Community Advisory Committee (CAC) Meeting #3 Agenda

Thursday, June 23, 2016
6-8 p.m. (optional drop-in activity beginning at 5:30)
Mt Tabor Hall, Room 100, PCC Southeast Campus, 2305 SE 82nd Avenue
Pay parking is available; however parking charges will NOT be covered, we recommend carpooling, biking, walking, or taking public transit. Campus map showing parking: www.pcc.edu/about/locations/map/#se

Meeting purpose:
• Develop recommendation on focus areas to study in Implementation Plan.

5:30-6 p.m. Drop in: Identify community resources on wall map (optional)
If you’re available, feel free to arrive early and help mark important community destinations on a map for use during the meeting.

6-6:10 p.m. Welcome and self-introductions
• Introductions
• Review agenda
• Confirm protocols

6:10-6:25 p.m. Results of online survey Community Engagement Liaisons

6:25-6:35 p.m. Focus area overview
• Review criteria
• Review materials/info
• Describe workshop process

6:35-7:05 p.m. Small group work to identify focus areas

7:05-7:10 p.m. Small group report out: Mark your top 4 areas on map

7:10-7:20 Public comment

7:20-7:55 Develop group recommendation
• Identify areas of agreement
• Group discussion: Which areas ought to be focus areas? Why?

8 p.m. Close and next steps
• Identify spokespeople for Steering Committee meeting
• Fall meeting
## Focus Area Selection Objectives

### Objectives

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Examples of information to use</th>
</tr>
</thead>
</table>
| Improve safety                                                  | • Places with high numbers of bike crashes  
• Places with high numbers of pedestrian crashes  
• Places with high numbers of auto crashes                                                                      |
| Support multimodal travel                                       | • Places where bus stop use is highest  
• Places where bus stops are used most by people using mobility devices  
• Places where important bike routes cross 82<sup>nd</sup> Avenue  
• Places without sidewalks or with very narrow sidewalks  
• Places where marked pedestrian crossings are more than ¼ mile apart  
• Places where the street network is disconnected  
• Places with high traffic volumes                                                                                  |
| Equity representation                                           | • Places where low-income, minority and people who speak languages other than English live                                                                   |
| Focus resources near important community destinations            | • Location of schools  
• Location of parks  
• Location of grocery stores, restaurants, medical clinics, community centers, services                                                                           |
| Support local land use, economic development and transportation plans | • Places with redevelopment potential  
• Places identified in City or County transportation system plan as needing improvement  
• Places identified as focus areas in City or County land use plans  
• Places identified as Urban Renewal areas or Neighborhood Prosperity Initiative areas  
• Places at-risk for displacement or gentrification                                                                 |
As part of the 82nd Avenue Implementation project, the Oregon Department of Transportation (ODOT) conducted a Web-based survey to help define the project study areas. The survey was available from May 10 through May 31, 2016. ODOT distributed the survey through community based organizations, schools, and elected and appointed leadership. In addition, the Asian Pacific American Network of Oregon, the Russian-Slavic Network of Oregon and the Latino Network collected responses from culturally-specific respondents to augment the web-based survey.

In all, ODOT collected 446 surveys in English, 30 in Spanish, 13 in Vietnamese, 18 in Russian and 17 in Chinese, for a total of 524 survey responses.

Survey questions and summary responses follow. Numbers of responses are shown on the vertical axis in each of the following questions.

**SURVEY RESPONSES**

1.) *How often do you use 82nd Avenue?*
A majority of respondents say that they use the corridor daily. Many respondents who answered in English, Spanish and Chinese say they used the corridor a few times each week.

![How often do you use 82nd Avenue?](image)

2.) *When you think about 82nd Avenue, what is the first thing that comes to mind?*
While responses to this question varied, the majority of respondents in English describe a corridor in relative neglect for such an important facility. Russian-speaking respondents frequently mentioned traffic and safety in particular. Other frequent responses include traffic and safety, and shopping. Spanish, Chinese and Vietnamese-speaking respondents mentioned school and work specifically.

While most respondents note general disparity, one English speaking respondent notes the contrast of the 82nd Avenue area to other parts of Portland in this way:

“[82nd Avenue is... ] A wonderful contrast to the rapidly gentrifying inner parts of Portland. A street which has an undeserved, not completely justified reputation. Also, home.”
Indicative responses by language include:

**English speakers:**
- I live on 84th and Hawthorne and often have to wait several minutes to walk across the street to catch the bus (at a marked crosswalk). It takes a lot out of my day and seems to be a safety hazard as I regularly feel like cars will not stop for me because the crosswalk isn’t clear enough.
- Lots of traffic, buses, pedestrians. Lots of cars turning into and out of my way. Lots of confusion. Old, beat up businesses. Down on their luck people. Drugs.
- Unsafe and unkempt. Little to no sidewalks for pedestrians. If there are sidewalks they are narrow and almost street level with the main road. Also power poles are placed on these narrow sidewalks, so if you’re in a wheelchair you must use the street to get around them. And little [to] no trees. Unless you’re by new development (like PCC for example).

**Spanish speakers:**
- Too much traffic, condition of the road, nothing attractive to drive by.
- Robbery.
- Dirty, car shop business, creepy people.

**Chinese speakers:**
- Ease of access, Chinese close together, close to restaurant, stores, senior apartment and school.
- Shopping convenient, can buy all you need in 82nd.
- Traffic.

**Vietnamese speakers:**
- To travel to work, school, dining.
- Go shopping, go to work, go to eat.

**Russian speakers:**
- Bad signage and deteriorated roads.
- As a business woman, I see that there is almost no Russian-speaking business presence on 82nd.
- Dirty.
- Not safe, bad traffic, speeding, lack of sidewalks.

3.) What zone do you visit most often?

Respondents were asked to indicate which zones they visit most often as shown on the map. The most popular zones visited are Zones 5 and 6 between Powell Boulevard and Flavel Street, followed by Zones 2 (Fremont Street to Halsey Street) and 3 (Halsey Street to Stark Street) respectively. Language-specific responses include:

- English-speaking respondents favor Zone 6 (Foster Road to Flavel Street)
- Spanish-speaking respondents favor Zones 1 and 2 (Killingsworth Street to Halsey Street)
- Chinese-speaking respondents favor Zone 4 (Stark Street to Division Street)
- Vietnamese-speaking respondents favor Zones 4 and 5 (Stark Street to Holgate Boulevard)
- Russian-speaking respondents Zone 5 (Powell Boulevard to Holgate Boulevard)
4.) What destinations do you travel to most frequently on 82nd Avenue (i.e. Fubonn, area near 82nd Avenue and Glisan Street, schools)?

The most popular destinations among the respondents as whole are restaurants/food/grocery, followed by shopping and home. Top destinations for the English-speaking respondents include Fred Meyer and Fubonn.

“I work in inner SE and own a house a few blocks off 82nd. I cross and drive down 82nd every day. Mostly travel around the Woodstock/82nd and Foster/82nd area but do visit Fubonn, Trader Joe's, Freds, several restaurants all down 82nd.”

In comparison, Spanish-speaking respondents travel for shopping and schools; Chinese-speaking respondents travel to Fubonn and schools; Vietnamese-speaking respondents travel to Fubonn and Boulevard Street; and Russian-speaking respondents travel to Walmart and ethnic stores.

**Indicative responses by language include:**

**English speakers:**
- Fubonn and other Asian markets on the corner of 82nd and Division.
- On the southern end of the corridor: Fred Meyer, Home Depot, Winco, Ross, Bank of America, etc.
- Businesses between Glisan and Sunnybrook: Costco, Michaels, Starbucks, Home Depot, Pet Smart, Fred Meyer, Cartlandia, Fubonn, a Korean market north of Fubonn, Joann.

**Spanish speakers:**
- Fubon, Fred Meyer on Foster Road, Fred Meyer and Trade's Joes on Johnson Creek.
- Commercial and recreational businesses, visiting family.
- Stores: Fred Meyer, Walmart, cinemas.

**Chinese speakers:**
- Restaurants close to 82nd Avenue, Chinese market and school.
- Food markets and Portland Community College (PCC).
- School, restaurant and bank.

**Vietnamese speakers:**
- Go to market, go to school, every day.
- Go shopping, go to work, go to eat.
- Fubonn, Walmart.

**Russian speakers:**
- Russian store, Fred Meyer, Clackamas Mall.
- Just passing by to get to my work.
• Shopping at Fred Meyer on Johnson Creek Boulevard.

5.) Why do you travel to 82nd Avenue?
The most popular answer among all respondents is restaurants/food/grocery followed by shopping and home. This is also reflected in Question #4.

Beyond the choices provided, other responses by language included:

English speakers:
• Commute route.
• I don’t work on 82nd but travel on the road to get to work.
• Mostly as a thoroughfare to another destination. For example, to get to the airport or to get to I-205.
• To get to the freeway.
• To make transit connections.
• I travel on it because it’s the closest north-south road, but don’t really visit places on it. Our neighborhood on 82nd is mostly shady sex shops.

Spanish speakers:
• Bank.

Chinese speakers:
• School, restaurant and bank.
• Close to 82nd restaurant, Chinese market and school.
• Food market and PCC.
• Fubonn.
6.) How do you travel on 82nd Avenue today?
Traveling by car ranks highest among all respondents followed by walking/mobility device and then by bus. The bus is favored by the Spanish-speaking respondents after the car, and bicycles are favored by the Vietnamese-speaking respondents.

Beyond the choices provided, other responses by language included:

**English speakers:**
- MAX.
- Never bike, good heavens!
- Semi truck.
- Travel with people.
- I’d like to bike but traffic is hugely unsafe!
- I have walked and used the bus, but it is currently not very safe to do so with the roads so torn up and the lack of decent sidewalks, especially in Zone 6 and 7 (Foster Road to Johnson Creek Boulevard).

**Chinese speakers:**
- MAX.

**Russian speakers:**
- MAX or streetcar.
- Ideally, from a new MAX train line on Powell Boulevard.

How do you travel on 82nd Avenue today?

7.) In the next 5-10 years, how would you like to travel on 82nd Avenue?
Traveling by car ranks highest among all respondents, followed by bike and then walk/mobility device. Travel by bus ranks 2nd among the Spanish-speaking respondents and is tied with walk/mobility device as 2nd among the Chinese-speaking respondents.
8.) How important is it that we narrow down areas for improvements with the following characteristics? All respondents rated the three characteristics (safety, areas near destinations and areas where people tend to be outside) as very important. People in each language group responded similarly.

Safety issues for all travelers
9.) What is the most important characteristic that we should consider when selecting the four focus areas?

One hundred fifty four respondents selected number and severity of bicycle or pedestrian crashes as the highest consideration when selecting four focus areas. Number and severity of auto crashes and gaps in the sidewalk network rank equally at 74 respondents each. Presence of community destinations ranks third. Less important among the respondents is use of bus stops and transfer points to MAX or bus lines.
10.) Are there other characteristics that we should consider as we select areas for detailed study?

Safety is a high priority among these respondents along with vehicle/pedestrian/bike crashes and roadway design. This is especially true for the English and Russian-speaking respondents.

“We should be making 82nd safer for people who use wheelchairs or other mobile devices. I often see people having to swerve into the street because the sidewalk isn’t wide enough for their scooter. Also more crosswalks with the flashing lights (regular ones without flashing lights don’t help because drivers blow through them.”

English and Russian-speaking respondents rank safety, traffic and clean up/fix up of roads and streets as their highest priorities. In comparison, Spanish-speaking respondents prioritize crashes followed by parks and community spaces. Community spaces ranks the highest among the Chinese-speaking respondents.

**Indicative responses by language include:**

**English speakers:**
- All modes of transportation crashes should be considered. Please don’t separate them in categories. Lower driving speeds and better crosswalks, sidewalks, and bikeways benefit all modes of transportation. Make access to Vestal School desirable and safe and make all crosswalks times so people can avoid conflicts with cars. The crosswalk at the 82nd Avenue MAX Transit Center has a signal that does not protect the large number of people dodging cars to cross. 15-20 people crossing to 72 bus or other destination with each train should have priority over the left turn signal at NE Jonesmore and 82nd Avenue. The current signal and setup invites conflicts between cars and pedestrians. Vision Zero has Zero Vision currently. I have called 503-823-SAFE about this intersection multiple times with no improvements. TriMet also needs to be held accountable for excessive trash, crime, and crowded infrastructure in this area. They have said they are redesigning the Transit Center but never start the project.
SE Portland from Duke to Harney is not included at all in the considerations of improvements in the Portland plan. I would like to see focus spent on improving this area. Too many used car lots that could really be turned into amazing housing communities.

Spanish speakers:
- Crashes (across transit, bikes and pedestrians), bus routes, low income people, schools, parks and community spaces.
- Auto crashes, bike crashes, bus routes, max lines, sidewalks, parks and community spaces.
- Build cultural areas, restaurants, baking stores with a touch of internationality.

Chinese speakers:
- Too many homeless people.
- Need more kids’ playground.
- Open community space (shopping and culture).
- The amount of car crashes and how serious they are.

Vietnamese speakers:
- Traffic jam at rush hours; safer for pedestrians.
- A clear guide to get around.
- Safer to walk for pedestrians.

Russian speakers:
- It is very important to make sure that areas where 82nd connects with other streets (like Division, Powell) are safe for pedestrians, cars, bikers.
- Presence of childcare centers, broaden the street - please, sidewalks.
- Presence of good quality signage.
- Number of cars present on 82nd daily.
- Number of businesses and creating more opportunities for new businesses.
11.) How old are you?
The majority of the respondents are 25-44 years old.

12.) With which of the following racial or ethnic groups do you most closely identify?
The majority respondents identify as White.
13.) What gender do you identify with?
Of the survey respondents, 277 (60%) identify as female.

<table>
<thead>
<tr>
<th>Language</th>
<th>Female</th>
<th>Male</th>
<th>Other</th>
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<td>0</td>
</tr>
<tr>
<td>RUSSIAN</td>
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<td>5</td>
<td>0</td>
<td>0</td>
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<tr>
<td>TOTALS</td>
<td>277</td>
<td>160</td>
<td>23</td>
<td>4</td>
</tr>
</tbody>
</table>

14.) How much education have you completed?
The majority of the respondents have graduated college. Of the survey responses, the Chinese and Spanish-speaking respondents tend to have attained less formal education levels past college.

<table>
<thead>
<tr>
<th>Language</th>
<th>Elementary</th>
<th>Some high school</th>
<th>High school graduate</th>
<th>Some college/community college</th>
<th>College graduate or more</th>
</tr>
</thead>
<tbody>
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<tr>
<td>SPANISH</td>
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<td>5</td>
<td>2</td>
<td>11</td>
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<tr>
<td>CHINESE</td>
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<td>9</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>VIETNAMESE</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>RUSSIAN</td>
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<td>1</td>
<td>4</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>TOTALS</td>
<td>10</td>
<td>11</td>
<td>28</td>
<td>79</td>
<td>338</td>
</tr>
</tbody>
</table>
Community Advisory Committee Meeting #3 Summary
6-8 p.m. Thursday, June 23, 2016
PCC Southeast Campus

Attendees:
Elliot Akwai-Scott
Brian Balla
Kimberly Botter
Kathryn Doherty-Chapman
John Mulvey
Terry Parker
Cora Potter
Traci Price
Diane Sparks
Shayna Rehberg
Peter Schraner
Chabre Vickers
Michael Sonnleitner (alternate)

Members Unable to Attend:
Kevin Kaufman
Leticia Martinez

Staff:
Logan Gilles, Senator Dembrow’s Office
Alfredo Gonzalez, Cogan Owens Greene
Kristin Hull, CH2M
Duncan Hwang, APANO
Terra Lingley, ODOT Project Manager
Jon Makler, ODOT
Kate Drennan, CH2M

Introductions – Hull
Kristin from CH2M started the meeting, reviewed the agenda, and stated the purpose of the meeting. Participants introduced themselves and the organization(s) they represent. Kristin asked the group if they had any changes to the last meeting summary or final CAC protocols. The group agreed that both documents were accurate.

Survey Results – Hull and Community Engagement Liaisons
Kristin provided a brief overview of the results from a community questionnaire, available to the public online and in print format. The survey was available in English, Spanish, Vietnamese, Russian and Chinese. The project team partnered with community-based organizations to conduct culturally specific outreach to members of the Vietnamese, Chinese, Russian and Latino communities. Kristin told the
The community-based organizations conducting outreach included: Asian Pacific American Network of Oregon (Vietnamese and Chinese), Russian-Slavic Network of Oregon (Russian) and Latino Network (Spanish).

Kristin said that ODOT received 524 responses to the online survey including the language-specific surveys. She reported a few high level themes from the survey responses:

- While responses to the question about the first thing that comes to mind when thinking about 82nd Avenue varied, the majority of respondents in English describe a corridor in relative neglect for such an important facility.
- Most people reported traveling most frequently on 82nd Avenue by car.
- Respondents noted that they would like to be able to travel by car, walking, biking and transit on 82nd Avenue in the future.
- Most respondents rated the three characteristics (safety, areas near destinations and areas where people tend to be outside) as very important.
- When asked which criterion was most important, respondents selected pedestrian and bike safety, auto safety and sidewalk gaps and the presence of community destinations most frequently.

Duncan Hwang, APANO, provided the CAC with some highlights from the outreach they conducted in the form of focus groups and intercept surveys. He reported that respondent’s community networks were in and around 82nd Avenue and their travel was within the project area rather than through it. The exception were workers who commuted to Columbia Corridor for employment and faced challenges of transit reliability. The difficulty of frequent, direct north-south connected relegated many workers to using vehicles for their commutes. Respondents chose increasing safety and walkability within the community as the top priority for choosing focus areas.

Alfredo Gonzalez from Cogen Owens Greene provided a short summary of findings from a focus group with the Latino community. He said that safety and air quality were the most frequently cited concerns. He said that respondents also raised concerns about lighting and smoking near bus stops where many wait with their children.

**Focus Area Selection Exercise – Hull/All**

Kristin introduced the primary task of the CAC meeting – selecting focus areas along the 82nd Avenue corridor. She said that due to the length of the corridor and funding limitations, the project team will focus on four segments of 82nd Avenue to conduct deeper data analysis and propose design solutions. Kristin reviewed the focus area selection criteria discussed during CAC Meeting #2. Kristin then reviewed a map packet prepared for the CAC which displayed quantitative data reflecting project objectives. She said that each focus area could include up to ten north-south blocks of 82nd Avenue.

She shared a handout showing focus area selection objectives (attached).
The CAC sat at three tables equipped with a large map of the project focus area. Members were asked to consider the data displayed in the map packets and their own local knowledge of the area to select their top three areas. In the first round of the exercise, participants placed red dots on their top choice for a focus area, and green dots on their second, third and fourth choice. Staff facilitated discussions at each table, asking members the questions:

- Why did you choose this location?
- What makes this node important?

Participants discussed their choices about important nodes. Kristin then repeated the exercise with each member placing their dots on one large map (shown to the right). Kristin and Jon Makler then led the CAC in a group discussion about where dots were clustered. CAC members generally clustered their dots in the following nodes:

- Halsey Street to Glisan Street
- Fremont Street
- Halsey Street to Burnside Street
- Stark Street/Washington Street
- Foster Road/Woodstock Boulevard
- Woodstock Boulevard to Johnson Creek Boulevard
- North of Sandy Boulevard

The discussion about the importance of each cluster is below:

**Halsey Street to Glisan Street**
- Important for students accessing Madison High School.
- Impending new development with traffic impacts. There may be an opportunity to leverage the new development.
- Not a lot of other north/south connections here as the grid isn’t as permeable leaving people without options other than 82nd Avenue.

**Fremont Street**
- Acts as a thoroughfare/gateway to access 82nd Avenue.
• Larger residential nodes between Madison and the Max station where there is not a lot of permeability.

**Halsey Street to Burnside Street**
• MAX station has heavy pedestrian activity.
• This area has a large gap between signalized crossings. Signals do not line up to where people need to go, so many people dash across the road.
• The hill creates sight distance issues.
• New houseless site that may become a designated camping site with the need for services.

**Stark Street/Washington Street**
• A lot of people use the Line 19 bus at this location as a transfer to the Line 72 bus. The bus stop needs improvement because it lacks drainage and grade difference between sidewalks and the roadway.
• Left turns for people driving south are prohibited - people do not follow the directions and end up driving through neighborhoods when making a southbound left turn
• New development between Stark/Washington Streets (Trader Joes) will create additional auto and pedestrian traffic.
• New residential development in the area near the intersection could add more pedestrians to the area.

**Foster Road/Woodstock Boulevard**
• Area is a comprehensive plan center.
• Has a high numbers of crashes.
• Has a concentration of environmental justice populations.
• Town center developing, important node to get groceries, the 72 bus, etc.
• Crossings may be more important than traveling along 82nd.
• Redevelopment is happening on Foster Road through the Foster Streetscape Plan and CAC members noted that the sidewalk designs will not match what is currently on 82nd Avenue in this node.
• Schools on both side of the street in that area.

**Woodstock Street to Johnson Creek Boulevard**
• Has long distances between signalized crossings.
• There is a fair amount of crossing activity between mobile home parks, Fred Meyer, and Cartlandia.
• Has gaps in sidewalks and long distances between pedestrian crossings.

**North of Sandy Boulevard**
• Northern areas have environmental justice populations both east and west of 82nd Avenue.
• People living in east Portland traverse this portion of 82nd Avenue to reach north and northwest Portland.
• CAC does not have representatives from this area, but it is still important.
Group Recommendation – All
As the CAC discussed the conditions of each proposed focus area and why they voted, the group said that five potential areas were important: north of Johnson Creek Boulevard, Jade District, Stark Street/Washington Street, Halsey Street to Sandy Boulevard, and Sandy Boulevard to Killingsworth Street. Jon Makler clarified that the CAC should think about focus areas in terms of typologies, rather than settled investment priorities. In studying a focus area, future projects could be built in non-focus areas that have similar conditions. With that direction the group recommended the following four focus areas:

1. Division Street to Powell Boulevard
2. Johnson Creek Boulevard north to Flavel Street
3. Near MAX stop/Fremont Street/Sandy Boulevard
4. Sandy Boulevard to Killingsworth Street

As some of these areas are more than 10 blocks long, Kristin explained that the project team would have to narrow the focus. Kristin also shared the Technical Advisory Committee’s recommendation to study the following focus areas:

• Division Street to Powell Boulevard
• Foster Road/Woodstock Boulevard
• Stark Street/Washington Street
• Either a north of Sandy Boulevard or near Johnson Creek Boulevard depending on which area has the most crashes and the highest concentration of environmental justice populations

Kristin told the CAC that ODOT would review CAC and TAC input and provide a staff recommendation to the Steering Committee at their meeting in mid-July along with the TAC and CAC input.

Close and Next Steps – Hull
Kristin asked for volunteers to present to the Steering Committee meeting about their discussion. Cora, Chabre and Terry volunteered to attend the Steering Committee meeting. Kristin told the group that their next CAC meeting would be in the fall and would be an opportunity to learn about some of the technical deliverables the team has prepared including a memo about jurisdictional transfer and cross section.
## Focus Area Selection Objectives

### 6/14/16

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| Support multimodal travel                          | • Places where bus stop use is highest  
• Places where bus stops are used most by people using mobility devices  
• Places where important bike routes cross 82<sup>nd</sup> Avenue  
• Places without sidewalks or with very narrow sidewalks  
• Places where marked pedestrian crossings are more than ¼ mile apart  
• Places where the street network is disconnected  
• Places with high traffic volumes                 |
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| Focus resources near important community destinations| • Location of schools  
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