have longer trains. And Portland Metro is expected to add another 1 million people in the next two decades. We need another Max line for East metro to get to downtown Portland that doesn't use the existing line. In addition, the existing Max line is inconvenient for accessing OHSU and South Waterfront from the Eastside, a new Max line through this corridor would fix that. Buses and streetcars will never match the capacity of Max, even if you use articulated buses. Max is more expensive to build out, but a third of the cost to operate. Plus, Max uses locally generated electricity and don't pollute like diesel buses.	8/14/2014 1:17 PM
369	Metro - We hate you!	8/14/2014 8:44 AM
370	cost permanence/flexibility rail Light rail is too expensive per mile and does not allow for much flexibility--I like the idea of streetcar, although it carries some of those same qualities.	8/14/2014 8:25 AM

371	bus connect to transit right of way route trip duration Inner Powell from the Ross Island Bridge to 39th has consistent, heavy traffic. The only option to make this route rapid and pragmatic for car commuters to downtown to switch to transit is to acquire ROW. Other sections of Powell from 39th East have plenty of space to acquire ROW. This corridor needs only to acquire ROW from the existing Milwaukie light rail station at Rhine across the Brooklyn yard, East through the Fred Meyer parking lot, Rhone St., and East along Powell. This will in effect, create transfer points for the 4, 9, 14, 10, 17, and create two new lines along existing track to Clackamas and Gresham, cutting time from Clackamas to downtown by 15 minutes. It would also provide an alternative to the Steel Bridge bottleneck when problems arise. It would be folly to implement BRT along the entire route. Please reconsider the planned BRT project, and the boundaries for this corridor, which do not reflect the true needs in this region of tri-met's service.	8/13/2014 4:20 PM
372	balance uses cost general opposition The Street Car is too expensive. Ditto light rail. Our streets suck, so I want those fixed first.	8/13/2014 11:24 AM
373	bus dedicated lanes permanence/flexibility rail traffic vehicle capacity Frequent service plus does not feature a dedicated ROW. I would give preference to rapid streetcar or light rail due to the increased vehicle capacity, but I think dedicated busway is worth studying because a.)some bus styles can come close to streetcar capacities, and b.)the flexibility to run in mixed traffic could be useful in the outer segments where traffic may not be as heavy.	8/13/2014 9:30 AM
374	balance uses cost dedicated lanes frequency reliability traffic Any of the options would be fine, as long as costs are not excessive and service is frequent/reliable. Whichever type is chosen, transit needs its own separate track or lane. Division and Powell are already very congested with cars because there is no I-84/freeway alternative running west-east.	8/12/2014 8:50 PM
375	bus cost dedicated busway environmentally friendly permanence/flexibility right of way station spacing traffic vehicle capacity Light rail does not serve enough stations. Light rail removes too much space from existing roadways. Light rail is crazy expensive. Streetcars have not proven to be a success in Portland. Rather they seem to be a government boondoggle and a showcase for media. They don't have the capacity of bus or light rail. Their tracks injure countless cyclists. A dedicated busway would not suffer from traffic congestion and cost less than rail. It also could use electric buses. It would use up less roadway.	8/12/2014 2:11 PM
376	balance uses bus frequency ridership Frequent bus service would intergrate better with the local traffic patterns. It would also be more convenient for the transit public.	8/12/2014 1:04 PM
377	route vehicle type Provide HCT on Powell with frequent bus on Division	8/12/2014 12:01 PM
378	neighborhood effects right of way I live along Powell, it's already restricted enough without a busway.	8/12/2014 9:12 AM
379	bus dedicated lanes It needs dedicated lanes or it will be no better than bus route 9. Don't bother if you aren't going to give it the right of way in its own lanes	8/11/2014 11:50 PM
380	cost traffic It's just going to get stuck in traffic no matter what you do. If you are going to invest all this planning time and money, get the most out of it.	8/11/2014 11:24 PM
381	balance uses dedicated lanes environmentally friendly safety and security traffic Busses are polluters and cause traffic back-ups. Pulling in and out of traffic makes the busses dangerous to drivers, bicyclists, and pedestrians. Whatever option is selected needs to have its own dedicated lane or space.	8/10/2014 8:18 AM
382	balance uses bus safety and security Absolutely nothing involving rails or a 'segregated' driver for obvious security reasons. No paid fare = no free ride. Cannot take traffic lanes away from automobiles, school buses, emergency vehicles which must be able to get through traffic at a high rate of speed without any transit impediments.	8/8/2014 9:33 AM
383	accessibility development opportunity LRT rail Light rail trains are easier to board and de-board for people with disabilities, they provide both smooth and quiet transit service, and can serve at catalysts for development along the corridor.	8/7/2014 10:18 AM
384	bus cost permanence/flexibility right of way Cost of ROW too expensive for streetcar and lightrail, also reduces ability to adapt to changes in the future as the area changes.	8/7/2014 10:07 AM
385	bus cost dedicated busway development opportunity route True BRT would be a great fit. The expense and design challenges of LRT are too immense. At a minimum transit plus improvements would have a great impact. Powell needs a catalyst project like this to aid redevelopment.	8/7/2014 7:20 AM
386	parallels light rail permanence/flexibility There's already a light rail service that runs through Gresham. The other options seem more flexible.	8/6/2014 6:57 PM

387	trip duration The streetcar in Portland has frequently been considered "a pedestrian ammenity" While it may be flashy, it suffers from the fact that it shares a lane with car traffic and is thus subject to traffic conditions and cannot adjust for obstructions, it thus fails to increase the speed of service.	8/6/2014 2:58 PM
388	balance uses frequency LRT rail route traffic I believe that we need another rail line that connects downtown, southeast Portland to east Portland and Gresham. The light rail is faster and has more room for people and bikes. I believe this may reduce the number of cars on the road more than buses would. However, a frequent service plus bus sounds like a good idea as well. A dedicated busway would be nice but I can see that taking away too much of the road without reducing traffic or the number of cars.	8/6/2014 10:06 AM
389	public perception rail streetcar Street car is the most appealing, less intrusive type of travel. People are more reluctant to ride the bus than street car or light rail.	8/6/2014 10:04 AM
390	dedicated lanes predictable travel time reliability station spacing trip duration Frequent service plus does not ensure realiable transit times in traffic, or that the bus won't make too many stops. I worry that lack of separate right of way will mean nice buses stuck in traffic.	8/6/2014 9:42 AM
391	bus dedicated busway frequency general support LRT rail route trip duration Light rail is a must for Powell -- it's the perfect opportunity for this street. Powell has plenty of lanes and needs help to improve traffic flow. Only picked dedicated busway because it's the best 2nd option to light rail, can be just as fast. Frequent Service is something Powell and division already have -- I almost never wait more than 5 minutes for the 9. The street car is perfect downtown -- slow and scenic for tourist. It's not a viable option for commuting across long distances -- I can walk faster than it.	8/6/2014 8:30 AM
392	trip duration lessened trip duration of highest import. streetcar and bus in mixed traffic don't satisfy this need.	8/5/2014 11:32 PM
393	development opportunity neighborhood effects rail station spacing streetcar walkability Rail will lead to better development and use as the city grows. MAX is great for being high density; the more frequent stops of streetcar could be good for a more neighborhood feel and for allowing more people to live within walking distance of a stop.	8/5/2014 11:24 PM
394	balance uses It's too difficult to get across light rail routes for pedestrians, bicycles or cars but especially if the design involves a lot of one-way streets with limited turns and no parking	8/5/2014 10:28 PM
395	LRT public perception rail In my experience, light rail feels faster and more comfortable to ride than the other options.	8/5/2014 11:58 AM
396	traffic Division is already too congested with autos and trucks.	8/5/2014 11:57 AM
397	cost frequency permanence/flexibility station spacing East Portland needs transit that is flexible and frequent. Light rail is costly, and once you get past 50th Avenue, the destinations and needs fragment greatly.	8/5/2014 8:58 AM
398	cost low bang for buck	8/5/2014 8:31 AM
399	traffic trip duration Busses can get caught in traffic and would mean a longer commuter time	8/5/2014 8:14 AM
400	cost ridership BRT compromises will make it less effective than optimal. Although rail options are costly and more complicated they will ultimately better serve the future needs of residents and community development efforts	8/4/2014 10:55 PM
401	bus cost dedicated busway dedicated lanes rail streetcar traffic trip duration I think there's too much traffic and not enough right of way for light rail. The streetcar downtown is slow, so I'd like to see how the rapid streetcar would work. Frequent service plus buses seem like they'd definitely work, but I'm not sure it's the best option. I think the dedicated busway may be the best balance of speed and cost. I'd probably prefer riding a rapid streetcar..	8/4/2014 7:00 PM
402	dedicated lanes Rail options boost investment and offer best ROI for taxpayer dollars; they convey permanence and long-term investment to private developers. They generate transit-oriented development. They offer the lowest carbon footprint, greatest speed and greatest reliability. Electric rail transit offers the most compatibility with locally-focused live/work/shop/play mobility options. With dedicated ROW and signal-priority, they bypass traffic congestion, now and in the future.	8/4/2014 5:10 PM
403	cost frequency trip duration Need to make sure we are getting speed and frequency for the investment. Rapid streetcar and frequent plus don't seem that much different than light rail or dedicated busway to justify any potential cost savings.	8/4/2014 4:04 PM
404	environmentally friendly rail trip duration Speed. Also, to minimize diesel exhaust, line should be electrified, whatever vehicle style is chosen. Again, heavy rail would be much better solution.	8/4/2014 3:18 PM

405	general support anything listed would be better than what is presently there.	8/4/2014 3:17 PM
406	bus rail Rail is always preferable, but if it isn't possible, fancy express busses would work.	8/4/2014 3:04 PM
407	bus cost dedicated lanes rail streetcar trip duration My understanding of the relative expense and right of way impacts lead to a preference for either a street car system or busway. Frequent service plus, unless structured with a great deal of dedicated area, would be a difficult traffic impediment on these roads.	8/4/2014 1:52 PM
408	LRT rail I don't really see the point of streetcar, when it seems that MAX is better in nearly every capacity	8/3/2014 3:26 PM
409	development opportunity traffic trip duration vehicle type streetcar is too slow: downtown, I walk faster than it moves. the only plus seems to be for the businesses who get the contracts for its development. dedicated busway ties up traffic lane.	8/3/2014 2:34 PM
410	development opportunity neighborhood effects public perception rail I like the look of the Max train and the streetcar and believe that it adds advantages to the neighborhood.	8/3/2014 8:57 AM
411	environmentally friendly vehicle type Dedicated busway is half trying to be light rail or streetcar without the no point-source carbon emissions advantage.	8/2/2014 2:06 PM
412	bus Bus-based options seem more appropriate for this corridor.	8/1/2014 9:37 AM
413	cost vehicle type Light rail very expensive and would require more right of way room than buses.	7/31/2014 9:53 PM
414	balance uses branding frequency permanence/flexibility vehicle type walkability I don't travel in the corridor much, and for the parts I do travel in, I either drive or ride my bike. I like using MAX, which is very convenient to connect me from where I live to where I work. I lived in Eugene for a while too and liked using the EmX to connect from school to downtown, and I often walked between stops while waiting for the bus. Frequency for both is incredibly important in my choice to ride. I never have to look at a schedule, but I know a ride will be there soon, even if I just miss my stop. The branding and permanence of all options makes it easier for out of area visitors to ride the system.	7/31/2014 2:55 PM
415	cost dedicated lanes parallels light rail vehicle type Cost is a major concern with the public. The more dedicated bus service provides the best initial investment return. Light rail seems too big to be nimble in this type of setup, and will run to Gresham, which already has MAX.	7/31/2014 6:36 AM
416	balance uses I don't know what a dedicated busway is, but I still want to be able to drive cars on these streets.	7/30/2014 3:04 PM
417	station spacing vehicle type I like Light Rail, but the distance would between stops would make it less useful for getting around my area.	7/30/2014 12:01 PM
418	trip duration Too slow	7/30/2014 10:46 AM
419	cost dedicated lanes trip duration I have seen dedicated busways work in places like Leon, Mexico and Eugene, Oregon. Rail is expensive and can be slow.	7/30/2014 9:59 AM
420	neighborhood effects public perception safety and security Too disruptive to home owners . I have seen the type of people who travel back and forth on light rail other than workers and students thats why I wont ride light rail and I don't want light rail near my neighborhood.	7/29/2014 9:07 PM
421	rail reliability Light rail or street car are more respectful of commuters	7/29/2014 7:27 PM
422	cost permanence/flexibility cost and flexability	7/29/2014 5:30 PM
423	cost The price tag. Transit is already taxpayer subsidized at over 60 cents per passenger mile. Fares cover only 25 percent of the operating costs and do not pay for infrastructure. Compare that to driving where the gas tax subsidizes both transit and bicycle specific infrastructure freeloading bicyclists With all the social engineering, equity is totally absent.	7/29/2014 4:44 PM
424	dedicated lanes utility impacts Buses can maneuver Division St. west of SE 60th Ave. Light rail & street cars cannot. Cannot build light rail on top of Water Bureau Conduits 1, 2, 3, & 4. (Conduits 1 & 2 are under the north & south side of Division St., & Conduit 3 is under Powell Blvd. under the north side of Powell Blvd.) Please consult the Portland Water Bureau maps regarding Conduit locations. The condition of the conduits is poor in some locations. Extra vehicular weight above them could cause them to break. Heavy vehicle vibrations are a concern. No room for dedicated bus lane on Division St. west of 60th Ave.	7/29/2014 1:31 PM
425	right of way ROW	7/29/2014 12:43 PM

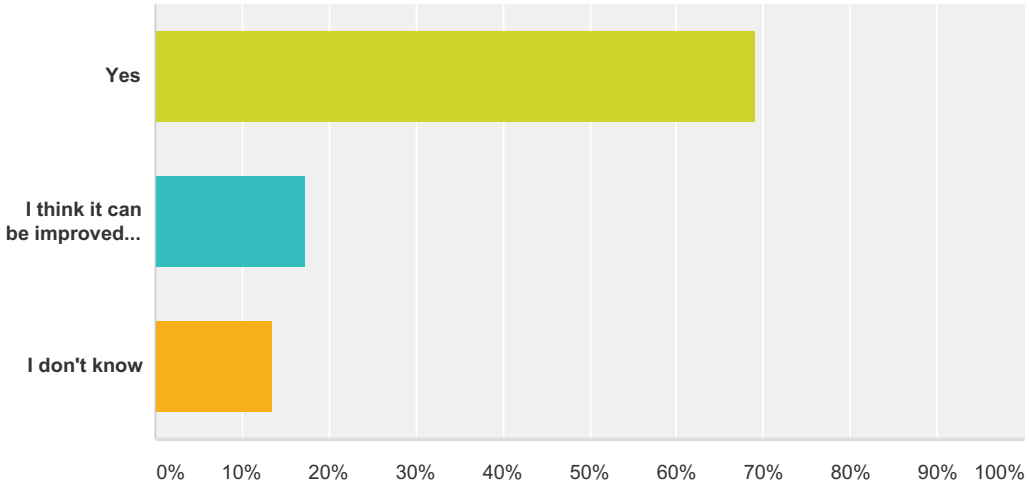
426	right of way traffic I think a light rail would be great, but there is no good way to put it in the roads that you are proposing. With all of the ridiculous construction on Division, there is no where for a light rail to go. And the street isn't wide enough for a big bus anymore. All of the construction may be great as far as construction jobs go, but it is limiting the people who can go over there to go to any of the businesses that have been put in. I've been avoiding going down Division at all for months and I live just off of it. Anything you construct should be better for traffic than what is currently happening.	7/29/2014 10:28 AM
427	cost right of way Light rail is not affordable and would require acquisition of large right of way areas	7/29/2014 9:57 AM
428	dedicated lanes station spacing trip duration vehicle capacity If we do BRT, the busway needs to be dedicated, otherwise this would be a service reduction because you'd essentially be getting the 4 and/or the 9 with wider stop spacing for without much improvement of travel times. Rapid streetcar just wouldn't have enough capacity.	7/29/2014 9:36 AM
429	cost dedicated lanes development opportunity frequency developers and investors respond well to light rail. brt is less expensive option. above all lane separation is mandatory. more frequent bus service is a non-starter.	7/29/2014 8:56 AM
430	construction cost parallels light rail Cost both of construction and right of way acquisitions. Light rail runs parallel to much of existing MAX Blue line. Streetcar does not offer significant throughput improvements over bus options.	7/29/2014 7:05 AM
431	development opportunity ridership Rail has shown to be more effective at attracting riders and at shaping development. These are both key goals of the plan.	7/29/2014 6:37 AM
432	ridership right of way station spacing traffic Both Powell & Division have current high ridership based on stops being quite close together (2-5 blocks typically, depending on where). Spacing stops out to 1 mile would lead some riders to opt for non-transit transportation as the commute to a MAX stop would be much further. Also don't like the idea of removing a transportation lane in the corridor to support MAX speeds. Prefer options that allow for the best tradeoff between passengers carried vs exclusive right-of-way. I think it's going to be hard to sell residents that giving up a traffic lane on either Powell or Division is going to be a good thing for some people, let alone most.	7/29/2014 12:31 AM
433	cost dedicated lanes permanence/flexibility right of way traffic trip duration vehicle capacity walkability I like rapid streetcar if it has dedicated lanes, does not get stuck in traffic, or create more traffic, and is indeed faster than buses. Dedicated busway sounds like it would be the most efficient in terms of travel time, and the buses can be flexible in terms of route if necessary. Traditional bus service is not adequate (does not meet peak demand). Light rail is too expensive and relies on rights of way that are harder to develop around or access as a pedestrian.	7/28/2014 11:58 PM
434	bus cost dedicated lanes development opportunity frequency permanence/flexibility rail trip duration Max and Rapid Streetcar show a long-term commitment that others can rely on for their long-term plans (schools, business districts, large employment centers) and those who will have to spend hundreds of millions to locate or grow those somewhere. If it's just a (special) bus, then after one invests $$$$, the route/service can be changed on a wim, and therefore it's not a good basis to invest real high amounts. Frequent service plus is just a dressing-up of regular transit, which will not really make a difference for true travel times, convenience, or guarantees. Dedicated bus lanes are a decent in between, with some benefits, but not all. (Yes, I know it's cheaper than rail, but rail is just MUCH better, so overall still a better value or value to cost!	7/28/2014 9:36 PM
435	environmentally friendly rail Light rail/streetcar need less maintenance costs over time. They are more green.	7/28/2014 8:29 PM
436	dedicated lanes trip duration Street cars all move too slow. Transit needs it's own road, separate from car traffic	7/28/2014 7:25 PM
437	bus connect to transit cost LRT trip duration vehicle capacity Another Light Rail line would easily integrate into the existing MAX system. Provided the highest capacity and fastest times of all the options. I would only explore Frequent Service Plus if we couldn't afford light rail. I don't see the benefit of a streetcar line. Why pay the cost of track and overhead wiring when you only get the capacity of a bus?	7/28/2014 6:34 PM
438	construction traffic Ease of construction given active roadways already in existence (Powell and Division).	7/28/2014 6:24 PM
439	bus rail route traffic vehicle type My answer would depend on the route selected. I think light rail would be good for Powell. Streetcar or frequent service bus would be better for Division, but I would be concerned about the traffic impacts.	7/28/2014 6:14 PM

440	bus connect to transit cost dedicated lanes permanence/flexibility traffic trip duration Rail lines are way too costly and less flexible. Dedicated busway can be as efficient as rail without the disruption of car travel that regular buses cause. Frequent service plus seems like it would have the same disadvantages of traffic confusion and frustration for drivers without significantly speeding travel for bus riders. Bus Rapid Transit has received positive reviews in other cities and seems like a good option here. BUT there must be good connections between regular bus routes and the dedicated busway to make it convenient enough for commuters AND the less consistent bus riders (those of us who ride buses all the time but not at commute hours).	7/28/2014 6:11 PM
441	bus cost dedicated lanes I rejected light rail because of the infrastructure needed & cost. I also don't like that the proposal for rapid streetcar or dedicated busway requires dedicated lanes of travel.	7/28/2014 5:08 PM
442	cost general opposition permanence/flexibility ridership Too expensive, I moveable, not supported by actual fares, too subsidized by taxpayer who don't use it. Corruption at city hall and developers. Look at cities in the ne - light rail should be for a bigger system and commuters, not like a subway. Sheesh people - wake up! Streetcar is useless, slow, corrupt and badly run. Ridiculous.	7/28/2014 4:55 PM
443	bus cost rail vehicle capacity Light rail could work on Powell (impossible for Division) but the cost is over the top, esp considering Federal transporation dollars drying up for this travel mode. Streetcar could be good but does it really move that many people. enhanced bus transit is the way to go	7/28/2014 4:51 PM
444	construction I think that Frequent Service plus could be put in place quicker than any of the other options that require large infrastructure improvements. The need is great now - not 20 years from now.	7/28/2014 4:47 PM
445	bus rail right of way vehicle type If service would go along Inner Division, there aren't enough lanes. If use light rail can use Powell. I can imagine frequent service plus would work where street width is narrower. I also just like the idea of BRT (bus rapid transit).	7/28/2014 4:40 PM
446	development opportunity LRT public perception rail timing It doesn't matter how awesome transportation planners know Bus Rapid Transit to be, buses of any kind will always have a stigma for regular folks, especially those potential "swing" riders who are still commuting by car. Streetcar is an economic development tool first and foremost, and that is not what is needed along Powell-Division. Light rail is an investment for now and for future generations.	7/28/2014 4:37 PM
447	As a lay person, i would study all the options because I don't know what is the best option.	7/28/2014 4:34 PM
448	Buses are dirty.	7/28/2014 3:50 PM
449	cost neighborhood effects right of way Not enough land to build it without causing problems for home owners in the area and it is very expensive	7/28/2014 3:35 PM
450	vehicle capacity vehicle type It seems the buses in the outer east corridors are very crowded, always. The options of a rapid streetcar and/or frequent service plus buses might alleviate this situation.	7/28/2014 3:33 PM
451	connect to transit This needs to be tied in to the existing high-capacity system.	7/28/2014 3:20 PM
452	environmentally friendly rail trip duration vehicle capacity My first goal is to select the technology with zero carbon emissions. Unless electric bus technology advances extremely quickly over the next half-decade, this narrows it to streetcar or light rail. Then, the next goals are capacity and speed. Speed is likely a draw, as this corridor probably doesn't allow for speeds higher than the 35 mph maximum design speed of streetcar along most of its length. This leaves capacity, and LRT has the highest capacity per operator of all the alternatives.	7/28/2014 3:17 PM
453	bus construction cost timing Putting in light rail or streetcar is going to call for major construction, could be very costly for taxpayers, and take a long time. At 76 years of age, I'd like to see something happen sooner as opposed to later.	7/28/2014 3:02 PM
454	cost rail ridership Long term, rail moves more people and costs less even though initial capital costs are higher.	7/28/2014 3:00 PM
455	cost dedicated lanes right of way trip duration The dedicated busway seems like the fastest and cheapest option. The rapid streetcar just will end up being slow and costly. Light rail would be fine, but I don't see how you could build it without taking a whole bunch of right of way.	7/28/2014 2:55 PM
456	public perception Streetcar is a tourist trap. A transit joke, paid for using City of Portland funding.	7/28/2014 2:53 PM
457	rail traffic Wary of dedicated busway getting bogged down in rush hr traffic in spots where traffic comingles. Light rail and rapid streetcar seem most promising to avoid the ever-increasing traffic pattern problems, only to get worse with population growth.	7/28/2014 2:52 PM

458	rail reliability I like the investment of light rail or street car and believe they will give a higher quality and more reliable transit system to the neighborhoods they will serve.	7/28/2014 2:52 PM
459	dedicated lanes development opportunity traffic Light rail and dedicated bus take up a lane of traffic, even when train car or bus are not using the ROW. These are also important freight routes and with the growth in the commercial activity, only more truck and smaller delivery vehicles will need access. Emergency vehicles are also a consideration.	7/28/2014 2:45 PM

Q12 Do you think this is a good purpose and need statement?

Answered: 608 Skipped: 59



Answer Choices	Responses	
Yes	**69.08%**	420
I think it can be improved (explain below)	**17.27%**	105
I don't know	**13.65%**	83
Total		**608**

#	It can be improved by:	Date
1	trip duration I think the project purpose should also include "fast" service, in addition to efficient and frequent service.	9/14/2014 4:53 PM
2	general opposition statement feedback Planners write what Planners want to hear and want to study.	9/12/2014 5:24 PM
3	balance uses neighborhood effects safety and security Better/safer park-n-ride lots. Better/higher accuracy video surveillance with remote monitoring, both at stations and on each car. Higher capacity cellular bandwidth to stream active remote monitoring and video storage. More transit police on the actual trains, less driving around in cars on city streets, going nowhere.	9/12/2014 4:39 PM
4	connectivity statement feedback Way too much stuff. And all mom and apple pie. I still don't know if the primary focus is as stated: to connect Gresham and Portland, or as I heard at a live presentation to redo the entire corridor. Different projects.	9/11/2014 1:06 PM
5	access to transit cost equity "Equity" needs to be revised to include requiring the transit option to be financially self-sustainable.	9/10/2014 12:53 PM
6	bus frequency traffic trip duration vehicle capacity Present system (bus lines 9 and 4) is not meeting the demands place on it-- overcrowded and too-infrequent buses, delayed by traffic volumes on Ross Island Bridge and elsewhere.	9/10/2014 8:00 AM
7	general support statement feedback It sounds good but would it work in the real world?	9/9/2014 8:05 PM
8	bicycling safety and security traffic walkability I would like to see a stronger endorsement of alternative modes of transportation including increasing pedestrian and bicycle safety as a priority for this project, in addition to lowering automobile congestion.	9/9/2014 10:57 AM

9	bicycling development opportunity safety and security walkability A rapid transit system is only as strong as its destinations. Any new rapid transit system should be paired with new development and renewal so as to promote safe and efficient walking/cycling from the station to the rider's final destination. Areas around train stations and streetcar stops should be space-efficient commercial and residential centers with higher than average density. These things should also be addressed.	9/9/2014 5:09 AM
10	bicycling Add more emphasis to incorporating bicycle facilities into the statement.	9/8/2014 8:43 AM
11	balance uses frequency housing ridership Population/housing increases in inner SE Portland mean that congestion could/will get much worse if there isn't a viable alternative to driving. Currently service along Powell & especially Division isn't rapid enough to make people choose to ride vs. driving.	9/7/2014 8:53 PM
12	Opposed to LRT Want an opportunity to comment on Max service: I would NEVER want to have to depend on Max to get to work, etc. One cannot count on it either during heat waves (approx. 85 degrees and higher) and in cold temperatures.	9/7/2014 10:40 AM
13	equity gentrification housing "There is a commitment to prevent market-driven involuntary displacement...." I don't understand: Who will make this commitment?	9/6/2014 4:42 PM
14	accessibility equity safety and security Enforcing policies on cell phone usage, talking too loudly, and STOP the use of the priority area for seniors and people with disabilities by people with babies and small; who block the entrance with their strollers. Also, stop riders from standing next to the drivers and engaging in long conversations. Drivers should feel confident in enforcing the policies and rules.	9/6/2014 1:08 PM
15	connectivity reliability safety and security trip duration I think "connecting Portland and Gresham" should be expanded to also emphasize the importance of reliable, safe, high capacity travel between local stops in East Portland, which it seems the project would also facilitate.	9/6/2014 11:43 AM
16	balance uses maintain travel lanes route Not eliminating car lanes. Use a dedicated east-west route halfway between Division and Powell.	9/5/2014 7:04 PM
17	cost frequency reliability I like the statement! But the public needs to be reassured that high-capacity transit service will arrive *consistently* every 10 minutes--not a "goal" of every 15 minutes, which ends up being 20-25 minutes during peak times and at best twice hourly during non-peak times. The problem with our current system is that anyone who's in any kind of hurry can NEVER take the bus, even during peak times. They simply don't show up often enough--and they never arrive at the scheduled time, anyway. Rather, by having buses (and *rapidly moving and far less-frequently-stopping* buses) arrive every 10 minutes or less, you don't even need to provide a schedule! That's because a person wishing to take such a bus (or, *much* better yet, the rapid streetcar!) would simply go to a designated stop and wait, on average, 5 minutes or less!! All the headache of setting (totally unreliable and always useless) schedules would be completely eliminated! Plus, with GPS technology, you always know when the next streetcar or bus is arriving, anyway, so you can plan a little if it looks like it'll be over 8 minutes before the next one arrives. Remember: Powell is a REALLY ugly street, and NO ONE wants to be waiting for a supposedly "rapid" transit bus or streetcar for more than 10 minutes--ever! But if (for some completely miraculous reason--and, again, I have zero reason to have any confidence that this will ever, ever, ever happen) we could actually provide RAPID transit on Powell every 10 minutes or less throughout the day, then: we will see an IMMEDIATE, DRAMATIC improvement of SE Powell Blvd!! You can't even imagine the difference it would make in every possible aspect of that street!! The bottom line is: INVEST in SE Powell! (Division doesn't have the room, and it needs to become more of a BIKE-centric street, anyway). Pay the BIG $$$$ up front, and you will see the investment pay for itself MANY times over!!!! It will make a bigger difference than just about anything else city-planning-wise that we would possibly do in Portland!!	9/5/2014 4:06 PM
18	neighborhood effects Effect on neighborhoods it passes through.	9/5/2014 2:58 PM
19	statement feedback survey is complete for sure, but it should be thought out and made simple for the basic person...did you know the average reading level for people in the us is the 6th grade.....clean it out financially and practically before going to a survey	9/5/2014 11:38 AM
20	trip duration Travel time improvements throughout the day should be noted as part of the purpose statement.	9/5/2014 11:08 AM
21	access to transit development opportunity statement feedback well-being I don't care for "well being". What are you after ? Economic Development? Access? Institutional development? This is a really important factor but I don't think métis captured with "well being".	9/4/2014 10:21 PM
22	bicycling Maybe something about bicycles	9/4/2014 8:46 PM
23	statement feedback This phrase: " including efficient and frequent high capacity transit service that enhances current local transit service " - what does the current local service have to do with this? I suggest clarifying this relationship.	9/4/2014 8:24 PM

24	bicycling safety and security walkability Needs to address the issues of darkness, pedestrians, bicyclists; basically the safety of those not riding transit or waiting for transit as well. I noticed lately that those that have been injured or killed on these two streets were in the dark, on the street, in areas they were not really protected from traffic including transit.	9/4/2014 7:14 PM
25	cost equity maintain bus service The first three items under the project purpose statement - especially equity - have not been delivered by Trimet but are repeated with each new big-ticket project. Fiscal responsibility and commitment to preserving existing service should be explicit project priorities.	9/4/2014 6:07 PM
26	statement feedback The definition of efficiency is vague. Is this fiscally efficient, efficiency based on community acceptance and ridership?	9/4/2014 4:50 PM
27	statement feedback The 6 pictures on the opening page are so small, that it's almost impossible to decipher them. That needs to improve, if anyone is to make an intelligent decision.	9/4/2014 4:28 PM
28	balance uses safety and security statement feedback "lack of infrastructure" is not a "need". Perhaps say "safer and more accessible infrastructure, such as..." Also limitation is not a need. "increased transportation options .... to exoand the currently limited options". The real need is for a professional writer.	9/4/2014 3:57 PM
29	cost safety and security The problems of creating a better payment system so that each person pays their fair share per ride is still a problem with the max line in particular that needs to be resolved. Also the criminal factor. The ease of getting on and off without detection, crime at bus stops, and on such a fast moving vehicle how do we abort criminal activity on the bus while it is in motion?	9/4/2014 3:46 PM
30	connect to transit route transit type See previous suggestions about types of transit (and what not to do), and need to reinforce the adjacent transportation grid both N-S and E-W.	9/4/2014 2:23 PM
31	statement feedback Need more information like how is this going to work?	9/4/2014 12:44 PM
32	LRT safety and security well-being Expounding on an argument of safety to well being. A light rail would help to create more of an element of safety to travelers and the communities in those outer neighborhoods in a variety of ways which should be in the publics best interests	9/4/2014 12:39 PM
33	frequency ridership The elimination of frequent stops may be a problem for those of us who take the bus regularly. If the new big efficient buses had the same relative schedule as the expresses do now, it might be a great improvement.	9/4/2014 11:45 AM
34	You need to do this for ALL the city transport routes.	9/4/2014 11:42 AM
35	development opportunity future growth Encoourage continued community in development of future enhancements to the system and provide communication for future changes.	9/4/2014 11:31 AM
36	environmentally friendly future growth ridership better include something about sustainability, future with fewer cars, more people using transit making Portland green and keeping it's reputation as a sustainable city	9/4/2014 11:31 AM
37	statement feedback well-being make it shorter. take out the well-being part. if you think mass transit will accomplish this, you're dreaming	9/4/2014 11:29 AM
38	amenities design safety and security Well lighted streets with lots of activity create safer transit options.	9/4/2014 11:13 AM
39	bicycling you're ignoring Portland's best commuting method; bicycles.	9/4/2014 10:58 AM
40	access to transit development opportunity equity future growth I agree with everything expressed. But given recent studies of East Portland, commercial and business development have stagnated due to the "lower education" demographic stigma. Agencies like the PDC - or more effective ones - need to be brought into the equation and there needs to be a major effort to support both established companies and promote grass roots entrepreneurial businesses, so that there is not a perceived "wasteland" between "thriving" Central East Portland and Gresham.	9/4/2014 10:44 AM
41	statement feedback I don't have time to read all of this. Maybe that's how it can be improved.	9/4/2014 10:31 AM
42	general opposition statement feedback what is wrong with the existing service?	9/4/2014 10:23 AM
43	statement feedback If this has to be so wordy, can you find a simpler 3 sentence way to describe this so it resonates with me and others? I'm a supporter and all these words just make me want to glaze over.	9/4/2014 10:17 AM
44	balance uses bus frequency transit type The current options for travel in this corridor (bus and car) are very slow and require frequent stops.	9/4/2014 10:15 AM

45	future growth walkability Would love more elaboration on future growth and unmet need with current infrastructure. That seems like the most vital argument overall. Of course, the corridor is also severely lacking as far as pedestrian infrastructure goes, so improving that is an important piece of the puzzle as well.	9/3/2014 5:14 PM
46	cost general opposition traffic This is a complete waste of money. The only improvements needed that will improve mobility and traffic would be for expanded automobile use.	9/3/2014 8:56 AM
47	development opportunity frequency statement feedback Strengthen the part about connecting major shopping & employment areas within the city via high capacity/rapid transit.	9/2/2014 12:24 PM
48	safety and security traffic transit type Less high-sounding words and more direct sentences, such as : We will build more traffic lanes and dedicated bus and/or trolley lines.	8/30/2014 12:34 PM
49	equity general opposition safety and security statement feedback walkability Substitute the following: "Portland planners have created a planning disaster in East Portland that contributed to several pedestrian deaths, The city now promises to halt infrastructure projects downtown and reverse the decades of unfair transit decisions that have polarized Portland and detracted from the quality of life for the majority of Portlanders." BTW- whoever drafted this survey was unprofessional in that they did not allow a response "is this a good statement" "No," It is not a good statement and this is not a well-drafted question.	8/30/2014 10:35 AM
50	cost frequency LRT safety and security transit type Making Max more user friendly. Go back to validating your ticket so you can ride the Max when you want instead of having to buy a monthly or weekly ticket that you have to use every day. I ride my bike to work on some days and not being able to choose when to use my weekly of monthly ticket when I want is inconvenient. It would go a long way as an improvement to lower the fair on Max between Gresham and Portland and adding more cars to address overcrowding. Use the money that is going to be spent on this unnecessary transit project to improve the existing Max line.	8/30/2014 10:12 AM
51	cost flexibility statement feedback What about cost? The statement should take into consideration the overall cost to build and operate the system. Also, flexibility. What if something goes wrong on the route -- can the system be diverted to an alternate route when needed? That should be included in the requirements / purpose statement.	8/28/2014 6:12 PM
52	cost design neighborhood effects traffic Include something about societal savings in gasoline by encouraging more public transit, more pleasant neighborhoods with less car traffic, savings on road repair, bringing communities closer together	8/28/2014 2:42 PM
53	balance uses future growth ridership traffic Include something about reduction of automobile dependence	8/28/2014 1:30 PM
54	safety and security More police and trimet presence. There is too much crime associated with transit in Gresham as it is	8/28/2014 1:08 PM
55	balance uses bicycling design route safety and security walkability I believe it is essential that the corridor improve the safety and comfort of those using in the corridor. This would include SIDEWALKS & LANDSCAPING & Lighting East of 92nd on either proposed route. It is also important that pedestrian and bicycle access/arterial/feeder routes to the transit corridor be significantly improved.	8/28/2014 11:48 AM
56	general opposition I am against the transit route	8/28/2014 10:47 AM
57	access to transit equity ridership I like this statement, but included from my last comment I would like the appeal to be to not only low income and youth, but a transit that is appealing to business personnel, college students and families etc.	8/28/2014 7:37 AM
58	connectivity statement feedback recognizing people need to be connected/have good transportation within their local area -- just moving folks between Gresham/Portland is missing the point/leaves way too many gaps in service	8/28/2014 5:10 AM
59	bicycling neighborhood effects It's a start and glad you are also focusing on bicycle safety as well as not ruining really established neighborhoods. There are lots of streets that are already carved up. Don't carve into well established healthy neighborhoods.	8/27/2014 9:34 PM
60	general opposition not doing it	8/27/2014 9:19 PM
61	housing neighborhood effects Opposed to LRT safety and security This appears to be what has been said about MAX for years. A great example of what MAX has done for neighborhoods is SE Burnside from 102nd to 182nd these areas prior to MAX were clean with many well maintained homes, now these same areas are incredibly rundown. This MAX route is now an incredibly undesirable area to live. Why would any community want to add MAX to their area? Cities have voted against MAX repeatedly and it continues to be pushed upon the citizens. If crime can not be addressed and resolved and if the stations can not be maintained we should not have MAX forced upon our communities.	8/27/2014 9:07 PM

62	future growth housing trip duration Discussion of supporting maintenance of the Urban Growth Boundary by providing rapid transit between commerce centers and high density housing developments which would be encouraged along rapid transit routes.	8/27/2014 8:46 PM
63	statement feedback The first paragraph would be snappier if it were more concise. It emphasizes policy too much. I really like the bullet points.	8/27/2014 7:56 PM
64	access to transit accessibility cost environmentally friendly equity safety and security Should articulate environmental conditions promoting low carbon options. Explict commitment to high quality safe transport for kids, people with disabilities and seniors. Also AFFORDABILITY AND SUSTAINABILITY.	8/27/2014 5:27 PM
65	general opposition Eliminate it. Portland doesn't need it. The roads are too clogged right now!!!	8/27/2014 4:10 PM
66	development opportunity statement feedback walkability well-being The Well Being component should be strengthened to making pedestrian friendly economic opportunity a priority.	8/27/2014 3:49 PM
67	equity frequency safety and security statement feedback trip duration well-being Delete Well being and Equity component. Concentrate on providing safe, rapid and frequent service, and people will use it.	8/27/2014 8:11 AM
68	bicycling Opposed to LRT safety and security Please don't bring max and it's associated higher crime rates into our neighborhood. People should be bike commuting. How about a covered bike way instead?	8/27/2014 7:26 AM
69	bus frequency maintain bus service Buy more buses, hire more drivers, and repair the god damn roads.	8/26/2014 10:09 PM
70	statement feedback Make it more brief. People don't read that much. I like the italics.	8/26/2014 8:19 PM
71	amenities Powell route safety and security addressing the safety issues of some stops along the Powell-Division corridor: namely the stops along Powell, closer to Gresham.	8/26/2014 6:21 PM
72	balance uses bicycling design Powell route safety and security walkability Making SE Powell a more accessible district to foot and peddle traffic. It's a real neighborhood divider, and only promotes people to drive fast through those neighborhoods. Improvements need to really put forth some effort to make it a safer for walkers, bikers, transit riders and automobiles. Adding a couple of crosswalks are not a measurable improvement.	8/26/2014 5:56 PM
73	statement feedback Reframing in "everyday" language - lots of jargon here.	8/26/2014 5:52 PM
74	access to transit equity future growth noting benefits of accessibility to services (schools, shopping, health care) for growing low to mid income population of east Portland.	8/26/2014 4:06 PM
75	statement feedback Where are there "NO" options on this survey. Very interesting!	8/26/2014 11:32 AM
76	bicycling statement feedback drop that lack of infrastructure, there are no real gaps, I walk and ride my bike from 92nd out to Gresham three or four times a week.	8/25/2014 11:35 PM
77	access to transit cost equity I like that equity statement! I kind of wish it could say something about transit being affordable to riders too, but that's kind of outside the scope of a capital project, huh?	8/25/2014 3:09 PM
78	access to transit equity reliability statement feedback trip duration Changing "Travel time reliability" to "Travel time speed and reliability" in the first bullet point of the second section would account for residents' need to get places quickly. Many people are increasingly time-poor, and this is worst for those who are materially poor. We need to make transit faster in the Portland area to increase its mode share.	8/25/2014 2:24 PM
79	access to transit equity neighborhood effects ridership In the equity section, include statements about the needs of working people already residing in these neighborhoods. I want this in no uncertain terms, not a weak-willed and unspecified "commitment." This would be improved also by putting it at the top and in 72 point font.	8/25/2014 2:05 PM
80	bus cost maintain bus service Buses are already there, use them to save money.	8/25/2014 1:24 PM
81	environmentally friendly traffic Add that it addresses the need to reduce auto traffic and cut carbon emissions.	8/25/2014 10:06 AM
82	statement feedback It's okay. Work on that efficiency statement.	8/25/2014 9:48 AM
83	access to transit connectivity Highlight further how this plan can improve the lives of those living in east county areas. This purpose statement touches on it but I think it's important for everyone to know how much it will impact the people who need more access to the city.	8/25/2014 9:35 AM
84	connect to transit equity gentrification trip duration Transit benefits should be focused toward already high density, lower income areas, not areas already gentrified. Travel time is key, so it will need to feed into other systems at the right time, to allow residents to commute to downtown in less than an hour (in addition to getting around the neighborhood for medical, shopping, school).	8/23/2014 12:03 PM

85	general opposition statement feedback No	8/22/2014 11:35 AM
86	access to transit cost future growth ridership well-being Well, one example is: "Well-being: Future development and transit improvements create safe, healthy neighborhoods" -- which could rather address the needs of the population NOW. Future transit improvements could address the current thirst of neighborhoods for useful and affordable transit options, whether for work or school or recreation or childcare or more. This statement should be more rooted in who needs these services now, which would lead to better service. Look at who uses transit rather than dreaming of how you can whitewash "unsafe and unhealthy" neighborhoods.	8/22/2014 12:07 AM
87	balance uses development opportunity future growth traffic You could explicitly emphasize that, given all the development going on, high-capacity transit should be available to make it easier to live without a car.	8/21/2014 3:39 PM
88	environmentally friendly neighborhood effects adding criteria of reducing fossil fuel use and noise pollution	8/20/2014 7:10 PM
89	access to transit statement feedback well-being Emphasize access over transportation. Access to economic, social and recreational opportunity (which you've hidden under "well-being") is the only point of transportation services. Put that out front so that people see the connection with jobs, opportunity, and even liberty, not just with "well being," whatever that is. Choose words that resonate across political spectrum, not just on the touchy-feely left.	8/20/2014 4:50 PM
90	bus environmentally friendly general opposition The project should be dropped entirely. If Metro and local government need to continually blow money as seems routine, than make it a project for experimenting with all electric buses in place of conventional buses.	8/19/2014 4:54 PM
91	balance uses bus future growth LRT Opposed to LRT Powell route traffic transit type It is important to include some statement on reliving the growing automobile congestion on these busy streets. Consider the recent development on Division in SE. Adding bus or train to that already narrow and congested street would be a nightmare, and traffic can be expected to grow with increased housing and business in the area. Adding buses will only slow traffic. Traffic on Powell is already a disaster. It is begging for relief. I'd like to see some sort of light rail extended along the I5 south corridor. 3 lanes and traffic is still at a stand-still. Light rail worked for 26 West, why not I5?	8/15/2014 11:03 AM
92	general opposition Metro - We hate you!	8/14/2014 8:45 AM
93	connect to transit connectivity dedicated lanes development opportunity equity LRT reliability route traffic It is much too vague to be helpful. For example, the use of the word "efficiency" with the word efficiently in its own definition. What does this mean? Change and make explicit the definition of "high-capacity transit" to "transit with its own ROW for its ENTIRE length." BRT along the route will only solidify disparity and lead to little or no development along the inner SE corridor. Reliability will be not be changed. The length of the line and the necessity for it to wait in traffic, will detract from its ability to be an appealing alternate choice to SOVs. There would be virtually no incentive for people riding other lines to transfer on to this new line to go downtown. For example, if someone were on the 14, it would not make sense to transfer to BRT to downtown, as it would travel the virtually the same speed. Neighborhood connectivity would not improve. For example, Lents could have a direct MAX link to the Clackamas, the Jade District and Downtown if a MAX were built. Lents will have no benefit from BRT. The Jade district would have a direct link to Gateway and Downtown. Running a MAX line along existing track down I205 and West on Powell would be much faster and connect to many more neighborhoods. Please reconsider the planned BRT for this corridor. BRT will ensure the corridor continues to be an insular, lower-income sliver of Portland, rather than a series of connected and independent neighborhoods with a true alternative to the car. BRT will not be useful.	8/13/2014 4:36 PM
94	development opportunity environmentally friendly gentrification housing neighborhood effects statement feedback Thanks for not giving me an option: "Poorly drafted, and the city and county never follow through anyway." This statement is just mush. Speak English: "We will stop pleasuring developers and instead preserve the existing older homes that Portland residents love." Here's something to add: " In the past, the voices of campaign contributors has drowned out the voices of the average member of the community, who likes a car and a SFH. Metro has pledged to pursue a new vision, based on preserving Heritage trees and keeping density to a reasonable level- not the density dumping we saw on SE Division"	8/13/2014 11:28 AM
95	frequency reliability Needs should include transit frequency, not just time reliability.	8/13/2014 9:32 AM
96	design safety and security walkability More emphasis on sidewalk improvements. People can't safely get to transit in East Portland/Gresham because there aren't any sidewalks.	8/12/2014 9:14 AM
97	access to transit cost equity n/s connections ridership route service hours Transit service within Gresham is a priority - north/south - not all roads lead to Portland. Portland Public Schools use of transit as their school bus system needs to be examined -- youth should not have a free pass to roam the entire Metro region 24 hours a day.	8/8/2014 9:39 AM

98	bus cost LRT statement feedback the term "efficiently implemented" seems to unfairly favor a cheap bus improvement over light rail.	8/7/2014 10:18 AM
99	access to transit equity ridership route Including a specific mention of East Portland and Gresham as being under serviced areas that require a heightened focus.	8/6/2014 3:01 PM
100	access to transit safety and security walkability Highlight having better and safer access to schools by better walkways and safer transit areas.	8/6/2014 10:09 AM
101	access to transit connect to transit cost equity service hours short/long trips trip duration Addressing equity relating to cost (transfers/short trips) and hours early and late enough for people working shifts	8/5/2014 10:29 PM
102	access to transit connect to transit connectivity statement feedback transit type This shouldn't be thought of as a connection between Downtown Portland and Gresham, as the first sentence implies. That makes it sound like a light rail project. Reverse the two: This is a project that needs to service a wide range of people and needs BETWEEN Portland and Gresham.	8/5/2014 9:02 AM
103	connectivity neighborhood effects statement feedback I'd add "neighborhoods in" before "Portland" because a big part of it is connecting areas within Portland and Gresham, not just Portland to Gresham. I feel like this is the emphasis with the existing purpose.	8/4/2014 7:05 PM
104	balance uses bicycling design development opportunity environmentally friendly future growth safety and security walkability Addressing the following additional purposes: * Reduce city-wide carbon emissions, despite increased population * Reduce air pollution * Reduce the percentage of the city dominated by auto-dependent development * Improve non-automobile transportation options for citizens in the area * Increase incentives for privately-financed redevelopment which increases neighborhood walkability and reduces the need of citizens to go outside their neighborhood for work/shop/play, while preserving or enhancing neighborhood character and historic resources * Reduce the likelihood that new development (residential, commercial and industrial) follows auto-dependent design patterns * Decrease per capita vehicle-miles-traveled * Improve pedestrian and bicycle safety * Reduce average and peak automobile speeds	8/4/2014 5:23 PM
105	connect to transit design development opportunity environmentally friendly equity housing n/s connections neighborhood effects Powell route traffic 1.) Statement should address global warming/carbon burden. 2.) Statement should address impacts to crosstown traffic: ie, bus travel N & S on SE 39th is significantly delayed by existing Powell Blvd traffic snarl. 3.) SE Powell Blvd is a planning disaster: it is a wasteland of barrier walls and parking lots where the city needs a real commercial strip -- and there is a crisis of affordable housing in the neighborhood and in the region as a whole. Statement should make a priority of small-footprint, high-density infill development with low-income housing along corridor.	8/4/2014 3:23 PM
106	development opportunity neighborhood effects Powell route You should include improvement of neighborhood retail along Powell	8/4/2014 3:05 PM
107	statement feedback The needs section is sloppy, and the needs aren't necessarily the things that are addressed in the purpose.	8/3/2014 3:30 PM
108	balance uses bicycling bus connectivity n/s connections route on the eastside, the weakest link for cyclists and buses is not east-west, but north-south. (the riverfront, 7th ave/milwaukie and 92nd with small routes at 42nd and 52nd leaves Lots of gaps for cyclists.) this draft statement continues with a downtown (pdx) to downtown (gresham) focus instead of looking at the east side's transportation issues as more of a web.	8/3/2014 2:44 PM
109	bus frequency LRT maintain bus service The current light rail and buses is sufficient especially if they run more often	7/29/2014 9:10 PM
110	access to transit cost equity Once again equity is missing. Local match dollars need to come from the transit users through the farebox - not from siphoning off and poaching declining gas tax revenues that drivers pay. A financial equity statement needs to be included with the expectation transit fares will be applied to fund he project in addition to contributing to the Federal Highway Trust Fund from which the federal transit dollars are drawn.	7/29/2014 4:52 PM
111	access to transit development opportunity equity gentrification housing neighborhood effects If you can know how to "prevent involuntarily displacement of current residences & business" with new development (gentrification), that would be interesting to know. I don't know how you intend to "prevent" or "control" market driven involuntary displacement. Current residences & businesses would have to earn more income to remain in place or they become priced out of their neighborhoods. They must have access to places where they can learn new job skills to increase their wages/salaries. Majority of owner occupancy vs. rental housing is key.	7/29/2014 1:39 PM
112	general support statement feedback I'm not sure this is where you need to be focusing, but it does say what I think you're getting at.	7/29/2014 10:29 AM

113	statement feedback trip duration I think the statement about travel times should be strengthened to say "significantly improved".	7/29/2014 9:37 AM
114	statement feedback trip duration Consider adding something about Travel time competitiveness during peak hours.	7/29/2014 6:38 AM
115	general support statement feedback Decent.....	7/28/2014 9:38 PM
116	statement feedback Shorter, less wordy, and clearer. It reads like it has had too many ideas thrown together.	7/28/2014 7:27 PM
117	cost development opportunity equity future growth housing neighborhood effects trip duration I don't agree with the Equity clause. This seems like political appeasement, which is fine, but I sincerely hope after all this cost it brings in more/denser housing, more businesses, more jobs and safer neighborhoods. All these things create a more desirable neighborhood which increases property values. Also, I don't see anything on speed. The biggest reason why I don't take transit as often as I like is because it's often faster to sit in rush hour traffic than to take transit. You provide a speedier service and you'll get more people on transit.	7/28/2014 6:45 PM
118	equity general support neighborhood effects statement feedback I especially like the equity and benefiting current residents statements. The need statement acknowledges the issues I'm concerned about.	7/28/2014 6:17 PM
119	general opposition safety and security City of portland keeps moving its problems to Gresham , like poverty and gangs. Stupid ideas.	7/28/2014 4:56 PM
120	access to transit development opportunity equity neighborhood effects The equity portion is meaningless. We WANT transportation to help improve neighborhoods, bringing them from poverty to the middle class, and transportation helps that by allowing greater access to well-paying jobs in other areas.	7/28/2014 3:32 PM
121	access to transit bicycling neighborhood effects safety and security statement feedback walkability well-being Under "Well-being", change to read: "...create safe, healthy, and active neighborhoods...". Emphasize that transit affords physical activity in addition to safety and access.	7/28/2014 3:25 PM
122	access to transit development opportunity housing neighborhood effects trip duration vehicle capacity walkability Adding mention of a goal to induce as much additional urbanization and walkable growth in the corridor as possible, of both additional dwelling units and floorspace of employment; this should be a Development-Oriented Transit line. The alignment should be chosen with the highest potential to cause existing auto-oriented uses to redevelop into walkable mixed-use development. Travel time from end to end of the corridor should be minimized (focus on the fastest trip possible), transit capacity should be maximized, and partnerships explored with local governments and property owners to maximize development opportunities along the entire alignment.	7/28/2014 3:20 PM
123	balance uses bicycling safety and security trip duration walkability There is an obvious conflict between rapid transit and safe and frequent pedestrian and bike crossings.	7/28/2014 2:55 PM

What would improve your bus ride?

¿Qué mejoraría su experiencia de desplazarse en el autobús?

以下哪些方面能够改善您乘坐巴士的体验？

Что поможет улучшить Вас проезд на городском автобусе?

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

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

Powell-Division Transit and Development Project

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

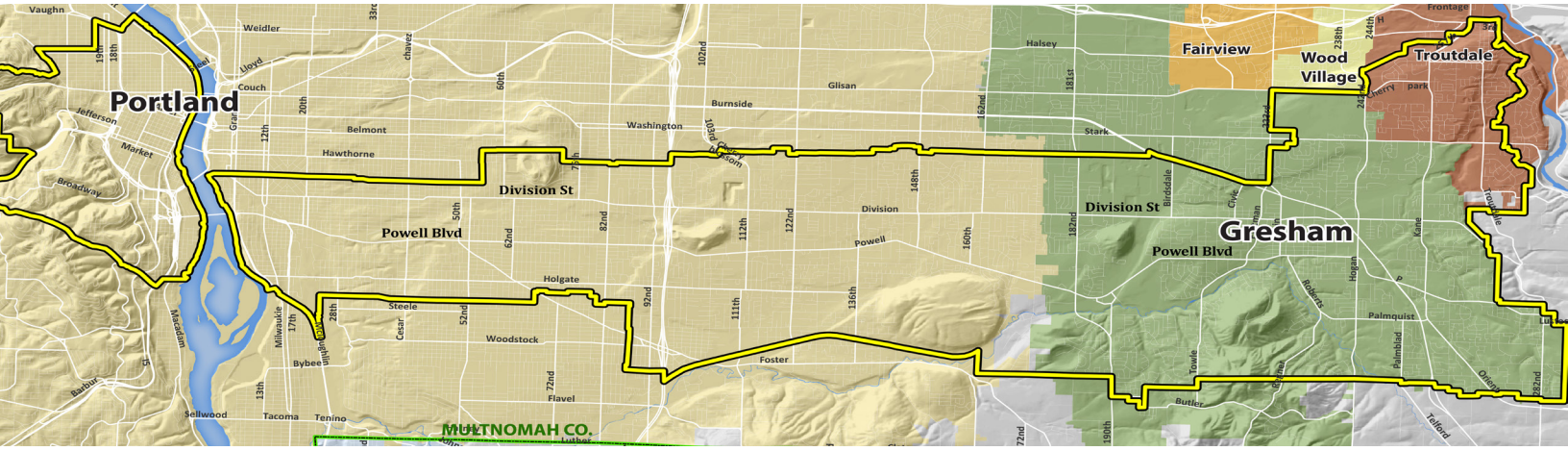
What can you expect?

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

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

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

www.oregonmetro.gov/powelldivision



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

Making choices

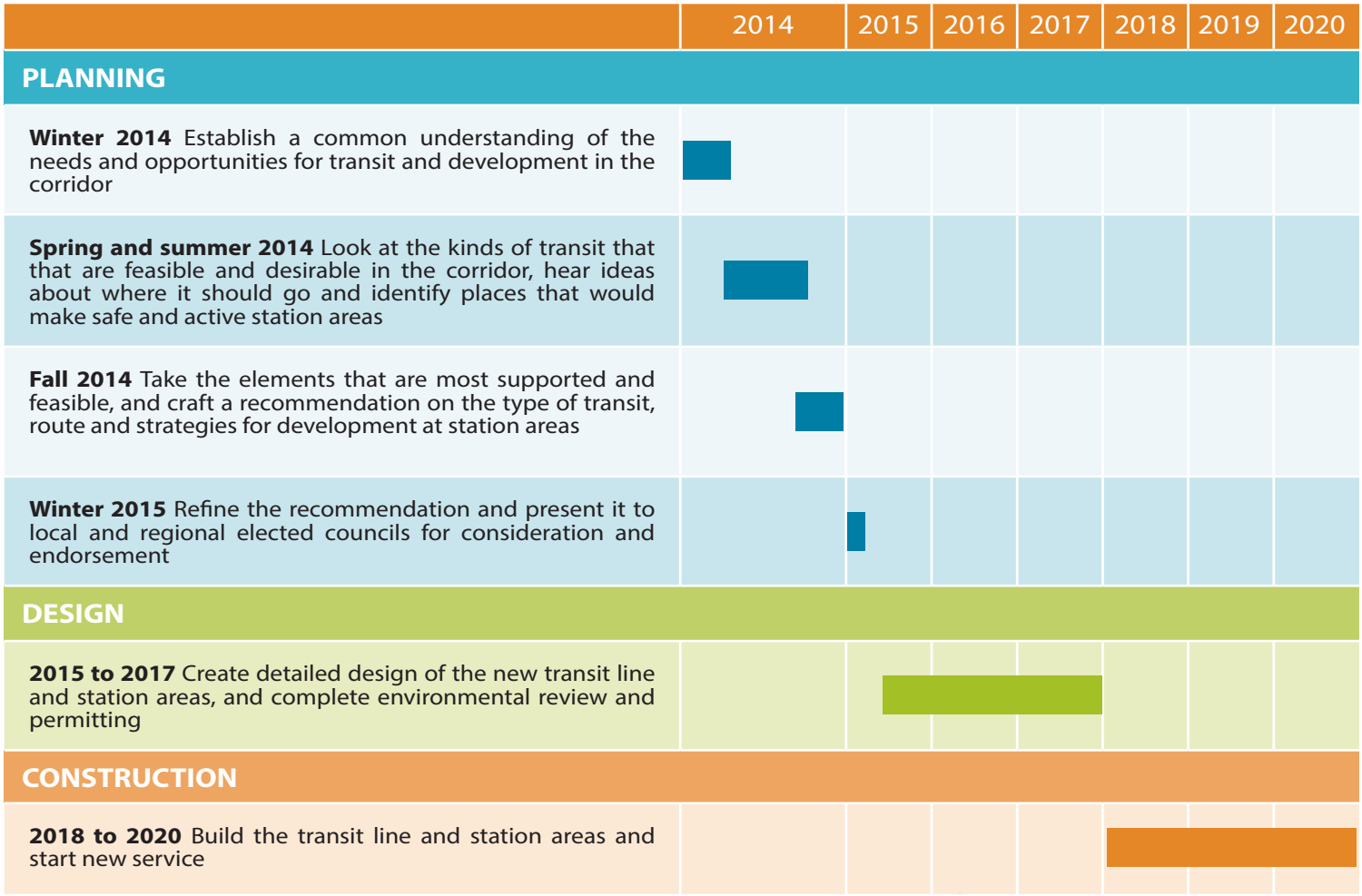
Planning for enhanced transit and neighborhood development in Portland and Gresham will involve generating lots of good ideas and refining those choices based on community input, the physical environment, cost and other considerations. Where do we want to see change in our community and what do we want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

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

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

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

Timeline



Public input and decision-making

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

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

Other improvements to transit service

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

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

www.oregonmetro.gov/powelldivision

About Metro

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

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

Metro Council President
Tom Hughes

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

Auditor
Suzanne Flynn

Metro

503.813.7535

Proyecto de Transporte Público y Desarrollo de Powell-Division

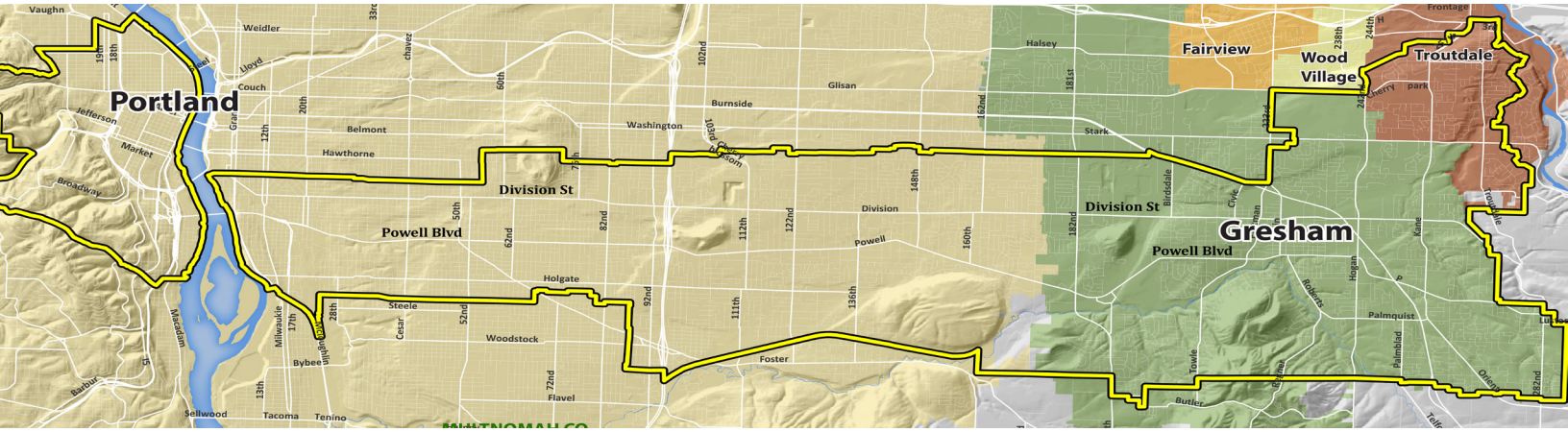
El Proyecto de Transporte Público y Desarrollo de Powell-Division quiere traer importantes inversiones a Gresham, al este de Portland y al sudeste de Portland, apoyando y mejorando nuestras comunidades y facilitando el movimiento de las personas.

¿Qué es lo que puede esperar?

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

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

www.oregonmetro.gov/powelldivision



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

La elección de alternativas

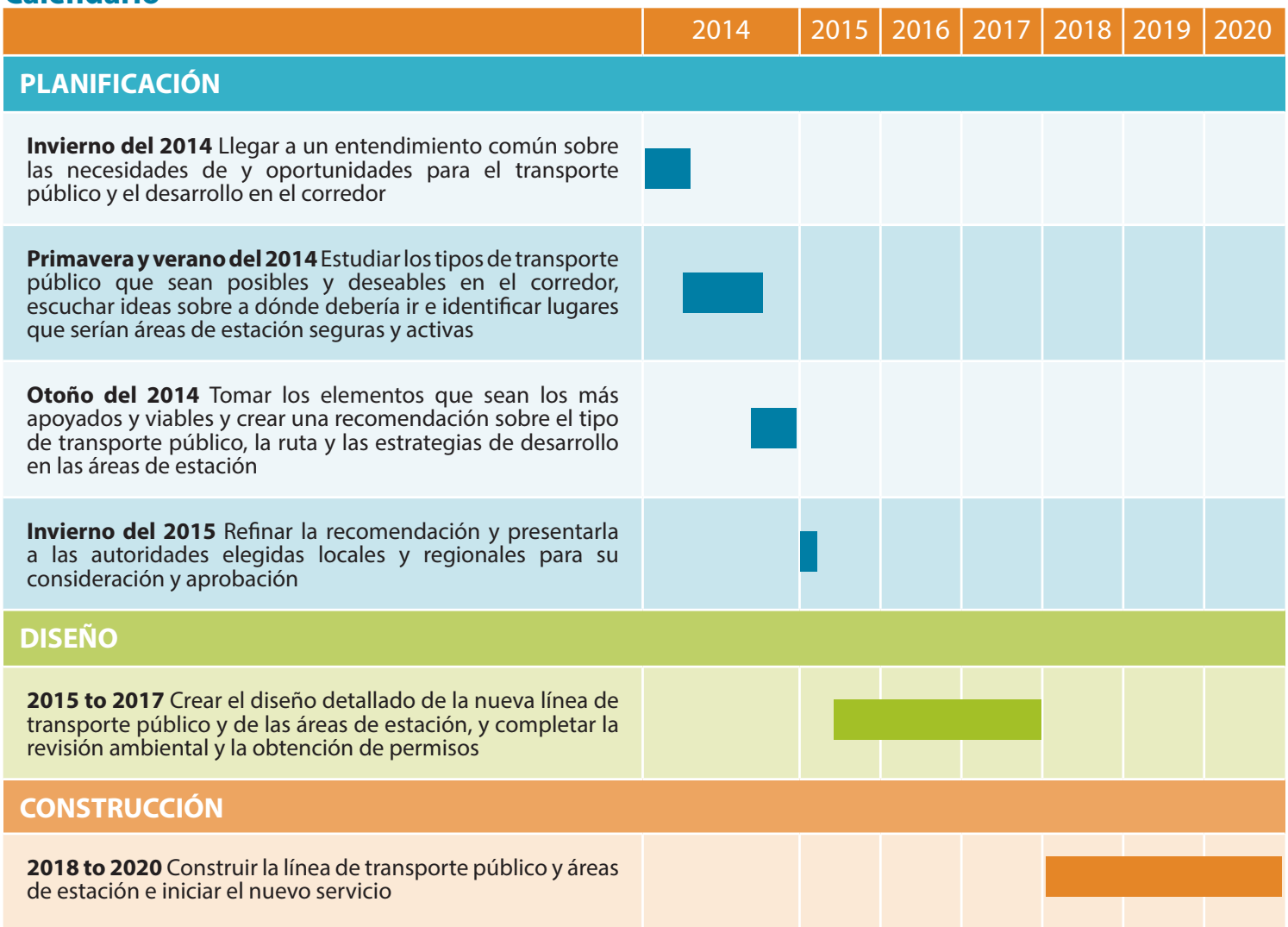
La planificación de transporte público mejorado y de desarrollo en los barrios en Portland y Gresham necesitará de la creación de muchas buenas ideas, y de la refinación de alternativas a partir de las ideas de la comunidad, el entorno físico, costo y otras consideraciones. ¿Dónde queremos ver cambios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

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

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

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

Calendario



Participación pública y toma de decisiones

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

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

Otras mejoras al servicio de transporte público

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

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

Acerca de Metro

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

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

Presidente del Consejo de Metro
Tom Hughes

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

Auditora
Suzanne Flynn

www.oregonmetro.gov/powelldivision | powelldivision@oregonmetro.gov
503-813-7535

Powell-Division Transit and Development Project

Proyecto de Transporte Público y Desarrollo de Powell-Division

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

Powell 和 Division 交通运输

波特兰大都会地区政府的 Powell-Division **交通运**输和开发项目是以社区为基础的，各社区共同努力为波特兰东南区、波特兰东区，以及格雷沙姆 (Gresham) 带来新的地区交通投资。公交线路将在这些主要大街上运营，TriMet 9 **和** 4 **是**该地区最主要的两条公交线路。该项目将对承载量更高的交通运输方案进**行**评估，此类方案可以更低的成本运载更多的乘客，并通过提供更快捷、更可靠的服务来提升乘客的出行体验。波特兰大都会地区政府及其合作伙伴将从现在开始直至 2015 **年春季就**这一交通服务改进事宜与社区开展协同合作。想要了解更多信息，请访问网站 oregonmetro.gov/powelldivision。

→ → →

Việt русский

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

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

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

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

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

www.oregonmetro.gov/connect

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