

TECHNICAL MEMORANDUM

DATE: November 1, 2022
TO: Ally Holmqvist
FROM: Jason Nolin, Parametrix
SUBJECT: REVISED Summary of Feedback from Previous Outreach
CC:
PROJECT NAME: Metro High Capacity Transit (HCT) Strategy Update

This document summarizes themes related to the High Capacity Transit Strategy Update from these documents:

2023 Regional Transportation Plan

- Stakeholder Interviews Report (March 2, 2022)
- Community leaders' forum report (November 17, 2021)

Get Moving 2020

- Summary of Public Input on the Get Moving Regionwide Program Concepts (May 2020)
- Final Report on APANO T2020 Community Engagement (July 2020)
- PAALF Community Engagement Report Back (May 2020)
- Unite Oregon Community-Led Engagement Presentation (2020)
- Local Investment Team (LIT) corridor review (September 2019)

2018 Regional Transportation Plan

- Public and stakeholder engagement and consultation summary (December 6, 2018)

Division Transit Project

- Presentation on feedback from key groups (September 2016)

SUMMARIZED OVERALL FEEDBACK

These themes were heard through all of these outreach efforts:

- **Community stability:** strong support for investments in corridors to maintain housing and business affordability and avoid displacement.
- **Safe access to transit:** support for safe and comfortable facilities for walking and biking to transit and for waiting at the transit stop (crosswalks, sidewalks, lighting, bus stop amenities).
- **Transit service:** support for more frequent and reliable service. Support for expanding service, particularly to growing areas and town centers in the broader Metro region.
- **Broaden access:** better serve community members who are older, who do not speak English, who have mobility or other disabilities, who have health conditions, who are travelling with children, or who are in school.
- **Priority corridors** for transportation investments, as interpreted from feedback from county Local Investment Teams (LITs) during planning for Get Moving 2020:

- Multnomah corridors where improving transit service is identified as a major theme (the Multnomah LIT did not prioritize corridors): 82nd Ave, Powell Blvd, 122nd Ave, Downtown Portland.
- Clackamas: (1) McLoughlin Blvd, (2) 82nd Ave, (3) Hwy 212/Sunrise, (4) C2C/181st Ave.
- Washington: (1) TV Hwy, (2) SW 185th Ave, (3) Burnside/Barnes Rd.

2021-2022: SCOPING FOR RTP 2023

Stakeholder Interviews Report

- 2018 priorities still make sense.
 - Priorities seem overly focused on conventional vehicle travel and big investments. They do not seem focused on people, local transportation options, and last-mile connections.
- Equity
 - Better access to jobs, education, shopping.
 - Affordability.
 - Eliminate barriers.
 - Transportation for urban and suburban communities.
 - Anti-displacement plans.
- Congestion
 - Prioritize freight and transit.
 - Consider the other impacts of focusing on congestion: climate, safety, opportunity cost.
- Climate
 - Requires more emphasis.
- New elements and considerations
 - Be more explicit about providing access and support for jobs, freight, and commerce.
 - If transit is a priority transportation mode, then it needs more emphasis.
 - System efficiency.
 - Active transportation.
 - Land use.

Community Leaders Forum

- 2018 RTP priorities of equity, safety, climate, and congestion management remain important priorities for the 2023 RTP.
- Safety and accessibility
 - Pedestrian facilities (sidewalk gaps, lack of crosswalks, insufficient pedestrian lighting)
 - Transit doesn't feel welcome and safe.
 - Growing concern about personal safety.
- Transit
 - More frequency, routes, and connections are needed.
 - Consider BRT on TV Highway.
- Displacement
 - Invest in community stability before new infrastructure.
 - Invest in commercial and housing affordability.
- Community values
 - Change the status-quo of auto-dependency.
 - Lock in long-term changes to address climate change.

- Engagement recommendations
 - Use plain language (avoid jargon).
 - Communicate what has been done since the last RTP.
 - Make data available to community organizations.

2020: FROM GET MOVING 2020

Overall themes

- Safety is important for accessing transit.
- Increased transit access to more places, increased frequency, and increased reliability.
 - Invest in transit in growth areas.
 - Focus on North Portland and other areas missing from Tier 1.
 - Connect to destinations such as major stores, health care services, parks and natural areas.
 - Connect with community hubs beyond Portland, such as Oregon City, and with more neighborhoods, such as those in East Multnomah County
 - Express bus service is needed for long distances and connecting towns in the greater Portland area.
 - Expand transit service for people with disabilities.
- Investment in anti-displacement strategies, housing affordability, and business stability.
 - New MAX lines reduce nearby bus access, reducing housing options for transit-dependent residents.

APANO

- Top program priorities were:
 - Anti-displacement
 - Affordable Housing
 - Safety Hot Spots
 - Safe Routes to School
 - Affordable Student Fare
- Recommendations
 - Commercial affordability needs a funding mechanism to avoid business displacement.
 - Community Benefit Agreements would be a powerful tool in implementation to address potential impacts of displacement.
 - Prioritize safety, anti-displacement, and affordable fares for students.

Imagine Black (PAALF)

- Anti-displacement and affordable housing programs across all T2020 programs.
 - Annual funding to support the anti-displacement efforts of Black-led and indigenous organizations.
 - Invest in affordable housing along future transit lines.
- Safety improvements.
 - Lighting, flashing beacons at crossings, sidewalks to bus stops.
- Bus priority lanes.
- Increased frequency.
- Outreach desires:

- Project leadership (planning through implementation) from BIPOC, low income, disabled, sick folks, trans, queer, and gender non-binary folks.
- Direct updates about the project after engagement.
- Allow more time for meaningful engagement.

Unite Oregon

- Affordable housing that is equitable and accessible to all
 - Communities should be able to stay where they are.
 - Residents should have access to quality housing and amenities
 - More affordable housing options are needed for people at risk for being displaced, especially people with disabilities, elders, and students
- Safe, comfortable, and efficient transportation experience for all
 - More and better streetlights
 - Safety at transit stops and access to transit stops
 - More frequent and closer transit service to schools
 - Buses should reach more neighborhoods
 - Express buses for long distances and to connect towns in the greater Portland area.
 - Bus stops should have shelters, lighting, and amenities
- Provide technical assistance and have resources available to support non-English speakers and elderly to help navigate our transportation system

Local Investment Team (LIT) corridor review

- Teams from Multnomah, Clackamas, and Washington Counties reviewed Tier 1 corridors.
- **Multnomah County LIT** did not prioritize corridors and instead focused on prioritizing values and outcomes.
 - Relevant common themes from Multnomah County:
 - Provide improved transit as a climate strategy. Focus on efficient, reliable, and accessible transit.
 - Create a safe transit system that also improves safety for walking and biking.
 - Unify safety/road standards.
 - Approach projects with a framework to support local business using a racial equity lens.
 - Apply anti-displacement and housing stability strategies where applicable.
 - 82nd Ave
 - LIT considered this one of the highest priority corridors. High opportunity to improve safety and equity outcomes.
 - This corridor impacts many communities of color.
 - Improve safety near schools and educational facilities.
 - Improve bike facilities and connect bike routes through corridor.
 - Transit improvement is a high priority: more frequent service, improved service to schools and educational facilities.
 - LIT had mixed feelings about the Airport Way interchange: improved airport access for drivers also encourages more driving.
 - 162nd Ave

- Invest in East Portland to help build a sense of neighborhood identity and improve outcomes for people of color. Create spaces where people want to walk, opportunities for rest and connection, art and greenery.
 - Safety is a key priority. Improve safety for people walking and taking transit. Better lighting, crosswalks.
 - Enhance transit. Add transit amenities (including shelters).
 - Improve wayfinding and clarify intersections.
 - Transportation hubs at key connections (162nd, 122nd, 82nd)
 - 122nd Ave
 - Create a sense of neighborhood identity.
 - Prioritize safety and transit. Provide extra protection for walking and biking in high crash areas. Align investment with schools and youth.
 - Street parking is underutilized and could be repurposed.
 - Corridor would benefit from street trees (shade, traffic calming).
 - The neighborhood is changing, so investments should be proactive in ensuring access to affordable housing and mitigating gentrification.
 - Powell Blvd
 - Build a sense of community and improve outcomes for communities of color and people with lower incomes. Prioritize economic growth and transit-oriented development.
 - Safety and transit are the most important priorities.
 - Create safe places for walking and biking, anticipating future growth (expecting an increase in traffic between Gresham and Happy Valley). Improved crosswalks, longer crossing times, sidewalks.
 - Transit should be more reliable.
 - Several parking strips are under used and could be repurposed for transit.
 - Improve pedestrian connections to Ross Island Bridge/Downtown Bridgehead and Powell Butte.
 - Clackamas to Columbia (C2C)/181st Ave
 - LIT did not consider this a high priority corridor.
 - Invest in East Portland and consider economic development. Anti-displacement strategies would need to be a key component.
 - Prioritize safety of residents. Create safe bike routes (more than just painted bike lanes). Focus on pedestrian security where density is higher. Provide safe crossings at schools.
 - Burnside St
 - Invest in East Portland and Gresham, focusing on small businesses owned by people of color. Focus on town centers along the corridor.
 - Create safer routes for people walking and taking transit (crossings, lighting, near MAX stops). Pedestrian safety and crossings need to be drastically improved.
 - Safe and continuous bike lanes.
 - Improve wayfinding and clarify intersections.
 - Address the frequency of automobile/MAX collisions.
 - Downtown Portland
 - Create opportunities that get people out of cars, and into fast and reliable transit options. Transit service must be competitive with driving for investments to be effective.
 - Downtown transit investments have the potential to better serve riders in East Portland.

- Consider an express bus service through Downtown, dedicating bridges and streets for transit only.
 - Ross Island Bridgehead could include affordable housing, mitigation for poorer air quality near busy roads, mitigating the impacts of heavy traffic on the neighborhood, and integrating the transit station to ease congestion.
- **Clackamas County LIT** prioritized (1) McLoughlin Blvd, (2) 82nd Ave, (3) Hwy 212/Sunrise, (4) C2C/181st Ave
 - Relevant common themes from Clackamas County:
 - Most LIT members emphasized the importance of improving safety, focusing on equity outcomes, particularly transit investments and safety improvements, or providing options for people living and working in the county.
 - Some LIT members emphasized economic growth and future development.
 - McLoughlin Blvd
 - Safety is a top priority. Needs safe pedestrian crossings, bicycle infrastructure and increased visibility for all users.
 - Prioritize transit access, options, and frequency over cars through infrastructure investments, and create options for the future extension of the MAX line.
 - Connectivity of this corridor, for people and freight, to jobs and city centers creates regional economic opportunity.
 - Prioritize the needs of historically marginalized communities and make this a livable place for people living and working in this corridor.
 - 82nd Ave
 - [See summary in Multnomah County section.]
 - Hwy 212/Sunrise
 - Create safer pedestrian and cyclist routes and intersections.
 - Prioritize connectivity to make it easier to get around, especially for low income communities who may not have cars.
 - Support freight access and road connections to employment lands; reduce urban sprawl.
 - Two members mentioned that this corridor was an inappropriate use of funds because it would build a highway that bypasses low-income communities instead of supporting them.
 - C2C/181st Ave
 - Create safer pedestrian and cyclist routes and crossings/intersections.
 - Provide access to multi-modal transportation options and creating walkable, livable spaces. Create opportunities for cars and freight to move through the region.
 - Build transportation infrastructure to support expanding development and provide access to future employment.
 - Develop a transportation infrastructure that encourage transportation choices that reduce reliance on single-occupancy vehicles and car travel.
 - Find ways to make impacts in underserved communities and implement strategies to avoid involuntary displacement of people with lower incomes (especially renters) in area.
- **Washington County LIT** prioritized (1) TV Hwy, (2) SW 185th Ave, (3) Burnside/Barnes Rd
 - Relevant themes from Washington County:

- Prioritize outcomes for safety, equity, and access to transit.
- Need to balance the immediate, critical needs of safety and access to transit, while thoughtfully planning for the future growth of Washington County.
- TV Hwy
 - This corridor provides the greatest opportunity to improve safety, equity, and access to transit, and affects many different communities (including communities of color).
 - Make this corridor safer for people walking, driving, cycling, and taking transit is of critical importance. Pedestrian security in particular is an urgent need.
 - This corridor has a major impact on many historically underserved communities in Washington County, especially high-density areas. Use anti-displacement strategies in project investments and consider impacts to people and small businesses along the corridor.
 - Prioritize projects that make transit competitive with driving to ease congestion, reduce reliance on cars, and help transit-dependent people move through and around the region. Make transit competitive with driving, consider express service, improve the comfort of transit (access, shelters, lighting, etc), and rapid transit.
 - Develop a transportation infrastructure to encourage transportation choices that reduce reliance on single-occupancy vehicles (SOVs) and car travel.
- SW 185th Ave
 - Create safe places for people to cross the road, whether they are walking, cycling or rolling. Improve sidewalks along the corridor. Separate bike lanes and sidewalks from driving lanes. Add more access points near businesses for walking, cycling, and rolling.
 - Use anti-displacement strategies in project investments and consider impacts to people, especially people of color, as well as small businesses along the corridor.
 - Make it easier for people to choose transit options (including investment in bus shelters and rider amenities), and more frequent transit service.
 - Find ways to ease congestion and consider adding additional north-south corridors.
 - Look for ways to link projects to affordable housing investments to ensure thoughtful development.
- Burnside/Barnes Rd
 - Invest in projects that make it safer for people driving (including better visibility and lighting), walking (potentially adding sidewalks), and taking transit (which would include adding bus shelters and rider protections).
 - This corridor has less of an impact to historically underserved communities in Washington County and is not a high priority corridor for LIT members. Some suggested investing in monitoring this corridor as the area grows with future development. Some suggested investing in other corridors instead of this, such as north-south corridors.
 - Provide multi-modal options for people to reduce the use of single-occupancy vehicles and provide safe access to key locations (like hospitals).

2015-2018: 2018 RTP

- Congestion is a top concern for commuters and freight.
- Support travel needs for low-income populations and avoid gentrification.
- 2017 online survey priorities:
 - Maintenance, safety, walking and biking projects

- 2018 online survey themes:
 - Improve safety with better street design
 - More frequent MAX and bus service
 - Better walk and bike connections
 - Better support communities of color and other historically marginalized communities.

2016: DIVISION TRANSIT PROJECT

Better reliability is the most important service improvement people would like to see.

- **The majority of participants** would like a safe, reliable, fast and affordable transit option that provide convenient access to work, school and the surrounding community.
- **A majority of participants from all focus groups** said they would prefer walking further for faster service as opposed to having more bus stops but slower service.
- **Every member of the People with Disabilities focus group** preferred to travel farther for a faster trip with accessibility features and improvements and underlying bus service remaining.
- **African American** participants want better pedestrian access.
- **African Immigrant** participants want more reliable service and safety and security improvements for both personal concerns and protection from the elements.
- **Bhutanese** participants want reliable service and more BRT stations to give equal opportunity to ride.
- **Chinese** participants want safety improvements. Specifically they would like more crosswalks, lighting and lower entry ramps to minimize accidents. They would also like to see information screens with arrival times and public restrooms at bus stations. They want seniors to get free bus services.
- **Latino** participants want safety and health considerations, especially on the bus for vulnerable populations. The participants are excited about faster service with fewer stops to navigate. They would like wayfinding enhancements including consistent BRT themes and an overlay map to decide which option of travel will be best for them.
- **Native American** participants want street improvements including lighting, sidewalks and crosswalks. They would also like to see broader community engagement efforts to include people with mobility issues.
- **People with Disabilities** participants want review and analysis of the public Right of Way conditions. Good curb conditions for the ramp, crosswalks at each bus stop and flashing signal lights with auditory signal and Braille signage. They also would like more wheelchair space on buses, real time information without glare on the screens, more lighting and benches instead of leaners. They also indicate a preference for the bridge plate over the swing ramp.
- **Russian-speaking** participants want more reliable and faster access to PCC and PSU than MAX. They also want better accommodations and safety improvements. Specifically they would like to see better access for people with children and strollers and for people with disabilities. They would like sheltered bus stops with video cameras for safety and benches to sit on. They would like BRT stops to be located every 20 or 40 streets, with schedules and information displayed both at bus stations and on BRT buses. They recommend scaling bus fares to assist those with lower incomes. They also mention wanting more welcoming bus drivers.

- **Tongan** participants want faster service and safety improvements, including lighting and shelter at the bus stops. They would also like to see a Pacific Island design for one of the stations to make other Pacific Islanders comfortable using public transit.
- **Vietnamese** participants want safety enhancements, clean restrooms at new stations and reliable service without sacrificing safety for older riders. They would like a stop at SE 101st Avenue and at 112th Avenue. They also found the survey to be unintelligible and spent a lot of time interpreting the meaning of the materials.
- **Youth** participants want safety improvements and frequent, reliable service. Specifically they would like to see better lighting, sidewalks and crosswalks, late night service and screens with real time updates.