



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT
PUBLIC ENGAGEMENT REPORT

JUNE 1, 2015

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ENGAGEMENT SUMMARY FOR MARCH 2015 THROUGH MAY 2015

Purpose - Public engagement efforts for the Powell-Division Transit and Development Project between March 2015 and May 2015 focused on soliciting input on route options in Gresham, amenities at station opportunity areas, the Gresham Action Plan and business needs in Portland.

Input opportunities - Engagement activities are outlined on page 7. A summary of findings from input opportunities begins on page 12, with the full record appearing in the appendix.

- informational briefings to committees, neighborhood associations, business and advocacy organizations
- youth engagement
- Latino, Chinese, Vietnamese, Russian-speaking, Tongan, Bhutanese, African American and African immigrant engagement
- local business engagement
- informational displays at community colleges and busy locations
- talk with staff sessions
- participation at community events and related projects' engagement events
- online survey



Findings - Engagement during this report period focused on Gresham route options for the new bus rapid transit line. People were also asked to weigh in on the Gresham action plan strategies for station opportunity areas. Engagement activities in Portland included project updates to set the stage for further exploration of route options and design issues in the second half of 2015. More detailed findings begin on page 12 and the record of comments in the appendix.

GRESHAM ROUTE OPTIONS

- People prefer Cleveland Ave as the Gresham north/south route option slightly more than Hogan Rd and noticeably more than Main/223rd

GRESHAM ACTION PLAN

People would like to see:

- More jobs, fewer commercial vacancies and more support for small businesses
- Transportation safety at intersections, in the walking environment and around stations
- Improvements being coordinated with the new transit line that bring community resources and that enhance housing choice and quality

MULTI-CULTURAL ENGAGEMENT

Each cultural community has different interests, priorities and needs regarding transit, stations and station areas. Overall, these communities expressed most interest in:

- Community gathering places
- Transportation safety and comfort
- Housing and transit affordability
- Economic opportunities



IMPORTANT THEMES

- People see the transit project as a means to advance **desired community outcomes**, including:
 - mixed income neighborhoods
 - intentional affordable housing
 - safer, more welcoming streets and community spaces
 - more jobs in the corridor
 - support communities of color
 - protecting existing small businesses especially ethnic businesses at the heart of communities
- People want **safer, more comfortable transportation** that includes:
 - safe sidewalks, crossings, bike facilities
 - continued or improved mobility for all road users
 - faster, more reliable transit
 - better access to transit
- There **are places that could be made safer, more welcoming, healthy and better connected**, which could present **opportunities for business development and community building**.



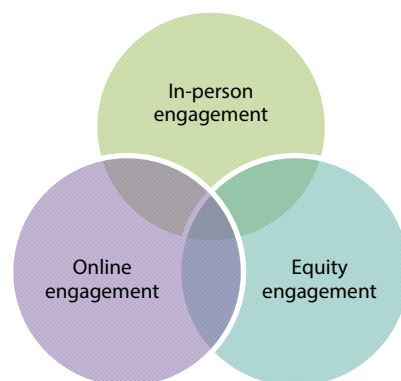
ENGAGEMENT APPROACH

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

Engagement principles and methods

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

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



Engagement goals

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

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

ENGAGEMENT METHODS AND ACTIVITIES

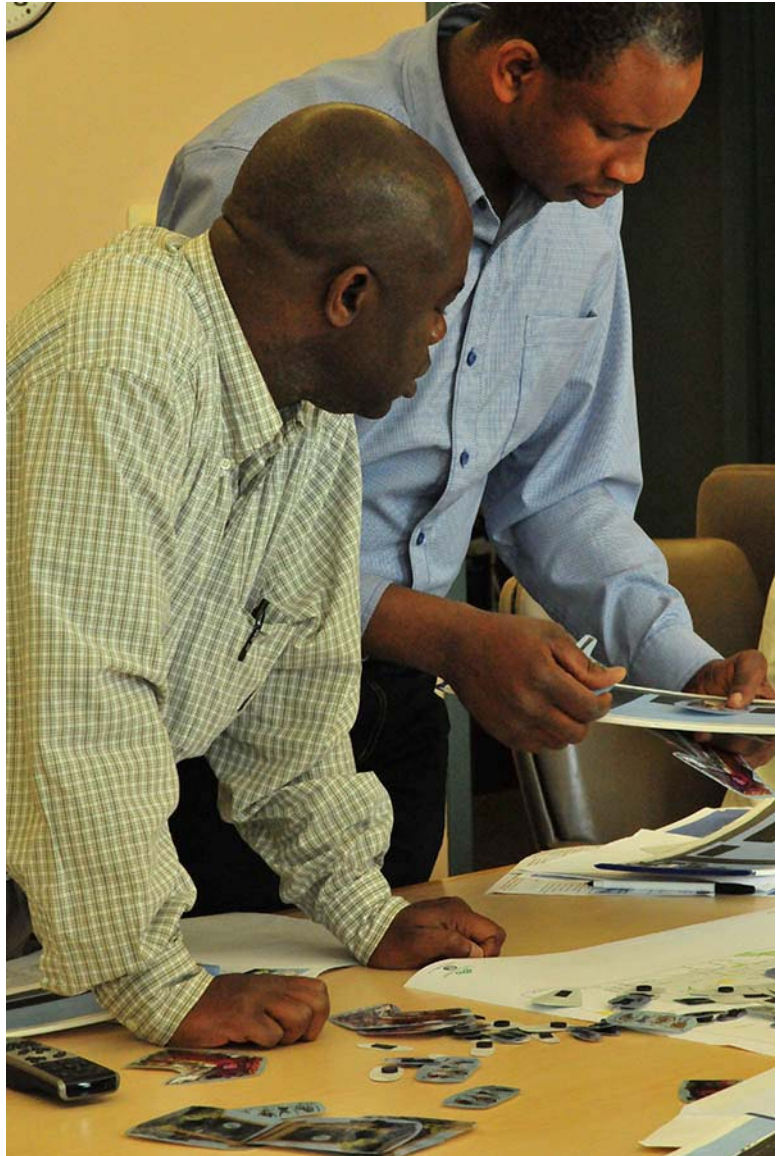
In-person engagement

There was broad public engagement between March and May 2015. Informational briefings were provided to:

- standing committees, such as the Multnomah County Bicycle and Pedestrian Advisory Committee
- neighborhood and business associations
- city councils, organizational boards and policy committees

Project-sponsored events and opportunities included:

- a direct mailing to residents within 300 feet of Cleveland Ave in Gresham notifying them of the route options under consideration and inviting them to participate in the online survey
- postcard drops at multiple apartment complexes along the other route options in Gresham notifying them of the route options under consideration and inviting them to participate in the online survey
- talk with staff sessions
- bus rapid transit learning session
- student and youth engagement
- Latino, Chinese, Vietnamese, Russian-speaking, Tongan, Bhutanese, African American and African immigrant engagement
- business canvassing by youth leaders
- a community forum



The project participated in other events, including:

- community events, such as the Division Midway Alliance Community Visioning Open House and Asian Pacific American Network of Oregon Voices for Change celebration and community space grand opening

March 24 - Powell-Division talk with staff session

March 28 - PSU Masters of Urban and Regional Planning workshop: A Plan for Black Portland, East Portland

March 31 - Metro Council work session

April 1 - East Portland Action Plan Brownfields Subcommittee

April 2 - Powell-Division bus rapid transit learning session

April 7 - Government Affairs Forum

April 8 - East Portland Action Plan Technical Advisory Committee

April 8 - Mt. Hood Community College Board Meeting
 April 8 - Portland Community College Bike Fair
 April 9 - Joint Policy Advisory Committee on Transportation
 April 10 - Gresham Neighborhood Change Advisory Group
 April 14 - Powell-Division talk with staff session
 April 23 - Tongan American Resource Committee Powell-Division discussion
 April 25 - 82nd Avenue Parade of Roses
 April 28 - Powell-Division talk with staff session
 April 28 - Russian Speaking Network of Oregon Powell-Division discussion
 April 29 - Latino Network, Portland Powell-Division discussion
 May 2 - Chinese Community Powell-Division discussion
 May 2 - African Immigrant Community Powell-Division discussion
 May 5 - Central Eastside Industrial District Council Land Use Committee
 May 6 - Community Visioning Open House, Division-Midway Alliance
 May 6 - Gresham community forum
 May 7 - APANO community space grand opening, Jade District
 May 7 - Latino Network, Gresham Powell-Division discussion
 May 9 - Oregon Bhutanese Community Organization Powell-Division discussion
 May 9 - Vietnamese Community Organization Powell-Division discussion
 May 11 - Foster-Powell Neighborhood Association
 May - Richmond Neighborhood Association
 May 11 - Montavilla Neighborhood Association
 May 12 - Portland Bicycle Advisory Committee
 May 12 - Powell-Division talk with staff session
 May 12 - Gresham Coalition of Neighborhood Associations
 May 13 - Mt. Hood Community College Board meeting
 May 13 - Multnomah County Bicycle and Pedestrian Advisory Committee
 May 18 Creston-Kenilworth Neighborhood Association
 May 19 - briefing, Historic Downtown Gresham Business Association
 May 19 - Portland African American Leadership Forum (PAALF)
 May 19 - Portland Pedestrian Advisory Committee
 May 19 - Hosford-Abernethy Neighborhood Association
 May 20 - Mount Tabor Neighborhood Association
 May 26 - Mill Park Neighborhood Association
 May 26 - Powell-Division talk with staff session

Equity engagement

Broad and inclusive engagement is essential to developing a community-supported transit solution. Metro and project partners work with residents and community organizations that serve communities of color, low income populations, youth, people with disabilities and people who do not speak English well to provide early, regular and meaningful opportunities to influence decision-making and engagement efforts. The following list includes equity engagement for the project to date.



- Youth leader engagement of local businesses and community members
- Latino, Chinese, Vietnamese, Russian-speaking, Tongan, Bhutanese, African American and African immigrant community discussions
- Powell-Division route alignment survey (Spanish)
- Route findings map (Spanish, Russian, Chinese, Vietnamese)
- Jade District and East Portland hands on workshops (Spanish, Vietnamese, Chinese)
- Portland and Gresham focus groups (Spanish, Russian, Chinese, Vietnamese)
- Portland Community College Bike Fair
- Latino Family Night through TriMet Service Enhancement Plan at Reynolds High School (Spanish)
- Facebook campaign targeting youth
- Elders in Action Transportation Committee
- Division Midway Alliance Fall Festival and Community Visioning
- Input board to improve bus experience (Spanish, Russian, Chinese, Vietnamese)
- PLACE Program interviews along Powell Blvd (Spanish, Chinese)
- Business engagement materials (Spanish, Russian, Chinese, Vietnamese)
- Powell-Division equity work group
- Youth engagement through TriMet Service Enhancement Plan at Reynolds High School (Spanish, Somali, Farsi, Hmong)
- Email updates to riders of the 4-Division and 9-Powell
- East Portland concert and East Portland Action Plan picnic
- Jade District community meetings, Night Market and Voices of Change celebration

- Native American Youth and Family Center Neerchokikoo Powwow
- Coordination with Portland African American Leadership Forum's People's Plan
- Targeted email outreach ask to distribute transit alternatives survey to constituents
- Spanish factsheet
- Multilingual factsheet (Spanish, Russian, Chinese, Vietnamese)

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

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

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Online engagement

An online survey invited people to weigh in on Gresham route options and action plan strategies. Between April 17 and May 19, 445 people provided input. A summary appears in the appendix.

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

- Powell-Division email updates
- Powell-Division web pages (www.oregonmetro.gov/powelldivision)
- Metro transportation and planning and policy email updates
- Metro news digest
- Metro Twitter
- Gresham Neighborhood Connections email updates
- Gresham Facebook page
- Gresham Powell-Division web pages
- Gresham Area Chamber of Commerce email updates
- TriMet email updates
- TriMet Facebook page
- TriMet Service Enhancement Plan web pages

PUBLIC ENGAGEMENT FINDINGS

The following summarizes what we heard during engagement activities between March 17 and May 20, 2015. A full account of comments received can be found in the appendix.

For their June 1, 2015 meeting, the Steering Committee will be asked to advance the project into the next phase, project development. While there are not specific route or action plan decisions for the Committee to make at this meeting, they will be making decisions on these items at upcoming meetings. Engagement activities and findings included in this report will inform those future decisions.

People were asked to weigh in on route options for the new bus rapid transit line and station area action plans in a variety of formats, including:

- an online survey, open between April 17 and May 19, 2015
- community forum in Gresham and neighborhood meetings in Gresham and East and Southeast Portland
- Latino, Chinese, Vietnamese, Russian, Tongan and Bhutanese community discussions
- Youth-led business canvassing in East and Southeast Portland
- Commissions, councils and standing committees
- Interactive displays at busy community locations

GRESHAM

Engagement efforts focused on the Gresham route options, station area amenities and draft action plan strategies.

North/south route options

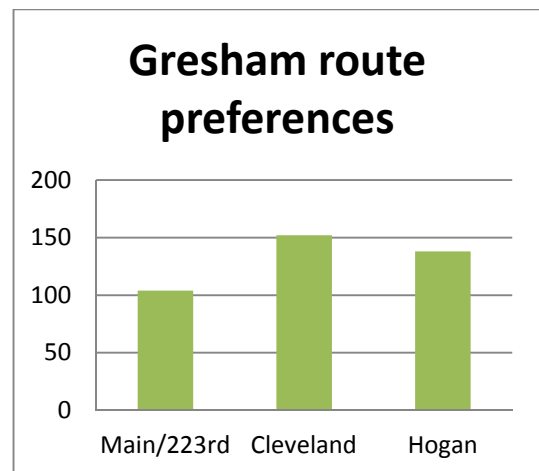
An online survey asked respondents to weigh in on route preferences in Gresham. The three options provide north-south transit connections and serve businesses and jobs on Stark St, such as Legacy Mt. Hood Medical Center. The survey was open from April 17, 2015 through May 19, 2015 and received 445 responses. The findings in full can be found in the appendix.

Respondents prefer **Cleveland Ave** slightly more than the other route options to connect the new transit line on Division St to Mt. Hood Community College. Advantages of this route are:

- Connections to central and eastern portions of Gresham Vista Business Park
- Connections to areas with development potential
- Less potential traffic delay than other routes
- Provides transit access to residents along Cleveland, which currently does not have transit
- Can use street improvements being done by the City of Gresham in 2016

Those who provided comments about Cleveland expressed concern about:

- The residential character of Cleveland
- Making sure residents are aware of the potential route
- Traffic and streetscape changes that would be needed to accommodate the route
- Disrupting connectivity
- Safety and security



Hogan Rd was supported slightly less than Cleveland Ave. and has the following advantages:

- Connections to commercial businesses on Hogan
- Connections to an area with highest development potential
- Connections to the greatest number of community resources
- Provides transit service to Hogan, which currently does not have transit
- Faster travel time compared to Main/223rd

Those respondents who provided comments about Hogan Rd expressed concerns about:

- Traffic

Of the three Gresham north/south routes, **Main/223rd** received less support than the other two. The advantages of this route are:

- Connections to existing transit on 223rd
- Most connections of the three route options to commercial businesses along Stark and the greatest development potential at 223rd and Stark
- Most connections of the three route options to affordable housing units
- Connections to community resources
- Provides access to the entire southern border of Gresham Vista Business Park

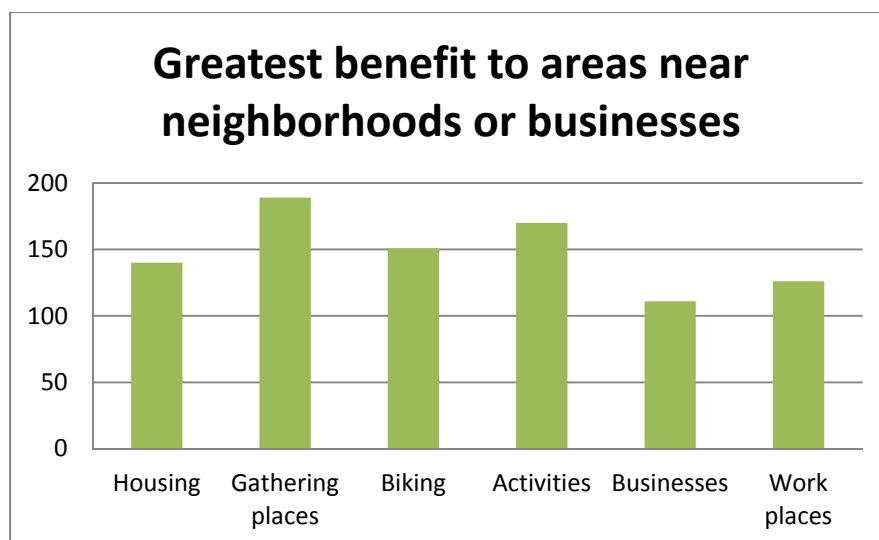
Those respondents who provided comments about Main/223rd expressed concerns about:

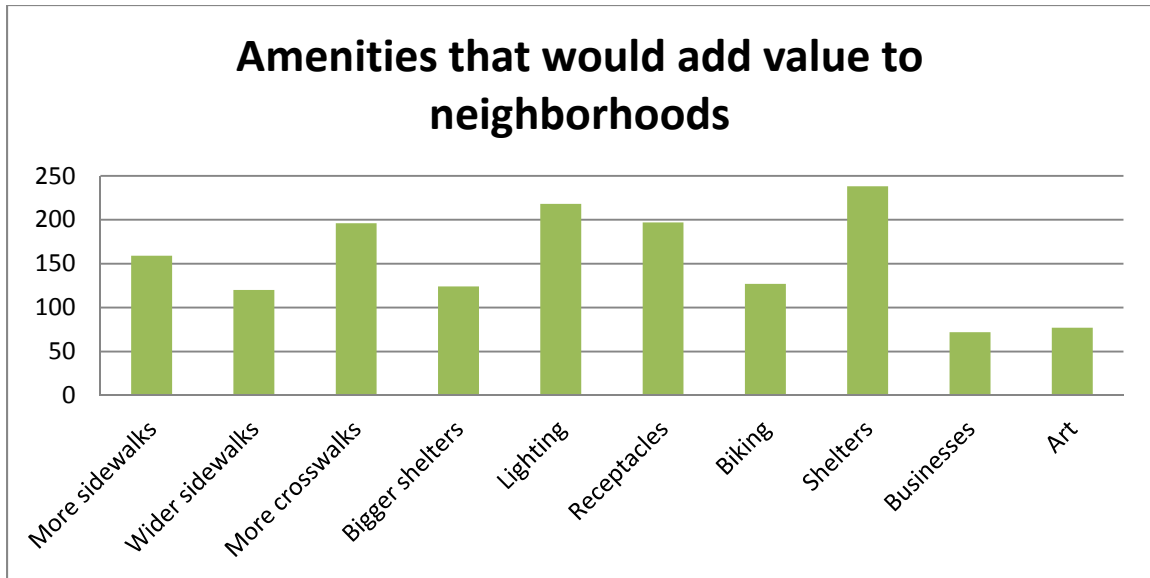
- Maintaining walkability
- Traffic and safety for all travel modes
- Limited economic development opportunities

Station opportunity areas

During community conversations and in the online survey, participants were asked about amenities and improvements around stations that would add value to their neighborhood. The findings in full can be found in the appendix.

In general, respondents are most interested in improvements around stations that enhance safety and community connections, including gathering places, crosswalks, lighting, trash and recycling receptacles and shelters.





Gresham Action Plan

The following charts show the relative importance of each action plan strategy and aggregates data from the online survey and community meetings.

Action plan items are ranked on a scale of “most important” (5) to “not important” (0). The values for each strategy were summed and then divided by the number of responses. The resulting value for each strategy indicates how important each is to respondents – the higher the score, the longer the bar, the more important the strategy.

Generally, respondents would like to see more jobs, fewer commercial vacancies and more support for small businesses. Respondents would like to see transportation safety at intersections, in the walking environment and around stations. They are interested in improvements being coordinated with the new transit line that bring community resources and that enhance housing choice and quality.

A summary of survey respondents' most important actions follows. The survey findings in full can be found in the appendix:

| | |
|-----------------------------|--|
| Transportation | <ul style="list-style-type: none"> ▪ Street and intersection design ▪ Sidewalk and crosswalk upgrades ▪ Transportation funding ▪ Lighting and safety |
| Housing | <ul style="list-style-type: none"> ▪ Rental housing inspection ▪ Landlord training |
| Lively active places | <ul style="list-style-type: none"> ▪ Coordinate with transit project |

| | |
|------------------------------------|--|
| | <ul style="list-style-type: none"> ▪ Community center ▪ Landscaping near stations ▪ Business districts |
| Promote desired development | <ul style="list-style-type: none"> ▪ Commercial redevelopment ▪ Jobs at key sites |
| Economic development | <ul style="list-style-type: none"> ▪ Jobs in commercial areas ▪ Retaining and attracting industrial jobs ▪ Reducing vacancies and supporting small businesses |

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

| | |
|------------------------------------|--|
| Transportation | <ul style="list-style-type: none"> ▪ Sidewalks and crosswalks; seek funding ▪ Improve safety and comfort of transit stations ▪ Safer more attractive places near transit stops ▪ Improved bus service throughout Gresham |
| Housing | <ul style="list-style-type: none"> ▪ Rental house inspection program ▪ Change development rules to encourage desired housing types |
| Lively active places | <ul style="list-style-type: none"> ▪ Landscaping and amenities near stations ▪ Business district improvements |
| Promote desired development | <ul style="list-style-type: none"> ▪ Encourage jobs at key sites |
| Economic development | <ul style="list-style-type: none"> ▪ Small business funding and mentoring ▪ Feasibility of local hiring |

Gresham neighborhood change advisory group - An advisory group met to discuss neighborhood change findings for Gresham. The group explored potential actions that could support how the City is projected to grow both in terms of what changes and what stays the same. Topics of discussion included action plan items related to employment, housing and financing for projects and programs. Group members included:

- Betty Dominguez, Home Forward
- Emily Bower, Rockwood-West Gresham Urban Renewal

- Heidi Guenin, Upstream Public Health and Powell-Division Transit and Development Project Steering Committee
- Jean DeMaster, Human Solutions
- John Bildsoe, Coalition of Gresham Neighborhood Associations and Powell-Division Transit and Development Project Steering Committee
- Linda Castillo, Latino Network
- Maggie Tallmadge, Coalition of Communities of Color
- Mary Hanlon, Hanlon Development
- Scotty Ellis, Coalition for a Livable Future

At their meeting on April 10, group members discussed the following.

- Bus rapid transit can support more equitable access to jobs and increase mobility throughout the corridor.
- A “ban the box” effort to remove questions about past criminal records from employment applications could be used to increase access to employment.
- Community benefit agreements organized by community members would allow them to influence how new development benefits the neighborhood and city.
- Individual development accounts could be considered to promote saving for small businesses. (CASA Oregon has a program.)
- Rules could be considered that would promote, if mobile home parks are redeveloped, relocation of residents in the neighborhood.
- Tenant education about their rights would help protect vulnerable populations.
- Providing support to landlords who want to improve deteriorating housing would improve housing quality. This could include the City supporting refinancing applications landlords are filing with banks because that would help the landlords fund improvements.
- Land banking could include land already publicly owned as well as privately owned parcels purchased for future affordable housing development.
- Setting a corridor-wide goal for additional affordable housing could be beneficial.
- Reduced system development charges or property tax reductions could assist with building new quality affordable units.
- Providing additional resources to prevent tenant eviction would increase housing stability for families (which has links to educational success for children). Funding would be used to keep people who normally pay their rent on time in their homes during short-term financial crunches.
- Elimination no-cause evictions could assist with housing stability.

PORTLAND

Engagement efforts consisted of youth led business engagement, culturally specific focus groups, neighborhood association briefings and the Portland bicycle and pedestrian committees. Input from these efforts is described in the sections that follow. This engagement provided updated project information to groups and set the stage for further exploration of route options and design issues for the second half of 2015.

The Portland Action Plan will have its own engagement process. Input on the Action Plan was not collected during this period.

Youth led business engagement -

Cogan Owens Greene engaged youth organizers to canvass local businesses. In total, 72 surveys in Spanish, Russian, Chinese, Vietnamese and English soliciting input about transit and land use choices were collected through interviews conducted by the youth canvassers in Portland.

- How can transit better serve your business? Top responses included:
 - Improved access
 - Increased convenience
 - More destinations
- Do you or your employees often take transit to get to work?
 - Yes, 55% of respondents report they or their employees get to work via transit
 - No, 45% of respondents indicate that neither they nor their employees take transit to work
- Of the remaining connections for the bus to transition from Powell to Division, what street do you prefer for the transition between Powell and Division? Top responses included:
 - 65% of respondents think 82nd would provide the best crossover
- Of the land use or station area improvements that could come with this rapid bus, which would you most like to see? Top responses included:
 - Trash and recycling bins
 - Safety improvements, such as crosswalks and lighting
- Which of these things would provide the greatest benefit to the area near your business? Top response included:



- Gathering places

Multicultural engagement - More than 125 people contributed to discussions about the project and station opportunity areas during hands on workshops in Gresham, East Portland and Southeast Portland. Participants came from diverse backgrounds. The Gresham area discussions focused on the City's draft Action Plan and included discussions with Tongan, Russian, Latino Network and Bhutanese communities. The Portland discussions focused on route crossover options, most used stations, station amenities and station area improvements and included African American, African Immigrant, Russian, Latino, Vietnamese, and Chinese communities.

Each cultural community had different interests, priorities and needs regarding transit, stations, and station areas. Overall, these communities expressed most interest in:

- Community gathering places
- Transportation safety and comfort
- Housing and transit affordability
- Economic opportunities

The **Tongan** discussion group had 19 participants who have particular interest in caring for **seniors** and the following improvements:

- Station area amenities – shelters, trash receptacles
- Contracting opportunities associated with bus rapid transit
- Affordability of housing and transit
- Cultural community identity/center

The **Russian** discussion group had 22 participants who have particular interest in amenities for **children and youth** and the following improvements:

- Economic and business development
- Affordable, diversified and high quality housing (3-5 bedrooms); home-buying incentives
- Improved transit service and experience; transportation safety
- Quality outdoor experiences

Three **Latino** groups discussed the project. More than 20 participated in discussions about Gresham, and 10 participated in conversations focused on Portland. The Latino community has particular interest in amenities for **large families** and **landscaping** and the following improvements:

- Affordable housing for families and students
- More employment opportunities

- Community and family gathering places
- Street improvements – sidewalks, lighting, crosswalks with flashing beacons, bicycle safety; increased non-police security at stations, restrooms, shelters for large families

The **Bhutanese** discussion group had eleven participants who are interested in the following improvements:

- Affordable housing
- Safe sidewalks and overhead street crossings at busiest areas
- Sheltered bus stations, lighting, restrooms
- Community gathering places

The **Chinese** discussion group had 20 participants who are particularly interested in **seniors** and **integrated social experiences (live, work, play)** and the following improvements:

- Transit safety and convenience – wider sidewalks, crosswalks, shelters, lighting, trash and recycling
- Affordability
- Supportive uses, such as activities, gathering places and more businesses for shopping, family visits and conducting business



The **African Immigrant** discussion group had 15 participants who are particularly interested in **elders** and the following improvements:

- Affordable housing
- Efficient, convenient and frequent transit
- Improved employment opportunities
- Lighting, trash and recycling receptacles, safe crossings, restrooms
- Small markets, food carts
- Easy access to social welfare activities

The **Vietnamese** discussion group had seven participants who are interested in the following improvements:

- Safe, walkable streets, sidewalks, crosswalks
- Community center at 82nd and Division – hub for shops and cultural gathering
- Outdoor social gathering and small fruit stands

The **African American** discussion group had one participant who was interested in the following improvements:

- Anti-displacement strategies
- Community development opportunities for vacant lots

Bicycle and pedestrian engagement - Project staff met with the Multnomah County Bicycle and Pedestrian Advisory Committee, Portland Bicycle Advisory Committee and Portland Pedestrian Advisory Committee. These groups discussed the policy context for biking and walking improvements in the corridor, potential approaches to how those improvements could be made and opportunities for including and prioritizing walking and biking projects in the Powell-Division corridor. The input received will shape the approaches moving forward.

Educational institution engagement - Informational displays for the Powell-Division project were installed Mt. Hood Community College and Portland Community College. Project staff also met with the Mt. Hood Community College Board.

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

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

- [Metro purchase of closed 82nd Ave. furniture store creates unique opportunity](#), April 24, 2015
- [Powell-Division committee selects Tilikum, advances several Portland and Gresham route options](#), March 17, 2015

External media - Media and organizations outside of Metro featured the project.

- The Advocate, [Better transit option coming to MHCC campus](#), May 21, 2015
- APANO, [Voices of Change 2015 – Highlights & Takeaways](#), May 18, 2015
- Portland Tribune, [Metro dives into affordable housing](#), May 14, 2015
- APANO, [Introducing the APANO Community Space at the Voices of Change Celebration](#), April 16, 2015
- TriMet, [TriMet teams up with partners to make main corridors safer](#), April 10, 2015
- Mid-County Memo, [Powell-Division rapid transit line leans toward 82nd as crossover point](#), April 1, 2015
- Portland Tribune, [Region's first bus rapid transit line moves forward](#), March 31, 2015
- Portland Bureau of Planning and Sustainability, [Future of the Powell-Division Corridor is Taking Shape](#), March 31, 2015



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 June 1 meeting, will be asked to advance the project into the next phase, project development. Findings included in this report will feed into decisions made in the project development phase and are reported here in anticipation of what is to come.

Delivery to decision-makers

Public comments made through engagement activities were available to Steering Committee members beginning on May 22. This report is the primary mechanism for delivering public input to the Steering Committee. This report has been made available to the committee and the general public at least one week prior to their June 1, 2015 meeting. In advance of this meeting, each committee member will be offered an opportunity to discuss the public input and/or technical findings with project staff. The findings contained in this report will be presented and discussed during the meeting before the committee seeks consensus on advancing into the project development phase.

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 3 for contact information.

EVALUATION OF ENGAGEMENT TO DATE

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

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

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

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

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

| | WINTER 2014 Establish goals | SUMMER 2014 Identify alternatives | FALL 2014 Refine alternatives | WINTER 2015 Route options | SPRING 2015 Project agreement | Total efforts |
|---|-----------------------------------|---|-------------------------------------|---------------------------------|-------------------------------------|------------------|
| 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 | 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 the next page.

WHAT'S NEXT?

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

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

Do you have ideas for other activities?

Let us know! Contact information is found on page 3.

APPENDIX



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT GRESHAM ROUTE OPTIONS ENGAGEMENT

May 2015

KEY THEMES AND OUTCOMES

Engagement efforts in April and May 2015 focused on the Gresham route options, station opportunity areas, and draft action plan strategies. An online survey invited people to weigh in on Gresham route options and action plan strategies. Between April 17 and May 19, 2015, the survey received input from 445 people. Additional input was received from two community meetings in Gresham.

Route options input

For the Gresham route options, Cleveland Ave is slightly more preferred than Hogan Rd. The routes have distinct character that makes them difficult to compare easily. What some people see as pros for either of these routes other people see as cons.

Cleveland Ave is favored by people who consider the low traffic volumes on the street an advantage for transit speed and reliability, but the route is not supported by people who feel that roadway impacts and the frequency of bus travel on the street would disrupt the safety, security, and neighborhood feel of the street.

Hogan Rd is favored by people who consider the roadway width, ridership, and destinations an advantage for transit functionality, but the route is not supported by people who feel that existing traffic and speeds on the roadway would compromise transit speed and reliability and rider safety.

Station opportunity areas input

Respondents are most interested in improvements around stations that enhance safety and community connections, including gathering places, crosswalks, lighting, trash and recycling receptacles, and shelters.

Gresham action plan input

Respondents would like to see more jobs, fewer commercial vacancies, and more support for small businesses. Respondents would like to see transportation safety at intersections, in the walking environment, and around stations. They are interested in improvements being coordinated with the new transit line that bring community resources and that enhance housing choice and quality

ENGAGEMENT METHODS AND FINDINGS

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

- Powell-Division email updates
- Powell-Division web pages (www.oregonmetro.gov/powelldivision)
- Metro transportation and planning and policy email updates
- Metro news digest
- Metro Twitter
- Gresham Neighborhood Connections email updates
- Gresham Facebook page
- Gresham Powell-Division web pages
- Gresham Area Chamber of Commerce email updates
- TriMet email updates
- TriMet Facebook page
- TriMet Service Enhancement Plan web pages

North/south route options

An online survey asked respondents to weigh in on route preferences in Gresham. The three options provide north/south transit connections and serve businesses and jobs on Stark St, such as Legacy Mt. Hood Medical Center. The survey was open from April 17, 2015 through May 19, 2015 and received 445 responses.

Respondents prefer **Cleveland Ave** slightly more than the other route options to connect the new transit line on Division St to Mt. Hood Community College. People cite advantages of this route as:

- Connections to central and eastern portions of Gresham Vista Business Park
- Connections to areas with development potential
- Less potential traffic delay than other routes
- Provides transit access to residents along Cleveland, which currently does not have transit
- Can use street improvements being done by the City of Gresham in 2016

Those who provided comments about Cleveland expressed concern about:

- The residential character of Cleveland
- Making sure residents are aware of the potential route
- Traffic and streetscape changes that would be needed to accommodate the route
- Disrupting connectivity
- Safety and security

Hogan Rd was supported slightly less than Cleveland Ave. People cite the advantages of this route as:

- Connections to commercial businesses on Hogan
- Connections to an area with highest development potential
- Connections to the greatest number of community resources

Gresham route options

between Gresham Transit Center and Mt Hood Community College

Main/223rd option



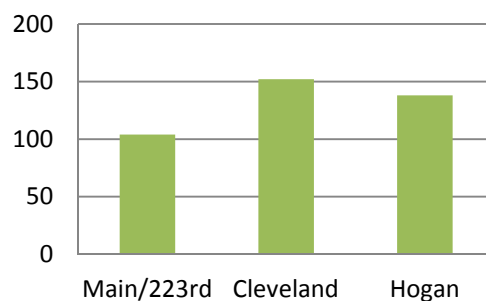
Cleveland option



Hogan option



Gresham route preferences



- Provides transit service to Hogan, which currently does not have transit
- Faster travel time compared to Main/223rd

Those respondents who provided comments about Hogan Rd expressed concerns about:

- Traffic

Of the three Gresham north/south routes, **Main/223rd** received less support than the other two. People cite the advantages of this route as:

- Connections to existing transit on 223rd
- Most connections of the three route options to commercial businesses along Stark and the greatest development potential at 223rd and Stark
- Most connections of the three route options to affordable housing units
- Connections to community resources
- Provides access to the entire southern border of Gresham Vista Business Park

Those respondents who provided comments about Main/223rd expressed concerns about:

- Maintaining walkability
- Traffic and safety for all travel modes
- Limited economic development opportunities

The full set of comments from the survey appears in the appendix. The following table presents the variety of responses received for routing considerations. Comments are coded according to these themes.

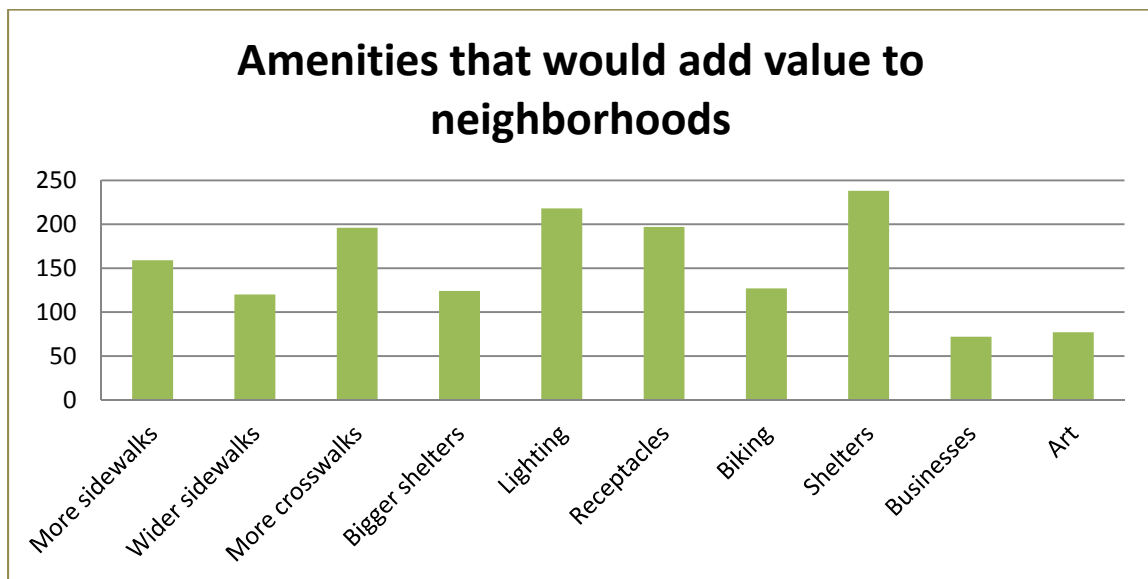
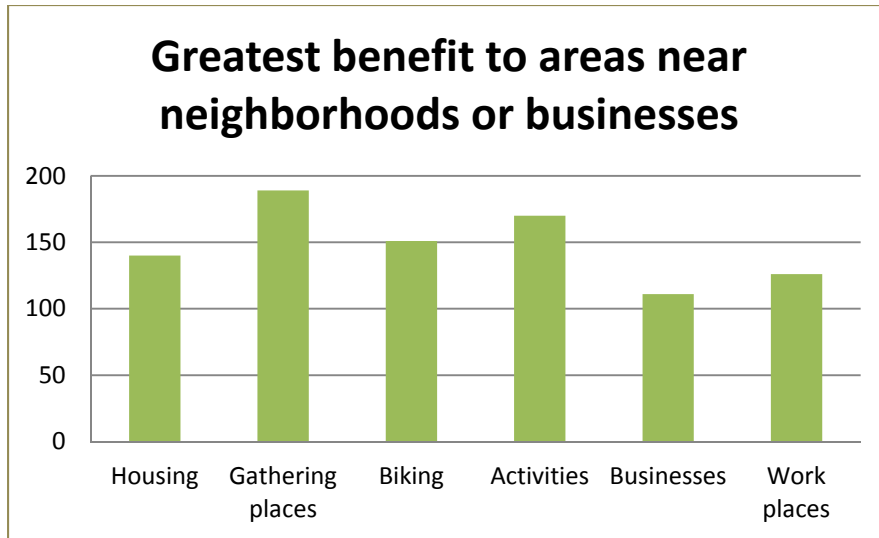
| | |
|--|--|
| Transportation | <ul style="list-style-type: none"> ▪ Biking – bicycle connections, routes or other amenities ▪ Parking ▪ Safety and security – safety of stations, vehicles, roads, crossings and neighborhoods; crime/theft concerns ▪ Speed – speed of transit service ▪ Traffic – traffic conditions, potential impacts, congestion ▪ Walking – pedestrian access and amenities |
| Neighborhood and development qualities | <ul style="list-style-type: none"> ▪ Development – commercial or residential development, development opportunities ▪ Neighborhood effects – noise, pollution, and other potential impacts of new transit service ▪ Safety and security – safety of stations, vehicles, roads, crossings and neighborhoods; crime/theft concerns |

| | |
|----------------|---|
| Equity | <ul style="list-style-type: none"> ▪ Access – all types of access: to transit, residences, services, and business ▪ Accessibility ▪ Equity – low income and Limited English Proficiency communities, people of color, transit dependent population, youth, seniors, people with disabilities |
| Service design | <ul style="list-style-type: none"> ▪ Connections – connections to bus/MAX, destinations and populations ▪ Directness – directness of route ▪ Frequency ▪ Maintain/+ service – existing transit service or need for added service ▪ Reliability ▪ Ridership – existing and potential people served by transit ▪ Transit – existing and potential public transportation service and/or design |
| Routing | <ul style="list-style-type: none"> ▪ Cleveland ▪ Destinations – places to be served ▪ Hogan ▪ Main/223rd ▪ Route – potential transit routes |

Station opportunity areas

During community conversations and in the online survey, participants were asked about amenities and improvements around stations that would add value to their neighborhood.

In general, respondents are most interested in improvements around stations that enhance safety and community connections, including gathering places, crosswalks, lighting, trash and recycling receptacles, and shelters.



Gresham Action Plan

The following charts show the relative importance of each action plan strategy and aggregates data from the online survey and community meetings.

Action plan items are ranked on a scale of “most important” (5) to “not important” (0). The values for each strategy were summed and then divided by the number of responses. The resulting value for each strategy indicates how important each is to respondents – the higher the score, the longer the bar, the more important the strategy.

Generally, respondents would like to see more jobs, fewer commercial vacancies, and more support for small businesses. Respondents would like to see transportation safety at

intersections, in the walking environment, and around stations. They are interested in improvements being coordinated with the new transit line that bring community resources and that enhance housing choice and quality.

People thought the most important actions include:

Economic development

- Jobs in commercial areas
- Retaining and attracting industrial jobs
- Reducing vacancies and supporting small businesses

Promote desired development

- Commercial redevelopment
- Jobs at key sites

Transportation

- Street and intersection design
- Sidewalk and crosswalk upgrades
- Transportation funding
- Lighting and safety

Create lively active places

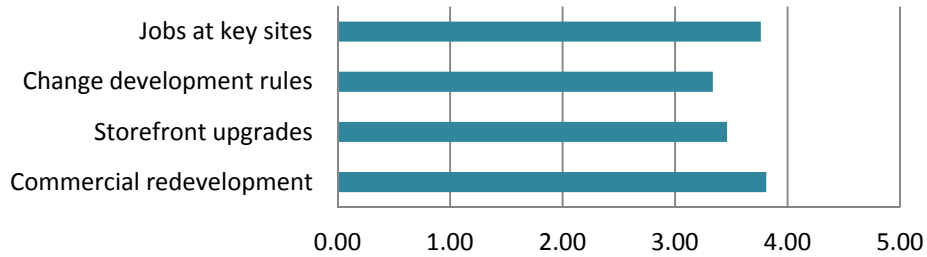
- Coordinate with transit project
- Community center
- Landscaping near stations
- Business districts

Housing

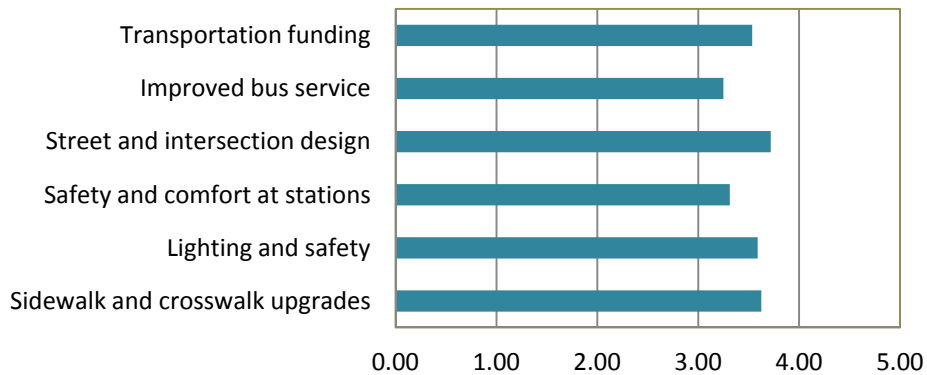
- Rental housing inspection
- Landlord training



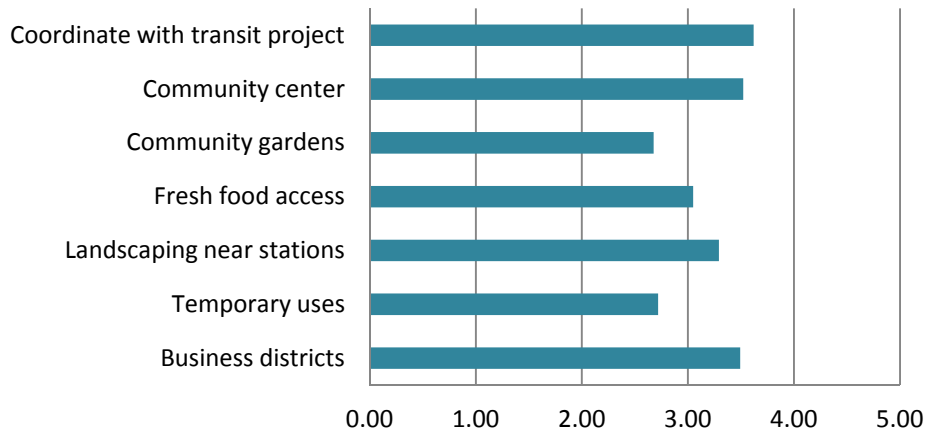
Gresham Action Plan Promote desired development

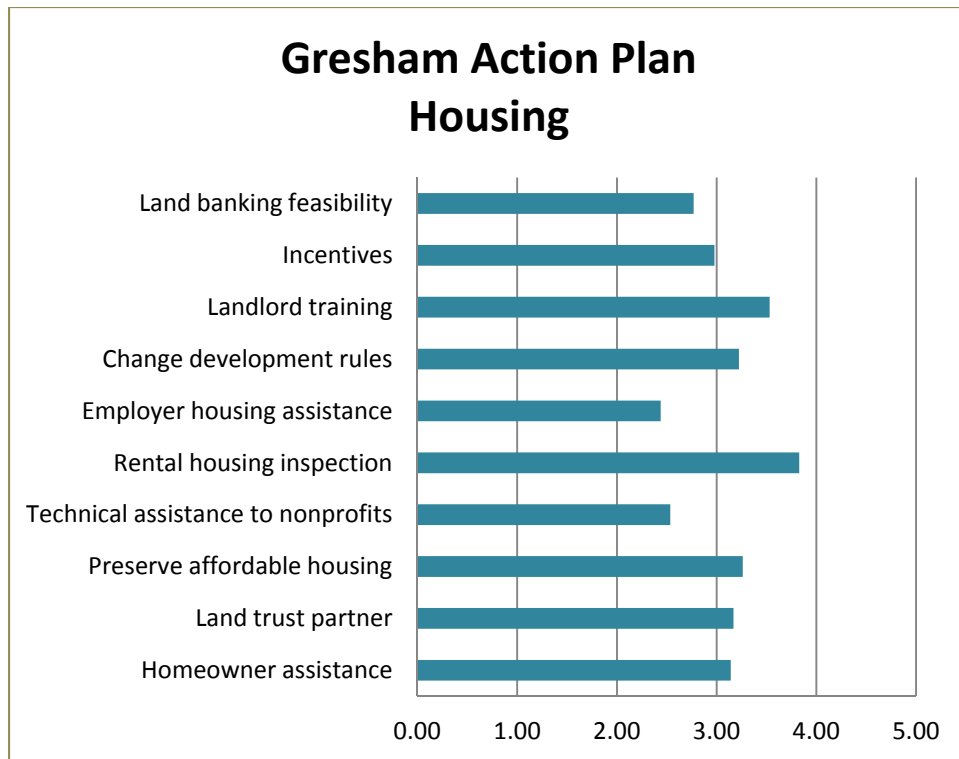


Gresham Action Plan Transportation



Gresham Action Plan Lively active places





The full set of comments from the survey appears in the appendix. The following table presents the variety of responses received for action plan consideration. The comments are coded according to these themes.

| | |
|----------------|--|
| Transportation | <ul style="list-style-type: none"> ▪ Connections – connections to bus/MAX, destinations and people ▪ Transit – anything referring to public transportation ▪ Walking – pedestrian access and amenities |
| Equity | <ul style="list-style-type: none"> ▪ Accessibility – ADA access ▪ Affordable – housing for people with low incomes ▪ Displacement – gentrification/displacement of residents or businesses ▪ Equity – low income, people of color, etc ▪ Middle income – housing for people with middle incomes |
| Livability | <ul style="list-style-type: none"> ▪ Amenities – features that complement transit: trees, parking, etc ▪ Community – community centers and gathering places ▪ Employment – jobs and/or wages ▪ Livability – desired qualities of neighborhoods ▪ Safety and security – of transit or neighborhoods |
| Land use | <ul style="list-style-type: none"> ▪ Destinations – places transit should serve ▪ Food – restaurants, grocery stores, etc ▪ High density – housing/other development |

| | |
|-----------------------|---|
| | <ul style="list-style-type: none"> ▪ Mixed-use – residential/commercial land use ▪ Schools |
| Housing | <ul style="list-style-type: none"> ▪ Home ownership ▪ Homelessness ▪ Housing ▪ Rental – references to tenants or landlords |
| Rules and Regulations | <ul style="list-style-type: none"> ▪ Enforcement – enforcement of rules and regulations ▪ Laws/regulations – new or existing laws, zoning rules, etc ▪ Maintain/improve – refers to existing transit service and housing ▪ Zoning |

Q3 What are additional considerations the Steering Committee should take into account when deciding on this route?

Answered: 73 Skipped: 220

| # | Responses | Date |
|----|--|--------------------|
| 1 | speed Passengers look for speed getting to their destination. | 5/19/2015 8:58 PM |
| 2 | destinations development Hogan speed transit Connects to: •commercial businesses on Hogan •area with highest development potential •greatest number of community resources, in particular access and service to Mount Hood Medical Center. •Provides transit service to Hogan, which currently does not have transit. •Faster travel time compared to Main/223rd. | 5/18/2015 4:32 PM |
| 3 | traffic No left turn signal on Burnside and Cleveland. The bus on Cleveland would cause even more congestion. | 5/18/2015 4:31 PM |
| 4 | walking The fewer the stops the better! One of the leading factors in obesity is a sedentary lifestyle. There is no need to have a stop every other block or even every other 3. There should be, at a minimum, a distance of .5 miles between stops. | 5/18/2015 12:56 PM |
| 5 | traffic Bus impacts to congestion. If Hogan is selected, bus turnouts should be designed to not stop traffic flow behind busses. | 5/18/2015 12:21 PM |
| 6 | connections destinations Hogan support I think it is highly important to incorporate this new bus line with as many businesses as possible. The Hogan transit would provide this access the best. Stark and Division both have bus lines and people can take a bus to intersect with this new bus line. | 5/18/2015 11:21 AM |
| 7 | neighborhood effects traffic The infrastructure is already there, and you won't be disrupting established residential areas with extra noise and pollution. Traffic moves very well through this area. | 5/18/2015 11:17 AM |
| 8 | directness Hogan ridership speed support transit Hogan is a major street, and will benefit from having transit added to it. Like with 82nd, we want to add transit to the highest use corridors, so it will maximize effectiveness. 223rd/Main is the 2nd choice, but the backtracking is a major negative -- it reduces the real and perceived "express" nature of this MAX Express Bus route. I am strongly in favor of dedicated right of ways. In Central Connecticut -- hardly a bastion of quality transit -- they did complete BRT, with no cuts, and it blew away ridership estimates. East county is read for this: http://streetsblog.net/2015/05/08/connecticuts-new-brt-line-smashes-ridership-expectations/ | 5/18/2015 11:06 AM |
| 9 | Hogan route Hogan thur Palmquest thur to Burnside | 5/18/2015 10:40 AM |
| 10 | destinations ridership transit Providing BRT to more densely populated areas makes the most sense, especially to desirable places to visit in Gresham. | 5/18/2015 10:25 AM |
| 11 | speed traffic transit If traffic can impede the buses on Hogan, then that defeats the purpose of BRT, which is supposed to be rapid transit. If this is just going to be a glorified bus route, then don't do it at all. | 5/18/2015 9:24 AM |
| 12 | Cleveland traffic Traffic impacts on both 223 and Hogan could be severe without dedicated lanes or turn out areas. Cleveland would have the least direct traffic impact. | 5/18/2015 8:37 AM |
| 13 | access connections destinations maintain/+ service route My Mom has a hard time connecting and getting around to Gresham Winco, Gresham Fred Meyer, etc. without having to walk a tremendous amount from busing. She lives off of Wallula and Division. Seems like there should be some sort of NE Burnside bus. | 5/18/2015 6:45 AM |
| 14 | connections maintain/+ service Connect to clackamas county | 5/18/2015 6:45 AM |
| 15 | connections reliability transit Connections to MAX and other buses; I hate to miss a connection. | 5/17/2015 11:23 PM |
| 16 | route support I don't. I'm sorry, but all are fine. If I had a choice, 1600. | 5/17/2015 8:15 PM |
| 17 | access biking connections route Connections with established bike friendly routes. | 5/17/2015 8:05 PM |
| 18 | access maintain/+ service route None of these bus routes are on Burnside. There is an entire area we can't access | 5/17/2015 6:26 PM |
| 19 | destinations maintain/+ service route gateway to hogan along glisan, quick walk to mt hood med and line 20 | 5/17/2015 6:23 PM |

Powell-Division: Gresham options survey

| | | |
|----|---|--------------------|
| 20 | Hogan maintain/+ service route support Area that has no service at all like Hogan or even Burnside where the MAX doesn't run. | 5/17/2015 3:51 PM |
| 21 | maintain/+ service route I am wondering why Kane wasn't considered., which would have been the very best connection for everyone in East Gresham. | 5/17/2015 10:30 AM |
| 22 | accessibility maintain/+ service transit walking I live right off of Burnside. No, bus service. I used to walk and if I started limping more. Ride bus back home. No close bus for me. I was surprised. Burnside bus in not down Burnside, Stark bus in NOT doable, Division. either. I have gained 8 lbs in 6 months. woo hoo | 5/16/2015 8:39 PM |
| 23 | support transit This route needs bus service. | 5/16/2015 6:59 PM |
| 24 | traffic by 2020 traffic pattern may change as would traffic density | 5/16/2015 6:22 PM |
| 25 | Cleveland Hogan support Go north on Hogan, go south on Cleveland | 5/16/2015 1:44 PM |
| 26 | destinations speed Fastest travel to downtown from Gresham Transit Center | 5/16/2015 11:03 AM |
| 27 | access maintain/+ service route transit walking This has nothing to do with this route. We need transit from Hwy 26 and Palmquist Rd. We have to walk about 1 mile to a bus stop. I'm positive something can be worked out for a turn around route. | 5/16/2015 10:40 AM |
| 28 | directness Hogan speed support As of now there is no bus route on Hogan dr. which makes traveling a bit time consuming when I have to take bus 20 all the way around being that I live on 242nd and Hogan. | 5/16/2015 9:53 AM |
| 29 | parking provide more parking areas | 5/16/2015 9:26 AM |
| 30 | ridership transit What will benefit the riding public | 5/16/2015 9:00 AM |
| 31 | development Development potential | 5/16/2015 8:04 AM |
| 32 | neighborhood effects route traffic Less impact on traffic in my home neighborhood where I would be driving for local shopping, etc. (Hogan) | 5/16/2015 7:28 AM |
| 33 | access route walking Most of us are used to walking to the buses, so a shorter walk is still an advantage. I vote to have it on a busy - main thoroughway. | 5/16/2015 7:17 AM |
| 34 | safety and security safety | 5/16/2015 7:13 AM |
| 35 | Cleveland directness equity Hogan safety and security Hogan & 223rd are wide streets which currently have limited points to cross safely. It the idea is to get from downtown Gresham to MHCC then it matters little which option is selected. If there is a desire to serve an undeserved area then Cleveland is the choice. Otherwise, Hogan would be the next best option as it provides direct access to the main line to a point farther out than the 223rd or Cleveland options. | 5/16/2015 6:41 AM |
| 36 | Open | 5/16/2015 6:22 AM |
| 37 | maintain/+ service Please do not decrease service ON POWELL on 9, 17 or 19 | 5/15/2015 11:23 PM |
| 38 | accessibility frequency How long of a wait time between the buses and is there going to be better disabled transit. | 5/15/2015 10:39 PM |
| 39 | transit Making it ha email just a bus area for bus to go up and down those routes | 5/15/2015 10:27 PM |
| 40 | directness Hogan Main/223rd ridership More direct than 223rd, and avoids the problems of Hogan. While either 223rd or Hogan have more local rider generators and destinations, the overall route benefits from a more direct route. | 5/15/2015 10:16 PM |
| 41 | frequency Id say the frequency of the line or the rail that will be doing this route | 5/15/2015 10:13 PM |
| 42 | access route transit It needs to run from Burnside/powell blvd. We have no service to any businesses on burnside from the s.e. side of gresham! | 5/15/2015 10:08 PM |
| 43 | route Powell & Holgate for Bus Rapid Transit would also work great as alternative streets for future growth. Why couldn't you use KANE as an alternative versus Cleveland. | 5/15/2015 10:03 PM |
| 44 | development Potential for future land use and development impacts (i.e. density to support the line and/or density that can be permitted due to proximity to high-capacity transit) | 5/15/2015 9:42 PM |
| 45 | development equity neighborhood effects safety and security speed That the fair doesn't go up. And in the long run will this truly be better for the people of Portland and Gresham or worse? How is this truly going to help business in the area grow? To them it could spell disaster with more theft. | 5/15/2015 9:41 PM |

Powell-Division: Gresham options survey

| | | |
|----|---|--------------------|
| 46 | access equity ridership speed Shorter commute, but added service for residents that currently don't have any bus service | 5/15/2015 9:34 PM |
| 47 | route Driving along Cleveland, the streets seems a bit narrow compared to the other two-lane options. | 5/15/2015 9:30 PM |
| 48 | speed traffic Traffic slowing the bus | 5/15/2015 9:17 PM |
| 49 | speed transit we already have the Max line, how can the buses go faster than the existing speed limit on those roads. Since we already have Max, why spend the money for this? | 5/15/2015 8:55 PM |
| 50 | reliability Reliability | 5/15/2015 6:45 PM |
| 51 | access development reliability ridership speed traffic transit Fast travel to Mt Hood Comm. College is paramount. Avoiding traffic delays for on-time service is paramount. #20 service on Stark exists, and should not be duplicated. Service to new neighborhoods should be prioritized over business connections, as important as both are. The LOWEST priority is new development created by transit lines. This has been a mistake in the past. Transit should be about moving people, in ways that encourages them to leave their cars at home--period. not about development. | 5/15/2015 12:47 PM |
| 52 | traffic Existing traffic patterns. | 5/13/2015 11:05 PM |
| 53 | Cleveland safety and security traffic We need a turn signal at the intersection of Cleveland and Burnside before someone dies or gets injured, we don't need more traffic on Cleveland. | 5/13/2015 8:34 PM |
| 54 | destinations route I don't think That's a should be adding more tri met options near GHS. Spread out to more areas that are not currently being served by tri met. | 5/13/2015 10:11 AM |
| 55 | development route Width of existing street allows development. Most direct route. | 5/13/2015 8:41 AM |
| 56 | neighborhood effects safety and security Residents don't want a bus stop in front of houses not that safe in many ways | 5/13/2015 7:54 AM |
| 57 | neighborhood effects future changes to the neighboring area around the selected route | 5/13/2015 7:31 AM |
| 58 | equity ridership those most in need will be those in affordable housing | 5/12/2015 10:26 PM |
| 59 | do not support please build light rail instead | 5/12/2015 10:12 PM |
| 60 | Cleveland Hogan neighborhood effects ridership support This section through Cleveland is all residential and would serve far less people than it would going down Hogan. Cleveland is only a 2 lane road and I feel this would have a terrible impact on the neighborhood. | 5/12/2015 3:14 PM |
| 61 | traffic Staying away from the Hogan/Division/Burnside triangle at all costs - it will slow down service and make that intersection even worse. | 5/12/2015 2:52 PM |
| 62 | reliability speed traffic BRT will not make frequent stops so traffic impacts could be mitigated | 5/12/2015 11:03 AM |
| 63 | access transit Places that have no existing transit options | 5/12/2015 10:16 AM |
| 64 | destinations Will there be a connection to the future VA center in Fairview. | 5/12/2015 9:19 AM |
| 65 | biking Cleveland support transit walking there is no bus service on Cleveland. Cleveland should be improved with sidewalks and bike lanes and transit should use Cleveland. | 5/12/2015 9:00 AM |
| 66 | reliability traffic Not having brt buses in traffic. | 5/11/2015 8:37 PM |
| 67 | Hogan neighborhood effects support traffic It's the only road built to handle heavy bus traffic. Neighborhood streets like Cleveland and Main are not built or designed to handle the load of frequent bus trips and will fail quickly as a result. | 5/11/2015 4:29 PM |
| 68 | traffic traffic is big issue | 5/11/2015 4:11 PM |
| 69 | destinations Community College should be included in access. | 5/11/2015 4:01 PM |
| 70 | reliability Traffic is a mess at Division and Hogan. BRT would make that worse and the buses would be delayed more often. | 5/11/2015 8:38 AM |
| 71 | Cleveland neighborhood effects speed Cleveland is currently 25mph. It should stay that speed on such a residential street and neighborhood. | 5/10/2015 5:19 PM |
| 72 | traffic Less traffic on Hogan than Cleveland Ave. The Cleveland route would run through a very high density residential area in comparison to the two other routes. The "Cons" section of the above pictures is totally false. | 5/9/2015 12:12 PM |

Powell-Division: Gresham options survey

| | | |
|----|--|------------------|
| 73 | <div><div>Cleveland</div><div>Hogan</div><div>reliability</div><div>speed</div><div>traffic</div></div> <p>I'd like to avoid Hogan, as current traffic on Hogan is often horrid and stand-still, particularly from 4-6 pm; frequent violations heading east and south from Hogan Place to Hogan Drive (no left turn - supposedly - from 4-7 pm). Heavy after-work traffic there. Cleveland route has only a 25-mile speed limit.</p> | 5/8/2015 6:17 PM |
|----|--|------------------|

Q3 What are additional considerations the Steering Committee should take into account when deciding on this route?

Answered: 44 Skipped: 108

| # | Responses | Date |
|----|--|-------------------|
| 1 | destinations Hogan support I prefer Hogan over 223rd because this would give bus access to a rich retail strip (Bimart, Coastal, Harbor Freight) on Hogan as well as Home Depot, Albertson's and the Hospital on Stark. Transit is more valuable when it takes us not just from home to work, but also to the places we need access to in order to conduct our lives. | 5/9/2015 3:52 PM |
| 2 | destinations equity ridership assistance for elderly ,the fact that it it easily connects to light rail | 5/9/2015 2:42 PM |
| 3 | neighborhood effects Stay off off neighborhood streets. | 5/8/2015 10:38 PM |
| 4 | Cleveland destinations reliability route Cleveland is 25 mph or less by schools, too narrow for "larger busses". 223 connection in front of GHS would be problematic. | 5/8/2015 4:22 PM |
| 5 | Hogan Main/223rd traffic walking People could get off at the corner of 223rd and Division, and walk to the transit center, and walk to the stores in the Gresham Station Shopping Center AND the Gresham Town Fair Shopping Center. The Hogan corridor between Powell and Division is already AWFUL with traffic all the time, and is REALLY bad during peak times. | 5/8/2015 9:33 AM |
| 6 | speed Adjusting the speed limit to 30 | 5/8/2015 7:26 AM |
| 7 | growth Hogan neighborhood effects support traffic Powell is a narrow thoroughfare. Unless this street is widened, I would be concerned that impact on traffic would be considerable. Division, Burnside and Stark are obviously much wider and can handle the additional impact. Hogan has always been considered as a great potential access route and those of us who have lived here forever can appreciate the sentiments of those who see we are losing our " country feel" to give it up, but we also have to consider community needs and not let sentimentality of the old get in the way of progress for the new. | 5/8/2015 6:52 AM |
| 8 | Cleveland do not support Hogan Main/223rd neighborhood effects safety and security support traffic Having 4 lanes already in place, crosswalks, businesses etc., 223rd & Hogan, are well suited for bus travel and the pull-outs to pick up and drop off bus riders. The Cleveland route however is NOT well suited for our neighborhood for many reasons - two of which are the unnecessary costs to add the extra lanes, and road improvements etc., and the added bus traffic to "our residential" area every 15 minutes. This would ultimately destroy the tranquility of our "neighborhood", especially those with homes facing or backing to Cleveland. Also, there would be the added threat of more thefts/crime transported to our area. I am absolutely apposed to Cleveland being the chosen route for this project!! | 5/7/2015 11:50 AM |
| 9 | Cleveland traffic Future traffic congestion issues Consideration for residents along the mostly-residential Cleveland route. Are they OK with this? | 5/7/2015 10:22 AM |
| 10 | Cleveland neighborhood effects the preferences of the residents along Cleveland--do they want a bus line on that street? | 5/5/2015 5:51 PM |
| 11 | route Adding a bus line to downtown Troutdale | 5/5/2015 3:59 PM |
| 12 | environment traffic Please take into consideration the short and long term effect on the ecosystem(s) of the area (throughout planning, construction, and the subsequent foot/vehicle traffic that will be created). | 5/5/2015 3:54 PM |
| 13 | Cleveland destinations transit School, and church on Cleveland. It is not currently serviced. | 5/5/2015 12:32 PM |
| 14 | development growth 30k people move to the area every year. With this kind of growth, it is very important to set up systems that won't have to be changed every five years. Set it up so that ten years or fifteen years from now, the infrastructure is in place as the growth reaches it. You can always scale back if the anticipated growth slows, right? Zack Rouse Summa Real Estate Associates 503.381.0552 | 5/5/2015 10:29 AM |
| 15 | transit East side transit enhancement coordination with Stark street service. | 5/4/2015 10:36 AM |
| 16 | destinations route Have you thought about turning north onto Kane from Division? That would drop people off right in front of MHCC. | 5/4/2015 6:45 AM |

Powell-Division: Gresham options survey

| | | |
|----|--|-------------------|
| 17 | route traffic transit Can the streets themselves, handle the additional weight and frequency of buses? | 5/3/2015 4:04 PM |
| 18 | safety and security walking Safety of pedestrians | 5/2/2015 3:50 PM |
| 19 | transit Sufficient transit stations and stops. Easy access to transit. Having the greatest access to the community to transit. | 5/1/2015 7:31 AM |
| 20 | Cleveland the other option would be cleveland | 4/30/2015 9:05 PM |
| 21 | destinations equity route The steering committee also needs to look at the benefits of serving a poorer neighborhood like Rockwood, and connect to jobs along Stark, health service at MHMC, and education at MHCC. A route joining the Rockwood transit center with the Gresham transit center via SE Stark/MHCC/SE Kane/SE Division would be ideal to help this be a reality. | 4/30/2015 8:50 PM |
| 22 | neighborhood effects Make sure you don't have negative effects on established and good neighborhoods at same time. | 4/30/2015 8:41 PM |
| 23 | Cleveland neighborhood effects traffic Ultimately, it comes down to the needs of the community. A given route may be at the whim of traffic delays, but having a route on a certain street with delays may be better for families than no route there at all. Having the route on Cleveland may also add some much needed attention to the area. | 4/30/2015 8:10 PM |
| 24 | reliability speed transit Traffic time, reliability of scheduling, and possibility of BRT exclusive infrastructure. | 4/30/2015 7:45 PM |
| 25 | neighborhood effects The noise level and the street width | 4/30/2015 7:08 PM |
| 26 | traffic Extreme traffic density along Main St. from Powell north to Burnside. Buses commonly drive over the existing center lines and into the opposing traffic lane (Southbound) in downtown Gresham | 4/30/2015 7:05 PM |
| 27 | Main/223rd neighborhood effects Main/223rd seems to be the best route option due to the fact that it connects transit from Downtown Gresham. I think Cleveland would be the worst option due to all the residents who live along the Cleveland route. There would be too many homes that would be negatively impacted by this transit addition. | 4/30/2015 7:02 PM |
| 28 | equity neighborhood effects How many families will be displaced by this new route | 4/30/2015 6:42 PM |
| 29 | do not support neighborhood effects Keep commercial, commercial and neighborhoods safe from mass transit traffic. Leave quaint Main St. as a walkable passive restaurant/shopping retreat. | 4/30/2015 4:07 PM |
| 30 | development Hogan neighborhood effects Fairview Parkway route limits economic development opportunities. NE Cleveland cuts through a residential neighborhood and disrupts connectivity. Hogan Road offers the best options for development and serving bus riders | 4/30/2015 4:01 PM |
| 31 | safety and security traffic Safety of pick up ovals. Delays in other traffic during peak periods. | 4/30/2015 3:32 PM |
| 32 | Cleveland support traffic 223rd and Hogan are busy with cars as is - less impact on them if Cleveland is picked. Thanks! Can't wait for it to be here! | 4/30/2015 3:13 PM |
| 33 | traffic transit Add dedicated lanes now, before traffic volumes and congestion become worse and adding bus lanes becomes politically or financially impossible. Pursue designs (e.g. median busway, land banking) that would enable easy, low-cost conversion to LRT as an extension of the blue line at some future date when demand warrants. | 4/30/2015 2:55 PM |
| 34 | Hogan Hogan is best choice | 4/30/2015 2:51 PM |
| 35 | route Pass through Gresham TC for connection with 9-Powell | 4/30/2015 2:47 PM |
| 36 | Cleveland speed traffic Hogan would be a really bad idea. Far too much traffic in that space. Cleveland would have to have major improvements to accommodate this concept as well as a higher speed limit. | 4/30/2015 2:31 PM |
| 37 | transit walking The lack of transit within a reasonable walking distance | 4/30/2015 2:08 PM |
| 38 | biking Relation to bike boulevards? bike lanes? | 4/30/2015 2:07 PM |
| 39 | ridership Please remember this is not meant to be a local transit route, but a high capacity transit route. It's meant to serve high volumes of riders efficiently. | 4/30/2015 2:06 PM |
| 40 | destinations Legacy Mount Hood Medical Center. | 4/30/2015 1:58 PM |
| 41 | destinations proximity to Rockwood Town Center | 4/30/2015 1:58 PM |

Powell-Division: Gresham options survey

| | | |
|----|---|-------------------|
| 42 | reliability Transit reliability - many people use transit to get to work or school so limiting travel through areas that have high congestion would be good. | 4/30/2015 1:53 PM |
| 43 | ridership route Have you considered a large loop continuing on Division to Kane and following can to Stark? It's unlikely that many of the Mt. Hood CC students would be willing to walk all the way from opposite ends of campus to catch the BRT. If there were a couple of stops perhaps one on the southwest corner of campus and another at the northwest, you'd provide a much great amenity for the campus and increase ridership. Also, Kane is a wider street currently then Cleveland and so would need fewer modifications to the streetscape or driving patterns. | 4/30/2015 1:43 PM |
| 44 | Cleveland development reliability speed walking Cleveland route is walking distance from downtown Gresham (Main Street), but still has speed advantages. Cleveland is also an under-developed route with potential for growth/development, and this line will encourage development over time. | 4/30/2015 1:38 PM |

Powell-Division: Gresham options survey

Action Plan: Economic Development

Q9 Comments

Answered: 15 Skipped: 278

| # | Responses | Date |
|----|---|--------------------|
| 1 | Employment Livability Mixed-use We need more viable businesses that support living wage jobs and a more vibrant commercial/residential/public space mix in our East County region. | 5/18/2015 4:36 PM |
| 2 | Laws/regulations Let people be more industrious; lower business requirements and road blocks for entrepreneurs. | 5/17/2015 11:27 PM |
| 3 | Home-based Laws/regulations Livability Mixed-use Type II home based businesses with customers can negatively affect neighborhoods. Type I businesses already have very few rules that would prevent them. The only modifications needed might be in the case of businesses in commercial or mixed use districts where the person also lives in a non-conforming home. | 5/17/2015 10:38 AM |
| 4 | Transit I would not mind a part time job. but It would have to be along the max. On bad days I can get to the MAX | 5/16/2015 8:46 PM |
| 5 | we need full & unrestrained comment from all whom | 5/16/2015 2:56 PM |
| 6 | These city needs help in all areas | 5/16/2015 7:15 AM |
| 7 | Food Where is the New Seasons or Trader Joe's besides Natural Grocer in Gresham | 5/15/2015 10:06 PM |
| 8 | Transit Gresham should encourage the development of class A office space and the businesses that use it. Doing so would help utilize public transportation moving in the opposite direction than the current flow which is toward downtown Portland. | 5/15/2015 9:53 PM |
| 9 | Housing More affordable housing | 5/15/2015 9:18 PM |
| 10 | Laws/regulations you can't excuse businesses from taxation then strap the bill on the backs of the middle class, which is what Portland has done. | 5/15/2015 9:03 PM |
| 11 | Laws/regulations Lower the speed limits easier to see places to shop | 5/13/2015 7:58 AM |
| 12 | Livability No incentives for property owners who did not maintain their property in the last 10 years | 5/13/2015 7:39 AM |
| 13 | especially important in Rockwood community | 5/12/2015 10:29 PM |
| 14 | Home-based Livability Home based businesses need to be very neighbor friendly. Or it's a trade off of livability vs. jobs. There is a reason for having commercial zones. | 5/12/2015 11:07 AM |
| 15 | High tech promote high tech industries | 5/11/2015 4:46 PM |

Powell-Division: Gresham options survey

Action Plan: Promote Desired Development

Q11 Comments

Answered: 11 Skipped: 282

| # | Responses | Date |
|----|---|--------------------|
| 1 | Displacement Housing Careful with gentrification. | 5/17/2015 11:28 PM |
| 2 | Enforcement Livability It's the development rules that encourage the quality that we are seeking. Please ensure quality over ease because the quality developers are usually willing to follow the rules once they are known. It is the cheap and fly-by-night developers who whine most and don't want to do what is required. | 5/17/2015 10:41 AM |
| 3 | Housing Zoning Go To Salem Tuesday, And go for the Inclusionary Zone laws Changed. 3:00 pm is the hearing. It will help housing tremendously | 5/16/2015 8:48 PM |
| 4 | might be more relaxed outside city center. | 5/16/2015 3:00 PM |
| 5 | Displacement Housing Do NOT gentrify or force residents to have to move due to increased rents and/or cost to buy | 5/16/2015 7:16 AM |
| 6 | Accessibility Buses that are large enough for any wheelchair | 5/15/2015 10:21 PM |
| 7 | Displacement Housing don't start condemning residential property with this. Its not fair and you will really make folks mad. | 5/15/2015 9:05 PM |
| 8 | Housing Zoning quality middle-income single family housing --- no high density/low income/high rise (we have enough already) | 5/13/2015 7:41 AM |
| 9 | Livability Don't trade development for livability. Congestion, giving away resources that support public safety, a poor environment, and lack of parks shouldn't be the tradeoff of enticing development. | 5/12/2015 11:14 AM |
| 10 | Enforcement Livability Property owners should not get a free ride -- many have owned property for years & are not doing basic maintenance since it comes out of their pocket (resurfacing/re-striping parking lots is an example) | 5/12/2015 11:11 AM |
| 11 | Displacement Owners and current businesses need to be part of the discussion and solution. Don't run existing businesses out for bigger and better. | 5/12/2015 9:23 AM |

Powell-Division: Gresham options survey

Action Plan: Transportation

Q13 Comments

Answered: 11 Skipped: 282

| # | Responses | Date |
|----|--|--------------------|
| 1 | Connections Transit North/south connectivity to the corridor is very important | 5/18/2015 8:42 AM |
| 2 | Destinations Maintain/improve Transit I would really like to see a busline that serves Glisan from About 122nd or 136th sll the way to Reynolds High School! | 5/18/2015 12:37 AM |
| 3 | Maintain/improve Transit Cannot stress enough how much more outer Gresham service is needed: quite a few people have irregular job and school hours and they do go out on the weekends, needing the bus and MAX. Bus service stops at 8, 8:30 pm weekdays, 5 pm Saturdays and Sundays. Specifically talking about Bus 80 and 81. Also, extend MAX Line further East into Gresham please. | 5/17/2015 11:31 PM |
| 4 | Safety and security Transit I talk to many people, even some of my 6'2" male friends do not feel safe at some of the Max and bus stops | 5/16/2015 8:59 PM |
| 5 | Amenities ask property owners plant more tree's | 5/16/2015 3:05 PM |
| 6 | Safety and security Walking bike routes and crosswalks are killing folks. Stop building those. | 5/15/2015 9:07 PM |
| 7 | Safety and security Walking we need sidewalks in all neighborhoods so we don't get hit by a speeding car because we have to walk in street | 5/13/2015 8:00 AM |
| 8 | Destinations Maintain/improve Transit Walking sidewalks where a trail has been worn by users --- improved/frequent bus service thru out all of Gresham with service to areas being developed in the southern portion of the city & connections to the industrial areas to the north. We have the population -- need to be able to move people from educational sites to housing to their jobs (all within Gresham) | 5/13/2015 7:44 AM |
| 9 | Equity Maintain/improve Transit 181st Route needs to be increased; other low income areas where services have been depleted (main, etc) need to be proritized for travelability in east areas | 5/12/2015 10:32 PM |
| 10 | Amenities Transit Create day parking for the commuters that will use this service. Avoid them using the nearby neighborhoods. | 5/12/2015 11:16 AM |
| 11 | Maintain/improve Transit absolutely improved bus service thruout ALL of Gresham! | 5/12/2015 11:12 AM |

Powell-Division: Gresham options survey

Action Plan: Lively Active Places

Q15 Comments

Answered: 9 Skipped: 284

| # | Responses | Date |
|---|--|--------------------|
| 1 | Community Schools Gresham has a community center; it is MHCC. Invest in MHCC rather than duplicating efforts when MHCC already has the infrastructure needed. | 5/18/2015 4:52 PM |
| 2 | Community Transit Could be a good project ot align with BRT Project, new community...(blank). | 5/17/2015 11:33 PM |
| 3 | Community Schools Schools can be used as a center for activities and classes. A separate building isn't really necessary. A Community Schools program would be nice again, where the City, Schools and MHCC collaborated to provide activities and classes, etc. at extremely low cost. | 5/17/2015 10:45 AM |
| 4 | Today I donated blood @ 125th and NE Halsey, The farmers market locked the Port a potty, Made it somewhat hard for the Red Cross workers, the people in the garden and the last few of us to use the toilet. my appointment was at 1:45 pm | 5/16/2015 9:01 PM |
| 5 | Food More places to Eat and dine. | 5/15/2015 10:22 PM |
| 6 | what are you going to do when the economy collapses? | 5/15/2015 9:09 PM |
| 7 | Community Food no drug dealing/parking lot 'temporary uses' -- trees have been removed recently to improve sight lines for safety reasons -- fresh food access a high priority -- need several community centers (not just 1) -- encourage several 'neighborhood feel/unique identity' areas | 5/13/2015 7:48 AM |
| 8 | Transit Coordinate actions in action plan with design and construction of bus rapid transit project is highest priority. | 5/12/2015 2:58 PM |
| 9 | Community Tri-Met has cut down trees @ stations to improve safety/sight lines - need several community centers adaptable to several purposes in Gresham (not just 1) | 5/12/2015 11:16 AM |

Powell-Division: Gresham options survey

Action Plan: Housing

Q17 Comments

Answered: 13 Skipped: 280

| # | Responses | Date |
|----|--|--------------------|
| 1 | High density More people, more activity and constituents. | 5/17/2015 11:35 PM |
| 2 | Home ownership Maintain/improve A mix of housing types and incomes is much more important than segregating the economically disadvantage, which would bring its own, well known set of problems. Gresham already has much more than it share of "affordable housing" and doesn't need more, with the possible exception of adding ancillary dwellings to more neighborhoods. It would be preferable to help with rehab of existing housing stock. I don't believe in helping with home ownership without an extreme screening process that would ensure maintenance after ownership. | 5/17/2015 10:51 AM |
| 3 | Affordable Homelessness If Gresham gives permits to build home/apt 15% for low income, On Mothers Day I talked 2 old women living in their station wagon, the Elderly are losing housing and more are living in their cars. | 5/16/2015 9:07 PM |
| 4 | Affordable Displacement Yes, as long as there is no gentrification that would force people to move if costs increased | 5/16/2015 7:18 AM |
| 5 | Affordable Low cost housing for low income people not just median income. | 5/15/2015 10:24 PM |
| 6 | Affordable Affordable housing should be a top priority | 5/15/2015 9:21 PM |
| 7 | Maintain/improve Rental code enforcement needs enforcing to make land lords improve properties. Gresham's code enforcement system probably needs as much work as Portlands does. | 5/15/2015 9:14 PM |
| 8 | Home ownership I am a beneficiary of various first-time homebuyers programs. They are great. We also had a community service provision in our original documents for this condominium. It didn't work in this case. It had been kind of "cribbed" from a program with a natural fit for community service requirements for home ownership. Also, no actors involved here were willing to enforce the community service provision, so it was doomed, essentially, or not truly committed to. | 5/15/2015 1:13 PM |
| 9 | Middle income Gresham does not need anymore low income housing. The huge influx of section 8 housing that we have had in the past has made our city far less desirable to the working class due to the large amount of crime in the Rockwood area. | 5/14/2015 4:51 PM |
| 10 | Employment Maintain/improve Middle income Rental affordable housing should be middle-income housing - not low income -- rental inspections should require more than just a sloppy paint job which looks good from a distance --- employers need to pay wages that support middle income housing | 5/13/2015 7:52 AM |
| 11 | Home ownership Maintain/improve consider incentives/reduce barriers for existing housing to be upgraded, leading to homeowners staying in neighborhood with housing upgrades and increases in home values - with a condition to stay in home for five years. | 5/12/2015 10:36 PM |
| 12 | Employment Maintain/improve Rental The east county has a lot of the metro areas affordable housing currently, and therefore, the issues that go with that. Making the existing affordable housing better, which would potentially attract tenants that would use the new bus service for employment and shopping, rather than transit for crime, would be helpful for all the folk that currently live here. Fixing what we have should be a priority. Before trying to attract more of the same. | 5/12/2015 11:32 AM |
| 13 | Employment Maintain/improve Middle income Rental Employers need to pay decent wages -- encourage middle class single family housing (not low income/high density) -- many rental units look ok from the street but are poorly maintained when seen up close -- affordable housing s/b middle income, not low income housing | 5/12/2015 11:20 AM |

Action Plan: Economic Development**Q9 Comments**

Answered: 7 Skipped: 145

| # | Responses | Date |
|---|---|-------------------|
| 1 | employment Gresham has been a bedroom community for decades. We NEED more employment opportunities. I have been working since 1980, but NEVER worked in Gresham--always Portland. I would LOVE to work where I choose to live. | 5/9/2015 3:57 PM |
| 2 | resources - strategies MHCC mentors small businesses. | 5/8/2015 4:30 PM |
| 3 | This checklist should allow for a choice of more than one item at each option. .ex: more than one item could be rated as a most important or least important. | 5/8/2015 7:06 AM |
| 4 | livability zoning Where are "industrial areas" and what businesses are attracted to them? I always thought industrial areas were supposed to be noisy, stinky and dirty. Is this study trying to attract these kinds of businesses in or next to Gresham's residential areas? | 5/7/2015 10:29 AM |
| 5 | employment livability In-country manufacturing needs a boost, but more importantly, environmentally sustainable business needs critical attention. Support growth of eco-groovy business and we all win. | 5/5/2015 10:34 AM |
| 6 | employment Improve the quality of light-industrial and manufacturing jobs. Last thing we need is more low-income, retail and service-sector jobs. | 4/30/2015 2:35 PM |
| 7 | food We need food carts | 4/30/2015 2:10 PM |

Powell-Division: Gresham options survey
Action Plan: Promote Desired Development

Q11 Comments

Answered: 3 Skipped: 149

| # | Responses | Date |
|---|---|-------------------|
| 1 | maintain/improve near-term We have done the storefronts and that has been very good for business in our core of historic downtown Gresham. I think that if we aren't setting to many roadblocks for encouraging new quality buildings and so forth, we can do more great things sooner than later. If we are too stringent, folks get discouraged and will take their business elsewhere. | 5/8/2015 7:12 AM |
| 2 | How does Gresham define the concept of "Work with..."? | 5/7/2015 10:35 AM |
| 3 | livability Zero carbon footprint should be the standard with new construction. Incentivize builders to build power plants, not energy consuming caverns. | 5/5/2015 10:36 AM |

Action Plan: Transportation**Q13 Comments**

Answered: 5 Skipped: 147

| # | Responses | Date |
|---|--|-------------------|
| 1 | Same comment as previous screen! | 5/8/2015 7:12 AM |
| 2 | balanced uses safety and security Safety and improved multi-modal traffic flow are such important concepts. It's difficult to rank them. | 5/7/2015 10:35 AM |
| 3 | biking Improved biking routes needs to be on this list. | 5/4/2015 6:38 PM |
| 4 | amenities Transit stops must provide riders protection from the East Wind - this is very important | 5/3/2015 4:20 PM |
| 5 | sorry, but I really do not like this rating system | 5/1/2015 7:37 AM |

Powell-Division: Gresham options survey

Action Plan: Lively Active Places

Q15 Comments

Answered: 8 Skipped: 144

| # | Responses | Date |
|---|--|-------------------|
| 1 | connections destinations transit i have been largely dependent on public transit for the last year due to a medical condition that makes driving problematic. Yet I find it easier to access businesses I need in Portland rather than Gresham, because the transit access is so much better to Portland locations. | 5/9/2015 4:02 PM |
| 2 | equity livability transit I think this transit effort is more important than any further efforts to develop routes for bicycles. As a bicyclist I am appalled at the behaviour, arrogance of the daily bicyclists commuters. They should be charged a licensing fee for use on main roads, trails. Many elderly people do not and will never ride a bicycle in our area and the lack of courtesy by the bicyclists should be a crime. Bad drivers whether on 2 or 4 wheels should be fined. Thank you | 5/9/2015 2:53 PM |
| 3 | Same as previous screens! | 5/8/2015 7:16 AM |
| 4 | resources - strategies Since these choices come with hugely different price tags, I'd prefer not to comment at this time for fear of being misinterpreted. | 5/7/2015 10:39 AM |
| 5 | community food safety and security Food! Garden! Safety! Community! | 5/6/2015 11:54 AM |
| 6 | amenities equity resources - strategies Where Portland fails repeatedly to give proper attention to its outlying areas (Rockwood, Lents, Brentwood/Darlington - essentially anywhere past SE 72nd Ave), give much attention to western Gresham. Make the contrast between Rockwood and Gresham so stark that Portland will be jealous and bring its side up to speed. Support business development and aesthetic infrastructural development from the western Gresham border in. | 5/5/2015 10:40 AM |
| 7 | community near-term Use of parking lots ofr occasional events and Farmer's Markets is acceptable. Do not want to see them used for food carts | 4/30/2015 4:17 PM |
| 8 | community near-term resources - strategies Use MHCC for community activities and such rather than spend money creating new locations. | 4/30/2015 2:58 PM |

Powell-Division: Gresham options survey

Action Plan: Housing

Q17 Comments

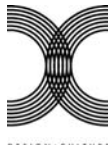
Answered: 6 Skipped: 146

| # | Responses | Date |
|---|---|-------------------|
| 1 | biking employment transit walking We have plentiful housing, but few places to work other than Portland or its WESTSIDE suburbs. Pleas improve transportation options in Gresham and actively recruit new employers to the area. | 5/9/2015 4:06 PM |
| 2 | enforcement livability resources - strategies Some of this is already being done and shouldn't be part of survey. Ex: helping landlords...there are assns. that already do this but they need to be forced upon the landlords, apparently because there unfortunately plenty of landlords in this town that don't seem to care about their tenants, both in the business and family living sectors. They have allowed for too many substandard occurrences such as mold and poor plumbing to continue far too long and it becomes out of control because they let it go too long! There needs to be Serious fines for those who allow this!! | 5/8/2015 7:27 AM |
| 3 | equity housing resources - strategies I don't understand where funds for land banking would come from, but it sounds like an idea worthy of further investigation. Are mobile homes and parks really good for residents? I always thought they were traps in which unsophisticated 'home-owners' lost out to unscrupulous owners/managers. | 5/7/2015 10:43 AM |
| 4 | resources - strategies Partner with Local Realtor Jake Woolsey (503) 791-6350 to help with these goals. He was awesome in helping me find a Gresham home | 5/5/2015 6:42 PM |
| 5 | Please do something about this rating system | 5/1/2015 7:39 AM |
| 6 | equity housing resources - strategies Duplicate what has been done at Fir Acres. Encourage more immigrants to settle here and support them as they become part of our community. | 4/30/2015 6:03 PM |



Community Engagement Support Report

May 2015



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1. Introduction

Through our contract with Parsons Brinckerhoff, subconsultants Cogan Owens Greene (COG), Gollah Consulting and members of the Multicultural Collaborative, were retained to support outreach and engagement services for the Powell-Division Transit and Development Project to complement the City of Portland, City of Gresham and Metro entities. Our work was focused on reaching communities that had been less involved to date, including culturally specific communities with limited English proficiency. In early 2015, we reviewed demographic information and conducted stakeholder interviews to develop outreach and engagement strategies to reach the diverse population along the corridor. This report summarizes work conducted for Metro, the City of Portland and the City of Gresham from April 1 to May 20. A report of results from February (www.oregonmetro.gov/powelldivision) was submitted under separate cover.

2. Public Engagement Strategies and Methods

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

The Powell-Division Transit and Development Engagement Plan has the following overall goals:

1. Communicate complete, accurate, understandable, and timely information
2. Gather input by providing meaningful opportunities to participate
3. Facilitate timely public notice of opportunities to participate
4. Facilitate the involvement of low-income populations, communities of color, and people with limited or no English language proficiency



The community engagement strategies we developed were consistent with the overall Engagement Plan goals and designed to reach people who live within or use services in the areas identified in the development of the Powell-Division project. Specifically, our work focuses on a support plan that addresses both the Title VI Program and Environmental Justice requirements and responds to the Metro Demographic Baseline Analysis from September 2014. The activities described in this report are intended to augment other community outreach activities and online communication conducted directly by Metro, Portland and Gresham.



Our team employed two basic methods to achieve responses: business canvassing and community discussions. Additional tools of interactive displays and a mailer were used to raise awareness.

Specific corridor populations targeted for outreach by the COG Team are predominantly racial and ethnic minorities, persons with low-income, persons with limited English proficiency.

Methods

The following means were employed to reach these populations:

- Youth canvass of businesses along the Portland section of the corridor at key station areas 50th/52nd and 82nd (72 surveys completed)
- Nine culturally specific community based workshops (113 participants)
- Design and installation of interactive displays at the Rosewood Initiative, Mt. Hood Community College, Portland Community College and Metro for awareness-building and comment opportunity (25 comment cards received)



The following sections summarize these results.

3. Business Canvassing

As part of the business outreach, we recruited, trained and employed bilingual youth from diverse backgrounds to administer business surveys in key station areas. They focused their efforts both in Portland (April) and Gresham (February). In total, the youth collected 72 business surveys in Portland and 64 in Gresham. Several in Portland were collected in Chinese (11) and in Vietnamese (8).

Results from the City of Portland canvass follow. Gresham results were included in our summary report from February 2015.



Q1. How can transit better serve your business?

Out of the 72 businesses surveyed in Portland, 53 respondents answered this question. Of those, the most frequent responses were:

- Improved access
- Increased convenience
- More destinations

Other frequent responses include more frequent service, better public perception and more ridership. Notably, many businesses did not know how better transit service could serve their business and did not provide a substantive response to this question. When asked if they would see **changes as positive for your business**, 50 out of 56 businesses (90%) that responded said yes.

Q2. Do you or your employees often take transit to get to work?

Responses were nearly evenly divided among those who answered: 39 (55%) responding yes, 32 (45%) responding no.

Q3. Of the remaining connections for the bus to transition from Powell to Division, what street do you prefer for the transition between Powell and Division?

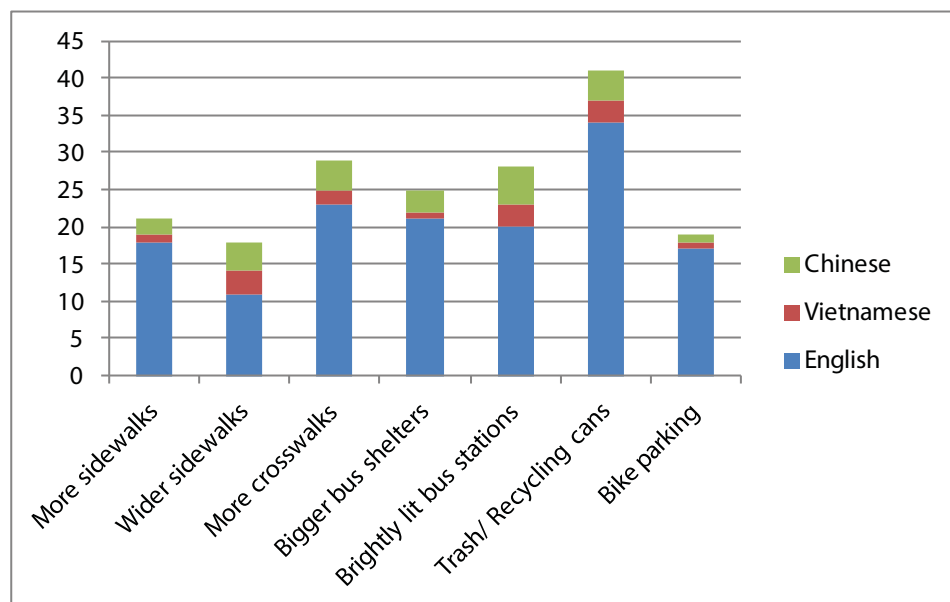
Of the 58 respondents who answered this question, 38 (65%) think that 82nd makes the best crossover. Only six think that 50th would be the best choice and three think 52nd would be best. The remainder did not express a preference at this time.

Q4. Regarding the route from Gresham to Mt. Hood Community College, which of the remaining choices is the best choice?

Most Portland area respondents did not have a firm answer to this question and declined to offer a choice. Of those who did express a preference, most prefer Hogan Street.

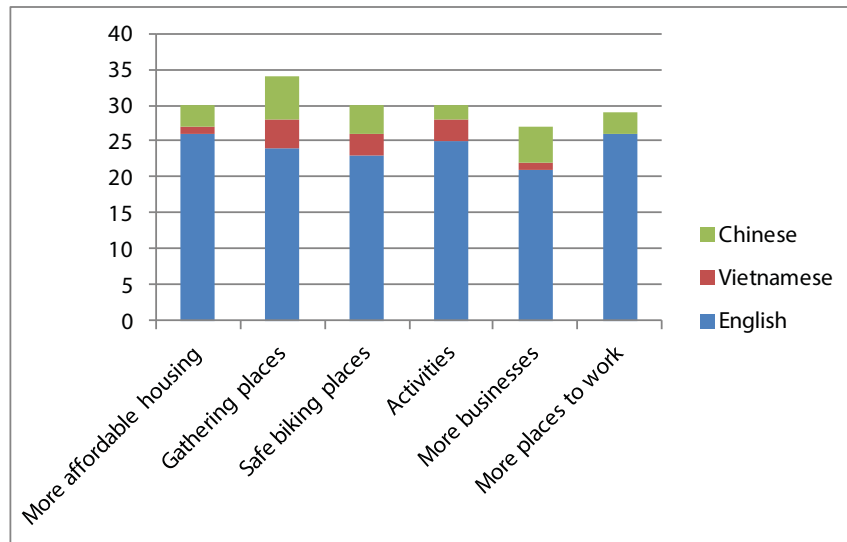
Q. 5 Of the land use or station area improvements that could come with this rapid bus, which would you most like to see?

This question focuses mostly on getting “to” the station, and the experience waiting at the station. Respondents prioritize trash and recycling bins, followed closely by those improvements that focus on safety: more crosswalks and brightly lit stations. Other mentions include security cameras.



Q6. Which of these things would provide the greatest benefit to the area near your business?

When asked to indicate from a list of land use/activities or uses around the station, respondents as a whole favor gathering places slightly more often than other uses, though there was also strong support for all uses mentioned as choices, as shown below.



Demographics of the business respondents are included in the Appendix.

4. Community Specific Discussions

In the six weeks between April 7 and May 21, members of the Multicultural Collaborative and trained Community Engagement Liaisons planned, facilitated and reported on 11 culturally specific, community-based discussions in the Powell-Division Corridor. The Gresham area discussions (Tongan, Russian, Latino Network and Bhutanese community) focused on the City's [draft Action Plan \(www.greshamoregon.gov/powelldivision\)](http://www.greshamoregon.gov/powelldivision). This action plan was based, in part, on the discussions held in February.

Gresham Community Based Discussions

The format of the April phase discussions held in Gresham generally included a brief overview by City of Gresham Senior Planner Brian Martin. Participants then reviewed the draft action plan key points and provided comments. With the Russian Speaking Network of Oregon, the respondents also completed questionnaires. These are included in the following section in combination with Portland phase discussions as the questions were the same. Participants also used a customized hands-on "Build a Station" magnet board activity to stimulate discussion about station area improvements and to generate further interest and inquiry around the idea of a Bus Rapid Transit line.

4.1 Tongan American Resource Committee

Tongan community members continued to advocate for a Pacific Island themed station area. They felt this would help recognize the breadth of the community in the region, on a par with other location and culturally-oriented stops and stations.

Line crossover point: Regarding the route in Gresham, several of the 19 participants favor 223rd, stating the access is good from Division.

Economic development: participants appreciate the focus on jobs and are interested in pursuing contracting opportunities associated with Bus Rapid Transit line construction. Brian agreed to connect Community Engagement Liaison, Kolini Fusitua, with City Procurement Officer, Scott Jury.

Participants remain concerned about affordable housing, and the ability to stay in the area. They would like to see a cultural community center and low income housing for seniors.

Transportation improvements: participants urge TriMet to keep the fares low. Don't increase the fares with the new line. Continue park and ride programs.

From the magnet board exercise and report back, respondents emphasize shelters and trash bins. The shelters are very important for riders who need to wait in the rain.



4.2 Russian Speaking Network of Oregon

The 22 participants in the Russian language discussion held in Gresham expressed interest in economic and business development, affordable and high quality housing, improvement in the experience riding transit and outdoor quality experiences for children and youth. They wondered whether there will be affordable and more diversified housing. They would like to see incentives to assist with home-buying.



Participants would like to make sure that the new bus line will go to places where more people and vulnerable populations will be able to use it: seniors, students, disabled and people who go to work every day. Participants wanted to know more about affordable fares and improvements that can be done at the bus stops and stations. Many mentioned safety is a top priority.

Economic development: create more jobs, incentives for small business, grants for existing business, free education for business, mixed housing and connecting farming with urban markets.

Desired development: mixed housing with business on the first floor, an entertainment place for families with children (not free, but high standards like PLAY PDX or Big Owls), affordable and high quality housing, manufacturing jobs.

Active places: focus on the Gresham Library, Mt. Hood Community College and the Gresham Mall. Participants like the idea of a night market to activate the area.



Transportation: most participants use routes 4 and 9 or their car. Safety is very important. They recommend providing education for people not to wear dark clothes at night. They also recommend crossing at 50th in Portland and using Hogan Street in Gresham. Participants would like to see more local short bus routes that are more frequent (diversified system).

Housing: affordable and high quality housing including 3-5 bedroom options, mixed housing, incentives for homebuyers, areas for mini-houses and mobile homes. Participants also want the planning team to know that incentives available for homebuyers are not accessible to the Russian speaking population.

4.3 Latino Network

Among the 19 participants in the Latino Network session, key themes include secure connections for walkers and bikers; spaces for people to come together as a community and as families; reaction spaces and meeting spaces; continued improvement of the areas; building sidewalks, adding trees at stop areas, seating, public art; and crosswalks with flashing lights. For example, 122nd and SE Division has a lot of movements. It is a very busy area. They note stop areas need more illumination and increased non-police patrolled stop areas for safety and to manage problematic people at the stops, with security cameras that are hidden.

They offered several questions:

- Will there be increase transit noise and pollution?
- Is it possible to utilize newer technology; electric or hybrid transit to reduce air and noise pollution?
- Will the bus service hours change or have increased frequency? Can the hours of service be expanded?
- Will the price of bus tickets go up?
- Why will it take five years to get the most dangerous corridors up to safety standards and with the right flashing crosswalks?

Overall project: participants are positive and understanding of overall process and decision not to move forward on the 257th/Division route as discussed as an option in February. Summarized responses to the action recommendations follow.

Economic development: continue to recommend spaces and places for community and families to gather, 182nd/Division and Hogan Street/Stark Street need upgrades like parks and markets, areas for recreation like pools, arts for the kids, a community center would be ideal.

Desired development: huge interest in a community center and affordable housing with no displacement.

Active places: participants want to have more parks where a family can gather and are user friendly.

Transportation: participants recommend beginning now to set up use by electric and hybrid means. Support the creation of a 'charging' station.



Housing: Gresham needs more affordable options for medium to low income families and individuals. There is a particular need for affordable housing for college students and/or the creation of student housing. Participants recommend creating more housing in central Gresham. They suggest the City land bank areas for future housing needs.

In summary, Latino Network participants were excited for this part 2 session update on the action plan that followed the initial meeting. They were glad to see that most of their recommendations made it into the Gresham Action Plan (draft). The two group members who attended the Steering Committee shared the committee process and the connections of the roles of a community participant reporting the community of color recommendations to the Steering Committee.

Regarding the Build a Station magnet board activity, summary responses follow.

- Emergency button needed at all stops
- Nearby or in-station coffee shops
- Garbage cans and regular collection of trash
- Improved lighting
- Benches and spaces for a family
- Bike rack, water dispenser
- Plant more trees in transit areas and beautify space
- No smoking enforcement around transit areas



4.4 Latino Parent Night

Brian Martin and Carlos Gonzalez presented the draft action plan to the Latino Parent Night at Gresham High School. Participants were asked if they wanted to add or remove any of the actions and strategies; the answer was no. Based on their earlier input, they agreed with all the actions presented in the draft plan. Respondents mentioned their top priorities are affordable housing and more jobs.



4.5 Oregon Bhutanese Community Organization

Among the 11 Oregon Bhutanese Community Organization members present for this second phase discussion, key themes included safe sidewalks, affordable housing, bus waiting areas with a roof, restrooms in main transit centers and lighting of dark streets. They really want overhead street crossing bridges for safety on the busiest areas. Participants appreciate the involvement and enjoyed the participatory exercise.



Questions included how to find affordable housing and home ownership programs and community gathering places (where to gather). They also want to know where to file a housing complaint.

Summary responses to the action plan questions follow.

Economic development: need more jobs, open market places. City should continue to work on attracting and retaining businesses.

Desired development: gathering places for community, more jobs, affordable housing and a community center.

Active places: hospitals, clinics, colleges, grocery stores, community centers or temple where people can gather.

Transportation: need better bus services on some streets. Employment options locally as one participant had to travel 24 miles for their job. Need more jobs in Gresham. More crosswalks, bike lanes, shelters and waiting areas at bus stations. Restrooms at some stations would be good.



Housing: affordable housing in Portland and Gresham. Housing inspections should be done more frequently.

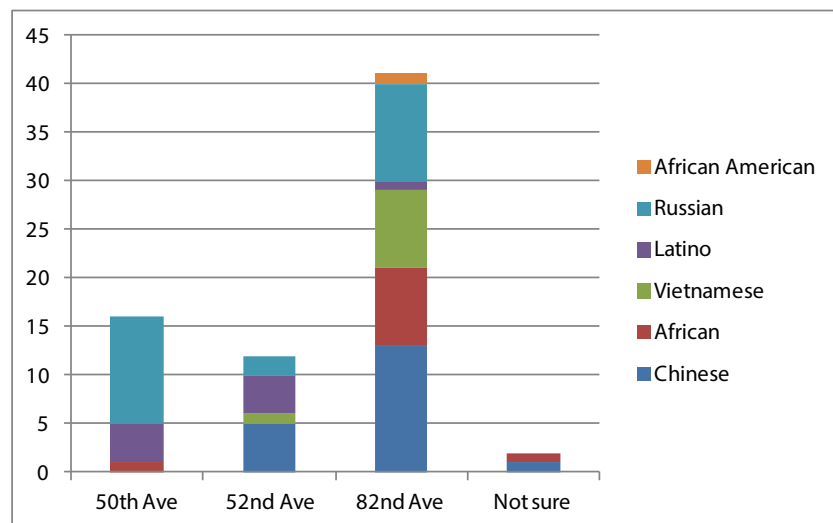
Build a Station hands on activity: participants used nearly all the optional icons. In addition, they would like to see public phones, shelters, pedestrian bridges at busy stations, restrooms in some stations and security cameras.

Portland Community Based Discussions

Community specific summary results for the Portland-based discussions are summarized on the following charts, which show both individual and aggregate responses to questionnaire topics.

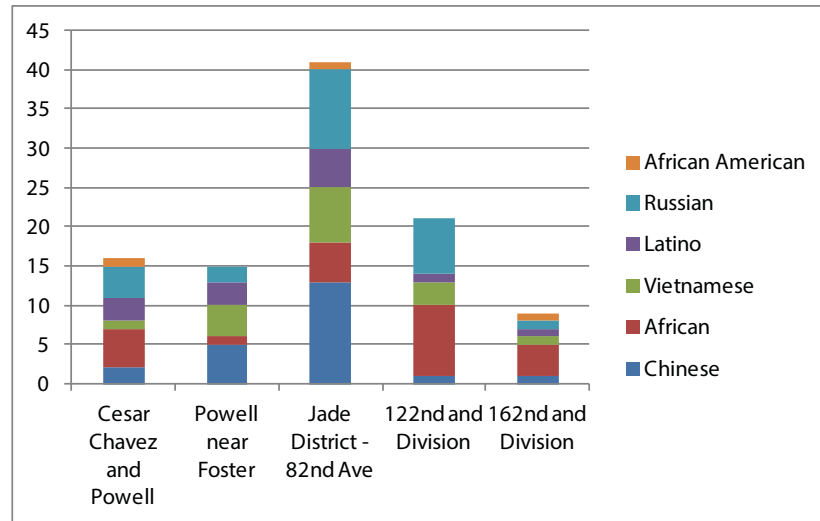
Powell-Division Crossover

Most respondents prefer the 82nd Avenue crossover route.



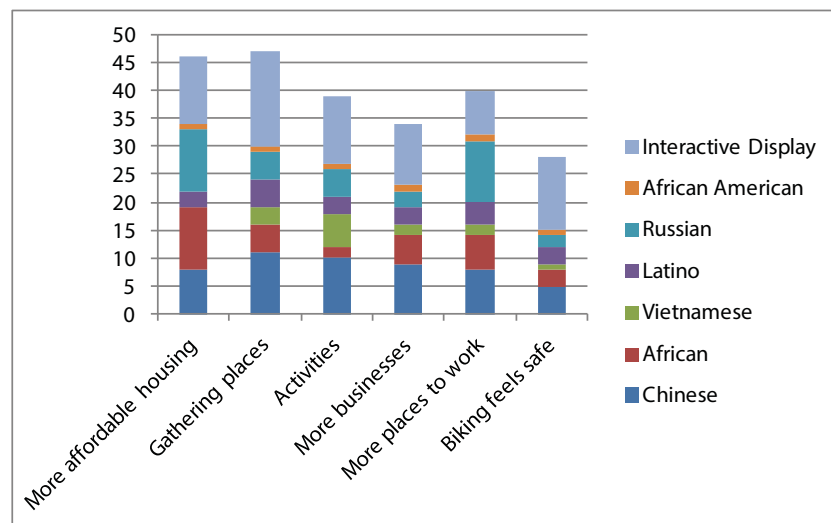
Most Used Stations

Regarding which major station respondents through they would use most often, a majority indicated 82nd Avenue.



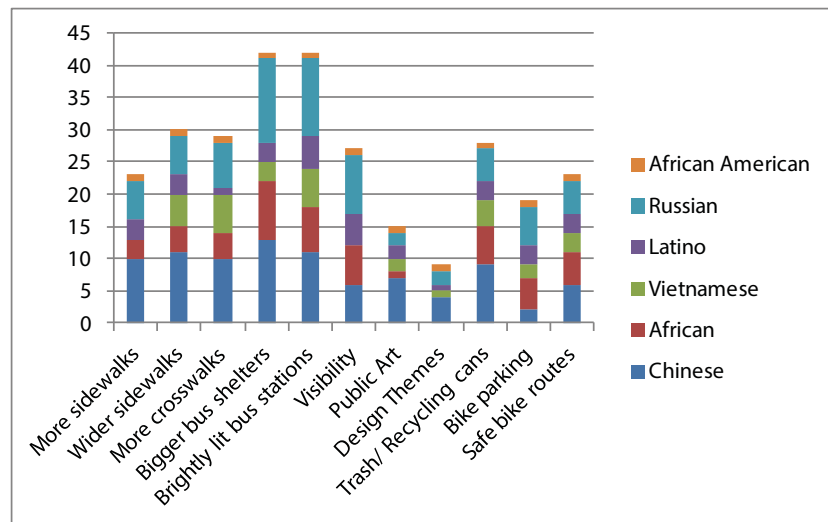
Station Amenities

Thinking of which uses respondents would like to see near the stop, affordable housing, gathering places and jobs lead the list.



Station Area Improvements

Regarding attributes that would help participants get to or wait for transit, bigger shelters, brightly lit (safe) stations and trash/recycling receptacles lead the list as summarized below.



Detailed responses by community group follow.

4.6 Latino Network

Ten participants familiar with the Powell Division corridor participated in this discussion, conducted in Spanish. Key themes include:

- 82nd is seen as too busy, not a recommended street to add more transit to.
- Any rapid line for consideration should be outside of heavy impact areas.



- Adding rapid transit to local service may create confusion about the right bus, or right stop unless this is mitigated with educational programs that help riders identify which buses go where, better signage and notification, clear signage if it is a fast bus or a regular bus and where it stops.
- Identify major area stations like those that connect with Max or other major bus routes. Create major and minor stops (especially before the Tillicum bridge/orange line).
- Powell should not be a multi stop street (too traffic saturated), try to cross over to Division for stops as it seems less saturated and provides for faster travel.
- Recommend Powell St parking lots (park and rides) – for ease of travel.
- Marshall area seen as very busy as well.



Participants wonder if it will be possible to create frequent stops and shuttle service to get to the line. For long trips, they wonder if transfers would be available for Gresham. Participants are curious to know more about the sites in question. Overall, participants are positive and interested in contributing ideas to make the future experience as user friendly as possible.

Participants want to maintain an emphasis on existing businesses along the line, and to improve connector routes. Regarding transit use, ridership frequency varied from infrequent use to the only mode of transportation. They feel 52nd makes the most sense for the crossover route to connect to the bus to Mt. Hood Community College. Regarding frequently used transit stations, participants cited 122nd, 82nd and downtown. Participants' trips focused on connecting to shopping, PCC, the Mid-County library and downtown Portland.

Regarding amenities, the following ranked the highest:

1. Garbage cans with regular pick up of debris from each station to improve cleanliness.
2. More bathrooms.
3. Increased shelters with cover (for rain or hot days) or benches under trees with enough space for a large family.
4. Security cameras (in a cage so they are not broken or vandalized), emergency /panic button at each station. Also regular patrolling of area for security and to reduce graffiti.
5. Good lighting.
6. Place to park bikes.
7. Coffee shop on or near station for coffee and healthy snacks.
8. Integrate plant life, flowers and other items to beautify the space.
9. Expand hours of service to meet needs of workers who work outside typical hours.

These amenities were informed by the Build a Station hands on activity. Participants really liked and were energized by this activity. Upon creating their stations, they put in place some of the amenities they had mentioned above. They recommend including more shelters and considerations for family spaces and associated amenities.

Finally, participants emphasized more sidewalks and walkable streets. In addition, restricting smoking, including enforcement and citations.

4.7 Chinese Community

In this Chinese-language facilitated discussion, more than 20 participants contributed their thoughts, and 19 completed the questionnaire in Chinese. Summary results follow.

Regarding the route today, participants value safety and convenience. They appreciate reduced rates for seniors and the diversity of the community today. Most respondents use transit daily. They use both the 4 and the 9. Stops they use center around Powell and connections with routes 71 and 72. Thirteen of 19 respondents feel the crossover should be at 82nd. Most did not respond to the Gresham-area crossover question. They use the 82nd Avenue station most often, to shop, visit with family and conduct business.

Respondents favor safety-oriented amenities: more and wider sidewalks with additional crosswalks, bigger bus shelters, brightly lit bus stations, trash and recycling containers. In terms of uses around the stations, respondents favor activities, gathering places and more businesses.



4.8 African Immigrant Community

Among the 15 participants from a range of African countries, key themes include affordable housing, easy access to Park and Ride and reducing wait times at the bus stations. Participants are positive toward the project; thinking it will make travel a bit easier. They wonder if it can provide jobs.

Above all, participants value an efficient transit system that could replace the current system, which tends to run late.

Participants use transit on average 20 times a month.

The most frequently used stops are 122nd, 82nd, and Cesar Chavez. Work, home and shopping, and community services are the primary destinations at these stops.

The most desired amenities include larger and brightly lit stations and adequate trash and recycling. Participants also mentioned safe crossings and pull outs for buses. Above all, more affordable housing is most important in the future development of the transit stations.

Participants also want the planning team to recognize that this corridor is a hub for social welfare activities. Having quick and efficient transit that gets them to these places will be very beneficial.



Using the Build a Station hands on exercise, the majority of participants designed lively, larger shelters with restroom and lighting (the request for restrooms was mentioned frequently as part of the design concept). Participants stated that there are a lot of elders who might use the restroom while waiting for the bus. Though there wasn't a restroom icon, this was verbally expressed by a majority of participants. This was followed by "small market" food/coffee cart and crosswalks with flashing lights for safety. Some student participants attempted to design a shelter with a camera for safety. Others designed lively shelters with landscaping nicely interspersed with trash cans and bike parking.



4.9 Vietnamese Community

In the Vietnamese language focus group workshop, the seven participants are generally interested in the project, but are also concerned about further traffic delays and pedestrian safety.

Walking is the primary and preferred mode of getting around the 82nd Avenue/Jade District neighborhood. Safety while walking is important. PCC is a very important central location and destination with access to 82nd Avenue. Participants wonder if it is possible for the Vietnamese community to receive support to build a Vietnamese-specific community center space.

Most respondents say that they use bus on a regular basis; averaging approximately 2-3 times/week. Many ride the 4 and/or the 9.

Respondents indicated that 82nd Avenue is the primary hub of shops and cultural gatherings for the Vietnamese Community. The VNCO office is located on 89th and Division, and the Van Lang Language school is at PCC on Sundays. Everyone agreed that 82nd is the best location for a new station area.

Top desired amenities include safe walkable streets, sidewalks, and crosswalks from the buses, while public meeting space in the form of picnic tables and benches were all preferred. Small fruit stands were also of interest, along with bikes and bike parking.

Participants want to know how they can be more involved.



4.10 Portland African American Leadership Forum (PAALF)

Multicultural Collaborative team member Joy Alise Davis with Design+Culture Lab coordinated a meeting open to Portland African American Leadership Forum (PAALF) members with an interest in the Powell Division corridor. PAALF members are currently in the midst of creating a Portland Plan for their community and have many meetings during this same timeframe. That likely affected the turnout, as one participant was able to attend the meeting held on May 15. City of Portland staff and this active community member had a good discussion about public investment and concerns regarding current and potential future displacement. While new stations are a great opportunity to create a sense of place, displacement is a real concern, having been a lived experience by African American community members in N/NE Portland. New bus service and development opportunities are exciting, as long as they can benefit current residents. This participant currently accesses Cesar Chavez Boulevard, the Jade District and 162nd/Division for both work and leisure. They consider the best stops along their ride to be 50th and Division, 26th and Powell and 165th and Division. This participant recommends an inventory of vacant lots and seeing how the African American community can work with/contribute to development of those lots.



5. Interactive Display

Display Board Timeline: April 17, 2015-May18, 2015

Display Locations:

- Rosewood Initiative (Nonprofit Organization): 16126 SE Stark St, Portland, OR
- Mt. Hood Community College: 26000 SE Stark St, Gresham, OR
- Portland Community College SE Campus: 2305 SE 82nd Ave Portland, OR
- Metro Regional Government: 600 Northeast Grand Avenue, Portland, OR



Design+Culture Lab designed and built four creative interactive display boards to raise awareness and engage the diverse populations along the corridor. The goal of the interactive display board was to design tools that allowed community members to understand the benefit of this new transit route and to conceptualize the future site design options. The interactive display board was designed as a communication tool that not only informed the public, but also allowed them to participate in a creative way, even if English is not their first language.

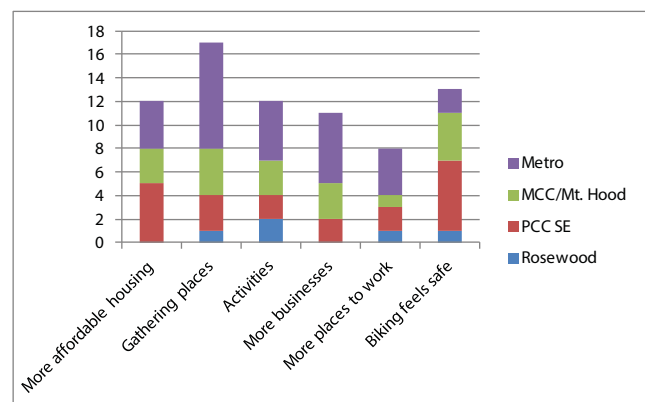


Each interactive display board included: a 36" x 48" trifold display board; an "envisioning the future" tower; and a participatory voting box or bowl. Using the envisioning the future tower, community members were able to visualize the many design elements of the Powell-Division Transit. Each tower consisted of three rotating blocks. Each rotating block was dedicated to visually sharing station site design options. Community members rotated the blocks and learned more about future transit improvements. After viewing the envisioning the future

tower, community members casted their vote in a ballot box or bowl and entered the raffle to receive gift certificates to the Oregon Zoo.

Each display contained a comment card with a question about station area attribute preferences. This question about station areas – "which of the following are most important to you" – also was asked in community discussions. The aggregate of responses to that question is included in Section 4 (page 12). The chart to the right shows responses and preferences from each station area display. In total, 25 responses were received.

Results are summarized in the Community Based Discussions section.



6. Postcard Mailing

In order to continue to inform Gresham area residents about the Bus Rapid Transit crossover connections under consideration, Metro and the City of Gresham developed a post card to focus attention on the areas under consideration. More than 2,000 postcards were mailed to apartment residents and single family homes in the study area. In addition, Metro staff left flyers in key gathering places and apartments in the Gresham corridor area.

Maybe you've heard, bus rapid transit is coming to Gresham.

Faster, more reliable transit connections to jobs, Mt Hood Community College, the Gresham Transit Center and on to Downtown Portland are coming as soon as 2020, but how should it get there?

Join the conversation as it moves forward this year. Take a 5-minute survey open through May 19, 2015.

www.oregonmetro.gov/powelldivision


Enhancing communities
Join us at a community forum to learn about City actions that could bring positive changes along the future transit route.

May 6 from 7 to 8:30 p.m.
Gresham City Hall, 1333 NW Eastman Pkwy


Visit the website to comment online, learn more and sign up for email updates. Share your thoughts and you could win Zoo tickets!

Gresham route options
between Gresham Transit Center and Mt Hood Community College


Main/223rd option



Cleveland option




Hogan option



Powell-Division Transit and Development Project
Metro
600 NE Grand Avenue
Portland OR 97232

5-minute survey open through May 19, 2015 www.oregonmetro.gov/powelldivision

Powell-Division Transit and Development Project is a partnership of the cities of Gresham and Portland, Multnomah County, ODOT, TriMet and Metro





Appendix

Appendix A: Demographics

Appendix B: Interactive Display Images

Appendix C: Images From the Build A Station Exercise

Appendix D: Interactive Display Comment Card

Appendix E: Business Interview Questions

Appendix F: Questionnaire

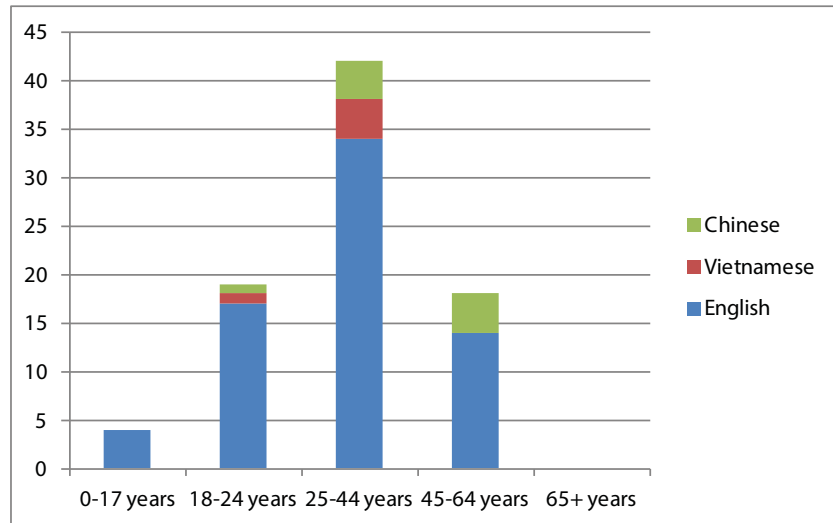
Appendix G: Completed Reporting Forms

Appendix H: Business Verbatims

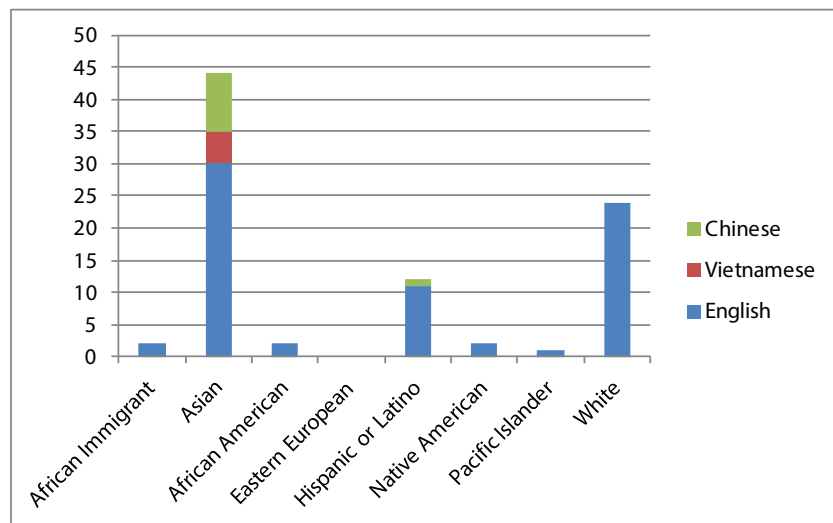
Appendix A: Demographics

Portland Business Respondents: Demographics

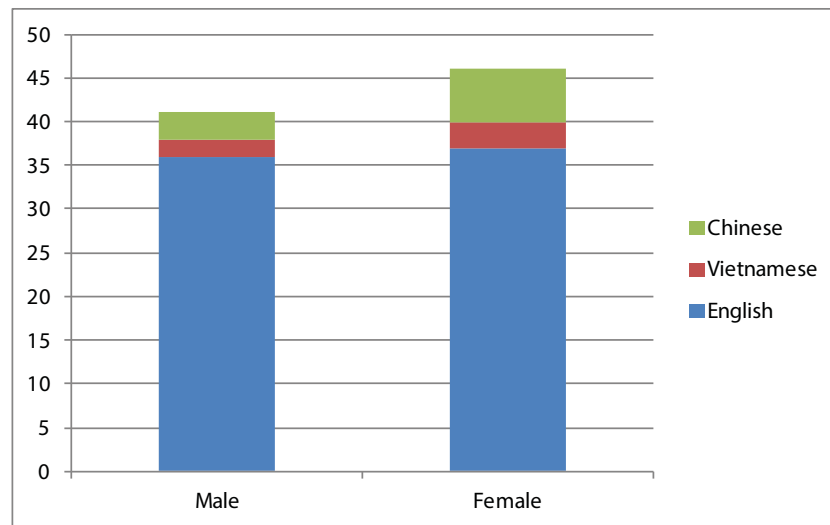
Age



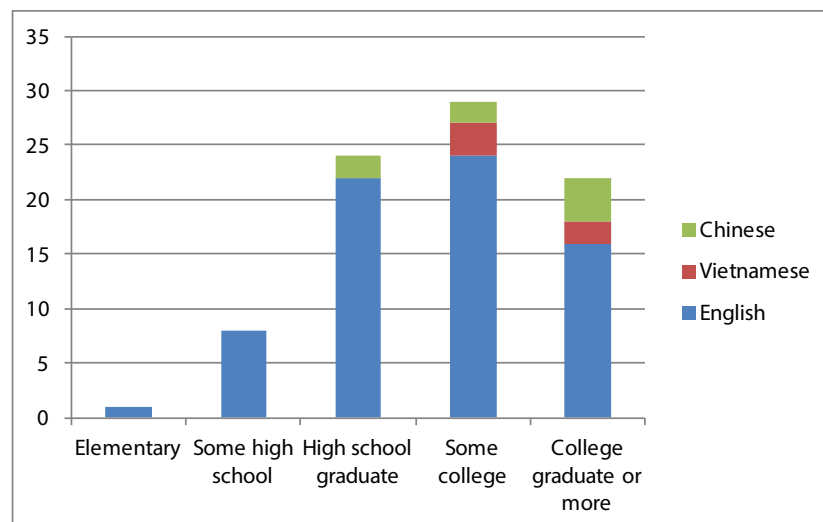
Racial/ethnic identity



Gender

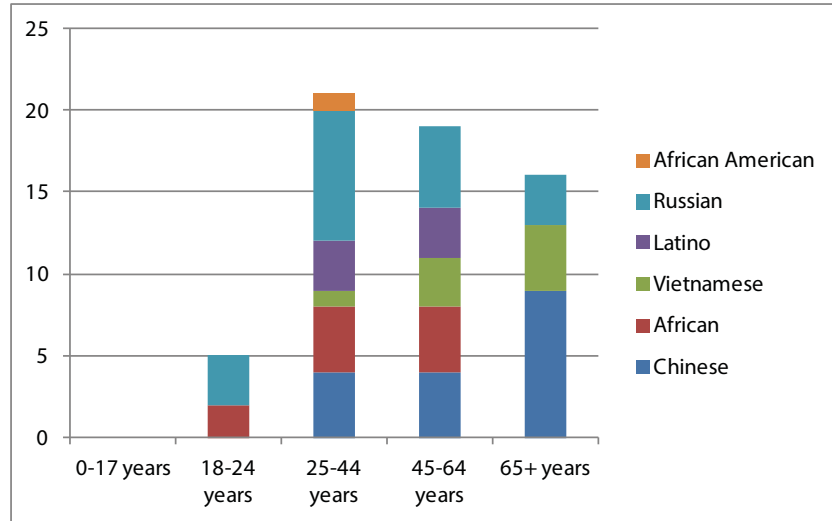


Education

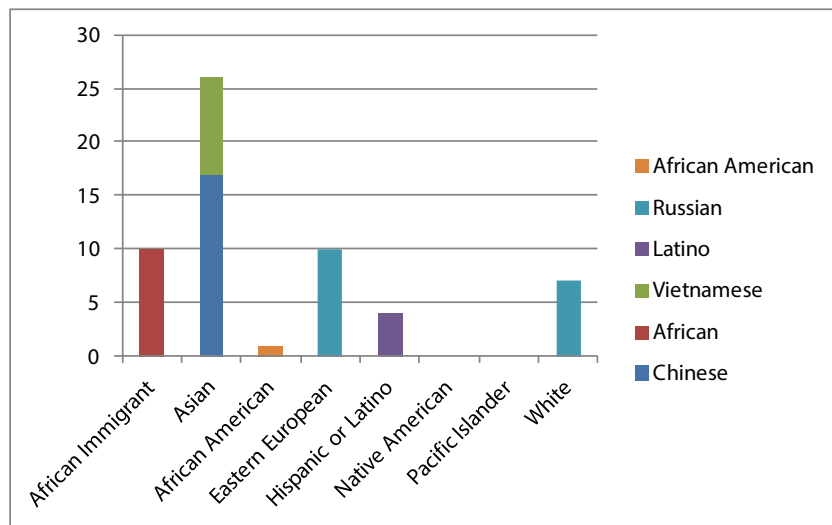


Community Based Discussion Respondents: Demographics

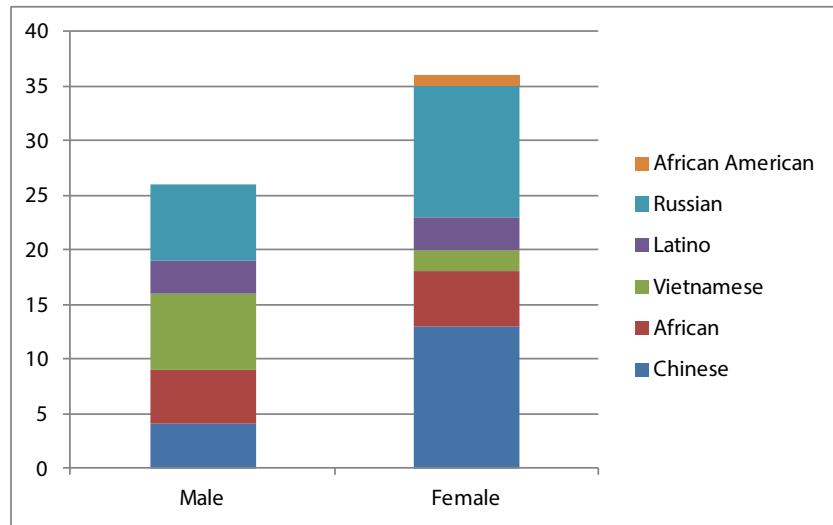
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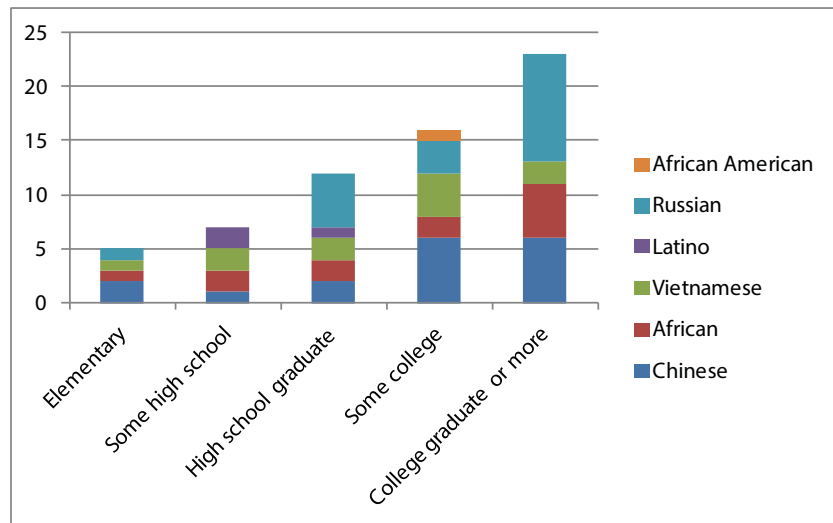
Racial and Ethnic Identity



Gender



Education



Interactive Display Board Blueprint

Interactive display boards can be used as a useful communication tool to conceptualize and visualize the future station design concepts for the Powell-Division Transit and Development Project. We envision this communication tool not only as a way to inform the public on the benefits of the project but to also allow them to participate in the process. There are three aspects of this interactive display board *The Tri-fold Display Board*; *The Envisioning the Future Tower*; and *The Participatory Voting Box*.

Ideal Display Locations

Rosewood Initiative : 16126 SE Stark St, Portland, OR
Mt. Hood Community College: 26000 SE Stark St, Gresham, OR
Portland Community College SE Campus : 2305 SE 82nd Ave Portland, OR
David Douglas High School : 1001 SE 135th Ave, Portland, OR (poster only)
Centennial High School : 3505 SE 182nd Ave, Gresham, OR (poster only)



DESIGN + CULTURE

The Tri-fold Display Board

This stationary 36" x 48" display board will inform the public on what the project is; why it is happening; how they can weigh in to shape the project; and when the new service could begin. Community members will be able to understand the value of this project regardless of their



DESIGN + CULTURE

Envisioning the Future Tower

Using the Envisioning the Future Tower community members will be able to visualize the many design elements of the Powell-Division Transit. Each tower will have three blocks. Each block will be dedicated to visualizing station site design and transit route options. Community members will rotate the blocks and vote on what would improve their bus ride. Examples of this three-dimensional engagement tool has been implemented in Salt Lake City, Utah by the City Creek Center.



* City Creek Center Example

DESIGN + CULTURE

The Participatory Voting Box

After viewing the *Envisioning the Future Tower*, community members will take a picture and cast their vote online. If community members have no access to a smart phone with a camera, they can use a paper submission in a clear large acrylic ballot box. This inexpensive engagement tool will allow community members to visualize the voting process and have confidence that their voice is being heard.



Example



After community members vote on their ideal bus ride improvements, they will enter the raffle to receive a gift certificate to the Oregon Zoo.


DESIGN + CULTURE

Appendix C: Images From the Build A Station Exercise





Appendix D: Interactive Display Comment Card



In station areas that you live or work near or, in station areas that you visit often, which of the following are most important to you? Station areas are the places near the stop—generally about a five minute walk from the stop. (Check all that apply.)

- ☐ More **housing** that is affordable to people at a range of income levels
- ☐ **Gathering places**, such as plazas, outdoor markets or businesses that are good places for neighbors and families to meet and socialize
- ☐ **Activities** such as markets and fairs or temporary uses such as food carts to enliven the neighborhood
- ☐ More **businesses** to shop or get services (banks, hair salons, etc.)
- ☐ More places to **work**
- ☐ More places where **biking feels safe**
- ☐ **What types of businesses** would you like to see in the area? _____
- ☐ Other? _____

Enter to win four tickets to the Oregon Zoo by filling out your contact information on the back side!

Contact Information

Name

Email

Phone

Add me to the email update list: ☐ Yes ☐ No ☐ I'm already on it

Thank you!

www.oregonmetro.gov/powelldivision

Appendix E: Business Interview Questions

BUSINESS INTERVIEW QUESTIONS

April 2015

Hello! I am working with the City of Portland and Metro to help improve transit along Powell and Division. A new kind of bus, called bus rapid transit, could be running nearby by 2020. Do you have a few moments to answer a few questions about how transit could help your business? Everyone who answers will be entered into a drawing for free zoo tickets. Thank you!

1. How can transit better serve your business? _____

2. Do you or your employees often take transit to get to work? ☐ Yes ☐ No
3. The new Powell-Division bus rapid transit route will run from Central City Portland across the new Tilikum Crossing and then travel along Powell, then crossing over to Division to head to Gresham. Right now, we want to know where people think it should go. In Southeast Portland it will run along Powell Blvd then cross to Division St as it heads east toward Gresham. What route option do you think would provide the best connections?

Which of these streets should the bus use to make the best connections as it transitions between Powell Blvd and Division St in Portland?
☐ 50th Ave
☐ 52nd Ave
☐ 82nd Ave
☐ Not sure

Why? _____
4. The route will serve Downtown Gresham, including the Gresham Transit Center at 8th and Kelly. What is the best route for it to continue to Mt. Hood Community College?
☐ Main/223rd
☐ Cleveland
☐ Hogan
☐ Not sure

Why? _____
5. Other improvements will come with this new bus. Which of these changes you would most like to see near your business?
☐ More sidewalks
☐ Wider sidewalks with street trees and planter strips
☐ More crosswalks across busy streets
☐ Bigger bus shelters
☐ Brightly lit bus stations
☐ Trash and recycling cans
☐ Bike parking
☐ Other _____

☐ Do you see these changes as positive for your business? ☐ Yes ☐ No
6. Which of these things would provide the greatest benefit to the area near your business and/or your business?
☐ More housing that is affordable to people at a range of income levels
☐ Gathering places, such as plazas, outdoor markets or businesses that are good places for neighbors and families to meet and socialize
☐ More places where biking feels safe
☐ Activities such as markets and fairs or temporary uses such as food carts to enliven the neighborhood
☐ More businesses to shop or get services (insurance, banks, hair salons, etc)
☐ More places to work
☐ Are there specific types of business that you would like to see open in the area?
☐ Other? Explain _____



OPTIONAL Demographic Questions – These questions are included only to help us know how well results represent people in the corridor. They will not be recorded with your name or address information.

7. How old are you?

- ☐ 0-17 years
- ☐ 18-24 years
- ☐ 25-44 years
- ☐ 45-64 years
- ☐ 65+ years
- ☐ I'd prefer not to answer

8. With which of the following racial or ethnic groups do you most closely identify? [check all that apply]

- ☐ African Immigrant Country of Origin: _____
- ☐ Asian Country of Origin: _____
- ☐ African American/Black Country of Origin: _____
- ☐ Eastern European Country of Origin: _____
- ☐ Hispanic or Latino Country of Origin: _____
- ☐ Native American Tribe or Country of Origin: _____
- ☐ Pacific Islander Country of Origin: _____
- ☐ White
- ☐ Other (specify) _____
- ☐ I'd prefer not to answer

9. What gender do you identify with?

- ☐ Female
- ☐ Male
- ☐ Other
- ☐ I'd prefer not to answer

10. How much education have you completed?

- ☐ Elementary
- ☐ Some high school
- ☐ High school graduate
- ☐ Some college/community college
- ☐ College graduate or more

What is your zipcode? _____

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

First and Last Name

Email

Company

Phone

Thank you for participating!



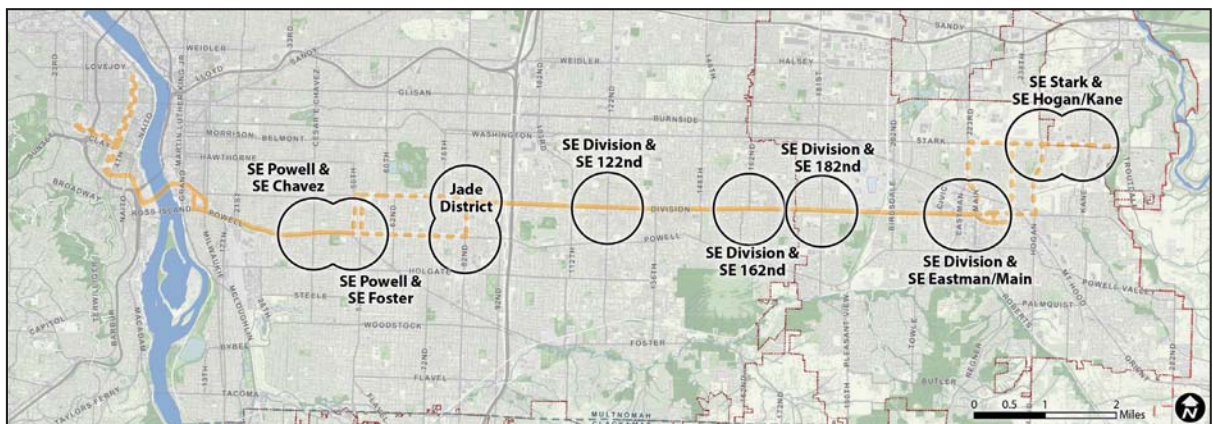
Appendix F: Questionnaire



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

QUESTIONNAIRE

April 2015



INTRODUCTION

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

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

So far, the project Steering Committee decided to continue work on a bus rapid transit line that will serve Downtown Portland, cross the Willamette River on the new Tilikum Crossing bridge, travel on Powell Boulevard in southeast Portland and use Division Street to travel to Gresham and Mount Hood Community College.

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

You can help design the line by answering the following short list of questions about the remaining route choices, station design and about what you would like to see at major station locations.

Transit Use

1. In thinking about the proposed route, please describe what you value most in the Powell Division area. What is the first thing that comes to mind? _____

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

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

If you haven't used transit often, what changes would make it easier for you to use it?

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

If you rode transit in the last month, did you use No. 9 Powell? ☐ Yes ☐ No

3. Please list the three stops that you use most frequently.

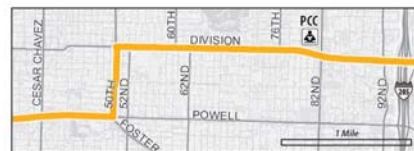
Bus Route

4. The new Powell-Division bus rapid transit route will run from Central City Portland across the new Tilikum Crossing and then travel along Powell, then crossing over to Division to head to Gresham.

Based on your knowledge and experience, which of these streets should the **bus use to make** the best connections as it transitions between Powell Blvd and Division St?

- ☐ 50th Ave
☐ 52nd Ave
☐ 82nd Ave
☐ Not sure

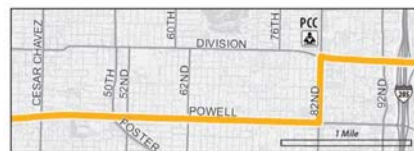
Why? _____



50th Ave



52nd Ave



82nd Ave

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

- ☐ Main/223rd
☐ Cleveland
☐ Hogan
☐ Not sure

Why? _____



Main/223rd



Cleveland



Hogan

Station Design and Neighborhood Service

6. There are five major station areas along the route in Portland, along with many other potential stops. Which of these major stations do you think you use would most often? Check as many as apply.

- ☐ Cesar Chavez and Powell
☐ Powell near Foster
☐ Jade District – 82nd Ave
☐ 122nd and Division
☐ 162nd and Division

What brings you to these areas?

7. Which of the following would most improve bus stops/bus stations in Portland, and either improve your ability to get to bus stops you use frequently or make your walk to the stop better and your wait more comfortable? (Check as many as apply.)

- ☐ **More sidewalks**
☐ **Wider sidewalks** with street trees and planter strips
☐ **More crosswalks** across busy streets
☐ **Large bus shelters** for weather protection
☐ **Brightly lit** bus stations
☐ **Visibility**
☐ **Public art**
☐ Station-specific **design themes**
☐ **Trash and recycling cans**
☐ **Bike parking**
☐ **Safe feeling bike routes**

Other? _____

8. In station areas that you live or work near or, in station areas that you visit often, which of the following are most important to you? Station areas are the places near the stop—generally about a five minute walk from the stop. (Check as many as apply.)

- ☐ More **housing** that is affordable to people at a range of income levels
- ☐ **Gathering places**, such as plazas, outdoor markets or businesses that are good places for neighbors and families to meet and socialize
- ☐ **Activities** such as markets and fairs or temporary uses such as food carts to enliven the neighborhood
- ☐ More **businesses** to shop or get services (banks, hair salons, etc.)
- ☐ More places to **work**
- ☐ More places where **biking feels safe**
- ☐ **What types of businesses** would you like to see in the area? _____
- ☐ Other? _____

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

9. How old are you?

- ☐ 0-17 years
- ☐ 18-24 years
- ☐ 25-44 years
- ☐ 45-64 years
- ☐ 65+ years
- ☐ I'd prefer not to answer

10. With which of the following racial or ethnic groups do you most closely identify? [check all that apply]

- ☐ African Immigrant Country of Origin: _____
- ☐ Asian Country of Origin: _____
- ☐ African American/Black Country of Origin: _____
- ☐ Eastern European Country of Origin: _____
- ☐ Hispanic or Latino Country of Origin: _____
- ☐ Native American Tribe or Country of Origin: _____
- ☐ Pacific Islander Country of Origin: _____
- ☐ White
- ☐ Other (specify) _____
- ☐ I'd prefer not to answer

11. What gender do you identify with?

- ☐ Female
- ☐ Male
- ☐ Other
- ☐ I'd prefer not to answer

12. How much education have you completed?

- ☐ Elementary
- ☐ Some high school
- ☐ High school graduate
- ☐ Some college/community college
- ☐ College graduate or more

What is your zipcode? _____

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

First and Last Name

Email

Thank you for participating!

POWELL DIVISION COMMUNITY DISCUSSIONS REPORTING FORM

Date: ____ May 2, 2015 ____ Location: Irco, ____

of Participants: ____ 15 ____ Discussion leader: ____ Sam Gollah ____

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?

Affordable housing Easy access to Park Ride, Longer wait times at bus stops

2. Key questions?

Will project provide jobs

3. How you would describe the overall attitude about the Powell Division Transit Project?

Positive. They think the project would make travel a bit easier

4. From what you've heard from the participants, what do they value most in the Powell Division area?

Efficient transit system could replace the old one; usually late

5. Using one month as a benchmark, what is the median usage of transit usage by the focus group participants?

Twenty days; with average weekly rat four

6. What stops ranked highest in frequency usage? List the top three.

122nd and Division, 82nd and Cesar Chavez

7. What are the two major station areas do participants often use? What bring them to these areas?
List the top three.

122nd and Division, 82nd max station

8. What bus stop/bus stations comfort amenities ranked highest? List top three.

Bigger bus, brightly lit stations, and trash/Recycling

9. What else did participants mention the project team should know?

That the corridor is hub for social welfare activities; And having quick and efficient transit

That getting them to those places will be huge.

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!

POWELL DIVISION COMMUNITY DISCUSSIONS REPORTING FORM

Date: 5/9/2015 Location: VNCO, 2448 SE 89th Ave, 3B 97206

of Participants: 7 Discussion leader: Pam Phan and Thao Tu

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?

Walking is the primary and preferred mode of getting around the 82nd ave neighborhood.

Safety while walking is important. Also PCC is a very important location.

2. Key questions?

Is it possible for the Vietnamese community to get support from the City to develop a

Community center space? One specifically for the Vietnamese Community.

3. How you would describe the overall attitude about the Powell Division Transit Project?

Generally interested, however concerned about further traffic delays and pedestrian safety.

4. From what you've heard from the participants, what do they value most in the Powell Division area?

PCC and central location of 82nd Ave for the Vietnamese community.

5. Using one month as a benchmark, what is the median usage of transit usage by the focus group participants?

Most participants suggested that they used the bus on a regular basis. My interpretation of this is about 2-3 times per week.

6. What stops ranked highest in frequency usage? List the top three.

Specific stop names were not mentioned. However using the 4 and 9 were mentioned heavily.

7. What are the two major station areas do participants often use? What bring them to these areas?
List the top three.

82nd is the primary hub of shops and cultural gatherings for the Vietnamese Community. The VNCO office is located on 89th and Division, and the Van Lang Language school is at PCC on Sundays. Everyone agreed that 82nd is the best location for a new station area.

8. What bus stop/bus stations comfort amenities ranked highest? List top three.

Safe walkable streets, sidewalks, and crosswalks from the buses, while public meeting space in the form of picnic tables and benches were all preferred. Small fruit stands were also of interest, and then bikes and bike parking.

9. What else did participants mention the project team should know?

Would government agencies support the Vietnamese community to develop cultural community space?
How can Vietnamese people get more involved?

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!

REPORTING FORM

Date: 4/23/15

Location: Alder Elementary School

of Participants: 19

Discussion leader: Koloni Fugate

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?

- EAST CROSSING FROM DIVISION CENTER AREA BY GROUND TO BE AT 223.
- PACIFIC ISLAND THEME STOP STATION.
- PROPOSE CONTRACT TO INCLUDE TOWNHALL CONTRACTOR

2. Key questions? WELL LIGHTING AT STOP STATION
SHUTTER FROM RAIN.

3. How you would describe the overall attitude about the Powell Division Transit Project?

- CONCERN HOUSING WILL INCREASE
- EXCITED WITH ALTERNATIVE TRANSPORTATION FROM GROUND TO DOWNTOWN.

4. From what you've heard from the participants, what is their response to the action recommendations?

Economic Development: MORE BUSINESS → MORE CONVICTION

- POSSIBLE LOW INCOME HOUSING BUT FEAR INCREASE IN HOUSING

Desired Development: COMMUNITY CENTER, LOW INCOME HOUSING.

Active Places: COMMUNITY RESOURCE CENTER, OUTDOOR

Transportation: KEEP FARE LOW, DON'T INCREASE WITH NEW LINE.

- CONVICTION PARKING TRAIL PARK AND RIDE.

TONGAN - 2

Housing: FARE Housing low / Affordable Housing
Along New Line on the East Side

5. What else did participants mention the project team should know?

APPRECIATE THAT TONGAN COMMUNITY HAS AN INPUT IN THIS
PROJECT AND HOPE TO BE INCLUDED IN FUTURE Local General
Project

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!!!!

REPORTING FORM

Date: 4/28/2015 Location: 12414 E Burnside St. Portland, OR 97233

of Participants: 22 Discussion leader: Therese, Carlos, Anna

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?

Economic and Business Development; Affordable and high quality housing; Improvement of
experience with transit; outdoor quality time for children

2. Key questions?

When will people have affordable and more diversified housing?

Why don't the city provide incentives that are more accessible for the homebuyers?

3. How you would describe the overall attitude about the Powell Division Transit Project?

Participants would like to make sure that the new bus line would go to places where more people and
vulnerable population would be able to use it: seniors, students, disabled, and people who go to work every
day. Participants wanted to know more about affordable fares and improvements that can be done at bus
stops and stations. Many people mentioned that safety is a top priority for them.

4. From what you've heard from the participants, what is their response to the action recommendations?

Economic Development:

Create more jobs, incentives for small businesses, grants for existing businesses, free education for
businesses, mixed housing

Desired Development:

Mixed housing with business on the first floor, an entertainment place for families with children (not free,
but high standard, like PLAY PDX, or Big owls), affordable and high quality housing,
Companies that can offer manufacturing jobs.

Active Places:

Gresham Library, MHCC, Gresham Mall.

Transportation:

Route 4 and 9, and car

Housing:

Affordable and high quality housing, mixed housing, incentives for homebuyers, areas for mini houses and mobile homes.

5. What else did participants mention the project team should know?

Incentives that are available for homebuyers are not accessible!

People would like to see more “local” short bus routes that are more frequent.

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!!!!

POWELL DIVISION COMMUNITY DISCUSSIONS REPORTING FORM | PAAF

Date: 05/15/2015 Location: Rosewood

of Participants: 1 Discussion leader: Alex, Joy

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?

Concerns about displacement. The new stations are a great opportunity to create a sense of place. Hopefully local residents will be able to name the stations and contribute to the design.

2. Key questions?

What is the city doing to ensure that people currently living along the corridor will not be displaced?

3. How you would describe the overall attitude about the Powell Division Transit Project?

Concerns about displacement, but excited about new bus service and development opportunities that can benefit current residents.

4. From what you've heard from the participants, what do they value most in the Powell Division area?

Ensuring that people currently living along the corridor will benefit from new bus service and development.

5. Using one month as a benchmark, what is the median usage of transit usage by the focus group participants?

6. What stops ranked highest in frequency usage? List the top three.

7. What are the two major station areas do participants often use? What bring them to these areas? List the top three.

Cesar Chaves, Jade District and 162nd and Division. Work and leisure.

8. What bus stop/bus stations comfort amenities ranked highest? List top three.

50th & Division, 26th & Powell, 165th & Division

9. What else did participants mention the project team should know?

There are a lot of empty lots along the corridor. It will be good to inventory those lots and see how our community can work/contribute with the development of those lots.

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!

REPORTING FORM

Date: May 7, 2015 _____ Location: _Gresham Rockwood LN office_____

of Participants: __19__ Discussion leaders: _Brian Martin, Carlos Gonzales, Linda Castillo

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?
 - a. Secure connections, for walkers and bikers
 - b. Spaces for people to come together as a community and as families; reaction spaces and meeting spaces
 - c. Continued improvement of the areas; building sidewalks, adding trees of stop areas, seating, public art
 - d. **cross walks with flashing lights (i.e 122/ and Division has a lot of 'movement, very busy area).
 - e. Stop areas need more illumination.
 - f. Secure and increased non-police patrolled stop areas for safety and to manage problematic people at the stops, security cameras that are hidden.
-
-
-

2. Key questions?
 - ❖ Will there be increase transit noise and pollution?
 - ❖ Is it possible to utilize newer technology; electric or hybrid transit to reduce air & noise pollution?
 - ❖ Will the bus service hours change, increased frequency, can the hours of service be expanded?
 - ❖ Will the price of bus tickets go up?
 - ❖ Why will it take 5 years to get the most dangerous corridors up to safety standards and with the right flashing crosswalks?
-
-

3. How you would describe the overall attitude about the Powell Division Transit Project?

Positive and understanding of over all process and decision not to move forward on the 257/Division route.

4. From what you've heard from the participants, what is their response to the action recommendations?

Economic Development: Continue to recommend spaces and places for community and families to gather, 182/Div & Hogan/Stark need upgrades like parks and markets, areas for recreation like pools, arts for the kids, a community center would be ideal

Desired Development:

Huge interest in a community center and affordable housing w/ no displacement.

Active Places:

Participants want to have more parks supported, created that family can gather at and is user friendly/

Transportation:

Begin to set up use by electric and hybrid means. Support the creation of a 'changing' station.

Housing:

Gresham needs more affordable options for medium to low incomes. There is particular need for affordable hsg for college students and/or the creation of student hsg.

Create more housing in central Gresham, land bank areas for future hsg needs,

5. What else did participants mention the project team should know?

They were excited for this part 2 session update on the action plan after initial meeting. Glad to see most recommendation made it into the Gresham Action Plan (draft). The two group members who attending the steering committee shared the process and the connections of the roles of a community participant reporting the community of color recommendations of those gathered for the steering committee.

6. Please provide a summary as well as impressions of the "build-a-station" activity (magnets/boards). Again, the group these build a station boards. Key elements for a station per the exercise:

- ❖ Emergency button needed at all stops
- ❖ Nearby or in station coffee shops
- ❖ Garbage cans and regular collection of trash
- ❖ Improved lighting
- ❖ Benches and spaces for a family

- ❖ Bike rack, water dispenser,
- ❖ Plant more trees in transit areas and beautify space
- ❖ No smoking enforcement around transit areas.

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!!!!

REPORTING FORM

Date: _____ April 29, 2015 _____ Location: _____ Madison HS _____

of Participants: _____ 10 _____ Discussion leader: Carlos Gonzalez & Linda Castillo _____

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?
 - A. 82nd seen as too busy, not a recommended street to add more transit to
 - B. Any rapid line for consideration should be outside of heavy impact areas
 - C. Over laying transit may create confusion abt the right bus, right stop unless this is mitigated w/ed programs that which buses go where, btr computer signage/notification, bus has clear signage if a fast bus or a regular bus and where it stops.
 - D. Identify major area stations like the max, that are like a hum gto transfer to other bus links. Create a major station and smaller stops (esp before the Tillicum bridge/orange line).
 - E. Powell as a not a multi stop street (too traffic saturated), tr to cross over to Division for stops as it seems less saturated and provides for faster travel.
 - F. Rec. Powell St. parking lots (park& rides) for ease of travel.
 - G. Marshall area seen as very busy, as well.
-

2. Key questions?
 - A. Will it be possible to create frequent stops and shuttle service?
 - B. For long stretch trips will there be transfers to Gresham?
 - C. What are the sites in question?
-

3. How you would describe the overall attitude about the Powell Division Transit Project?

Group was positive, and interested in contributing ideas to make it as user friendly as possible.
-

4. From what you've heard from the participants, what do they value most in the Powell Division area?
 - ❖ Value the business there
 - ❖ Connector routes
-

5. Using one month as a benchmark, what is the median usage of transit usage by the focus group participants?
 - a. Varied from in frequent use to only mode of transportation
6. What stops ranked highest in frequency usage? List the top three.

Didn't ask this question. But group did offer that a turn at 52nd makes sense for line 71, then easier to walk to catch bus to Mt. Hood.

7. What are the two major station areas do participants often use? What bring them to these areas? List the top three.

122nd, 82, and destination Down town. The stops popular to connection to shopping, PCC, the Midcounty Library and connections to downtown.

8. What bus stop/bus stations comfort amenities ranked highest? List top three.

-
1. Garbage cans w/ regular pick up of debris from each station to improve cleanliness.
 2. More bathrooms.
 3. More shelters with cover (or rain or hot days) or benches under trees with enough space for a large family.
 4. More security w/cameras (in a cage s they are not broken or vandalized) and emergency /panic button at each station, and regular patrolling of area for security and to reduce graffiti
 5. Good lighting
 6. Place to park bikes
 7. Coffee shop on or near station for coffee and health snacks
 8. Integrate plant life, flowers and other items to beautify the space, incorporate elements
 9. Expand hours of service to meet needs of worker outside our alternative work packages.
-
-
-

9. What else did participants mention the project team should know?

- ❖ Community wants more sidewalks and walkable side streets
 - ❖ Create space restriction for smokers, employ citations if smoker encroach in non smoking area.
-
-

10. Please provide a summary as well as impressions of the "build-a-station" activity (magnets/boards).

Group really liked and was energized by this activity. Upon creating their stations they put in place some of the amenities they had mentioned before. But did ask in the future to include more shelters and family space considerations.

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!!

POWELL DIVISION COMMUNITY DISCUSSIONS REPORTING FORM

Date: 5/2/15 Location: HA VL Vietnamese Sandwich shop, 2738 SE 82nd Blvd. #102, Portland OR 97266

of Participants: 16 Discussion leader: Ping Khaw-Sutherland

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?

Participants would like to see more public restrooms at the transit centers. The convenience and safety of the area are the most important concerns to them.

2. Key questions?

When will the project be done and running? Will there be free fare zone for seniors?

3. How you would describe the overall attitude about the Powell Division Transit Project?

Positive. Many are excited over the possibilities of new and improved facility.

4. From what you've heard from the participants, what do they value most in the Powell Division area?

The convenience and safety of the area, easy access to shopping areas.

5. Using one month as a benchmark, what is the median usage of transit usage by the focus group participants?

4 to 5 times per week.

6. What stops ranked highest in frequency usage? List the top three.

82nd, 52nd and Powell.

7. What are the two major station areas do participants often use? What bring them to these areas? List the top three.

Powell and 82nd: Fubborn market. Grocery shopping.

8. What bus stop/bus stations comfort amenities ranked highest? List top three.

1. Public bathroom. 2. Bus stop shelter 3. Good lighting

9. What else did participants mention the project team should know?

Should have more convenient stores along Division, Powell and 52nd. Chairs at the bus stations for seniors.
Free bus fare for seniors.

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Thank you!

REPORTING FORM

Date: 05-092015 Location: Gresham City Hall

of Participants: 11 Discussion leader: Brian Martin

Thank you for all your effort in leading a Powell Division workshop. Please complete this form and email to Gina within one week of the event along with all completed questionnaires.

1. What were the key themes that you heard during the discussion?

The key themes were about safe sidewalks, affordable housing, bus waiting areas with a roof, restrooms in main transit centers and lights in the dark streets.

Key questions?

Some of the key questions were, how to find affordable housing, community gathering centers, and they really wanted overhead street crossing bridges for their own safety in the most busiest streets.

2. How you would describe the overall attitude about the Powell Division Transit Project?

It was a great involvement of all the people gathered during the meeting.

3. From what you've heard from the participants, what is their response to the action recommendations?

Economic Development: Need more jobs, open market places.

Desired Development: Gathering places for community.

Active Places: Hospitals, Clinics, Colleges, Grocery stores, Community centers.

Transportation: Need better bus services in some streets.

Housing: Affordable housing in Portland areas and Gresham.

4. What else did participants mention the project team should know?

Participants really wanted their list above to be fulfilled.

Return this form and any completed questionnaires within one week of the meeting to Gina at Cogan Owens Greene: 813 SW Alder Street Suite 320 Portland OR 97205. Fax 503.225.0224. email: gina.ellison@coganowens.com. If emailed, please copy Therese McLain at therese@multiculturalcollaborative.com

Thank you!!!!

Appendix H: Business Verbatims

Public Engagement Support Report Appendix

Portland Area Business Canvass Results

Responses to open ended questions follow. Please see the body of the report for summarized results and also quantitative results.

1. How can transit better serve your business?

- Takes forever, more reliability.
- Easier driving, cheap fares, avoid traffic.
- Busses to core.
- Closer to business.
- Sidewalks.
- Keeping the roads clear.
- Bring people in.
- Bring more people in.
- More stops.
- Shelter in front.
- Better policing (shooting).
- It's already good.
- Winter is better.
- Have more routes.
- Frequent service = more customers.
- Can't, too much busses.
- Doing very well.
- More buses.
- Safer crosswalk.
- Cost more ride taxi, have more posted busses.
- Transport a lot more people to area, more customers
- Old people can come and take bus. Take green line to shop at their store.
- More buses come, more frequently.
- Bring people into the store.
- Budget your money if there is no money for buses; no raising taxes; Trimet should create their own bus name.
- More people.
- More bus stops.
- It already serves business well.
- More foot-traffic.
- Closer bus stops.
- Bringing customers from other areas.
- It's good already.
- Pretty lucky 72 and 9 and 4. More frequent, and past 9 or 10pm less than 30 minute waits. Run later in evening.

- Yes. Many more people, foot traffic
- More stops.
- No waiting.
- More bus.
- Get's people to the salon.
- By bringing customer.
- Not block lane to pull into parking lot.
- More customer can easily access us.
- It good.
- Bus is good so far. Route covers the street to this business.
- Earlier bus service.
- Trimet works well for business.
- More on time arrivals.
- Mobility, more people.
- More direct buses.
- Transit can't help, I need more cars on the road.
- Getting people here conveniently.
- Parking issue.
- Serves great. On time, but not always. North is more late, 30 minutes late. SE is fine.
- Brings more people to the area. Depends on if there is a stop close. We want people to see your sometimes.
- All for it. Anything to save time for people.
- Faster and reliable buses.
- Hour on passes to half of the day. Weekend have more faster service.
- Reliability.
- Bus should go on Powell.
- Trimet works well.
- Will cause more crime.
- High school time interfering with traffic.
- More traffic, more people.
- No idea (4)

3. Which streets between Powell and Division should be used for best connections as transitions?

[Responses to open ended questions follow. Please see the body of the report for summarized results and quantitative results.]

Why?

82nd

- More options to get off
- Busy traffic, wide lanes, businesses
- Longer, closer
- Busy
- Because people drive here (foreign people)
- It's more convenient

- Convenient
- More people
- It's already busy
- Wider street/crosses PCC
- More businesses, more people
- Connected to most places in area, most convenient
- Businesses on the street
- Buses would eat up car lanes
- Busy, close to business
- Smartest move because it's not single lane street
- It's closer to the business
- Busy street, ready for buses
- More people
- Most people
- More direct/straight route before cross over, traffic might too hard
- Better for businesses
- Business are located
- Busy street
- Business, free traffic on the street
- It would clog up 82nd with buses
- Main intersection
- Because it is an important Avenue
- Good choice
- Main area.
- Benefits business.
- For those who ride the bus.

50th

- 82nd already connected to those street Foster area
- Better choice
- Already bus on 82nd
- Less buses present on that street as of now
- Good route to Division.
- Right next to our business.
- Doesn't matter where it goes. Just needs to be functional. 82nd too congested.
- Benefits business.
- People will see business better.

52nd

- Traffic wise
- 52nd has less buses, there should be more buses
- It's where my business is. I want more people to see my business.
- 82nd has enough. Not as much going as the other streets.
- A lot of business
- Right next to our business.

- Doesn't matter where it goes. Just needs to be functional. 82nd too congested.
- Benefits business.
- People will see business better.
- High school students take the bus, therefore more people into business.

5. Which improvements would be best near your business?

[Responses to open ended questions follow. Please see the body of the report for summarized results and quantitative results.]

- Security cameras.
- Have to walk far to find a crosswalk
- More lit areas for riders to walk on street for safety.
- Credit cards should be accepted on bus. Card swipe.
- Public restroom, there are things being negative ex: homeless.
- Security cameras.

6. Which would provide greatest benefit to the area near business?

[Responses to open ended questions follow. Please see the body of the report for summarized results and quantitative results.]

- Help out social problems
- Safety. Low crime rate, good signals, proper speed, good/proper signs.
- Too many. Enough businesses.
- More shelter home for homeless.
- Made in USA/Oregon stores
- None of these will affect his business.

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.

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