

## POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT ONLINE MAP COMMENTING TOOL

March 2015

### KEY THEMES AND OUTCOMES

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

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

- Powell-Division email updates
- Powell-Division web pages ([www.oregonmetro.gov/powelldivision](http://www.oregonmetro.gov/powelldivision))
- Metro transportation and planning and policy email updates
- Metro news digest
- Metro Twitter
- Gresham Neighborhood Connections email updates
- Gresham Facebook page
- Gresham Powell-Division web pages
- Gresham Area Chamber of Commerce email updates
- City of Portland email updates
- City of Portland Powell-Division web page
- City of Portland Facebook page
- City of Portland pedestrian and bicycle committee email updates

- Multnomah County pedestrian and bicycle committee email updates
- Multnomah County health service centers email update
- TriMet Riders Club email updates
- TriMet lines 4-Division and 9-Powell service alert email updates
- TriMet Service Enhancement Plan web pages
- Mount Hood Community College student government email update
- Portland Community College Southeast campus reader boards
- East Portland Action Plan email updates
- East Metro Economic Alliance email updates

## **ROUTE OPTIONS**

### RIVER CROSSING

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

### PORTLAND NORTH/SOUTH CROSSOVER OPTIONS

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

### GRESHAM NORTH/SOUTH OPTIONS

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

## **STATION OPPORTUNITY AREAS**

People want safer, more comfortable transportation that includes:

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

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

- Gathering places for neighbors and families to meet and socialize
- More businesses to shop or get services
- Activities and temporary uses, such as markets, fairs, or food carts to enliven the neighborhood
- More places to work

## ROUTE OPTIONS

The public strongly supports a route that uses the Tilikum Crossing and transitions from Powell to Division at 82nd Ave. In Gresham, strongest support is for the Hogan Road alignment.

### WILLAMETTE RIVER CROSSING

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

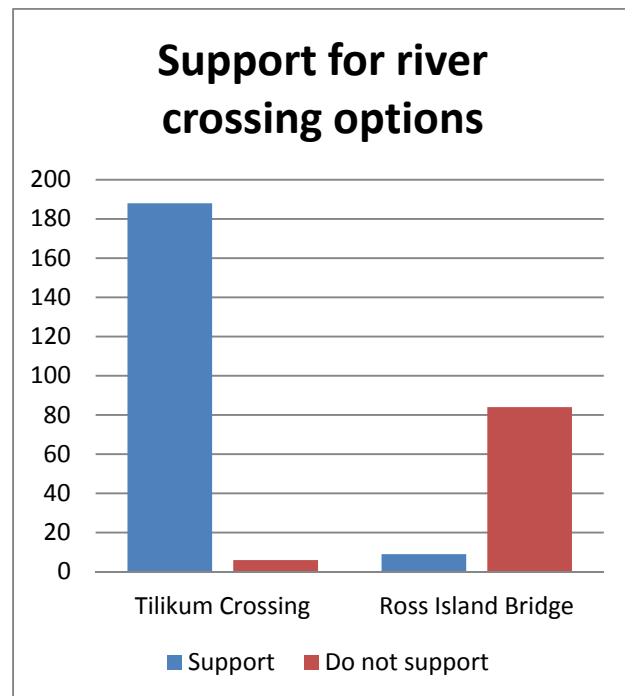
- Speed and reliability presented by dedicated space for transit
- Leveraging investment in the transit bridge

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

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

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

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



### PORTLAND NORTH/SOUTH CROSSOVER OPTIONS

A considerable number of respondents support 82<sup>nd</sup> Ave as the transition between Powell Blvd and Division St for the new transit line. Reasons given in support of this alignment include:

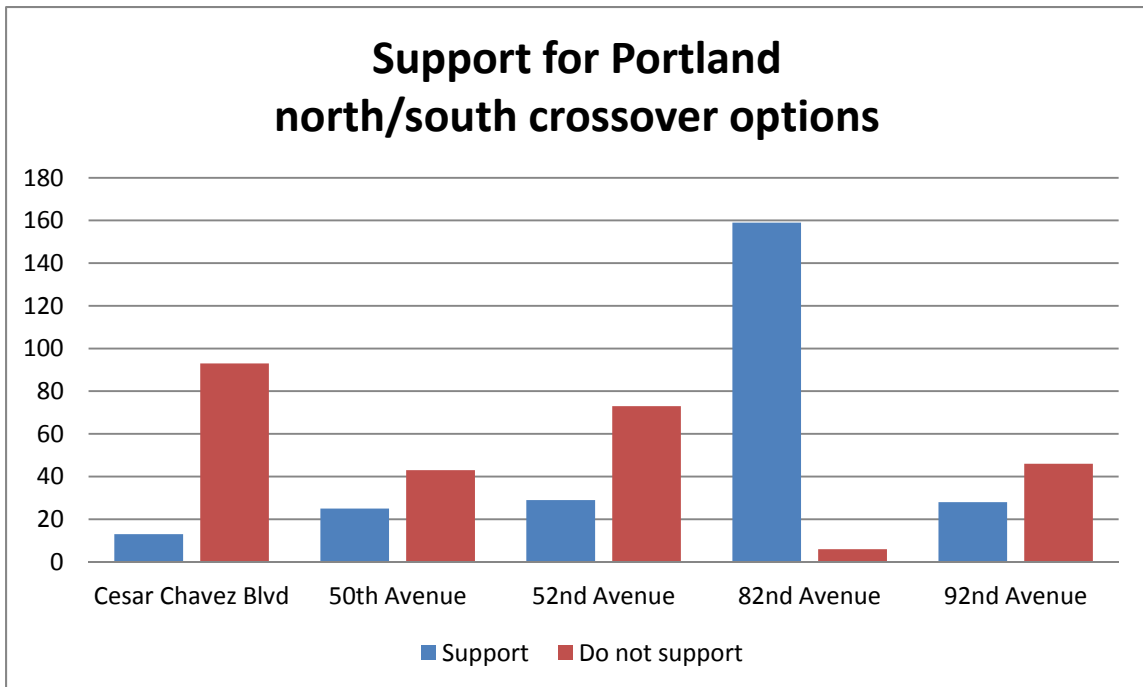
- Access to Portland Community College and the Jade District
- Access to transit for communities of color and people living with low incomes,

- Opportunity for needed roadway and pedestrian safety along Powell Blvd and 82<sup>nd</sup> Ave
- Development opportunity
- Access to transit transfer points
- Potential for dedicated transitway

Two respondents provided reasons for not supporting 82<sup>nd</sup> Ave as the transition between Powell Blvd and Division St: existing traffic, congestion, and transit reliability.

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

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



The public did support considering these alignments for the following reasons although they often expressed that the reasons to support an alignment did not make it the best option to consider:

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

### **GRESHAM NORTH/SOUTH OPTIONS**

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

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

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

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

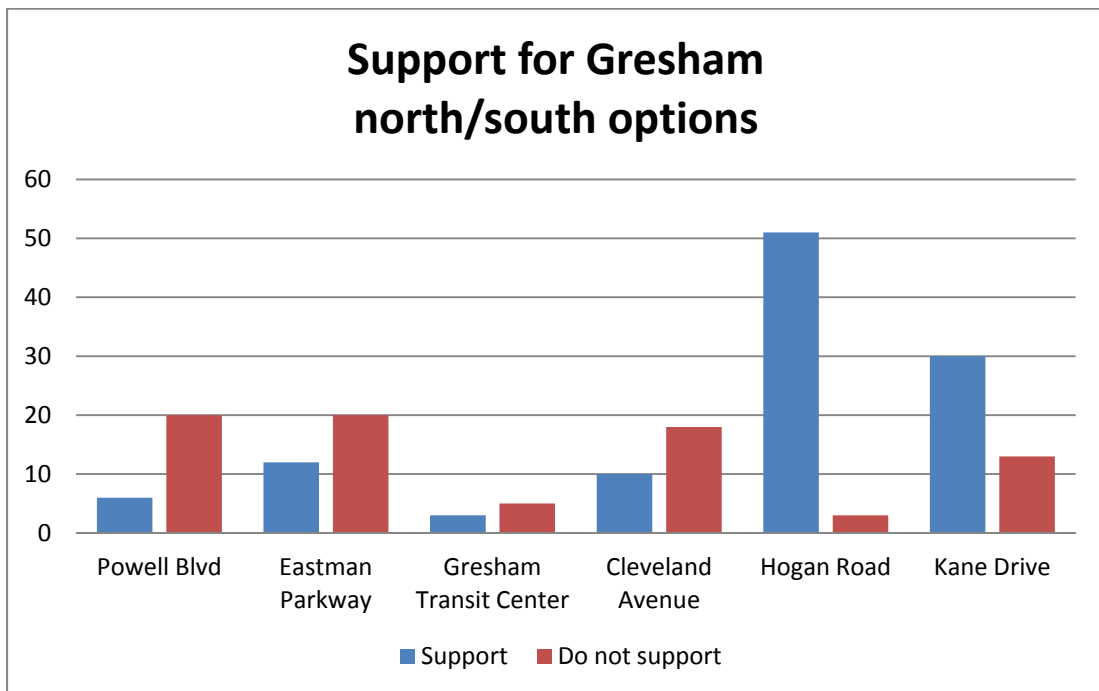
- Quickest, most direct route to Mt. Hood Community College
- Potential for dedicated transitway
- Development potential
- Division more able to absorb traffic than Stark

Generally, respondents who do not support Kane Dr find other routes more promising. The main reasons respondents do not support this alignment include:

- Does not connect people living with low incomes to services, such as the hospital
- Does not connect to major employment areas, such as the hospital

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

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



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

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

## STATION OPPORTUNITY AREAS

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

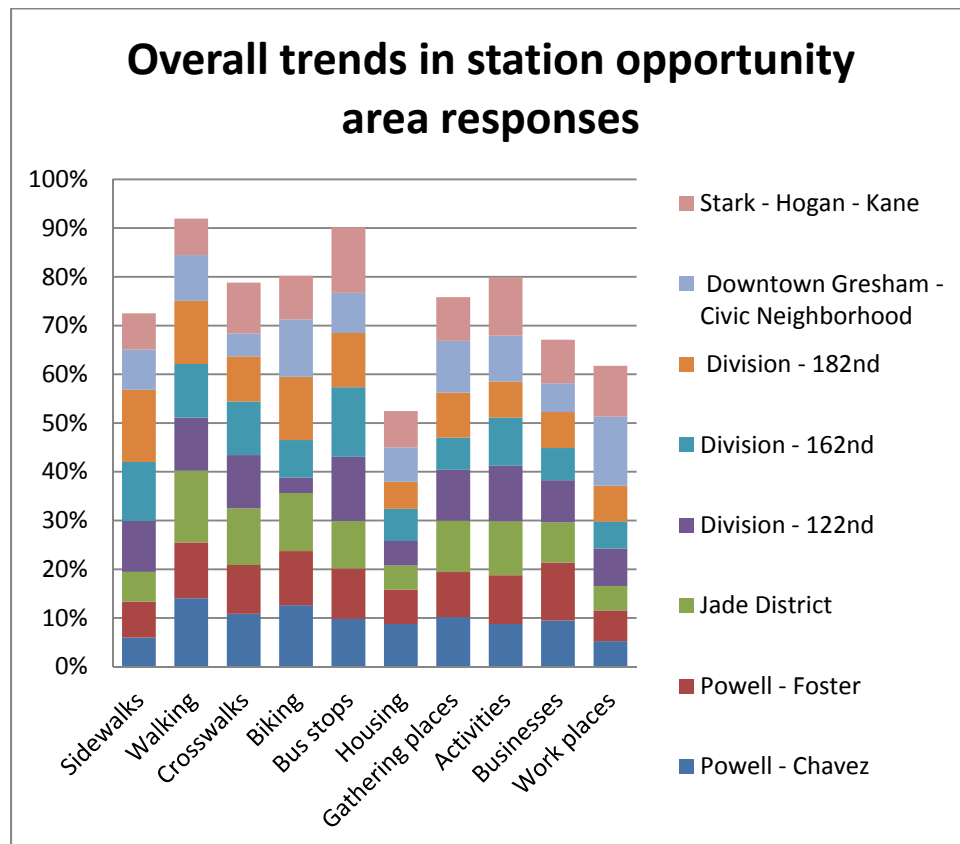
<b>Getting to the area</b>	<ul style="list-style-type: none"><li>▪ More sidewalks</li><li>▪ Safe-feeling sidewalks (with street trees and planter strips, etc.)</li><li>▪ More crosswalks that allow people to safely cross busy streets</li><li>▪ More places where biking feels safe</li><li>▪ Comfortable, convenient places to wait for buses</li><li>▪ Other</li></ul>
<b>Changes near new station areas</b>	<ul style="list-style-type: none"><li>▪ More housing that is affordable to people at a range of income levels</li><li>▪ Gathering places (plazas, outdoor markets or businesses) for neighbors and families to meet and socialize</li><li>▪ Activities (markets, fairs, etc.) or temporary (food carts, etc.) to enliven the neighborhood</li><li>▪ More businesses to shop or get services (insurance, banks, hair salons, etc.)</li><li>▪ More places to work</li><li>▪ Other</li></ul>

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

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

- **Powell-Chavez** – better walking and biking environments, vibrant social places
- **Powell-Foster** – more businesses and services, human-oriented transportation improvements
- **Jade District** – walking environment improvements, outdoor social gathering places

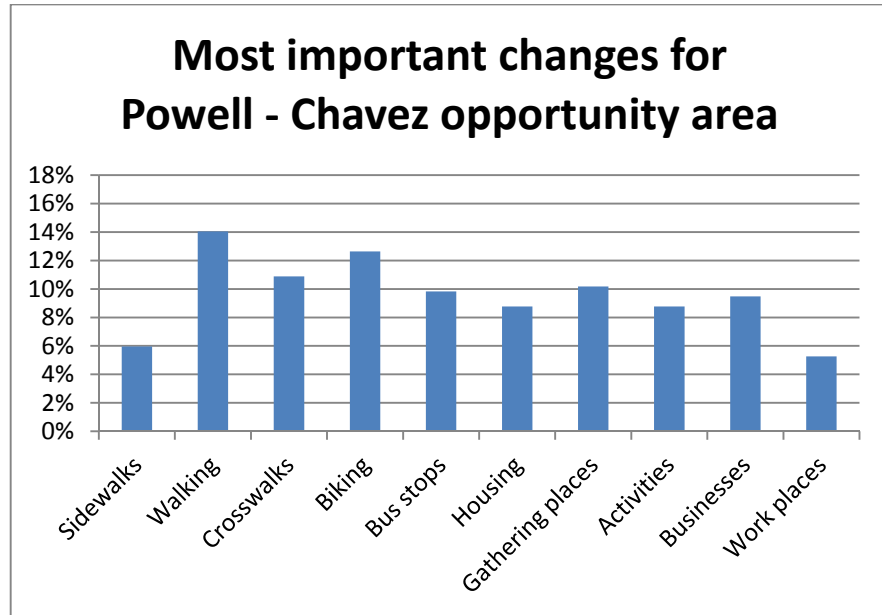
- **Division-122<sup>nd</sup>** – more comfortable and convenient transit stops, safe access to transit, and people-oriented places
- **Division-162<sup>nd</sup>** – more comfortable and convenient places to wait for transit supported by infrastructure, such as sidewalks
- **Division-182<sup>nd</sup>** – more sidewalks, biking and walking improvements
- **Downtown Gresham-Civic Neighborhood** – more work places and improved bicycling opportunities
- **Stark-Hogan-Kane** – improved transit stops with activities and temporary uses nearby





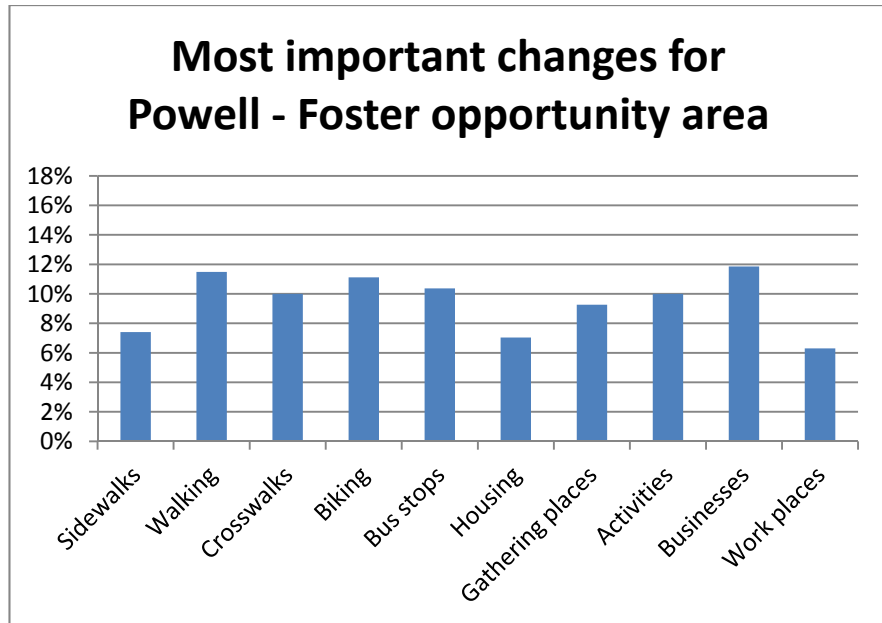
### Powell-Chavez Station Opportunity Area

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



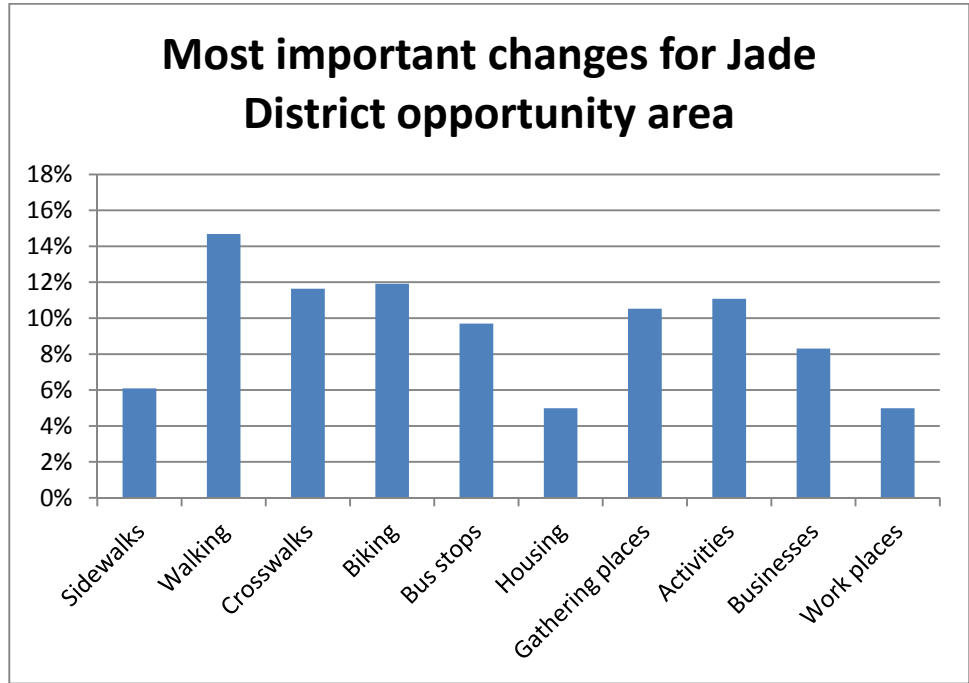
### Powell-Foster Station Opportunity Area

For the station opportunity area surrounding Powell Blvd and 50<sup>th</sup> and 52<sup>nd</sup> Aves, the most welcome changes include support of and additions to the growing and eclectic business community. Hand-in-hand with this welcome change are improved places for walking and biking that provide connection to these businesses and that encourage a safe, welcoming environment for social activity.



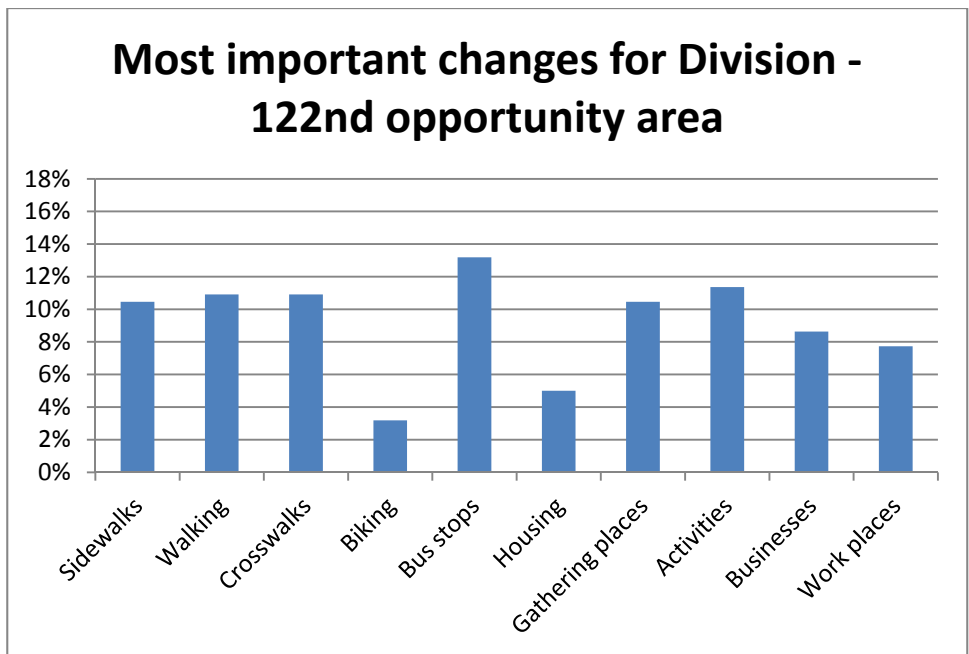
Jade District Station Opportunity Area

An improved walking environment is the most important change that people would welcome for the station opportunity area surrounding 82<sup>nd</sup> Ave between Powell Blvd and Division St. Other changes that the public would welcome are additional improvements that facilitate biking, street crossings, and active social gathering outdoors.



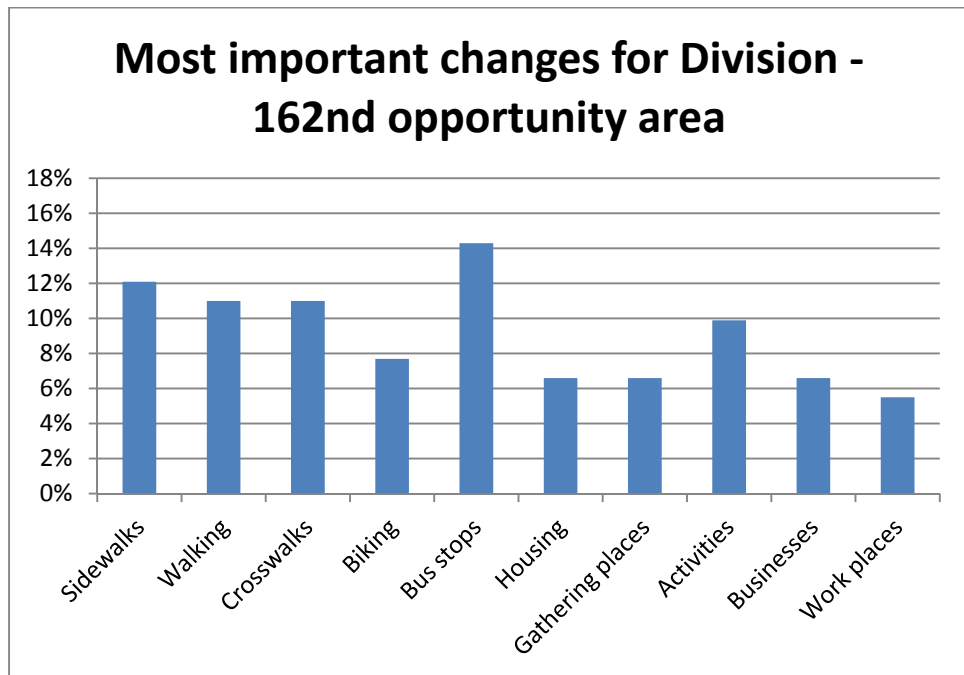
Division – 122<sup>nd</sup> Ave Station Opportunity Area

For the station opportunity area surrounding the intersection of Division St and 122<sup>nd</sup> Ave, the most important change that people would welcome are improved, more comfortable and more convenient places to wait for transit. Other supportive changes that the public would welcome to support this comfortable access to transit include the addition of sidewalks, improved street crossings, and a more people-oriented street environment.



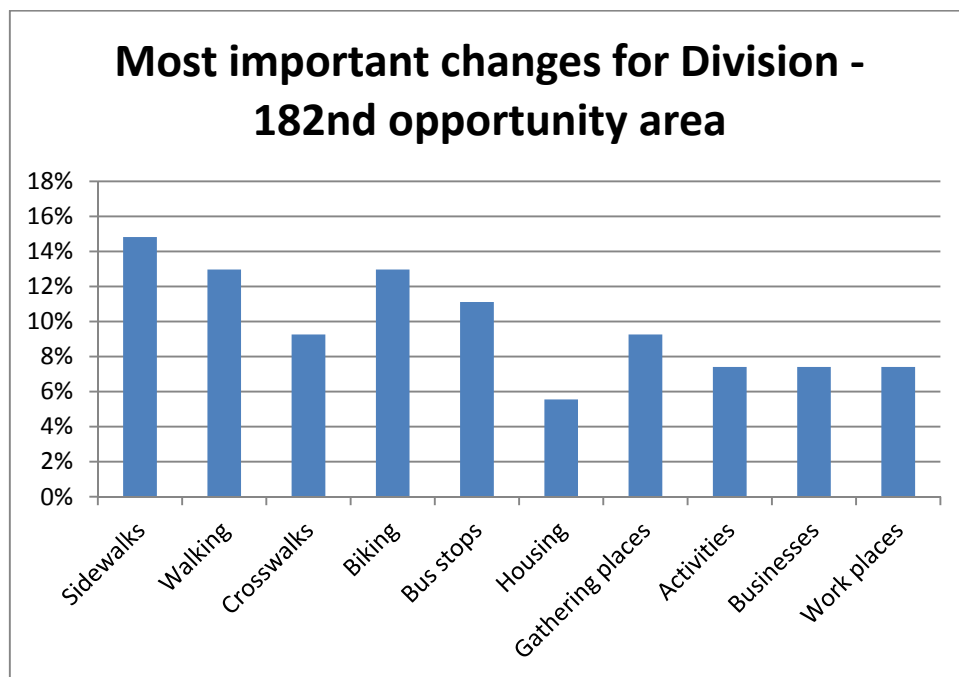
### Division – 162<sup>nd</sup> Station Opportunity Area

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



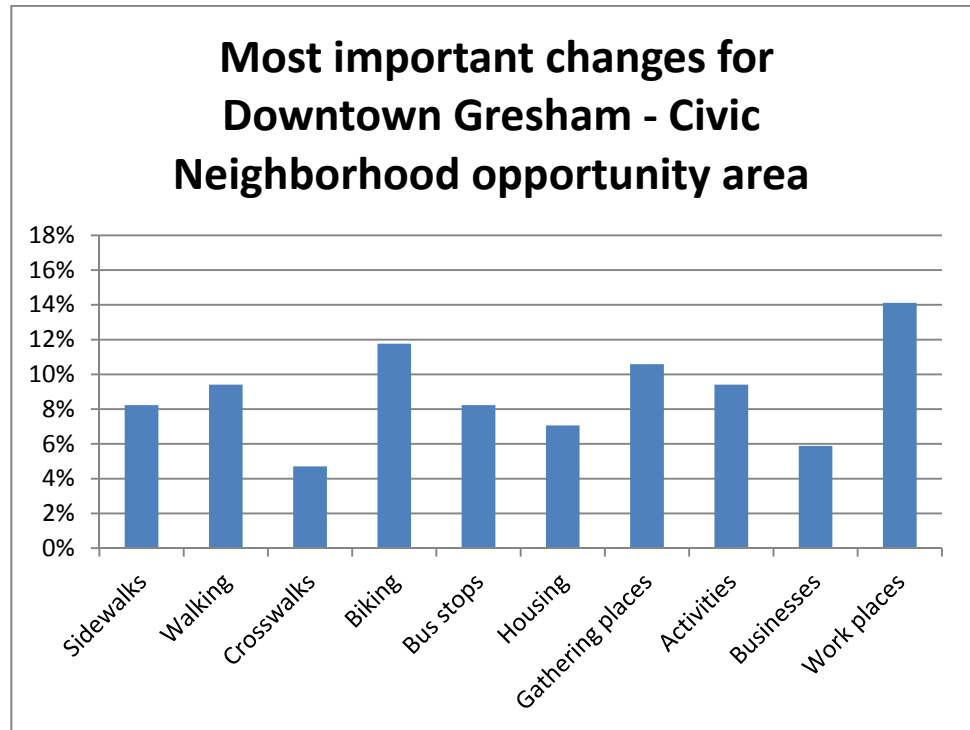
### Division – 182<sup>nd</sup> Station Opportunity Area

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



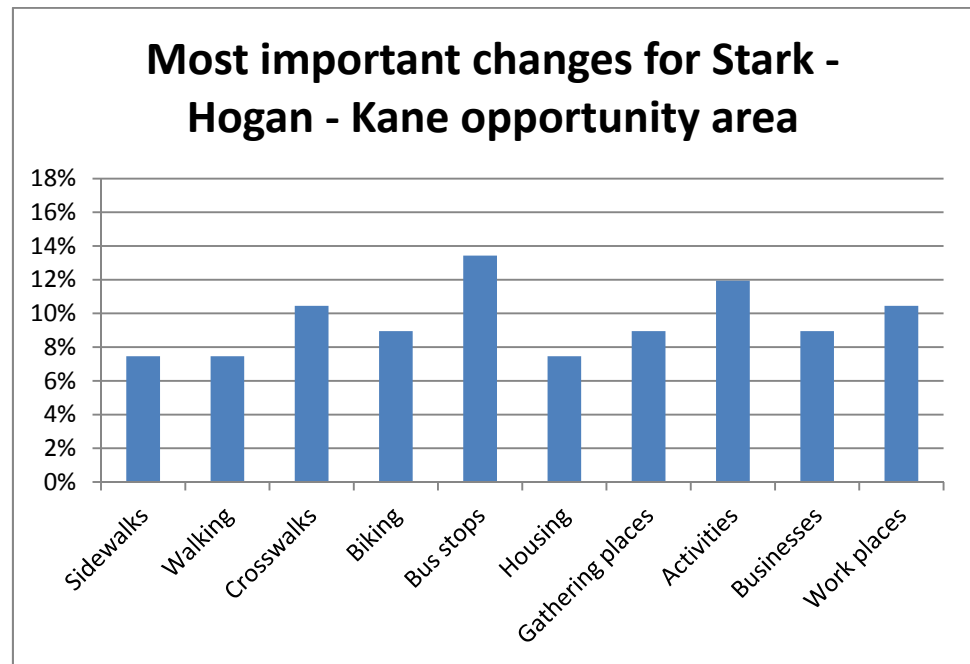
Downtown Gresham-Civic Neighborhood Station Opportunity Area

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



Stark-Hogan-Kane Station Opportunity Area

For the station opportunity area along Stark St that includes Hogan Rd and Kane Dr, the most welcome changes would be to improve the comfort and convenience of transit stops. Outdoor, temporary, and neighborhood uses would contribute to these improved transit waiting areas for employees, students, and people seeking services by providing interesting and engaging activities nearby transit stops.










## OPEN-ENDED RESPONSES

As part of the online map commenting tool, open ended responses were collected and analyzed for responses to three questions:

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

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

 <p><b>Transportation and transit</b></p>	<ul style="list-style-type: none"> <li>▪ <b>Biking</b> – bike lanes, cycle tracks, bicycle parking, bike share, network connectivity</li> <li>▪ <b>Walking</b> – sidewalks, pedestrian orientation, walkability</li> <li>▪ <b>Traffic</b> – street space and right-of-way, congestion, transit capacity, crosswalks, traffic calming, road surface, transit design, transit efficiency, access management (driveways), transit route, street cross-section configuration</li> <li>▪ <b>Better connections</b> – between modes, across streets, to/from destinations, to transfer areas</li> <li>▪ <b>Access</b> – to transit, to biking and walking opportunities</li> <li>▪ <b>Ridership</b> – number of people served by transit</li> <li>▪ <b>Dedicated lanes</b> – exclusive transit lanes, transit priority, signal timing, queue jumps, road diets</li> <li>▪ <b>Speed</b> – fast service, travel time reliability, direct route, express-type service</li> <li>▪ <b>Reliability</b></li> <li>▪ <b>Convenience</b> – easy to access transit service, easy to use, stations located near destinations/transfer areas</li> <li>▪ <b>North-south transit</b> – improved service and connections</li> <li>▪ <b>Maintain/+ bus service</b> – maintain/improve 4 and 9 service for local trips along Division St and Powell Blvd, improve feeder service to new line, keep other, existing transit lines</li> <li>▪ <b>Maintain travel lanes</b> – maintain mobility for automobiles, no road diets</li> <li>▪ <b>Transit vehicle</b></li> <li>▪ <b>Transfers</b></li> <li>▪ <b>Frequency</b></li> </ul>
 <p><b>Land use</b></p>	<ul style="list-style-type: none"> <li>▪ <b>Destinations</b> – important community places, things to do, sense of place</li> <li>▪ <b>Stations</b> – spacing, amenities</li> <li>▪ <b>Amenities</b> – comfortable places to wait, benches, trash cans, restrooms, art, cleanliness, weather protection, street trees, landscaping</li> <li>▪ <b>Development opportunity</b> – opportunity for business, residential, or community, zoning changes, density</li> <li>▪ <b>Housing</b></li> <li>▪ <b>Neighborhood effects</b> – construction closures/impacts, density, noise, disruption to business, property impacts, cut through traffic, parking, property tax rise</li> </ul>

 <p><b>Environmentally friendly</b></p>	<ul style="list-style-type: none"> <li>▪ <b>Technology</b> – transit vehicles and propulsion systems</li> <li>▪ <b>Air quality</b> – clean air, pollution</li> <li>▪ <b>Water quality</b> – run off, stormwater, flooding</li> <li>▪ <b>Landscaping</b>, green space, open space</li> <li>▪ <b>Greenhouse gases</b> – related to transportation types and choices, emissions reductions, idling</li> </ul>
 <p><b>Support</b></p>	<ul style="list-style-type: none"> <li>▪ Support of alignment choice, approval</li> </ul>
 <p><b>Equity</b></p>	<ul style="list-style-type: none"> <li>▪ Communities of concern, affordability, diversity, ridership and access to transit as it relates to underserved populations</li> </ul>
 <p><b>Safety and security</b></p>	<ul style="list-style-type: none"> <li>▪ Safety improvements and concerns related to transportation, crime, and structures</li> </ul>
 <p><b>Do not support</b></p>	<ul style="list-style-type: none"> <li>▪ Lack of support for alignment choice, disapproval</li> </ul>