



Public Involvement Plan

US 26: Outer Powell Transportation Safety Project –
Design Phase 2

Powell Boulevard: SE 99th Ave - East City Limits

Oregon Department of Transportation,

Project K# 21178

October 25, 2019

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1 Purpose of the Public Involvement Plan

This document outlines public involvement (PI), communications and outreach approaches for the Oregon Department of Transportation’s (ODOT) US 26: Outer Powell Transportation Safety Project (OPTSP) – SE Powell Boulevard from SE 99th Ave - East City Limits. Since the community involvement work is ongoing, this report will be considered a “living document” that will be updated as the project progresses and more information is available. This document will serve as a reference for understanding project benefits, potential issues, messages, and outreach tools. It will also document and address stakeholder questions and concerns.

This Public Involvement Plan (PIP) follows ODOT’s Project Delivery Public Involvement Resource Guide, and reflects six key steps to effective public involvement:

1. Identify stakeholders and their key issues/concerns
2. Establish public involvement objectives
3. Determine level of public involvement
4. Select public involvement activities
5. Implement the plan
6. Evaluate and incorporate refinements

	Start		Finish
Kick-off	September 2019	To	September 2019
Access Management	October 2019	To	September 2020
DAP / 30% Design	September 2019	To	November 2020
90% Design	December 2020	To	December 2021
Final Design	December 2021	To	Summer 2022
Advertisement and Bid	Fall 2022	To	Fall 2022
Construction	Winter 2022/2023	To	Early 2027

2 Stakeholders and Their Key Issues/Concerns

A list of potential stakeholders is provided below. To help understand the level of potential impact and appropriate outreach and communication strategy for each stakeholder group, they have been coded as follows:

Tier 1 – Directly Impacted by Construction or Project Outcomes

Tier 2 – Public Agency with Interest in Project or Need for Coordination

Tier 3 – Indirectly Impacted by Construction or Needing Situational Awareness

See section 4. Level of Public Involvement for descriptions of how each tier will be involved throughout the project.

Stakeholder Category	Name	Tier	Potential Concerns/Issues
Residents (within project area)	Residents	1	<ul style="list-style-type: none"> ROW, access and construction impacts
Property Owners (within project area)	See Official Project Access List (OPAL)	1	<ul style="list-style-type: none"> ROW, access and construction impacts
Business Owners (within project area)	See Official Project Access List (OPAL)	1	<ul style="list-style-type: none"> ROW, access and construction impacts
Local Legislators and Elected Officials	Multnomah County Commissioner Jessica Vega Pederson Sen. Shemia Fagan Rep. Janelle Bynum Sen. Jeff Merkley Congressman Earl Blumenauer	2	<ul style="list-style-type: none"> General interest in status of project and community interests and concerns
Agencies	City of Portland Office of Civic Life	2	<ul style="list-style-type: none"> Noise ordinance coordination Neighborhood involvement
	Portland Bureau of Transportation	2	<ul style="list-style-type: none"> Interest in design elements Coordination of ROW and design standards Future jurisdictional transfer
	Portland Water Bureau	2	<ul style="list-style-type: none"> Technical coordination regarding water lines and overlapping projects
	Bureau of Environmental Services	2	<ul style="list-style-type: none"> Technical coordination regarding stormwater and overlapping project
	Portland Parks and Recreation	2	<ul style="list-style-type: none"> Coordination related to tree removals and permits Coordination around impacts to Ed Benedict Park and access to Powell Butte
	Portland Development Services	2	<ul style="list-style-type: none"> ROW coordination
	Federal Highway Administration	2	<ul style="list-style-type: none"> Adherence to environmental process and documentation
	Metro	2	<ul style="list-style-type: none"> General interest in project status
	TriMet	2	<ul style="list-style-type: none"> Coordination of transit modifications
	City of Gresham	2	<ul style="list-style-type: none"> General interest in project status Technical coordination around tying into existing facilities at SE 174th
Neighborhood(s)	Foster-Powell Neighborhood Association	3	<ul style="list-style-type: none"> General interest in project and changes to community Construction impacts
	Lents Neighborhood Association	3	<ul style="list-style-type: none"> General interest in project and changes to community Construction impacts
	Pleasant Valley Neighborhood Association	3	<ul style="list-style-type: none"> General interest in project and changes to community Construction impacts

Stakeholder Category	Name	Tier	Potential Concerns/Issues
	Powellhurst-Gilbert Neighborhood Association	3	<ul style="list-style-type: none"> General interest in project and changes to community Construction impacts
	Centennial Community Association	3	<ul style="list-style-type: none"> General interest in project and changes to community Construction impacts
School District(s)	David Douglas School District	1	<ul style="list-style-type: none"> General interest in project and changes to community Construction impacts to school bus routes, staff, parents and students
	Centennial School District	1	<ul style="list-style-type: none"> General interest in project and changes to community Construction impacts to school bus routes, staff, parents and students
Business Association(s)	Midway Business Association	3	<ul style="list-style-type: none"> General interest in project, changes to community and impacts to businesses Construction impacts to businesses
	East Portland Chamber of Commerce	3	<ul style="list-style-type: none"> General interest in project, changes to community and impacts to businesses Construction impacts to businesses
Modal Group(s) Other Interest Group(s)	The Street Trust	3	<ul style="list-style-type: none"> Particular interest and concern for how bike facilities will be designed Construction impacts to bicyclists
	Portland Bicycle Advisory Committee	3	<ul style="list-style-type: none"> Particular interest and concern for how bike facilities will be designed Construction impacts to bicyclists
	Oregon Walks	3	<ul style="list-style-type: none"> Particular interest in pedestrian facilities and ADA compliance Construction impacts to pedestrians
	Portland Pedestrian Advisory Committee	3	<ul style="list-style-type: none"> Particular interest in pedestrian facilities and ADA compliance Construction impacts to pedestrians
	Portland Freight Committee	3	<ul style="list-style-type: none"> General interest in project Design and construction impacts to freight movement
	Oregon Freight Advisory Committee	3	<ul style="list-style-type: none"> General interest in project Design and construction impacts to freight movement
	Oregon Trucking Association	3	<ul style="list-style-type: none"> General interest in project Design and construction impacts to freight movement
	OPTSP Community Advisory Group (inactive)	3	<ul style="list-style-type: none"> Strong interest in project outcomes Particular interest in design changes; especially to bike facilities Design and construction impacts to all users

Stakeholder Category	Name	Tier	Potential Concerns/Issues
	East Portland Action Plan (EPAP)	3	<ul style="list-style-type: none"> General interest in project outcomes Particular interest in design changes; especially to bike facilities Design and construction impacts and changes to overall community Impacts to EJ communities
	Organizing People Activating Leaders (OPAL)	3	<ul style="list-style-type: none"> General interest in project Design and construction impacts and changes to overall community Impacts to EJ communities
	Immigrant and Refugee Community Organization (IRCO)/Africa House	3	<ul style="list-style-type: none"> Impacts to EJ communities
	Asian Pacific American Network of Oregon (APANO)	3	<ul style="list-style-type: none"> Impacts to EJ communities
	Emergency Services	1	<ul style="list-style-type: none"> Design changes that may limit access during emergencies Impacts to access during construction
	Delivery Services: US Post Office Fed-Ex UPS Commercial Delivery Services	1	<ul style="list-style-type: none"> Design changes that may limit access during deliveries Impacts to delivery access during construction
Utility Providers	Portland General Electric Northwest Natural K&B Technical Solutions CenturyLink SEFNCO	1	<ul style="list-style-type: none"> Technical coordination of design changes to corridor and how it influences utility changes and relocations Service disruptions during construction
Property Owners (outside project area, approximately .5 mile radius outside project limits)	General	3	<ul style="list-style-type: none"> General interest in project and changes to community Construction impacts
Business Owners (outside project area, approximately .5 radius mile outside project limits)	General	3	<ul style="list-style-type: none"> General interest in project and changes to community Construction impacts

A full Stakeholder List with contact information is included in Appendix A. It will be updated throughout this project. The website will be actively monitored, and email and/or phone calls and mailers will be used to distribute information to all interested stakeholders, regardless of tier designation.

2.1 Demographics

The project area is located in one of the most diverse areas in Portland, with a high number of community groups and individuals that come from varying cultures and speak multiple languages. The top five languages spoken in the project area include English, Chinese, Spanish, Vietnamese, and Russian. Recognizing the diversity in the area, project team members will tailor engagement approaches to meet the needs and interests of the community.

A full assessment of project area demographics can be found in the Socioeconomic Technical Report of the Environmental Documentation (Appendix B).

2.2 Prior Related Public Involvement Efforts

Initial Project Phase

Due to an initial set of funds being secured for the project in 2016, design and construction was able to move forward for the priority segment, from SE 122nd to SE 136th Avenues. Design of this segment was conducted from 2016 to 2018, at which time the team closely engaged with directly affected stakeholders, such as businesses, residents, and property owners in the project area. Topics of the engagement included Access Management, sound walls, and right-of-way changes. In addition, close coordination with City of Portland Bureaus and other local agencies and utility organizations was pertinent to the success of the design phase.

Recognizing that ODOT will jurisdictionally transfer the roadway to the City of Portland after the project is built, there were many engagement efforts and discussions to ensure alignment among agency interests to uphold the values and interests of the community that were reflected in the project's conceptual plan.

Roadway construction along SE Powell Boulevard from SE 122nd to SE 136th Avenues broke ground in late 2018 and will continue through October 2020.



State Legislatures share excitement for the project at the 2018 Ground Breaking Ceremony for construction of the 122nd to 136th Avenues segment.

Funds to design and build the remaining sections of the project corridor were secured through House Bill 2017.

2.2.1 Public Involvement History

The project is a continuation of prior commitments to deliver needed safety improvements to Outer Powell. In 2010, the City of Portland Bureau of Transportation, in coordination with ODOT, developed a conceptual design plan for Outer SE Powell Boulevard from I-205 to approximately SE 174th Ave (city limits). A Technical Advisory Group (TAG) and a Citizen Working Group (CWG), comprised of community stakeholders, reviewed and advised staff in the development of the plan. There were open houses during each phase of the project along with other public participation and input opportunities. City Council adopted the Outer Powell Boulevard Conceptual Design Plan following a public hearing on June 7, 2012.

The public involvement process from the Planning, Environmental, and Design Phases of the initial segment included a broad range of activities, events, committees and communications strategies. A detailed report reflecting all public outreach performed and feedback received during this phase can be found in the *OPTSP Public Involvement Technical Report* of the Environmental Documentation.

The Public Involvement process \ consisted of advisory committees, open houses and community events and an online interactive website, but a significant aspect of the project was the extensive outreach and engagement with the large environmental justice populations surrounding the corridor. Working with community champions, project team members organized multi-lingual activities to gain feedback from the diverse cultural and ethnic groups in the community. Multi-modal community events of 20-40 people were held entirely in native languages. Project materials were prepared in five languages including the project video. Additional corridor outreach was conducted through focus groups, faith-based outreach, tabling at local community events, business and transit canvassing, and presentations at community centers, such as Africa House and the Midway Business Association.

Three advisory committees played a strong role in providing feedback and recommendations to the project.

1. The Decision Committee consisted of elected and appointed officials from the City of Portland, Metro, TriMet, Oregon State Legislature, senior ODOT management, and the co-Chairs of the Community Advisory Group, who were voting members of the Decision Committee (providing a single vote). Members of the Decision Committee represented the interests of their agencies, jurisdictions, or constituencies in group deliberations, communicated project progress to their agencies and constituents, and reviewed recommendations from the Project Management Team and Community Advisory Group (CAG) and other background data/materials to make project decisions.
2. The Agency Working Group (AWG) consisted of technical staff from the City of Portland, Metro, TriMet, and other jurisdictions and agencies, including ODOT. Members were consulted for their technical expertise and policy guidance throughout the project.
3. The Community Advisory Group (CAG) provided a balanced representation of stakeholder interests, including modal groups, schools, corridor property owners, corridor neighborhood associations and businesses, and affected or interested

community groups such as senior citizens, low income and immigrant communities. Members of the CAG represented their constituents' perspectives during group deliberations, communicated project progress back to their constituents, reviewed background data/materials and worked to develop consensus questions and recommendations for the Decision Committee. The CAG selected, by majority vote, two of their own members to serve as Co-Chairs and to represent the group's interests on the Decision Committee. The CAG continued to meet on an as-needed basis during the initial design phase.

The following are some of the key issues identified from the stakeholder conversations and feedback received to date:

- Personal safety while using Outer Powell Boulevard is the top priority for everyone.
- People who walk, bike, or take transit on the corridor are the most vulnerable users.
- Curbs and wide sidewalks are an absolute must along the entire length of Outer Powell Boulevard.
- Pedestrians currently are forced to walk along the shoulder of the road, often on uneven and muddy surfaces.
- Many bus stops are not clearly marked and lack adequate shelter.
- Bicyclists are vulnerable riding along the shoulder without any buffer or separation from vehicles.
- Without a center turn lane for traffic, drivers go around stopped vehicles in the shoulders, which can present challenges to pedestrians and bicyclists.
- The limited number of clearly marked pedestrian crossings results in people choosing to cross the road at non-intersections.
- The tall Douglas fir trees that are features of the corridor contribute to darkness at night and concerns for personal safety.
- The lack of adequate street lighting contributes to the safety concerns.
- Drivers often operate their vehicles at speeds higher than the speed limit.
- All of the above conditions are even more problematic for people who are immigrants or new to the community and may not speak English well or at all.

3 Public Involvement Objectives

Successful public involvement for this project means we:

- Maintain and honor our commitments made to the community during previous planning, environmental and design phases of this project.
- Sustain coordination and clear communication with relevant agencies.
- Achieve community understanding of project purpose, phases, and timelines.

The project will be guided by broad and targeted stakeholder outreach designed to meet the following objectives:

- **Engage** residents and key stakeholders (public agencies, impacted property and business owners, user groups, and other key community groups) to provide project awareness, allow for public comment and document, and address concerns as they relate to design and construction impacts.
- **Provide a collaborative, transparent process** for sharing information, exchange of ideas and informed consultation with the agencies and key stakeholders.
- **Inform** the general public on the project purpose and need, schedule, and opportunities to comment.

3.1 Key Project Message Points/Talking Points

3.1.1 Project Overview

The Oregon Department of Transportation (ODOT) is designing roadway improvements to SE Powell Boulevard (US 26) from SE 99th to SE 174th Avenues to make it a safer place for people to get around. The project will build much-needed roadway, bike and pedestrian safety improvements including:

- Sidewalks where there are none now
- Better crosswalks so people can cross the road safely
- New curb separated bicycle lanes
- Center turn lanes for cars, buses and trucks for safer turns and to reduce back-ups
- Storm drains to prevent water from pooling on the road

A portion of this corridor – from SE 122nd Avenue to SE 136th Avenue – was already designed and is currently being constructed. This project will progress design of the remaining corridor to be consistent with the segment that is currently under construction.

3.1.2 Initial Key Messages

Key messages that should be communicated throughout the project include:

(NOTE: Key messages are bolded with sub-messages below.)

- **The purpose of the US 26: Outer Powell Transportation Safety Project is to increase safety.**
 - The project will reduce the frequency and severity of collisions, and potential conflicts between vehicles, pedestrians, transit, and bicyclists.
 - These improvements will occur on SE Powell Boulevard from SE 99th Avenue and to SE 176th Avenue.
- **While construction is underway on the section from SE 122nd to SE 136th Avenues, ODOT is entering into the design phase for the remainder of the corridor (SE 99th to 122nd and SE 136th to SE 176th). The improvements for the**

remaining sections will be consistent with the section currently under construction.

- **This project was developed with a history of community collaboration and support.**
 - ODOT conducted planning, environmental, and initial design work for the four-mile stretch of Powell Boulevard from east of I-205 from approximately SE 99th Avenue to the Portland/Gresham city limits at SE 176th Avenue. In fall 2015, the state Legislature approved \$17 million to design and construct the SE 122nd to SE 136th Avenue section of Powell, which is now under construction. Through the passage of House Bill 2017, the Oregon Legislature delegated funds for improvements on the remainder of the Outer Powell Transportation Safety Project. With this funding, ODOT is designing improvements to these other areas of Outer Powell. Design will be consistent with the section from SE 122nd to SE 136th Avenues.
- **The design phase for the additional project sections starts in fall 2019 and is anticipated to be complete in December 2022. Construction will begin as early as 2023 and will last about four years.**
- **Ultimately this project will help people get around Outer Powell more safely, but not without some changes to the roadway, driveways and frontages.**
 - During the design phase (September 2019 to December 2022), project team members will develop the required roadway modifications to make project improvements possible.
 - If you live, work or own property directly on Powell Boulevard between SE 99th Avenue and SE 176th Avenue you may experience some changes to your driveway, parking or access. If changes to your property or workplace are expected, you will be contacted by a project team member.
- **While the design team evaluates the success of the pilot cycle track currently being constructed along the south side of SE Powell Boulevard near SE 136th Avenue, the team will consider additional cycle tracks in the remaining sections of the project area where it is safe and practical to do so.**
 - In early 2020, the design team will share recommendations for possible cycle track locations.
- **After improvements on all sections of Outer Powell are complete, ownership of this section of the road will be transferred from ODOT to PBOT.**
 - Jurisdictional transfer is necessary for ownership of the road to be transferred from one jurisdiction to another. Currently, ODOT owns SE Powell from SE 99th Avenue to SE 176th Avenue. In the future, ownership and management of this road will be transferred to the Portland Bureau of Transportation.

- **To learn more about the project, ask questions, submit a comment or get project updates, please visit us at www.outerpowell/safety.org, or contact the project team.**
 - Ellen Sweeney, ODOT Community Affairs Coordinator
ellen.sweeney@odot.state.or.us
503-731-8230

Project Objectives

Key project objectives that should be communicated throughout the public involvement process include:

- The purpose of the US 26: Outer Powell Transportation Safety Project is to increase safety. The project will reduce the frequency and severity of collisions, and potential conflicts between vehicles, pedestrians, transit, and bicyclists.
- ODOT is making several multimodal improvements to enhance safety, including:
 - Sidewalks for people who walk and roll.
 - Dedicated bicycle facilities for people who bike.
 - Center turn lanes so that cars, buses and trucks can move through the corridor safely and more efficiently.
 - Crosswalks so people can get across the road more safely.
 - Rapid Flash Beacons (which alert drivers that people are crossing the street with flashing lights) to increase safety at the busiest crosswalks.
 - Stormwater drains to minimize heavy pooling of water during rain storms.

3.1.3 Benefit Statement

Fatal and serious injury collisions significantly impact the lives of numerous Oregonians every year. In fact, since 2003 the intersection at Powell Boulevard and SE 122nd Avenue has been among the State's top 5 percent sites for the number and severity of crashes. This is why the section of Powell Boulevard from SE 99th Avenue and SE 176th Avenue has been prioritized for roadway safety improvements. Sidewalks, buffered bike lanes, cross walks and center turn lanes have been studied to help significantly reduce the number and severity of collisions in this area.

4 Level of Public Involvement

4.1 Outreach and Communications Strategy

Section 2 identifies Stakeholders and Their Key Issues/Concerns and categorizes them into three tiers, 1) Directly Impacted, 2) Public Agency and 3) Indirectly Impacted. This section describes the outreach and communications strategy for each of the three types of stakeholders. All groups will be invited to up to three public open houses.

4.1.1 Tier 1 – Directly Impacted Stakeholders

The majority of Tier 1 stakeholders are people who live along the corridor, own property or operate businesses within the project footprint that may experience direct impacts related to access management, right-of-way and construction. Depending on the type of impact, stakeholder engagement will follow a specific public involvement process related to the impact.

Access Management

The public involvement and right-of-way team will work together to schedule and coordinate face-to-face meetings or phone calls with property and business owners where modifications to their driveways or accesses may occur. It is approximated that 80 properties will require access management on this project. At least one right-of-way agent will attend all required meetings. Depending on the complexity of changes to the property, the right-of-way agent will be accompanied by the following project team member:

- A public involvement team member if modification is deemed simple.
- A technical team member if modification is deemed moderate to complex. A public involvement team member may attend the meeting if deemed necessary.
- The ODOT Access Management Traffic Engineer if modification is anticipated to have a high level of complexity. A public involvement team member may attend the meeting if deemed necessary.
- The public involvement team will coordinate translation services when needed.

Project team members will meet with property and business owners to discuss the project, share information about the 'Draft Access Management Methodology' and solicit feedback from stakeholders about the project and potential impacts. The project team will communicate next steps involved in the access management process so that stakeholders have an opportunity to provide feedback (Appendix C). Feedback received will be documented and addressed.

Depending on the level of impact to the property and business owner, project team members will have follow-up meetings or phone calls with stakeholders to keep them informed of anticipated impacts and changes to the 'Access Management Methodology'.

An Access Management Plan will be developed by the project team, detailing tasks and timeline, and will be added to this plan as an appendix when complete.

Right-of-Way

The right-of-way team will coordinate with the public involvement and access management teams throughout the right-of-way process. The right-of-way team is responsible for coordinating and communicating with stakeholders who are directly impacted by right-of-way acquisitions and temporary construction easements and other deliberations affiliated with the right-of-way process.

The public involvement team will share information about expressed stakeholder feedback, concerns, and project team responses as obtained through the public

involvement process and will support and coordinate with the right-of-way team on an as needed basis.

Noise

It is anticipated that sound walls may be required in certain project areas. The public involvement team will send notification letters to affected property owners about noise and sound wall impacts, stakeholder rights and mitigation options, and how to provide feedback.

The public involvement team will support the environmental team in addressing and responding to comments and coordinating additional outreach with stakeholders as needed. A separate Sound Wall Outreach Plan will be developed by the project team and added to this plan as an appendix when complete.

Businesses

Businesses along the corridor in the project area will be engaged in the design process through door-to-door canvassing, briefings with business associations and community groups, and project mailers.

Residents

People who live along the corridor in the project area will be reached through door-to-door canvassing, briefings with neighborhood associations and community groups, and project mailers.

School Districts

School districts will be engaged around their student bus services and ensuring project design and construction is compatible their needs. Project team will use email, phone calls, and face-to-face meetings to engage and coordinate with these stakeholders.

Emergency and Delivery Services

Emergency service providers, the U.S. Postal Service and delivery services such as FedEx and UPS will be engaged to ensure project design and construction accommodates access for their large trucks and vehicles. Project team will use email, phone calls, and face-to-face meetings to engage and coordinate with these stakeholders.

4.1.2 Tier 2 – Public Agencies

Relevant agency staff will be engaged and coordinated with on design and construction standards, specifications, permits, and/or processes. Managerial and technical project team members will consult agencies on project elements that require agency coordination. The public involvement team will support the technical team in coordination and facilitation of these meetings as needed.

Several local and state agencies and elected officials have expressed general interest in the project, including members from the Decision Committee during the Planning and

Environmental phase. Project team members will keep agencies and elected officials informed of project updates via email and face-to-face briefings.

4.1.3 Tier 3 – Indirectly Impacted Stakeholders

Tier three stakeholders are those who may be indirectly affected or need to remain aware of updates throughout the project. In general, they will be notified via emails, phone calls, and/or mailings about project information, ways to be involved, and how to provide comments.

Targeted outreach will be performed with identified groups including:

Community Advisory Group

The Community Advisory Group will be engaged and updated throughout the project with targeted emails and notifications of opportunities for input and awareness.

Environmental Justice (EJ) Groups

The project team will work with various Environmental Justice groups throughout design to keep them informed, recognizing that these groups were a key part of past Planning, Environmental and Design phases. As necessary, the project team will utilize the 'community liaisons' from the Planning and Environmental phase to coordinate outreach with these communities or seek out translation/interpretation services.

Other Community Groups and Advocates (as needed)

The project team may provide targeted briefings or presentations to community groups and/or advocacy groups on an as needed basis, including modal groups, business associations, neighborhood associations, and other community organizations.

4.1.4 Additional Goals

Due to the high population of non-English speaking and multi-cultural groups in the project area, it is anticipated that translation and interpretation services will be needed throughout the project. When project team members are coordinating discussions with non-English speaking stakeholders, they will hire the appropriate language translator to be present during the meeting. The top five primary languages spoken in the project area include English, Spanish, Chinese, Russian, and Vietnamese. Project fact sheets will be available in all five languages (Appendix D). American Sign Language interpretation will be coordinated and made available as requested.

5 Public Involvement Activities

Public Involvement activities for the Outer Powell project consist of traditional agency-sponsored activities, community-sponsored activities, targeted outreach activities, and online communications.

A list of public involvement techniques and activities that may be used throughout the project include:

Ways to Involve the Public

- Open houses (in-person and online)
- Community Advisory Group Meetings
- Face-to-face meetings
- Community liaisons
- Project website with interactive comment map and online comment form
- Follow up emails
- Booth tabling at community events

Ways for the Public to Comment

- Face-to-face meetings
- Comment forms – online and hard copy
- Email, call or letter to project team (project team contact information on project materials)
- Project website
- Online open houses

Ways to Get Information to the Public

- Fact sheets and informational handouts
- Mailers
- Emails
- Project website
- Open houses (online and in-person)
- News releases
- Booth tabling at community events
- Presentations for local community groups, business associations and interest group meetings
- Face-to-face briefings

6 Potential Stakeholder Concerns and Issues

The public involvement team will coordinate with technical team members to understand and address potential stakeholder concerns related to their area of study. A list of potential stakeholder concerns is provided below. This list will be updated as more information becomes available.

	Who/How	Concerns/Issues to Address
Traffic	Road users	Overall traffic conditions are anticipated to improve. However, they may not improve to the extent that drivers anticipate or desire.
ROW/Access Management	Property and business owners	Modifications to properties will be required. Majority of modifications include driveways, frontages and parking areas. Most of the on-street parking being utilized today is on ODOT ROW. These parking opportunities will no longer be available after the project is complete.
Environmental	Environmental protection groups	Some trees will need to be removed in order to make the improvements. However, a comparable number of new trees will be planted to offset this environmental impact. Disposal of hazardous materials will be handled per environmental disposal requirements. Potential impacts to Ed Benedict Skate Park near SE 102 nd .
Noise	Business and property owners	Noise is anticipated to increase in certain areas along the corridor and noise walls may be desired. The project team will work with property and business owners in areas where noise walls are deemed eligible to mitigate this impact.
Design	Road users, property and business owners	There will be overall changes to the roadway and the built environment that users will have to adjust to. While the majority of the changes are improvements and will increase safety, potential concerns may include: Vehicle lane reduction from 12' to 11'. Intersection modification may cause turning movements to be tighter and more challenging for large trucks. New traffic separators restricting turning movements. The project includes intermittent curb-separated bike facilities and cycle tracks. While this is an improvement to the existing condition, bike groups may advocate for additional facilities. Changes to driveways and frontages may impact how people access homes and businesses.
Construction	Road users, business and property owners	There will be traffic, limited access, noise, dust, and debris throughout construction.

7 Implementation

A schedule of key public involvement tasks, timing and responsible team members is provided below. The Project Action Plan will be helpful in tracking the execution.

What	Who	When/Frequency	Notes
PI/Communications Plan	HDR Draft ODOT Review	Draft – October 2019 Final – November 2019 Updates ongoing	

What	Who	When/Frequency	Notes
PI Team Strategy Meetings	HDR/ODOT	Kick-off – September 19, 2019 Meetings will be scheduled as needed.	
Communication Materials	HDR Draft ODOT Review	Fact Sheet – October 2019 Vicinity Map – October 2019 Access Management fact sheet – October 2019 Draft Web Content – November 2019 Final Web Content and Update – November 2019	
Project Website Redevelopment	HDR Draft ODOT Review	November 2019	
Mailers	HDR Draft ODOT Review	Winter/Spring 2020 Mid-2022	
Open House Events (3)	HDR Draft Materials ODOT Review	April 2020 September 2020 Late 2022	
Community/ Public Meeting Events	HDR/ODOT	Spring/Summer 2020	Offer briefings around key milestones
EJ Outreach	HDR	Spring/Summer 2020	
Comment Database Management	HDR	Ongoing	
Access Management Support	HDR/ODOT	Fall/Winter 2019-2020	
Sound Wall Outreach	HDR/ODOT	Summer 2020	
Canvassing	HDR/ODOT	Spring/Summer 2020 – as needed Late 2022 – as needed	Businesses, residents and property owners as needed
Small Group and One-on-One Briefings	HDR/ODOT	Winter 2019/2020 Spring/Summer 2020 – as needed Late 2022 – as needed	<ul style="list-style-type: none"> Engage Portland Parks Bureau by December 2019 Brief elected in early 2020
Public Involvement Summary Report	HDR Draft ODOT Review	Late 2022	

8 Evaluation

The following questions will be used throughout the project to help measure the success of our outreach efforts and refine this plan, if needed. The outreach activities and the Public Involvement Plan will be periodically evaluated to determine success. While we recognize that participant counts and the number of comments received are powerful data points, we also value qualitative feedback that helps us gauge how meaningful the engagement is for our stakeholders. To evaluate this, stakeholders may be asked one or more of the following questions during interviews, meetings and public events, either

verbally or included in a written engagement as a part of a survey or a comment. Public responses will be recorded in an evaluation section of the interview or event summary. Project materials or approached will be modified as necessary per public insight.

- Did you leave with a greater understanding of the project than you came with?
- Do you feel you had an opportunity to actively participate? Do you feel that your thoughts and opinions were welcomed and heard by the project team?
- Was the language used to communicate the project clearly understood? (i.e., was there too much jargon or technical language?)
- Is there anyone else we should be reaching out to about this project?
- Was this event/experience a meaningful way to engage you about this project? If not, what would be a better way?

Qualitative feedback resulting from these questions will be discussed at regular PI team meetings and noted in event summary reports.

The following quantitative data will also be tracked and reported in the same way to inform future engagement practices:

- Number of participants
 - Demographics of participants (including race, language spoken, gender, location, income level, and ability)
- Number of comments
 - Method of commenting (online, by phone, in-person, etc.)
- Number of visits to the project website
- Number of subscribers to the project email list

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Appendix A. Stakeholder List

OPTSP Design Phase 2 - Stakeholder List											
Last	First	Organization/Affiliation	Title	Email	Phone	Address 1	Address 2	City	State	Zip	Source
Abbossi	Jacqueline	Resident			503.761.1059	15512 SE Powell Boulevard		Portland	OR	97236	Open House #3
Abeling	Steve			abelingsteve@gmail.com	503-412-8025	3404 SE 116th		Portland	Oregon	97266	Open House
Adams	Darrell and Jo Ana					3810 SE 130th		Portland	OR	97236	Open House
Adztsigekey	Galina					13320 SE Powell Blvd	#18	Portland	OR	97236	Powell Plaza Elderly Community
Aguon	Chris	ODOT	Project Team - Construction	christopher.aguon@odot.state.or.us	503-731-3197						
Aldrich	Dean					PO BOX 66196		Portland	OR	97290	EPOXPO
Allen	Debi & Darren			alan_deb@hotmail.com	503-761-4368	4012 SE 98th		Portland	OR	97266	Open House, Bike ride, Open House #4, Groundbreaking Ceremony
Allie	Marie	WDG	Manager	m1a0789@yahoo.com		15524 SE Bush St		Portland	OR	97236	Web form - email sign up
Amerman	Malea					3003 SE 162nd Ave		Portland	OR	97236	Open House
Ammons	Joseph			jammons@hotmail.com		15156 SE Francis St		Portland	OR	97236	Open House & EPOEXPO
Anderson	Brad			brad@coralsales.com	503-344-1776	9835 SE 17th Ave		Portland	OE	97222	
Anderson	Eric			eric112253@yahoo.com		13746 SE Powell Blvd Apt 30					Ground-Breaking Ceremony
Anderson	Travis					PO Box 11269		Portland	OR	97211	Open House
Anderson	Barb and Ron				503-706-4122	13062-13066 SE Powell Blvd		Portland	OR	97236	Open House #4
Andrade Booker	Myrna	Resident		myrnaab3@gmail.com		11113 SE Bush Street		Portland	OR	97206	Open House #3
Anthony	Roger	EPAP									Bike Ride
Arnold	Matt	SERA		matthewa@serapdx.com							PBOT Initial Phase - Outer Powell CWG Invitation Letter Postal Mailing - Old Mail Merge
Arrington	Jim					14300 SE Center		Portland	OR	97236	Open House
Au	Luoi					12270 SW Enter St.	#26	Beaverton	Oregon	97005	Vietnamese-Speaking Community Site Walk
Aurohamovich	Baruch				503-935-3749	5110 SE Stark St		Portland	OR	97215	Russian-Speaking Community Site Walk
Averbeck	Roger			roger.verbeck@gmail.com		4907 SW Centerburry Ln		Portland	OR	97219	Open House
Bachman	Jennifer	ODOT	Project Team - Design PM	Jennifer.L.BACHMAN@odot.state.or.us							
Baranello	Jon and Jill					10635 SE Center St.		Portland	OR	97266	Open House
Barnes	Tom	OPTSP CAG Powellhurst-Gilbert NA		omdy12@gmail.com	503-761-6614 Home 503-381-4204 Mobile						CAG
Bartell	Mike					2862 SE 166th Ave.		Portland	OR	97236	Open House
Batchelor	Ken and Dawn			dawnvs@comcast.net		16000 SE Powell Blvd #5		Portland	OR	97236	Open House
Bates	Steven	Portland Freight Committee		sbates@babler.com	503-285-3816	613 NE Columbia Blvd					
Bates	Kristine	Resident		sksnobbs@gmail.com	503.318.0024	10800 SE Holgate Boulevard		Portland	OR	97236	Open House #3
Bauer	Linda	Pleasant Valley Neighborhood Assoc.		lbauerpvna@aol.com	H: (503) 761-2941 F: (503) 761-2941	6232 SE 158th		Portland	OR	97236	PBOT Initial Phase - Outer SE Powell Citizen Working Group - Mailing List, Invitation Letter Postal Mailing - Old Mail Merge
Bayley	Bonnie					3111 SE 116th		Portland	OR	97266	Open House
Bee	Yen				903-377-7675	845 SE 176th Pl		Gresham	OR	97235	Chinese-Speaking Community Site Walk
Beil	Pastor Jennifer	OPTSP CAG St. Timothy Church		pastor.jen.beil@gmail.com	503-761-8202						CAG
Bennett	Doug	Walgreens	Store Manager			12215 SE Powell Blvd					Business Canvassing 9/18
Bertelsen	April	PBOT		april.bertelsen@Portlandoregon.gov	503-823-6177						Agency Working Group
Bertram	Mike	HDR	Project Team	Michael.Bertram@hdrinc.com							
Bertram	Mike	HDR	Project Team	mike.bertram@hdrinc.com							
Beveridge	Robert W.					13735 SE Rhone St.		Portland	OR	97236	Open House
Bielaski	Loretta					13320 SE Powell Blvd	#52	Portland	OR	97236	Powell Plaza Elderly Community
Bliss	J			blissbros@aol.com							Open House Comments
Blumenauer	Earl	U.S. Representative	U.S. Representative	earl@earlblumenauer.com	(503) 231-2300	911 NE 11th Ave - Suite 200		Portland	OR	97232	
Bogushevich	Galina	Tenino Terrace Apartments	Community Manager	teninoterrace@hrii.com	503-234-6785	2405 SE UMATILLA ST,		Portland	OR	97202	
Day	David	Midway Business Association		DrDay@DayChiropractic.com	(503) 760-7572						
Bouma	Laura			laura_KQB@yahoo.com		7040 SE 85TH AVE		Portland	OR	97266	EPOXPO
Bowerman	Louis			lbowerman1941@yahoo.com	5036799212	17844 S.E. Division St.		Portland	OR	97236	Public

OPTSP Design Phase 2 - Stakeholder List											
Last	First	Organization/Affiliation	Title	Email	Phone	Address 1	Address 2	City	State	Zip	Source
Britton	Adriana	TriMet		brittona@trimet.org		1800 SW First Ave. Suite, 300		Portland	OR	97201	Website Comment
Broderson	Annemarie			annemariebroderson@gmail.com		14142 SE Bush Street		Portland	OR	97236	Web form - email sign up
Brough	Vickie			vicbro58@gmail.com							Ground-Breaking Ceremony
Bryan	Lynn			bryan4053@comcast.net		3930 SE 162 #63		Portland	OR	97236	EPOEXPO
Buckland	Dick and Diana					14328 SE Center		Portland	OR	97236	Open House
Buczek	Anthony	Metro		anthony.buczek@oregonmetro.gov	503-797-1674						Agency Working Group
Bui	Hoang			minhhoang06vn@yahoo.com	5035487957	12105 SE Holgate	Apt. # 161	Portland	Oregon	97266	Vietnamese-Speaking Community Site Walk
Burbach	Ron E .					3407 SE 108th Ave		Portland	OR	97266	Open House
Button	Martha			tlcbutton@comcast.net	971-279-2223	16037 SE Powell Blvd		Portland	Oregon	97236	Open House
Bynum	Janelle	Oregon Legislature	State Representative	Rep.JanelleBynum@oregonlegislature.gov	503-986-1451						
C	Thomas			tmc503lists@gmail.com							Public
Cabrera	Maria Luisa					13320 SE Powell Blvd	#55	Portland	OR	97236	Powell Plaza Elderly Community
Cai	Duo Feng				503-808-0717	3535 SE 86th Ave	APT 530	Portland	OR	97266	Chinese-Speaking Community Site Walk
Calkins	Katherine	Centennial School District	Transportation Supervisor	katherine_calkins@csd28j.org	503 762-3674						
Calvert	Lance	City of West Linn	Public Works Director	lcalvert@westlinnoregon.gov		22500 Salamo Road		West Linn	OR	97068	
Campbell	Steve					4100 SE 147th Ave		Portland	OR	97236	Open House
Campbell	James					15156 SE Francis St		Portland	OR	97236	Open House
Carlston	Howard			gpsawgm@comcast.net		3220 SE 147TH AVE		Portland	OR		EPOXPO
Carriker	Amber			awiley797@gmail.com							Movie in the Park
Carroll	Charlie				503-823-8733						Agency Working Group
Center	Barbara					3003 E 162nd		Portland	OR	97236	Open House
Chambers	Chris	Portland Water Bureau	P.E. Engineer	Christopher.chambers@Portlandoregon.gov	503-823-4635						Utiliy Relocation Meeting 1/11/19
Chan	Patti				503-646-6739						Voice message - property owner.
Charles	Dawn			autofreedom13@yahoo.com	503.960.8811						Festival of Nations
Chasse	Jim	EPAP Powellhurst-Gilbert NA	Bicycle Rep	epapbike@gmail.com jmchasse@q.com	(503) 502-3119 w - 503 231-0444						PBOT Initial Phase - Outer SE Powell Citizen Working Group - Mailing List, Invitation List and Roster, Open House #4
Chen	Emilia	Lucky Corner Bar & Grill	Business and Property Owner	Emiliachen8@comcast.net		13604 SE Powell Blvd					Business Canvassing 9/18
Chen	Zhen Huan				503-841-0307	3535 SE 86th Ave	APT 520	Portland	OR	97266	Chinese-Speaking Community Site Walk
Christianson	Mark	Markus & Associates, Inc.; Venice Furniture	Listing Agent	pmmarkus@aol.com		12470 SW 1st	St #200	Beaverton	OR	97005	Website Comment. Listing Agent for Venice Furniture property. See OPAL.
Chu	Jason	PGE	Project Manager	Jason.Chu@pgn.com	503-404-2205						
Coats Huggins	Sarah			sarah.coateshuggins@Portlandoregon.gov							Open House Sign-In
Collier	Corky	Columbia Corridor Association		corky@columbiacorridor.org	503-287-8686	PO Box 55651		Portland	OR	97236	PBOT Initial Phase - Outer Powell CWG Invitation Letter Postal Mailing - Old Mail Merge
Connell	Celeste			celesteconnell@aol.com	503-761-0656	3114 SE 131st Ave		Portland	OR	97236	EPOEXPO, Open House, Open House #4
Constans	Scott			scottkavik@gmail.com	503-415-0677	12950 SE Powell Blvd		Portland	OR	97236	Open House #4
Coons	Joan										Festival of Nations
Craddick	Councilor Shirley	Metro		shirley.craddick@oregonmetro.gov	503-797-1550						Decision Committee
Croy	Justin & Amanda	The Green Remedy		thegreenremedy420@gmail.com contact@thegreenremedy.com		12507 SE Powell Blvd					Business Canvassing 9/18
Curlston	Howard and Cindy					3220 SE 147th		Portland	OR	97236	Open House & EPOEXPO
Cuti	Jaymee	Portland Water Bureau									<i>Construction 2019 – PIO for water-related media inquiries</i>
D	R	Personal		dlcdiaz5@gmail.com				Gresham	OR	97080	
Dam	Tam			damfamily@yahoo.com	5037568941	14226 SE Territory Dr.		Clackamas	Oregon	97015	Vietnamese-Speaking Community Site Walk
Dam	Thuy			thuydam@comcast.net	5037546889	14226 SE Territory Dr.		Clackamas	Oregon	97015	Vietnamese-Speaking Community Site Walk
Davidson	Deborah					13463 SE Foster Rd		Portland	OR	97236	Open House
Davis	Cassie	HDR	Project Team	Cassie.Davis@hdrinc.com							
Davis	Joanne					4209 SE 101ST AVE		Portland	OR	97266	EPOEXPO
Day	David	Midway Business Association		davidadaydc@gmail.com							
Dayton	Bill				W: (503) 761-1799	2604 SE 122nd Ave		Portland	OR	97236	PBOT Initial Phase - Outer Powell CWG Invitation Letter Postal Mailing - Old Mail Merge

OPTSP Design Phase 2 - Stakeholder List											
Last	First	Organization/Affiliation	Title	Email	Phone	Address 1	Address 2	City	State	Zip	Source
Dean	Susan			deansusan@gmail.com		118th & Powell					Open House Sign-In
Delgado	Francisco					11510 SE Boise St.		Portland	OR	97266	Open House
Delingkaya	Zhanna					13320 SE Powell Blvd	#5	Portland	OR	97236	Powell Plaza Elderly Community
Dembrow	Michael	Oregon Legislature	State Senator	Sen.MichaelDembrow@oregonlegislature.gov	503-986-1723	900 Court St NE, S-407		Salem	OR	97301	
Detweiler	Jillian	The Street Trust	Executive Director	jillian@thestreettrust.org	(503) 226-0676 x15						
Diary	Cipriano					13320 SE Powell Blvd	#55	Portland	OR	97236	Powell Plaza Elderly Community
Dickinson	Tamra			trdickinson@earthlink.net		13737 SE Ellis St		Portland	OR	97236	Open House & EPOEXPO, Open House #4
Diggins	Bryan	ODOT	Construction - Project Coordinator	bryan.a.diggins@odot.state.or.us		3700 SE 92nd Ave.		Portland	OR	97266	Web form - email sign up
DiGregorio	Frank and Jeanie					6907 SE 144th Ave		Portland	OR	97236	Open House
Dillard	Patti					10518 SE FRANCIS		Portland	OR	97266	EPOEXPO
DiNucci	Joe			jpdinucci@aol.com	503-761-8016	14919 SE Rhone		Portland	OR		Open House Comment (3-9-2015)
Dionne	Donna	Midway Business Association		loveboutique@att.net	H: (503) 253-9332 W: (503) 252-2017	1720 SE 122nd Ave 135 SE 176th Pl		Portland	OR	97233	PBOT Initial Phase - Outer SE Powell Citizen Working Group - Mailing List, Invitation List and Roster
Ditzler	Phil	Federal Highway Administration		Phillip.Ditzler@dot.gov	503-399-5749						Decision Committee
Do	An				5039645221	3547 NE 165th Ave.		Portland	Oregon	97230	Vietnamese-Speaking Community Site Walk
Doerter	Brian					13030 SE Center		Portland	Oregon		Open House
Dogo	Djimet	OPTSP CAG IRCO/Africa House		djimet@yahoo.com	503-577-7416						CAG
Donaldson	Cameron	Resident			503.253.4077	2647 SE 141st Street		Portland	OR	97266	Open House #3
Douglas	Justin	Prosper Portland		DouglasJ@ProsperPortland.us							Misc. ODOT List
Dressler	Sally					4820 Sunset Dr		Tillamook	OR	97141	Open House
Dweak	Janice					13062-13066 SE Powell Blvd		Portland	OR	97236	Open House #4
Dyk	Dave	Friends of Dave Dyk		dave@cpnt.com		715 NW 1st St.		Gresham	OR	97030	
Elliott	LaKeitha			LaKeitha.elliott@oregonlegislature.gov							Ground-Breaking Ceremony
Ellis	David	USPS		David.R.Ellis@usps.gov							
Engelman	Jessica	BikeLoudPDX		sougitsune@gmail.com jeengelman@gmail.com							Bike Ride
Ewart	Megan			megan.ewart@gmail.com		4035 SE 115th Ave.		Portland	OR	97266	Email Comment
Evich	Tatyana				360-606-3755	3900 SE 122nd		Portland	OR	97236	Russian-Speaking Community Site Walk
Eykamp	Chris	Citizen		chris@eykamp.com				Portland	OR	97202	
Fagan	Shemia	State Representative	Senator	Sen.ShemiaFagan@oregonlegislature.gov	503-986-1451						Decision Committee
Fenstermacher	Carol	OPTSP CAG Centennial School District		carol_fenstermacher@centennial.k12.or.us	503-762-3602						CAG
Fish	Nick			fishnick@comcast.net							Festival of Nations
Fleek	Shawn	OPAL (Organizing People Activating Leaders)	Communications Coordinator	shawn@opalpdx.org	502-342-8910						Misc. ODOT List
Floean	Catinea					13320 SE Powell Blvd	#10	Portland	OR	97236	Powell Plaza Elderly Community
Folkedahl	Jody	PGNA		jody.folkedahl@gmail.com	541-621-4849	5607 SE 115th Ave		Portland	OR	97266	Open House #4
Francis	Jody	Midway Business Association		Jody@venturePortland.org							
Franco	Pastor Joe	Assembly of God Family Worship Center, Pastor		pastorjoe@familyworshipcenter.com	503-661-7210, x115						Misc. ODOT List
Freitag	Kathleen (Kate)	ODOT		Kathleen.M.FREITAG@odot.state.or.us							Misc. ODOT List
Freitag	Matt	ODOT	Project Team (Design Ph. 1 - PM)	Matthew.D.FREITAG@odot.state.or.us							
Fuller	Elizabeth				503-760-7097	12825 SE Powell Ct	#18	Portland	OR	97236	Open House #4
Funk	Dean	PGE		deane.funk@pgn.com							Misc. ODOT List
Gabor	Sergey				971-254-7882	3900 SE 122nd		Portland	OR	97236	Russian-Speaking Community Site Walk
Galloway	Cody	Midway Business Association		Cody@venturePortland.org							
Garcia	Jenny										Open House
Garino	Peter	Powell Plaza				13320 SE Powell Blvd	#25	Portland	OR	97236	Powell Plaza Elderly Community
Geller	Roger	Portland Bike Advisory Committee; PBOT	Bicycle Coordinator	roger.geller@Portlandoregon.gov							
Gertler	Elissa	Oregon Metro		Elissa.Gertler@oregonmetro.gov							Misc. ODOT List
Gicker	Dan			gickerd@gmail.com		3543 SE 118th Ave		Portland	OR	97266	Website Comment - Add to mailing list

OPTSP Design Phase 2 - Stakeholder List											
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Gilliland	Gale	Pleasant Valley Neighborhood Assoc.		switchtender@comcast.net	(503) 760-2335	6412 S.E. 135th Ave.		Portland	OR	97236	PBOT Initial Phase - Outer SE Powell Citizen Working Group - Mailing List
Glad	Judith			jbglad@gmail.com		4969 SE 133RD DR		Portland	OR	97236	EPOEXPO
Goetschius	James and Alice					15440 SE Rhone Ct.		Portland	OR	97236	Open House
Gomer	Sophia				503.512.3949						Festival of Nations
Gomez	Virginia "Genie"	Portland Opportunities Industrialization Center (POIC)			503-797-7223						Misc. ODOT List
Goud	Blake			Blake.goud@gmail.com		2347 N Terry St.		Portland	OR	97217	Website Comment
Eraut	Michelle	Federal Highway Administration		michelle.eraut@dot.gov							Agency Working Group
Gray	Karen	Lincoln County School District	Superintendent	karen.gray@lincoln.k12.or.us	541-265-9211	PO Box 1110		Newport	OR	97365	Misc. ODOT List
Grenda	Jill	Portland Development Services		Jill.Grenda@Portlandoregon.gov	503-823-3580						Agency Working Group
Griffin	Kasandra	Community Cycling Center	CEO	kasandra@communitycyclingcenter.org	503-288-8864x328						Email
Groen	Tess			tess@condemnation-law.com	866-339-7242	150 South Fifth Street, Suite 3100		Minneapolis	MN	55402	Email
Guan	Ren				503-772-5498	84th Ave	APT 713	Portland	OR		Chinese-Speaking Community Site Walk
Guillen	Alex	A&J Tires	Business Owner			3515 SE 122nd Ave					Business Canvassing 9/18
Guyot	Tom & Gretchen				503.761.9519	2945 SE 140th Avenue					Misc. ODOT List
Hale	LaVonne				503.915.2591	3114 SE 116th		Portland	OR	97266	Festival of Nations; Open House
Halverson	Adela					13320 SE Powell Blvd	#60	Portland	OR	97236	Powell Plaza Elderly Community
Hampsten	David	PBOT Bike Advisory Committee		david_hampsten@yahoo.com	971-322-6599	2304 Golden Gate Dr	Apt A	Greensboro	NC	27405	Open House, CAG and DC June Meetings Sign In. Bike Ride
Hanzhylovskiy	Heorhiy					13320 SE Powell Blvd	#15	Portland	OR	97236	Powell Plaza Elderly Community
Hardy	Chuck & Pam			chardy@fastmail.fm		4217 SE 134th Avenue		Portland	OR	97236	Misc. ODOT List, EPOEXPO
Harris	Jeff			jefsound@msn.com	503-760-4678						Open House
Harvey	Ruthie			ruthieharvey56@gmail.com							Email
Harvey	Nancy	Powellhurst Tavern	Manager			12344 SE Powell Blvd					Business Canvassing 9/18
Hayes	D.E.					11225 SE Woodward St.		Portland	OR	97266	Open House
Hazim	Ziad	Family Dentistry (SE 126th and Powell)	Dentist	hazimdentalclinic@hotmail.com	503-761-1120	12661 SE Powell Blvd.	Ste. E	Portland	OR	97236	Email
Heaton	Felicia	Portland Water Bureau	Public Information Manager	Felicia.Heaton@Portlandoregon.gov	(971) 940-8933						2019 Construction - PIO and main point of contact
Helpenny	Hannah	HDR	Project Team	Hannah.Halpenny@hdrinc.com							
Henke	Nick	Wonder Dog Management		nickh@wonderdogmanagement.com				Palm	CA	92262	Web form - email sign up
Herbrand	Erik			erik_herbrand@comcast.net							EPOEXPO
Hernandez	Lydia			lydiaredlatina@yahoo.com							Email
Hernandez	Diego			Rep.DiegoHernandez@oregonlegislature.gov	5039861447						
Hernandez	Alicia	Business Owner on SE Powell Blvd									PBOT Initial Phase - Outer SE Powell Citizen Working Group - Invitation List and Roster
Herrera	Josette			jaherrera911970@gmail.com	503-380-6770	10907 SE Bush St		Portland	OR	97266	Open House #4
Herstein	Adam			aherstein@gmail.com		3115 SE 52nd Ave		Portland	OR	97206	Website - add to mailing list
Hg	Jordan			jord542@aol.com	503.380.2965			Portland	OR	97236	Open House #3
Hinkle	Kathi	ODOT		Katherine.L.Hinkle@odot.state.or.us	(971) 673-6226						
Hites	Raymond			rayhites@yahoo.com		8827 SE HOLGATE BLVD		Portland	OR	97266	EPOXPO
Hlava	Jim	Cascadia Behavioral HealthCare, Inc	VP - Housing	jim.hlava@cascadiabhc.org		PO Box 9275		Portland	OR	97207	Web form - email sign up
Hochstedler	Judy			jjhoch220@aol.com		11850 SE CORA ST		Portland	OR	97266	EPOEXPO
Hovey	Craig & Barbara			cwhovey@gmail.com	503-317-7912	15522 SE Francis St		Portland	Oregon	97236	Open House
Huff	Shellie			srhuff@gmail.com		3638 SE 143RD AVE		Portland	OR	97236	EPOEXPO
Hugaes	Mike				503.761.1059	15512 SE Powell Boulevard	#401	Portland	OR	97209	Open House #3
Huggins	Sarah	Portland Parks and Recreation	Park Planner	Sarah.huggins@Portlandoregon.gov	503-823-3385						Agency Working Group
Hummel	Lisa			lisa.hummel@multco.us	503-933-1894						Email Comment
Hurst	Jackson			ghostlightmater@yahoo.com		4216 Cornell Crossing		Kennesaw	GA	30144	

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Huynh	Trang				5037340916	4312 SE 174th Ave.		Portland	Oregon	97236	Vietnamese-Speaking Community Site Walk
Hyde	David			davidahyde@earthlink.net		PO BOX 33574-97292		Portland	OR	97292	EPOXPO
Itami	Chad	USPS - Lents Office		Chad.s.itami@usps.gov	503-575-3110						
Jacobson	Bob	David Douglas School District		bob_jacobson@ddouglas.k12.or.us	5032522900 x5226						
Jean	Whitford				503-761-8241						Open House Comment (3-9-2015)
Johnson	Andy	HDR	Project Team (Env. Phase)	Andrew.Johnson@hdrinc.com							
Johnson	David			artrose80@frontier.com	503-201-5847	3811 SE 169th Pl					Open House
Johnson	Kent			kentjohnson515@gmail.com; skenagit@q.com		13623 SE Francis Street		Portland	OR	97236	Misc. ODOT List; EPOEXPO
Jones	Allison	PGE	Service and Design Project Manager	Allison.Jones@pgn.com	503-736-5725						
Jones	Kollan			kollanjones@gmail.com							Movie in the Park
Jones	James D.					5140 SE 92nd		Portland	OR	97266	Open House
Jones	Rosie					4044 SE 136th Ave		Portland	OR	97236	Open House
Jordan	Christy	ODOT		Christy.A.JORDAN@odot.state.or.us							Misc. ODOT List
Joyce	Jerome			cosmosoxfordhouse@msn.com	(503)804-1100.	5119 SE 140th Avenue		Portland	OR	97236	Open House, Email, Website Comment
K	Y		Property Owner		503-309-9221	12300 SE Powell		Portland	OR		
Kaiser	Trevin					3421 SE 143rd Ave		Portland	OR	97236	Open House
Kanucchi	Travis	EPAP		stormstruck@yahoo.com	503.889.6381						Festival of Nations
Kautz	Steve	Trimet		kautzs@trimet.org							Misc. ODOT List
Keefe	Lisa					4030 SE 129th Ave		Portland	OR	97236	Open House
Keishi Soto	Teresa	OPTSP CAG		teresasotoderoman@yahoo.com	503-933-7675 503-792-4464 c: 503-933-2505	12540 SE Powell Blvd	#1	Portland	OR	97236	CAG, PBOT Initial Phase - Outer SE Powell Citizen Working Group - Mailing List
Kellett	Bob	PBOT		bob.kellett@Portlandoregon.gov				Portland	OR	97214	Web form - email sign up
Kelly	Katherine	City of Gresham		katherine.kelly@greshamoregon.gov	503-618-2110						Agency Working Group
Keny-Guyer	Alissa	Oregon Legislature	State Representative	Rep.AlissaKenyGuyer@state.or.us	5039861446						Per email from Shelli
Kessler	Alan			alankessler@icloud.com		2725 SE 36th Ave		Portland	OR	97202	
Kidd	Janine			janine.kidd@hdrinc.com							Website Comment
Kieffer	Victoria			v-keiffer@yahoo.com							Open House
Kieffer	Loretta					15908 SE Rhine St		Portland	OR	97236	Open House
King	Rachel	HDR	Sr. Business Analyst	rachel.king@hdrinc.com				Edmonds		98026	
Klinger	Barb	Powellhurst-Gilbert Neighborhood Association	Volunteer	BKli515497@aol.com							Email. Reached out to team re Movies in the Park
Knudsen	Denise			gardendreamer@comcast.net		13224 SE Cora Street		Portland	OR	97236	Website Comment
Krehaber	Jeremie			snowslyders@gmail.com		4043 SE 98TH AVE		Portland	OR	97266	EPOEXPO
Krogman	Roberta	Lents URAC		flobadapp@msn.com		3247 SE 118th Ave.		Portland	OR	97266	PBOT Initial Phase - Outer SE Powell Citizen Working Group - Mailing List
Kroosting	Brett			brettmkroosting@gmail.com							Movie in the Park
Krueger	Walter			wkrueger@teleport.com		1963 SW Lake Place		Gresham	OR	97080	Decision Committee Meeting #3 - Sign In
Kulawuycie	Hanna										Bike Ride
Kumbrogh	Judy			wiley4u@q.com		3615 SE 143rd Avenue		Portland	OR		Open House #3
Ky	Jean	OPTSP CAG Powell Plaza Retirement Community		None	503-804-6644						CAG
LaFollette	David	Business Owner on SE Powell Blvd									PBOT Initial Phase - Outer SE Powell Citizen Working Group - Invitation List and Roster
Lai	Ben				503-771-2183						Chinese-Speaking Community Site Walk
Lane	Matthew	PHC		mlane@phcnw.com	503-408-3019	5312 NE 148th Ave		Portland	OR	97230	Open House #4
Langley	Michael				503.754.5411						Festival of Nations
Lao	Lo					12270 SW Enter St.	#26	Beaverton	Oregon	97005	Vietnamese-Speaking Community Site Walk
Larsell	Katie	EPAP, Planning and Sustainability Committee		larsell@comcast.net	503-256-3263	13831 NE Klickitat Ct		Portland	OR	97230	Bike Ride, Open House #4
Larson	Rick	Business Manager, Centennial School District		rick_larson@centennial.k12.or.us	(503) 760-7990	18135 SE Brooklyn		Portland	OR	97236-1099	PBOT Initial Phase - Outer SE Powell Citizen Working Group - Mailing List, Invitation Letter Postal Mailing - Old Mail Merge

OPTSP Design Phase 2 - Stakeholder List											
Last	First	Organization/Affiliation	Title	Email	Phone	Address 1	Address 2	City	State	Zip	Source
Laventall	Jess	Portland Pedestrian Advisory Committee/ Lents Neighborhood Assoc.		j.laventall@gmail.com	(503) 297-5276	10449 SE Ellis St		Portland	OR	97266	PBOT Initial Phase - Outer SE Powell Citizen Working Group - Mailing List
Le	Thomas			benjamin97266@gmail.com	5037620441	12058 SE Rhone St.		Portland	Oregon	97266	Vietnamese-Speaking Community Site Walk
Le	Bang Cu			lehynhac@yahoo.com	9712022509	8272 NE Multnomah St.		Portland	Oregon	97220	Vietnamese-Speaking Community Site Walk
Le	Quang			quangsign@gmail.com							Vietnamese-Speaking Community Site Walk
Le	Chin			thaolan98@gmail.com	5037611262	12087 SE Foster, #402D		Portland	Oregon	97266	Vietnamese-Speaking Community Site Walk
Le	Truy and Te			truyte@yahoo.com	5032331284	8525 SE 21st Ave.		Portland	Oregon	97202	Vietnamese-Speaking Community Site Walk
Le	Hongchau				5037620441	12058 SE Rhone St.		Portland	Oregon	97266	Vietnamese-Speaking Community Site Walk
LeBlanc	Brendan	HDR	Project Team	Brendan.LeBlanc@hdrinc.com							
LeBlond	Bob			bobLink1@frontier.com	503-472-0116	4415 SE Powell Blvd					Open House
Lee	Kwok	Resident			503.484.4309	10738 SE Powell Boulevard		Portland	OR	97236	Open House #3
Lee	Matt					3930 SE 162nd #42		Portland	OR	97236	Open House
Lee	Kwok				503-484-4309	10738 SE Powell		Portland	OR	97266	Chinese-Speaking Community Site Walk
Lee	Kevin				971-344-5331	4618 SE 127th Ave		Portland	OR	97236	Chinese-Speaking Community Site Walk
Lemender	Andrew										Powell Plaza Elderly Community
Leo	Victor				503-888-5027	2536 SE 85th Ave		Portland	OR	97266	Chinese-Speaking Community Site Walk
Lewis	Tom	OPTSP CAG Centennial NA		GAMODATO@aol.com	503-347-5715						CAG
Lim	Peter	Money Market Pawn Shop		oregonpawn1@hotmail.com		13607 SE Powell Blvd					Business Canvassing 9/18
Lisle	Brandi	HDR	Project Team	brandi.lisle@hdrinc.com							
List	Stephan	Central Church of the Nazarine on SE Powell Blvd									PBOT Initial Phase - Outer SE Powell Citizen Working Group - Invitation List and Roster
Little	Joe	OPTSP CAG Property Owner		little_j_e@yahoo.com	503-789-2334						CAG
Lockwood	Brian			obscureworld@gmail.com		12614 SE Boise St		Portland	OR	97236	Open House #4
Long	Andrew			Andrew_Long@ddouglas.k12.or.us							Misc. ODOT List
Lord	Ken			tripod33311@gmail.com		12439-12529 SE Powell Blvd		Portland	OR	97236	Open House #4
Lovoie	Karen	City of Portland		karen.lavoie@Portlandoregon.gov							Misc. ODOT List
Lowe	Cheryl	Twisted Thai llc	Owner/Operator/Res ident	Twistedthailc@gmail.com		12306 SE Powell Blvd		Portland	OR	97236	Web form - email sign up
Lucero	Dana	Oregon Metro		Dana.Lucero@oregonmetro.gov							Misc. ODOT List
Lum	Feimun			feimunlum@gmail.com	503-380-8863	13015 SE Powell Blvd		Portland	OR	97266	Misc. ODOT List, Open House #4
Lund	Annielaurie			annielaurielund@hotmail.com		15027 SE Tibbetts St		Portland	OR	97236	Open House
Luvv	Chi	LA Nails & Hairstyles	Business Owner	luuchi12300@gmail.com		12300 SE Powell Blvd					Business Canvassing 9/18
Lyons	Jeff & Sarah			jcswlyons@gmail.com		13069 SE Bush Pl.					Ground-Breaking Ceremony; Open House
M	Sarah			sarahmpdx@gmail.com		3421 SE 143rd Ave		Portland	OR	97236	Open House
Ma	Ty				503-507-8383						Chinese-Speaking Community Site Walk
Maes	Dalton					3475 SE 136th		Portland	OR	97236	Open House
Magleby	Colleen			seemagbeejunb@gmail.com		3141 SE 129th					Ground-Breaking Ceremony
Manhas	Sonia				503-988-3663 ext. 26221						PBOT Initial Phase - Outer SE Powell Citizen Working Group - Invitation List and Roster
Markell	Adam	ODOT		Adam.V.MARKELL@odot.state.or.us							Misc. ODOT List
Marks	Kem	OPTSP CAG EPAP Rosewood Initiative		k.marks97236@gmail.com	503-706-9539						CAG
Marks	Tessa	PGE	Engineer	tessa.marks@pgn.com	503-736-5623						
Martin	Steve			martin4499@comcast.net		13704 SE RHONE ST		Portland	OR	97236	EPOEXPO, Open House #4
Martin	Kathleen			martinkath@comcast.net		12928 SE POWELL		Portland	OR	97236	EPOEXPO
Martin	Sommer	The Street Trust	Communications Manager	sommer@thestreettrust.org	(503) 226-0676 x20						
Marx	Michelle	Portland Pedestrian Advisory Committee; PBOT	Vision Zero Coordinator	Michelle.Marx@Portlandoregon.gov	503-823-4589						
Mason	Mike	ODOT	Project Team (Env. Phase)	Michael.w.MASON@odot.state.or.us							
Mattson	Annette			annettemattson@yahoo.com		12045 SE Foster Place					Ground-Breaking Ceremony
Mayes	Leroy	Business owner						Portland	OR	97211	Open House #3

OPTSP Design Phase 2 - Stakeholder List											
Last	First	Organization/Affiliation	Title	Email	Phone	Address 1	Address 2	City	State	Zip	Source
McBride	Emma			somethingforemma@gmail.com							Open House
McCarty	Rory & Connie					11309 SE Powell Court					Misc. ODOT List
McCreery	Billie					PO Box 66661		Portland	OR		Open House
McCue	Dan	OPTSP CAG David Douglas School District		dan_mccue@ddouglas.k12.or.us	503-261-8229						CAG
Kelsey	Doug	TriMet	General Manager	kelseyd@trimet.org							
McGlone	Edward	TriMet		mcglonee@TriMet.org							Misc. ODOT List
McGuire	Matt				503-761-0892	3110 SE 164th Ave					Open House
McNatt	Joyce	East County			971.706.1343						Festival of Nations
McWilliams	Lindsay	HDR	Project Team	Lindsay.McWilliams@hdrinc.com							
Meadowland MHP				sonna.i@juno.com		16000 SE Powell Blvd		Portland	OR	97236	Open House Sign-In
Medvedev	Galina	Powell Plaza I & II Apartments	Community Manager	powellplaza12@hrii.com	503-761-7650	13320 SE Powell Blvd		Portland	OR	97236	Misc. ODOT List
Mejia	Jerzen	A&O Tires & Auto Glass	Business Owner	Jerzen14@gmail.com		12520 SE Powell Blvd					Business Canvassing 9/18
Merkley	Jeff	Oregon Legislature	State Senator	senator@merkley.senate.gov							
Merrell	Craig				503-913-3423	3411 SE 162nd		Portland	OR		Open House
Meyers	Debbie	Powell Plaza (I & II)	Property Manager	Powell2@hrii.com		13320 SE Powell Blvd					Business Canvassing 9/18
Thompson	Jess	Oregon Walks									
Milalton	Stetan & Elisabeta					13320 SE Powell Blvd	#3	Portland	OR	97236	Powell Plaza Elderly Community
Miller	Hayden	Multnomah County, Commissioner Vega Peterson Staff	Coordinator / Scheduler	hayden.j.miller@multco.us	503-988-5217						Open House #4
Miller	Scott	Century Link	Senior Engineer	Scott.Miller4@centurylink.com	503-242-4144	8021 SW Capitol Hill Rd		Portland	OR	97219	
Mills	Tom	TriMet		millst@trimet.org							Misc. ODOT List
Moe	Gloria					13030 SE Center		Portland	Oregon		Open House
Momand	Raz	Fabrics For Less LLC		raz.momand@gmail.com		12111 SE Powell Blvd		Portland OR		97226	Web form - email sign up
Monroe	Rod	Oregon Legislature	State Senator	Sen.RodMonroe@state.or.us	5039861724						
Moore	Mark				5037615302	11538 SW Reedway St					Ground-Breaking Ceremony
More	Fran					2737 SE 162nd Ave.	Apt. 6	Portland	OR	97236	Open House
Morena	Shana			shanatognazzini@gmail.com							Email
Morrell	Sandra			sandram.morrell@gmail.com	503-267-4730	3406 SE 156th Ave.		Portland	OR	97236	Open House Comment (3-9-2015)
Morrell	Sarah			sarahmorrell11@gmail.com	503-442-8277	3406 SE 156th Ave.		Portland	OR	97236	Open House Comment (3-9-2015)
Munoz Garrero	Maria					13320 SE Powell Blvd	#42	Portland	OR	97236	Powell Plaza Elderly Community
Munsey	Donna			dkm0909@comcast.net		PO Box 66493-97290					Ground-Breaking Ceremony
Murphy	Kayla	OPTSP CAG Human Solutions		KMurphy@humansolutions.org	503-548-0280						CAG
Murray	John	Vice Principle, David Douglas High School		john_murray@ddouglas.k12.or.us	(503) 261-8300	1001 SE 135th Avenue		Portland	OR	97233-1924	PBOT Initial Phase - Outer SE Powell Citizen Working Group - Mailing List, Invitation List and Roster, Old Mail Merge
Naegeli	Nicole	OPTSP CAG Property Owner		naegelin@careoregon.org	503-348-3646						CAG
Nagle	Duane					11937 SE Powell Blvd		Portland	OR	97266	Open House
Natowitz	Jill			flogthebog@yahoo.com		3224 SE 176th					Open House
Neubauer	Kathryn	Peyton Plaza		kneubauer013@gmail.com		12713 SE Powell Blvd					Business Canvassing 9/18
Newman	Mark	Powellhurst Baptist Church		manewman2009@gmail.com				Portland	OR	97266	Website - add to mailing list
Ng	Wendy				503-777-1369	6041 SE Bush St		Portland	OR	97206	Chinese-Speaking Community Site Walk
Ngo	Hoa	HDR	dev	hoa.ngo@hdrinc.com		103 73rd Street SW		Everett	WA	98203	
Nguyen	Chi	Asian Pacific American Network of Oregon (APANO)		chi.nguyen@apano.org							
Nguyen	Perlida			ngperlida@comcast.net	9712022318	9105 SW Monterey Pl.		Portland	Oregon	97225	Vietnamese-Speaking Community Site Walk
Nguyen	Phu			phuthuduc@gmail.com	5034198854	6645 NE 6th Ave.		Portland	Oregon	97211	Vietnamese-Speaking Community Site Walk
Nguyen	Vananh			vnnguyen@ahscpx.org							Misc. ODOT List
Nguyen											
Nguyen	Luan					15027 SE Tibbetts St		Portland	OR	97236	Open House
Nguyen	Kien				5032611078	1515 SE 84th Ave.		Portland	Oregon	97216	Vietnamese-Speaking Community Site Walk
Nguyen	Duong				5039645221	3547 NE 165th Ave.		Portland	Oregon	97230	Vietnamese-Speaking Community Site Walk

OPTSP Design Phase 2 - Stakeholder List											
Last	First	Organization/Affiliation	Title	Email	Phone	Address 1	Address 2	City	State	Zip	Source
Nguyen	Nguyet				9715060351	1969 NW Johnson St.	Apt. #524	Portland	Oregon	97209	Vietnamese-Speaking Community Site Walk
Nguyen	Nan				5039701941	3815 SE 92nd Ave.		Portland	Oregon	97266	Vietnamese-Speaking Community Site Walk
Nguyen-Tran	Suong					4368 S.E. Mason Hill Dr.		Milwaukie	Oregon	97222	Vietnamese-Speaking Community Site Walk
Nichols	Bob	ODOT Troutdale Construction		yellowbelly@earthlink.net	503-310-1817	10419 SE Cook Ct	#226	Milwaukie	OR	97222-1546	Email Comment, Open House #4
Noonan	Mark	Elders in Action	Community Engagement Manager	Mark@eldersinaction.org	5035957533	1411 SW Morrison St.	Suite 290	Portland	OR	97205	Phone Call
Nunamaker	Dave	Portland Bureau of Environmental Services		Dave.nunamaker@Portlandoregon.gov	503-823-7266						Agency Working Group
O'Laughlin	Roseann	Oregon Freight Advisory Committee		roseann.olaughlin@odot.state.or.us	503-986-3525						
Olson	Jenelle	hammer + vine	Owner	modifiedpixel@gmail.com		3553 SE 128th Ave		Portland	OR	97236	Open House #3
Owen	Jeff	TriMet		owenj@trimet.org	503-962-5854						Agency Working Group
Owens	Shaneka	FHWA		shaneka.owens@dot.gov							Ground-Breaking Ceremony
Palchey	Olga		Community Liaison	Olishka2004@gmail.com	503-984-3419						Russian-Speaking Community Site Walk
Palchey	Yuriy			yuriy_palchey@yahoo.com	503-719-9470						Russian-Speaking Community Site Walk
Palitko	Elena				503-225-4725	1555 SW Wallula Dr		Gresham	OR	97080	Russian-Speaking Community Site Walk
Palumbo	Terri	Leathers Fuels	DISPATCHER	terri@leathersfuels.net		255A DEPOT STREET		FAIRVIEW	OR	97024	Website - add to mailing list
Patrick	Doug				503-799-2718						Phone call comment.
Paulsen	Kirk					3241 SE Holman St.		Portland	OR	97211	Website Comment
Pavlenko	Svetlana			Spavlenko7@gmail.com	503-425-9741						Russian-Speaking Community Site Walk
Peirce	Nicole	PBOT	Capital Project Manager	nicole.peirce@Portlandoregon.gov	503.823.6186			Portland	OR	97204	Web form - email sign up
Peithman	Susan	ODOT	Active Transportation Policy Lead	Susan.peithman@odot.state.or.us							Website - add to mailing list
Pemberton	Kevin										Festival of Nations
Pepper	Keely	Resident		keelypepper@gmail.com		4223 SE Anderegg Drive	4223 SE Anderegg Drive	Portland	OR	97236	Web form - email sign up
Peterson	Sandra			wapatoo@hotmail.com	503-922-0686	12540 SE Powell Blvd	#2	Portland	Oregon		Open House
Pham	Anthony	Health & Wellness Chiropractic	Business Owner		5038018888	12661 SE Powell Blvd	Ste. B	Portland	OR	97236	Chinese-Speaking Community Site Walk. Owns the Health and Wellness Chiropractic Center on Powell Blvd.
Phillips	Jackie	HDR	Project Team	Jacqueline.Phillips@hdrinc.com							
Phun	Thanh				5034530429	1910 SE Stark	Apt. #1	Portland	Oregon	97214	Vietnamese-Speaking Community Site Walk
Pickersgill	Ruthane			pasakcleaning@msn.com		15768 SE POWELL BLVD, SP46		Portland	OR	97236	EPOEXPO
Goetz	Kory	Curtis Trailers (Business Owner)		kory.goetz@curtistrailers.com							
Pierson	Cammy	OPTSP CAG		cammypierson@yahoo.com	503-760-1363						CAG
Pipgras	Matthew	Resident		MPipgras@yahoo.com		14750 SE POWELL BLVD		Portland	OR	97236	
Pleshakov	David				503-894-8287	2016 SE 176th Ave		Portland	OR	97233	Russian-Speaking Community Site Walk
Pleshakova	Tanya			tanyapleshakova@gmail.com	503-501-9701	2024 SE 176th Ave		Portland	OR		Russian-Speaking Community Site Walk
Ponomarev	Igor				503-706-9906	233 SE 130th Ave	#D11	Portland	OR	97233	Russian-Speaking Community Site Walk
Potter	Cora	OPTSP CAG Lents NA		cora.potter@gmail.com	503-367-2265						CAG
Poudyal	Richa	The Street Trust	Advocacy Director	richa@thestreettrust.org	(503) 226-0676 x16						
Prestridge	Darren				5037621932						Ground-Breaking Ceremony
Price	Mike					3607 SE 130th		Portland	OR	97236	Open House
Quan Yuizhen	Zhiguangli				503-954-9841						Chinese-Speaking Community Site Walk
Rainwater	Vickie				503.761.2091						
Ralley	Tom	Portland Bicycle Advisory Committee			503.232.3448	2615 SE 31st		Portland	OR	97202	PBOT Initial Phase - Outer SE Powell Citizen Working Group - Mailing List
Ramos	Reyna				503-933-9821	13320 SE Powell Blvd	#35	Portland	OR	97236	Powell Plaza Elderly Community

OPTSP Design Phase 2 - Stakeholder List											
Last	First	Organization/Affiliation	Title	Email	Phone	Address 1	Address 2	City	State	Zip	Source
Reardon	Jeff	Oregon Legislature	State Representative	jreardon1947@gmail.com; Rep.JeffReardon@oregonlegislature.gov	503.761.2585; 5039861448						Bike Ride
Register	Ruth			aabizmgr@gmail.com							Decision Committee Meeting #3 - Sign In
Ridale	Bob & Claire			bruin13@comcast.net		15306 SE GLADSTONE ST		Portland	OR	97236	EPOEXPO
Riggs	Doug	NGrC		doug@ngrc.com	5037025120						
Robertson	Rogue	Green Trail Tech	Founder	Djwobli@hotmail.com		13835 se Rhone st		Portland	OR	97236	Web form - email sign up
Robinson	Linda			linda@gatewaygreenpdx.org							Misc. ODOT List
Romero	Shelli	ODOT	Project Team	Shelli.ROMERO@odot.state.or.us	5037318231						
Romo	Juan	Gonzalez Bros.		glez_2011@hotmail.com		12441 SE Powell Blvd					Business Canvassing 9/18
Rose	Joyce					13320 SE Powell Blvd	#33	Portland	OR	97236	Powell Plaza Elderly Community
Rossi	Paul	Stark Auto Works	Business & Property Owner	paulatpandr@gmail.com	5035049616	12444 SE Powell Blvd					Business Canvassing 9/18, ground-breaking ceremony
Roupp	Tim										Open House
Runyan	Valerie			bvrunyan@msn.com	503-816-3635	3111 SE 131st Ave		Portland	OR	97236	Open House & EPOEXPO, Open House #4
Rush	Natalie			natalies_place@msn.com		13828 SE Mall St.		Portland	OR	97236	Open House
Rushall	Jack			jack.rushall@gmail.com							
Ryaba	Natasha			Natasharadio7@gmail.com	503-935-3749	5110 SE Stark St		Portland	OR	97215	Russian-Speaking Community Site Walk
Sadowski	Laura	Plaid Pantry		lauras@plaidpantry.com							Website Comment. Business Owner
Saling	Mike	Water Bureau		Mike.Saling@Portlandoregon.gov							Misc. ODOT List
Saluyk	Suzanna				503-928-1036	2016 SE 176 Ave		Portland	OR	97233	Russian-Speaking Community Site Walk
Schneider	Gary				503-381-9536	3514 SE 160th		Portland	OR		Open House
Searls	Teresa										Movie in the Park
Semko	Tina			phamt2006@yahoo.com	971.998.8867						Festival of Nations
Serrano	Lisa	OPAL (Organizing People Activating Leaders)			(503) 928-4354	2407 SE 49th Ave		Portland	OR	97206	PBOT Initial Phase - Outer SE Powell Citizen Working Group - Invitation List and Roster, Old Mail Merge
Sester	Holly	Shannon's Childcare	Employee			12900 SE Powell Blvd					Business Canvassing 9/18
Shaffer				ethanpatrickshaffer@gmail.com						97211	Website Comment
Shelter	Dale	Pleasant Valley Neighborhood Assoc.		dale.shetler@gmail.com							
Sheperd	Richard	MT		rjsheperd@gmail.com				Portland	OR	97227	Web form - email sign up
Shields	Joe			shields_joseph@hotmail.com							Email to Ellen
Shin	Jay			uswchq@gmail.com							Website Comment
Simonson	Jon			jonsimonson@msn.com	9712855893	15309 SE Ogden Dr.		Portland	OR		Email
Sloan	Mark	Home		gday3100@comcast.net		3100 SE 134th AV		Portland	OR	97236	Web form - email sign up
Smith	Chris	PSC		chris@chrissmith.us							Bike Ride
Smith	Meiana			smithmeiana@gmail.com	928-863-6307	12315 SE Boise St		Portland	OR	97236	Open House #4
Smith	Timothy	ODOT	Asst. Project Manager	Timothy.D.Smith@odot.state.or.us		3700 SE 92nd Ave		Portland	OR	97266	Website - add to mailing list
Smith Warner	Barbara	Oregon Legislature	State Representative	rep.barbarasmithwarner@state.or.us	5039861445						
Snuffin	Colette	HDR	Project Team	Colette.Snuffin@hdrinc.com							
Sprecher	KJ	K&B Technical Solutions	Probuild Manager	KJ_Sprecher@kbmail.net	(503) 650-6041 Office Ext. 217	6566 SE Lake Rd, Suite F,		Milwaukie	OR	97222	
Stacey	Bob	Oregon Metro		bob.stacey@oregonmetro.gov							Misc. ODOT List
Stacey	Anne			Neenye@comcast.net		3930 SE 162nd #33		Portland	OR	97236	Open House
Standley	Melissa			melissamstandley@gmail.com	503-319-4127	3736 SE 169th Pl		Portland	Oregon	97236	Open House
Standley	Johns				503-319-4127	17131 SE Rhone St.					Open House
Stark	Randy			randall.stark@murraysmith.us							Ground-Breaking Ceremony
Starr	Brian			BStarr@hrii.com	4062453197	1301 Industrial Avenue		Billings	MT	59101	
Steeves	Jim and Virginia			steeves3@msn.com		11105 SE Boise St.		Portland	OR	97266	Open House
Strathern	Richard			swnagroup@gmail.com		2981 SW 31st Street		Gresham	OR	97080	Website Comment
Streifel	Daniel					P.O. Box 10423		Portland	OR	97296	Email Comment
Strong	Kristin	Human Solutions		kstrong@humansolutions.org		12411 SE Powell Blvd					Business Canvassing 9/18
Stump	Steve					15924 SE Rhine		Portland	OR	97236	Open House
Swan	Ron				503-312-5413	2909 SE 141st Ave		Portland	OR	97236	Open House, Open House #4

OPTSP Design Phase 2 - Stakeholder List											
Last	First	Organization/Affiliation	Title	Email	Phone	Address 1	Address 2	City	State	Zip	Source
Swanson	Patrician L.					3224 SE 120th		Portland	OR	97236	Open House
Sweany	Jim	NW Natural	Field Tech	J4s@nwnatural.com							
Sweeney	Ellen	ODOT	Project Team	Ellen.SWEENEY@odot.state.or.us							
Tan	Yan					10738 SE Powell Blvd		Portland	OR	97216	Chinese-Speaking Community Site Walk. Business owner along Powell.
Tapani	Tod			todt@tapani.com							Ground-Breaking Ceremony
Taylor	Sarah	Human Solutions	Executive Assistant	execassistant@humansolutions.org		12350 SE Powell Blvd					Business Canvassing 9/18
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Appendix B. Socioeconomic Technical Report of the Environmental Documentation Report



Socioeconomics Technical Report

US 26: Outer Powell Transportation Safety Project

SE Powell Boulevard from SE 99th Avenue to SE 176th Avenue

Oregon Department of Transportation

May 9, 2016



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Acronyms

ACS	American Community Survey
API	area of potential impact
EOA	economic opportunities analysis
EPIM	East Portland in Motion
FHWA	Federal Highway Administration
GDP	gross domestic product
HDM	Highway Design Manual
MSA	Metropolitan Statistical Area
NAICS	North American Industry Classification System
NEPA	National Environmental Policy Act
ODOT	Oregon Department of Transportation
OED	Oregon Employment Department
ONI	Office of Neighborhood Involvement
PCC	Portland Community College
PDC	Portland Development Commission
RRFB	Rectangular Rapid Flash Beacon
SPIS	Safety Priority Index System
STIP	Statewide Transportation Improvement Program
UGB	urban growth boundary
URA	Urban Renewal Area

Executive Summary

The Oregon Department of Transportation (ODOT) is planning improvements to a segment of US 26, SE Powell Boulevard, between SE 99th Avenue and SE 176th Avenue. The approximately 4-mile-long segment is located within Portland, Oregon. ODOT plans to improve safety along the road by widening travel lanes and by providing a continuous, striped center-turn lane; buffered bike lanes; and 8-foot-wide concrete sidewalks, among other improvements.

This report follows Federal Highway Administration (FHWA) Technical Advisory T6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents (1987) and Community Impact Assessment: A Quick Reference for Transportation (1996) in assessing socioeconomic impacts.

This report identifies the existing social environment, public services, economy, employment, business activity, and property values and tax revenue.

The No-Build Alternative would not isolate or disrupt communities and would not affect service capacity or accessibility of public services. The No-Build Alternative improvements are too small in magnitude to affect the local economy, employment, or business conditions and would have minimal property tax revenue impacts. While the No-Build Alternative is consistent with economic development policies for the study area, it does not fully support the emphasis on improved active transportation connectivity and accessibility to local businesses.

The Build Alternative actions would occur along existing transportation facilities, and therefore, would not bisect or isolate identified neighborhoods or business districts that currently are contiguous, nor change their character. The Build Alternative would not make changes to travel patterns that would affect the cohesion and viability of neighborhoods or accessibility of businesses. It would displace two residences and three businesses; this number of displacements is minimal relative to the total number of residential units and businesses in the study area. Strip acquisitions would require relocation of personal property on 14 parcels. Impacts would be minimized by following the Uniform Act, Oregon Revised Statutes, and ODOT guidance for financial compensation and relocation of property. Right-of-way acquisition would affect local tax revenues because taxable properties would be converted to nontaxable use. The Build Alternative would improve transportation choices and accessibility for pedestrians, bicyclists, and transit users. The proposed project actions would provide improvements to bicycle, pedestrian, and transit use safety and are not adding capacity for motorized vehicles. The Build Alternative may have an indirect impact of increased out-of-direction travel from access point relocation and closures.

1

The Oregon Department of Transportation (ODOT) proposes improvements to SE Powell Boulevard (U.S. Highway 26) in Southeast Portland to address safety deficiencies that people who walk, bicycle, use mobility devices, use transit, and drive between SE 99th Avenue and SE 176th Avenue regularly experience. Improvements within the overall corridor area may occur in phases over a period of time. A first project phase from SE 122nd Avenue to SE 136th Avenue has been identified. This technical report provides environmental analysis for the entire project area and evaluates full construction of project improvements.

1.1

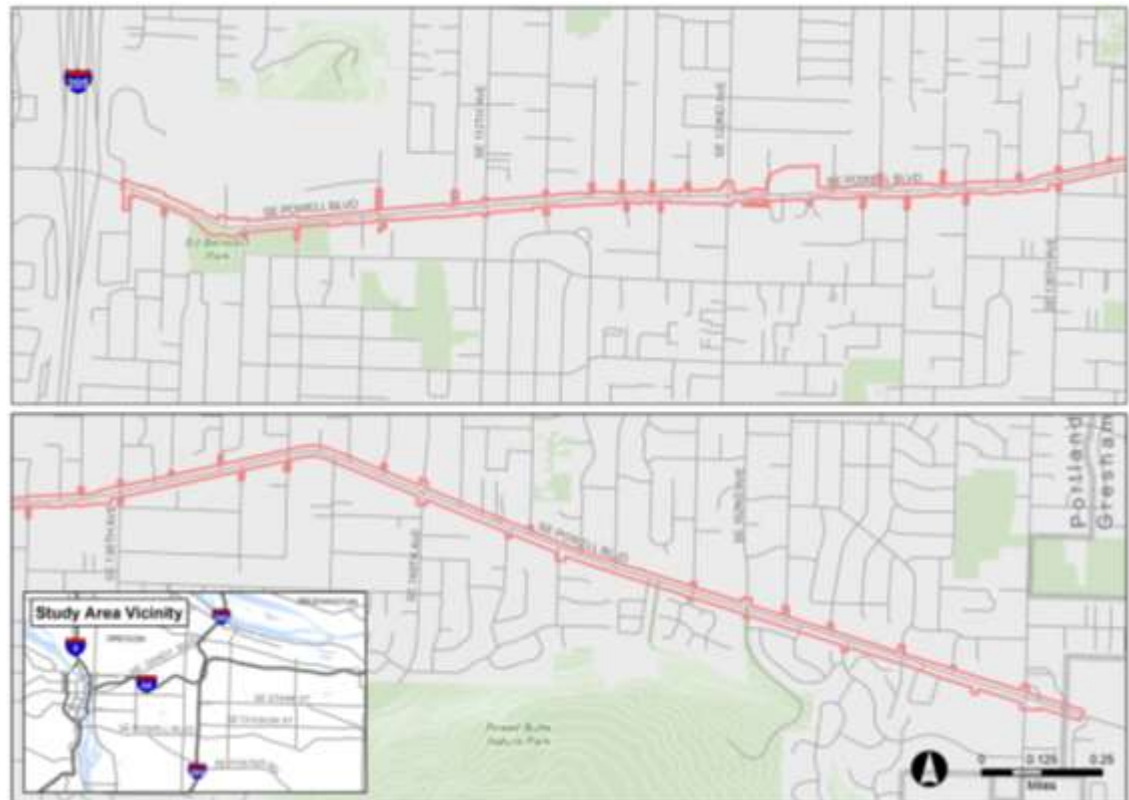
The proposed US 26: Outer Powell Transportation Safety Project corridor is over 4 miles long and located within the City of Portland, except for transition at the east end of the project area into the existing five-lane section of East Powell Boulevard in the City of Gresham. The project area extends from approximately 1,000 feet west of SE 99th Avenue (east of Interstate 205) to approximately 830 feet east of SE 174th Avenue near the Portland and Gresham city limits. Figure 1 shows the project vicinity and location. The extent of the project area is shown in red.

Figure 1. Vicinity Map for Outer Powell Transportation Safety Project



The project area of potential impact (API) has also been initially defined to extend north and south of SE Powell Boulevard at various distances to encompass portions of adjacent properties and connecting streets. The API is the estimated area within which permanent modifications to adjacent parcels from the proposed improvements may occur and where potential temporary impacts could result from construction activities (see Figure 2).

Figure 2. API for US 26: Outer Powell Transportation Safety Project



1.2 Project Purpose

The purpose of the US 26: Outer Powell Transportation Safety Project is to reduce the frequency and severity of collisions, and reduce potential conflicts between vehicles, pedestrians, transit, and bicyclists, while providing a continuous through facility for safe travel by all of these modes in the project area on SE Powell Boulevard, approximately between SE 99th Avenue and the Portland city limits at SE 176th Avenue. In achieving its purpose, the project also will support the creation of healthy and connected complete neighborhoods in the project area.

1.3 Project Needs

The proposed action will address the following primary needs:

- **Increasing Corridor Safety:** Safety Priority Index System (SPIS) data from 2009-2013 shows that eight of the top 10 percent of ODOT safety priority location sites are in the project area. The 2009-2013 SPIS data establish that there were 1,024 collisions in the corridor. While the statewide average collision rate for this type of facility is 2.37 crashes per million vehicle miles, this corridor averaged 6.34 crashes per million vehicle miles. SE Powell Boulevard at SE 122nd Avenue and SE 174th Avenue has been among the state's top 5 percent SPIS sites since 2003.
- **Reducing Modal Conflicts:** There are numerous conflicts between motor vehicles, pedestrians, and bicyclists along the corridor. During 2009–2013 there were 26 reported collisions involving vehicles and pedestrians and 10 involving vehicles and bikes. Two pedestrians were killed crossing or walking along SE Powell Boulevard between the fall of 2013 and the fall of 2014. Marked pedestrian crossings along SE Powell Boulevard in the project area are generally limited to 11 signalized intersections that include a pedestrian signal, and four midblock crossings with pedestrian-triggered rectangular rapid flashing beacons (RRFBs). Section 13.5.1 of the ODOT *Highway Design Manual* (HDM) states that, “Developed, urban state highways should provide a safe and convenient pedestrian crossing no less frequent than every quarter-mile.” Compared to this quarter-mile, or 1,320-foot distance, the typical distance between marked pedestrian crossings within the project area is 1,700 feet. Pedestrians wanting to cross to reach transit, businesses, or residences often cross at unmarked locations, resulting in unfavorable conditions for pedestrians.
- **Reducing Turning Movement Crashes:** Seventy-five percent of corridor collisions from 2009 to 2013 occurred within 500 feet of one of the nine signalized intersections in the corridor. Eighty-five percent, or 874 of the 1,024 collisions, were rear-end or turning-movement-related collisions. Most of the existing roadway corridor on SE Powell Boulevard, between SE 99th Avenue and the Portland city limits, does not provide left-turn refuge for vehicles. In these areas, vehicles waiting to turn left from the highway will stop in the through lane, while motorists following behind them may pull onto the bike/pedestrian lane and shoulder to pass illegally, creating a hazardous situation for people walking, biking, or waiting for transit adjacent to the motor vehicle lanes.
- **Increasing Pedestrian Safety:** Most of the existing roadway corridor on SE Powell Boulevard between SE 99th Avenue and the Portland city limits lacks sidewalks on both sides of the highway. Pedestrians use the paved bike/pedestrian lanes or unpaved shoulders along the roadway. People using mobility devices (such as wheelchairs, walkers, and scooters) have to navigate the bike/pedestrian lane or dirt shoulders. Due to the lack of sidewalks with standard curbs, gutters, and drainage facilities, localized flooding and ponding of water occurs in places along the highway. Pools of water are particularly difficult to traverse for pedestrians and individuals who use mobility devices, as well as bicyclists traveling the highway.

- **Increasing Bicycle Safety:** Currently, there is a 5-foot-wide striped combination bike/pedestrian lane provided on both shoulders of SE Powell Boulevard through the project corridor. The corridor lacks continuous sidewalks and a center-turn lane. Modal conflicts arise as a result, with pedestrians and bicyclists both using the bike/pedestrian lane in the absence of a sidewalk. Meanwhile, vehicles regularly illegally use the bike/pedestrian lane to pass to the right of left-turning traffic. The existing bike/pedestrian lane treatments do not include colored pavement to denote conflict areas or provide a buffer to better separate modes.
- **Increasing Safety for Transit Riders:** Many transit stops along the corridor are not conveniently located for transit users and lack basic amenities. Throughout most of the project area, pedestrian transit users have to travel an inconveniently long (more than 0.25 mile) distance to cross SE Powell Boulevard more safely at a marked crosswalk or intersection. Many bus stop locations lack curbed sidewalk placement, accessible boarding areas for people with disabilities, lighting, and shelter, resulting in uncomfortable waiting areas for transit users.

2 Project Alternatives

This technical report describes potential effects of no action (No-Build Alternative) and the proposed action (Build Alternative).

2.1 No-Build Alternative

NEPA requires evaluation of the No-Build Alternative to provide a baseline for comparison with the potential impacts of the proposed action. The No-Build Alternative consists of existing conditions and planned actions with committed funding in or near the US 26: Outer Powell Transportation Safety Project study area.

SE Powell Boulevard, within the project area, typically consists of two motor vehicle travel lanes and paved shoulders with striped bicycle lanes. Wider sections are present at some intersections to accommodate motor vehicle turn pockets and pedestrian amenities. Continuous curbs and sidewalks are not present along the majority of the corridor. The roadway is uncurbed through the majority of the project area, typically with left-turn lanes only at signalized intersections.

There are many turning conflict points on SE Powell Boulevard. More than 390 driveways occur within the project area and most sections of SE Powell Boulevard do not have curbs with defined locations for vehicles to enter driveways and parking lots. Many of the cross-street approaches are offset from each other on the north and south sides of SE Powell Boulevard. Five-foot-wide striped bicycle lanes run the entire length of SE Powell Boulevard, except through the SE 122nd Avenue signalized intersection where the striped bike lanes disappear and right-turn lanes for motorized vehicles are provided. People who walk and use mobility devices share the bike lanes along the corridor where no sidewalks exist.

Under the No-Build Alternative, the corridor would remain with existing limited sidewalks and curb ramps. Long stretches of the corridor provide no signalized or otherwise enhanced crossings to assist pedestrians and bicyclists in crossing the street. Additionally, segments of head-in parking would remain along the corridor, which results in drivers backing out onto the highway.

The No-Build Alternative includes actions in specific locations within the project area with dedicated funding identified for their implementation through 2040. These actions are stand-alone projects that are programmed and will be funded by sources separate from the US 26: Outer Powell Transportation Safety Project. Each of these other projects will accommodate the needs of motorists, bicyclists, pedestrians, and transit users at specific locations. They include several projects identified in East Portland in Motion (EPIM), which is an implementation strategy for active transportation in East Portland, and projects identified under the City of Portland's Outer Powell Boulevard Design Concept Plan. Both were adopted by Portland City Council in 2012. Several of these projects are funded through different sources.

The 130's Neighborhood Greenway is one of the key EPIM projects that is funded and in the design stage, led by the City of Portland. This 4.8-mile north-south route will extend between the I-84 multiuse path on the north end and the Springwater Corridor on the south end and is planned to connect east-west bikeways in East Portland. It includes a

project that will provide a safe facility for pedestrians and bicyclists to be separated from motorized vehicle traffic by means of a detached facility on the north side of SE Powell Blvd between SE 129th and SE 130th Avenues, as well as a new RRFB located at SE 130th Avenue. This project is part of the East Portland Access to Transit project funded by the Metro Regional Flexible Funds Allocation in the 2014–2015 cycle. The local funding match is provided by the City of Portland.

The 100's Neighborhood Greenway and 150's Neighborhood Greenway are two other key projects that are identified in EPIM. These projects are included under the East Portland Access to Employment and Education Multimodal Improvements funded by the Metro Regional Economic Opportunity Fund in the 2016–2018 cycle. The City of Portland is leading and providing the local funding match for these projects that include 6 miles of development along the north-south 100's and 150's Neighborhood Greenway routes.

- The 100's Neighborhood Greenway extends from NE Klickitat Street near I-84 to SE Bush Street. It includes a crossing treatment at SE Powell Boulevard, likely a median island and new RRFB. The crossing location will be either at SE 108th Avenue or SE 111th Avenue and will utilize the bike facilities along SE Powell Boulevard to travel to SE 104th Avenue or SE 112th Avenue, where existing signals will provide a protected crossing for people to continue south to SE Bush Street, an Existing Neighborhood Greenway.
- The 150's Neighborhood Greenway extends from NE Halsey Street to SE Powell Boulevard. It includes a crossing treatment at SE Powell Boulevard and 157th Avenue, likely a median island and new RRFB.

The following improvements are part of the Powell-Division Safety and Access to Transit Project led by TriMet and funded with an ODOT STIP Enhance grant in the 2016-2018 cycle. The local funding match is provided by TriMet and the City of Portland. The improvements include:

- 122nd Intersection and Stop Improvements
- 136th Intersection and Stop Improvements
- 145th Enhanced Pedestrian Crossing
- 151st Enhanced Pedestrian Crossing

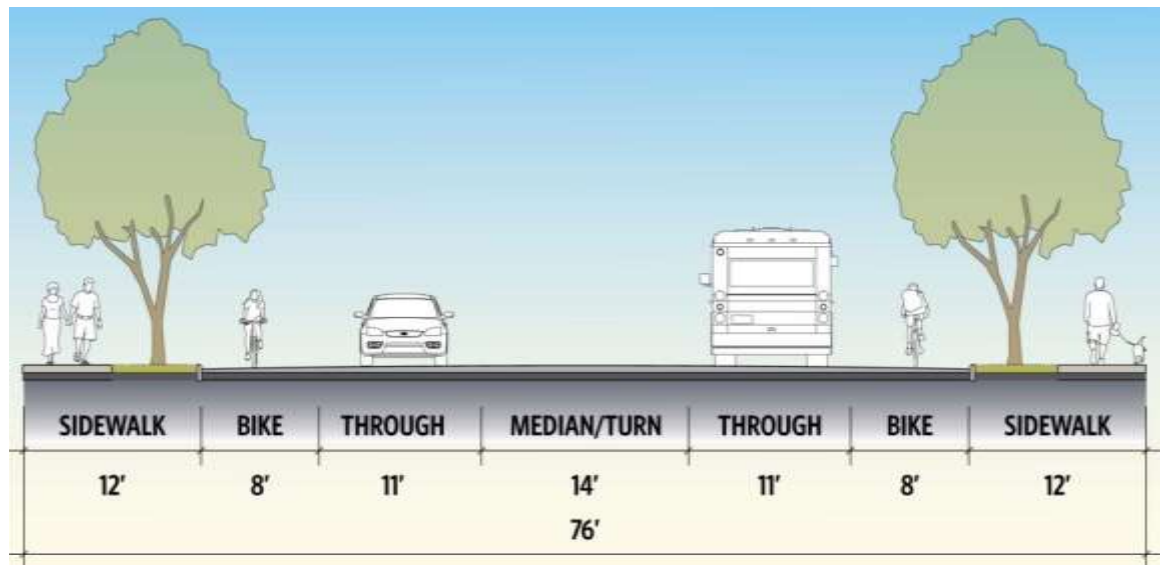
These funded improvements will allow TriMet to continue its major short-term priority for the US 26: Outer Powell Transportation Safety Project corridor to provide frequent service of 15 minutes or better most of the day every day on Line 9 and the MAX Light Rail Green Line. TriMet plans to improve bus line 71 to make bus arrival times more predictable.

2.2 Proposed Action (Build Alternative)

The 2012 City-adopted Outer Powell Conceptual Design Plan defined improvements to be provided within a typical 76-foot-wide cross-section of the highway right-of-way. Within this public right-of-way width, the proposed project was planned to provide two 11-foot-wide travel lanes (one lane in each direction) and one 14-foot-wide center lane, possibly including a raised median along some portions of the corridor.

ODOT has developed the proposed action through refinement of the Conceptual Design Plan, resulting in identification of 8-foot-wide bicycle lanes and 12-foot-wide sidewalks and landscape area adjacent to the travel lanes, in each direction, throughout most of the project corridor. The sidewalk area will provide for an 8-foot-wide sidewalk and 4-foot-wide landscaping and/or stormwater treatment area, with trees, shrubs, or other features. The bike facility may include buffered bike lanes or a mountable raised bike path. This decision will be made during the final design process. The bike facility selected will fall within the allotted bike facility space analyzed in this document. Illumination will consist of new roadway light poles. Light fixtures may also be installed in as-yet-to-be-determined locations to provide pedestrian-level sidewalk lighting. The proposed typical street section is shown in Figure 3.

Figure 3. The Outer Powell Transportation Safety Project Typical Cross-Section



The proposed 76-foot-wide typical section between major intersections will remain constant for much of the project area, except at 13 key locations where ODOT recommends changing the overall project width either to minimize negative impacts to adjacent properties, or to accommodate an additional vehicle travel lane or turn lanes in some locations. These 13 key locations and proposed cross sections are shown in Figure 4 and Figure 5. The typical cross-section is represented in orange in these figures.

Figure 4. Proposed Cross-Sections: SE 99th Avenue to SE 136th Avenue

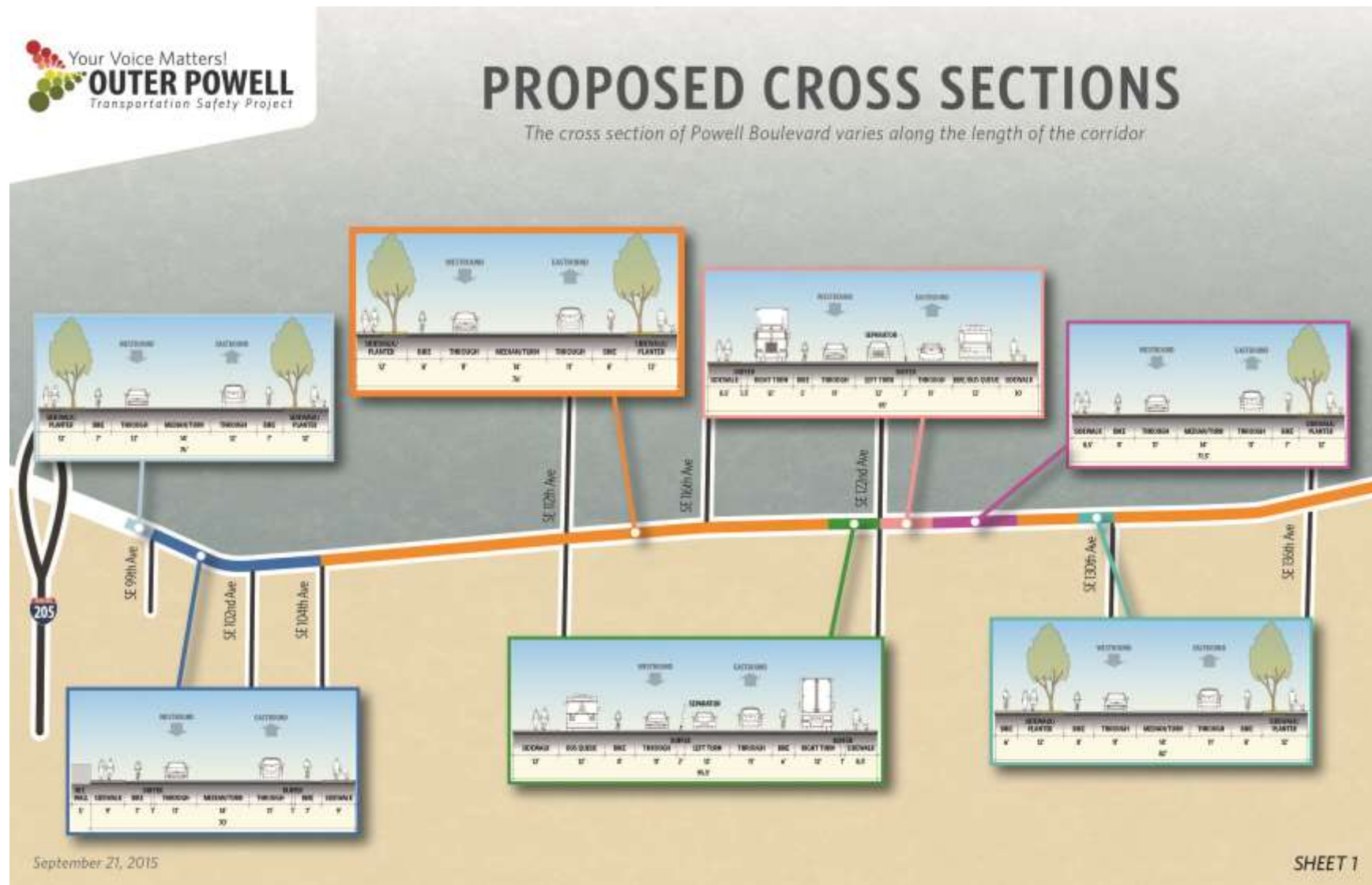
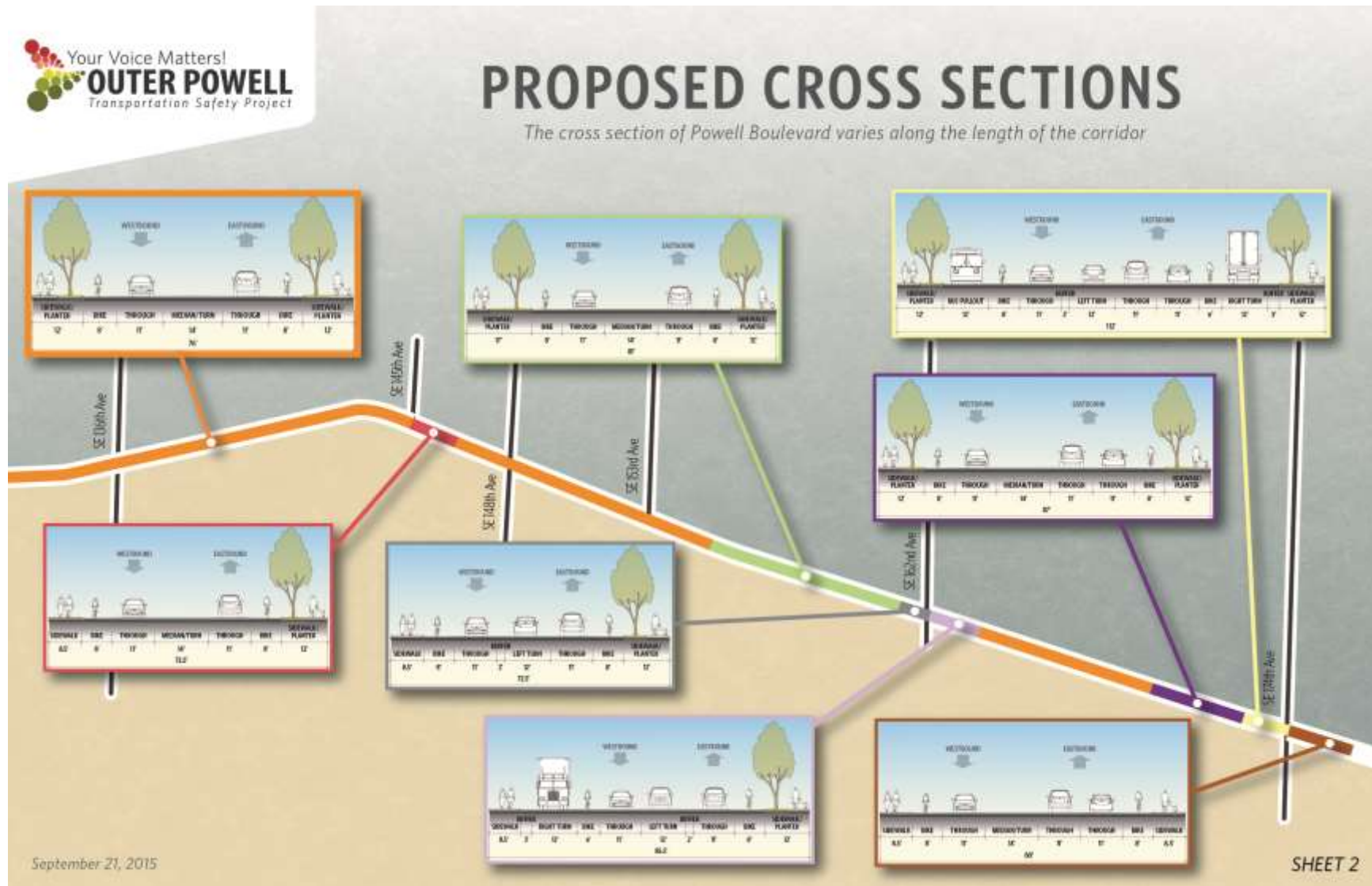


Figure 5. Proposed Cross-Sections: SE 136th Avenue to SE 176th Avenue



Throughout the corridor, all of the features proposed as safety improvements will be constructed (i.e., travel lanes, bike lanes, sidewalks, and center median features). In these 13 key locations, the proposed width will vary from the typical 76-foot cross-section described above. Cross-section figures with dimensions of the proposed improvements at these 13 key locations are provided in Figure 4 and Figure 5.

At the west end of the project area, from the signalized intersection of the TriMet bus garage driveway to SE 99th Avenue, the proposed right-of-way width will be 76 feet but with 12-foot wide vehicle travel lanes that are consistent with the existing section west of the project area and are needed to accommodate large buses turning within this area. The striped bike lane in this area would be reduced by 1 foot to 7 feet in width.

As shown on Figure 4 and Figure 5, the proposed right-of-way cross section width will be reduced from the 76-foot wide Conceptual Design Plan width at four locations – between SE 99th Avenue and SE 104th Avenue, between SE 124th Avenue and SE 127th Avenue, just east of SE 145th Avenue, and just west of SE 162nd Avenue - due to constraints that are described below.

Between SE 99th Avenue and SE 104th Avenue, the proposed cross section will be reduced to 70 feet in width to minimize the need to acquire additional right-of-way from Ed Benedict Park on the south side of SE Powell Boulevard and to minimize property and access impacts to a large trailer business on the north side of the highway.

Between SE 124th Avenue and SE 127th Avenue, the proposed cross section width will be reduced to 71.5 feet to minimize the need to acquire additional right-of-way from adjacent commercial properties and to avoid the need to displace businesses. In particular, multiple commercial buildings on the south side of SE Powell Boulevard are situated within 10 feet of the property boundary.

Just east of SE 145th Avenue and just west of SE 162nd Avenue, the proposed cross section width will be reduced to 72.5 feet. At SE 145th Avenue, the reduced width is proposed to avoid the need to displace multifamily residences on the north side of SE Powell Boulevard. The reduced cross section proposed just west of 162nd Avenue will minimize impacts to residences located on the north and south sides of SE Powell Boulevard, including a historic dairy property at the southwest quadrant of the SE Powell Boulevard at SE 162nd Avenue.

The proposed cross section will be wider than the typical cross section at eight locations shown in Figure 4 and Figure 5 and listed below to accommodate existing or proposed facilities. These locations consist of:

- Just west of SE 122nd Avenue to accommodate an eastbound right-turn lane and a westbound bus queue lane;
- Just east of SE 122nd Avenue to accommodate a westbound right-turn lane;
- Between SE 129th Avenue and SE 130th Avenue to accommodate a 6-foot wide cycle track on the north side of SE Powell Boulevard, which is an approved City of Portland action that is part of its 130's Greenway project;

- Between SE 155th Avenue and just west of SE 162nd Avenue, a right-of-way width of 81 feet is proposed to accommodate a proposed southward alignment shift of SE Powell Boulevard and to maintain the right-of-way boundary that exists on the north side of the highway through most of this section. The additional width would be used for sidewalk and planter facilities on the north side of SE Powell Boulevard;
- Just east of SE 162nd Avenue, the width would be increased to accommodate a new westbound right-turn lane;
- From SE 170th Avenue east through the east end of the project area, the width would be increased to accommodate an additional eastbound vehicle travel lane that is consistent with the existing cross section of SE Powell Boulevard directly east of the project area in the City of Gresham. Within this section, just west of SE 174th Avenue, the proposed right-of-way width is 112 feet to accommodate an additional eastbound right-turn lane and a westbound bus pullout lane.

In some instances, where adjacent constraints cannot otherwise be avoided, the proposed landscaping area may not be provided.

Stormwater management will be provided by using new or existing underground facilities beneath the roadway and stormwater planters adjacent to the sidewalk area. Existing on-street parking will be eliminated along SE Powell Boulevard and, in some locations, existing driveways or other access points may be removed or relocated.

New sidewalks will be provided along both sides of SE Powell Boulevard. Except as noted above for portions of the project area, these sidewalks will be 8 feet wide, and include a 4-foot landscaping/stormwater planter area between the edge of the roadway and the sidewalk.

New enhanced pedestrian crossings as part of this US 26: Outer Powell Transportation Safety Project are proposed in the vicinity of the following locations: east of SE 108th Avenue, between SE 110th Avenue and SE 111th Avenue, at SE 116th Avenue, at SE 126th Avenue, at SE 130th Avenue, east of SE 132nd Avenue, east of SE 138th Avenue, west of SE 147th Avenue, west of SE 151st Avenue, and at SE 166th Avenue/SE Naegeli Drive. The following existing enhanced crossings might be relocated to the following locations:

- SE 141st Avenue shifted from the east to west leg of the intersection
- SE 156th Avenue shifted to SE 157th Avenue

The specific treatment type for these proposed enhanced crossings requires more detailed analysis and approval by a State of Oregon Traffic Engineer. The specific types of enhanced crossings at these locations will be resolved during the final design phase of this project.

New two-way left-turn lanes, raised medians, or extended left-turn pockets will be provided for the entire length of the project. This will improve current conditions at most intersections on the project corridor, with the exception of intersections that already have a two-way left-turn lane or left-turn pocket. The intersections that already have left-turn pockets include: SE 104th Avenue, SE 112th Avenue, SE 122nd Avenue, SE 136th Avenue, SE 148th Avenue, SE 160th Avenue, SE 162nd Avenue, SE 168th Avenue, SE 170th Avenue, and SE 174th Avenue.

The center raised median may consist of either concrete or landscaping. If landscaped, maintenance responsibility, including funding, would have to be established. The median will provide space separation between eastbound and westbound travel lanes and will create an additional margin of safety at nonsignalized crossing areas. In a few locations, short retaining walls may be needed to accommodate the new roadway grade.

3 Methodology and Data Sources

This report follows Federal Highway Administration (FHWA) Technical Advisory T6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents (1987) and Community Impact Assessment: A Quick Reference for Transportation (1996) in assessing socioeconomic impacts.

Sources that this report relies upon are: a reconnaissance survey performed for the project in October 2014; adopted plans applicable to the study area; and regional, state, and Federal agency demographic and economic data as described in the following subsection. The plans and reports are listed as follows:

City of Portland:

- Comprehensive Plan Update, Proposed Draft (2014)
- Adopted Outer Southeast Community Plan (1996)
- East Portland Action Plan (2009)
- The Industrial Middle of Portland's Changing Income Distribution (City of Portland, 2015)
- City of Portland Economic Opportunities Analysis, Proposed Draft (E.D. Hovee & Company, LLC, 2015)

Metro:

- Regional Industrial Site Readiness: 2014 Inventory Update (Mackenzie, 2014)
- 2014 Urban Growth Report: Investing in Our Communities 2015–2035, Revised Draft (2014a)
- Urban Growth Management Functional Plan (2012)

Portland Development Commission (PDC):

- East Portland Action Plan Committee, East Portland Action Plan: Economic Development Assessment (Marketek, Inc. 2012)
- Lents Town Center Urban Renewal Area: Lents Five-Year Action Plan (2014a)
- Portland Economic Development Strategy (2009)
- Portland Economic Development Strategy: Three Year Status Report (2012)

For purposes of this Socioeconomics Technical Report, the study area follows the U.S. Census Bureau census tract boundaries (see Figure 6). The census tracts included are: 83.02, 84, 90, 91.01, 91.02, and 98.04. The study area boundary is the same as the one used for the Land Use Technical Report. SE Division Street on the north, SE Holgate Boulevard and the Springwater Corridor Trail on the south, I-205 on the west, and SE 174th Avenue on the east. Socioeconomic impacts within the study area are defined in this technical report.

Figure 6. Study Area



Direct and indirect impacts, both adverse and beneficial, are assessed for these socioeconomic categories: social environment, public services, economy, employment, business activity, property values and tax revenues. The environmental justice impact methodology is described in a stand-alone report. Information and relevant findings from this Socioeconomics Technical Report and other reports have been incorporated into the environmental justice report. Direct impacts are caused by the action and occur at the same time and place. Indirect impacts are caused by the action but are removed in time or location. This report identifies and compares the potential level of impact of the Build and No-Build alternatives within the study area.

3.1 Social Environment

The description of the community setting and geographic barriers and features are from the Design Constraints and Concepts Report (DEA 2014a), the City of Portland Comprehensive Plan (2014) and Outer Southeast Plan (1996), and the project reconnaissance survey (DEA 2014b). The City of Portland Outer Powell Boulevard Conceptual Design Plan Community Outreach Plan (City of Portland Bureau of Transportation 2010) was prepared prior to the release of 2010 Census data, but provides baseline demographic and community organization information. Assessments of effects on the community setting are qualitative.

This Socioeconomics Technical Report evaluates direct impacts to housing based on right-of-way acquisition identified by ODOT that are then used to determine disruptions to cohesion and connections within and among neighborhoods.

The U.S. Census Bureau 2008 to 2012 American Community Survey (ACS) and 2010 Census provide the data for:

- Population characteristics
 - Total population
 - Gender
 - Age
 - Race or Hispanic/Latino
 - Education attainment
 - Disabilities
- Households and housing
 - Number of households and growth rate
 - Household size
 - Number of housing units
 - Occupancy of housing units
 - Housing tenure (owner or renter)

- Income
 - Household income
 - Poverty
- Transportation
 - Means of transportation to work
 - Travel time to work
 - Vehicle availability

Data for the project study area are compared to Portland-Vancouver Metropolitan Statistical Area (MSA), Multnomah County, and the State of Oregon data. Housing, population, income, and transportation data are used to define potentially transit-dependent and nondriver populations in the study area. This Socioeconomics Technical Report evaluates direct adverse impacts—displacements, disruptions to accessibility, isolation of a community—as well as beneficial impacts of improved accessibility and mobility within the study area.

3.2 Public Services

Information regarding service areas, facilities, capacity, and school enrollment is from websites and communication with service providers, where appropriate. This Socioeconomics Technical Report assesses direct impacts on public services from right-of-way acquisition, direct impacts on accessibility to and from facilities due to changes in circulation patterns, and indirect impacts on service capacity.

Services evaluated are:

- Fire
- Police
- Public libraries
- Schools
- Religious institutions
- Social services
- Medical centers

3.3 Economy

Because specific economic analyses at the study area level or neighborhood level do not exist, the discussion on the economy focuses on the region and the City of Portland. U.S. Department of Commerce Bureau of Economic Analysis gross domestic product and personal income data (2014) for the Portland area, Multnomah County, and State of Oregon are evaluated in order to describe the study area's economy and the study area's role in the local and regional economy.

Most of the study area is within the Lents Urban Renewal Area designated by the City of Portland. Several parcels just east of I-205 on both sides of SE Powell Boulevard are

designated as Employment Areas and Industrial Areas by Metro. This Socioeconomics Technical Report reviews the following regional and local economic plans and designations, and evaluates potential impacts to the overall economy based on how the project investment supports and implements economic development goals and policies contained in the following plans:

- City of Portland Comprehensive Plan Chapter 6: Economic Development
- East Portland Action Plan Committee East Portland Action Plan: Economic Development Assessment (Marketek, Inc. 2012)
- Portland Development Commission Economic Development Strategy (2009) and Three Year Status Report (2012c)
- Metro 2014 Urban Growth Report, Revised Draft: Investing in our Communities 2015-2035 (2014a)
- Metro Regional Industrial Site Readiness: 2014 Inventory Update (Mackenzie 2014)
- Metro Urban Growth Management Functional Plan Title 4 (2012)

3.4 Employment

Employment data are from the Oregon Employment Department (OED) and the U.S. Census Bureau 2010 Census and ACS. Project area data are compared to Multnomah County, state, and national data in order to provide the context of the local area. Data from the OED provides the number of businesses, average annual employment, and annual payroll by North American Industry Classification System (NAICS) code.

3.5 Business Activity

Established business districts are identified, including the Lents Urban Renewal Area (PDC 2014a), Midway Business Association, and commercial clusters at intersections. Sources used to identify business activities include: the project's Design Constraints and Concepts Report (DEA 2014a) and the Portland Development Commission and business association websites. Key information about business types and opportunities was gleaned from the project team's meetings with the Midway Business Association and the input provided by that business association. Information about approaches (driveways and public accesses), approach permit status, and potential reasonable alternate routes to access properties is available in the Right-of-Way Technical Report prepared for this project (ODOT 2016).

This Socioeconomics Technical Report evaluates direct effects of displacement due to right-of-way acquisition, effects to parking locations and quantities, inconvenience due to circulation changes, and indirect effects of potential induced business relocation or development outside of an established business area as documented in the Right-of-Way Technical Report prepared for this project (ODOT 2016).

3.6 Property Values and Tax Revenues

Multnomah County Department of County Management, Division of Assessment, Recording and Taxation provides market value and property tax assessment by land use

and zoning. The most recent available information, from October 2014, is provided for the API only, because only properties within the API may be affected.

Neither the values nor the potential tax revenues of the properties within the larger study area beyond the API would be affected. Section 5.2.2.6 of this Socioeconomics Technical Report makes an aggregate evaluation of the effect of the proposed alternatives on the tax base due to taxable property removed because of right-of-way acquisition. However, specific property impacts may change during final design, and market conditions and business activity may change before acquisition occurs.

4 Affected Environment

4.1 Social Environment

4.1.1 Community Setting

East Portland, where the study area is located, is more racially diverse and less affluent than other areas of Multnomah County and the City of Portland. In general, neighborhoods east of SE 82nd Avenue have greater percentages of residents who are low-income, immigrants, and minorities than are present elsewhere in the city (see the *Outer Powell Transportation Safety Project Environmental Justice Technical Report*).

The City of Portland Outer Powell Boulevard Conceptual Design Plan Community Outreach Plan (City of Portland Bureau of Transportation 2010) developed methods to involve community members in the study area based on the characteristics of the study area. The plan identified the study area as having a low to medium density of elderly, disabled, low-income, and minority residents, based on Metro mapping of these groups, which uses 2000 U.S. Census data. The plan also identified, based on school district data, the languages most spoken other than English, which are Spanish, Russian, Vietnamese, and Cantonese.

The study area was annexed to the City of Portland in the mid-1990s and was still partially rural at that time (City of Portland Bureau of Planning 1996). In the Outer Southeast Community Plan, most of the study area (to SE 148th Avenue) is characterized as “mixed area neighborhoods.” Today, the study area is characterized by single-story and double-story apartments and single-family dwellings, with commercial and industrial uses clustered near I-205 and at the major SE Powell Boulevard intersections. The study area is relatively flat, and the streets generally are laid out in a grid pattern, both of which facilitate connectivity within and among neighborhoods. However, multiple dead-ends and discontinued streets make direct walking and bicycle connections within and between neighborhoods difficult. In addition, I-205 limits east-west connectivity.

4.1.2 Neighborhood Associations

The City of Portland neighborhood association and organization structure has three components: The Office of Neighborhood Involvement (ONI), district coalitions, and neighborhood associations. ONI coordinates and provides training and technical assistance to Portland’s seven neighborhood district coalition offices and 95 recognized neighborhood associations. In turn, the district coalitions provide support and technical assistance to the neighborhood associations and receive funding from ONI.

Neighborhood associations are the officially designated and recognized organization for a specific geographic location and are self-governed. All four of the Portland neighborhoods within the study area are in the East Portland Neighborhood Office District Coalition: Lents, Powellhurst-Gilbert, Centennial, and Pleasant Valley (City of Portland ONI 2015). Within the API, the Lents neighborhood overlaps with the Powellhurst-Gilbert neighborhood between I-205 and SE 112th Street, on the south side of SE Powell Boulevard. The Powellhurst-Gilbert neighborhood extends to SE 142nd Avenue on both sides of SE Powell Boulevard. The Centennial neighborhood, on both

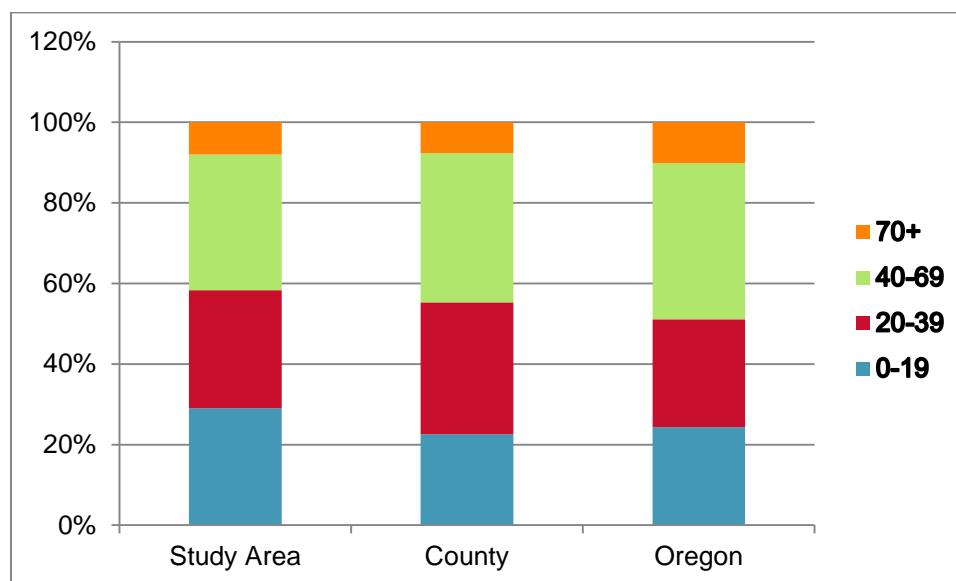
sides of SE Powell Boulevard, borders the Powellhurst-Gilbert neighborhood at SE 142nd Avenue and ends at the city boundary. The Pleasant Valley neighborhood overlaps with Centennial between SE 157th Avenue and the city boundary on the south side of SE Powell Boulevard.

4.1.3 Population Characteristics

Approximately 5 percent of the Multnomah County population, or 33,520 people, lived in the study area in 2010. The population was slightly more female than male (51 percent). The population is projected to grow by 5 percent by 2020 to 36,561, and at the same growth rate as the county (ESRI 2015).

The study area had a younger population, reflected in its median age (33), compared to a median age of 35.8 in the county and 38.3 in the state. People ages 70 and older were present in the same proportion of both the study area and county population, but there was a smaller portion of working age people (20 to 39 and 40 to 69) and a larger proportion of school-age children (birth to 19) in the study area. Almost one-quarter of the study area population is under the age of 14. Figure 7 shows the age distribution of the populations of the study area, county, and state in 2010.

Figure 7. Age Distribution, 2010



Source: ESRI, 2010 U.S. Census.

The study area population is substantially more diverse than the population of the county or state as a whole. Though the percentage of people identifying themselves as American Indian/Alaska Native, Pacific Islander, and two or more races is the same in the three geographic areas, the study area has a much higher Asian population and slightly higher black/African American, other race, and Hispanic population, as shown in Table 1.

Table 1. Race and Hispanic Ethnicity, Percentage of Population, 2010

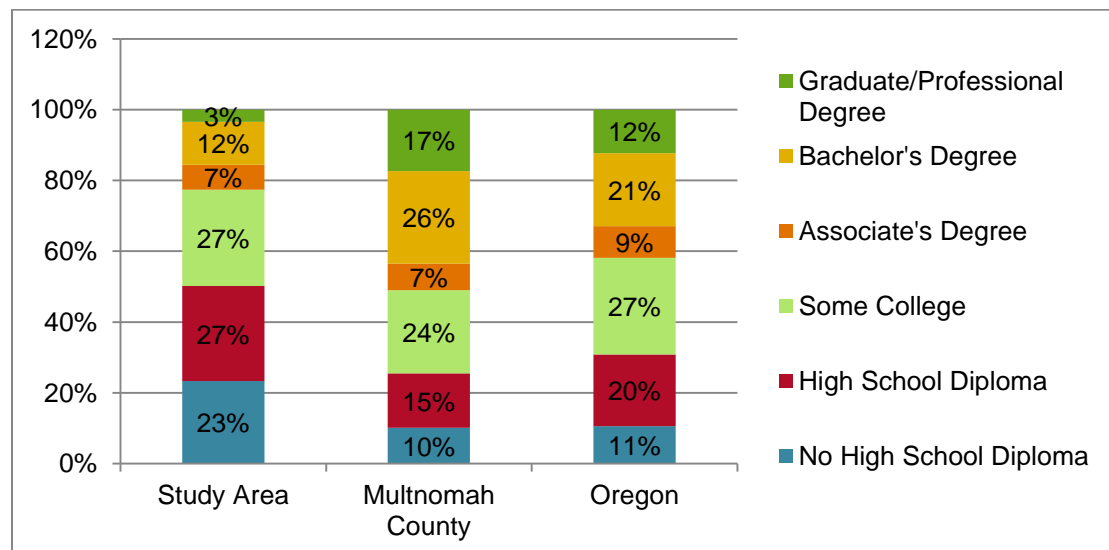
	Study Area (%)	County (%)	Oregon (%)
White	65	77	84
Black/African American	7	6	2
American Indian/Alaska Native	1	1	1
Asian	9	7	4
Pacific Islander	1	1	0
Other Race	11	5	5
Two or More Races	5	5	4
Hispanic	19	11	12

Source: 2010 U.S. Census.

Note: The table columns do not total 100 percent because people of Hispanic ethnicity may be of any race.

Of the adult population (over age 25), nearly one-quarter had no high school diploma, a much higher proportion than the 11 percent with no high school diploma in the county or state. Although the proportion of people with an associate's degree in the study area is the same as in the county, the percentage of people with a bachelor's degree or graduate degree is much lower in the study area. Figure 8 compares education attainment.

Figure 8. Education Attainment, Population Age 25+, 2015



Source: ESRI, 2015.

In the study area, 33 percent of households have at least one person with a disability or mobility impairment, which is considerably higher than 23 percent of households in the county as a whole and 27 percent in the state.

4.1.4 Housing and Households

In 2015, there were 11,850 households in the study area, representing approximately 4 percent of all households in Multnomah County (in line with the 5 percent of the population). Average household size was 2.89 people, slightly higher than the 2.35 for the county and 2.45 for the state as a whole. The average annual increase in households in the study area between 2000 and 2015 was 5.75 percent, slightly higher than the rate for the county as a whole, which was 4.97 percent, but on par with the state's growth rate during that time period of 5.4 percent. The projected growth rate in households to 2020 for all three areas is approximately 1 percent, so the study area is expected to continue to contain approximately 5 percent of all county households. Table 2 presents a summary of household growth.

Table 2. Household Average Annual Growth Rate, 2000–2020

Years	Study Area (%)	Multnomah County (%)	Oregon (%)
2000–2014	5.75	4.97	5.40
2015–2020	1.14	1.28	0.96

Source: U.S. Census Bureau ACS, 2008–2012.

The study area has slightly more housing units than households at 12,593 units, 6 percent of which are vacant. The occupied units are split equally between owner-occupied and renter-occupied. The study area has a lower vacancy rate and lower owner-occupied rate than both the county as a whole and the state. The county has 2 percent more owner-occupied units, and the state has almost 8 percent more. Table 3 summarizes household and occupancy information.

Table 3. Housing Units and Occupancy, 2015

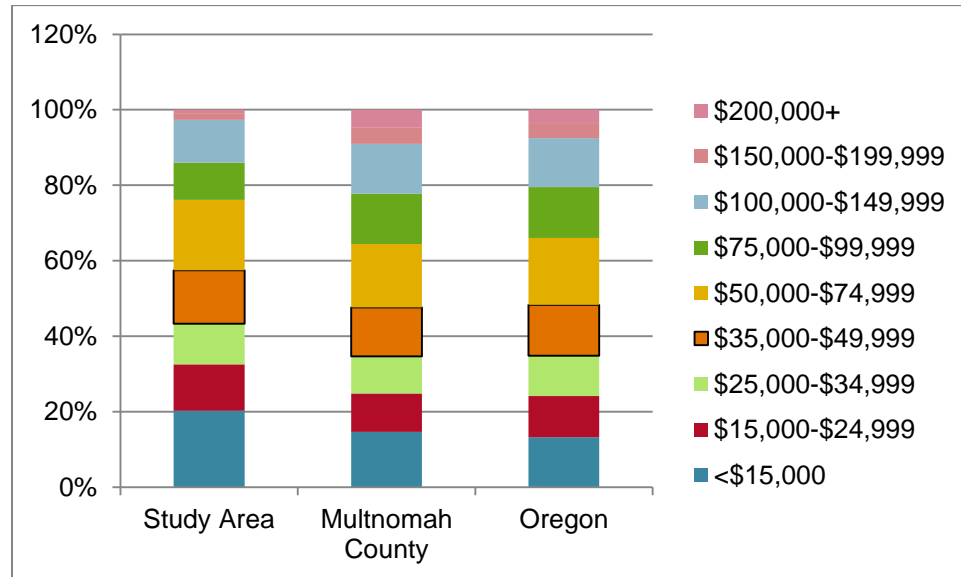
Housing Units	Study Area		Multnomah County		Oregon	
	Units	%	Units	%	Units	%
Owner-Occupied	5,873	46.64%	163,862	48.53%	944,524	54.31%
Renter-Occupied	5,977	47.46%	152,926	45.29%	631,231	36.30%
Vacant	743	5.90%	20,850	6.18%	163,341	9.39%
Total	12,593	—	377,638	—	1,739,096	—

Source: U.S. Census Bureau ACS, 2009–2013.

4.1.5 Income

In the study area, 25 percent of households were below the Federal poverty level; this percentage is considerably higher than the 16 percent in the county as a whole and 15 percent in the state. The median household income in the study area in 2015 was \$40,931, which is more than 20 percent lower than that of the county and the state. As shown in Figure 9, the study area generally has a lower income profile than the county and state.

Figure 9. Household Income, 2015



Source: ESRI, 2015.

4.1.6 Transportation

In the study area, 10 percent more people drive alone and carpool than use active transportation compared to Multnomah County as a whole. Table 4 shows the means of travel to work in the study area, county, and state in 2013.

Table 4. Means of Travel to Work, Workers Age 16 or Older, 2013

	Study Area (%)	Multnomah County (%)	Oregon (%)
Drove Alone	65	62	72
Carpooled	16	9	10
Public Transportation	10	10	4
Taxicab	0	<0	<0
Motorcycle	0	<0	<0

Table 4. Means of Travel to Work, Workers Age 16 or Older, 2013

	Study Area (%)	Multnomah County (%)	Oregon (%)
Bicycle	<1	5	2
Walked	3	5	4
Other Means	1	1	1
At Home	4	7	6

Source: U.S. Census Bureau ACS, 2009–2013.

As illustrated in Table 5, workers in the study area generally have longer commute times than workers in the county and state, with nearly one-quarter of study area commutes taking between 20 and 30 minutes.

In the study area, 2 percent of owner households have no vehicle available, the same as in the county and state. However, among renters in the study area, the percentage of households without a vehicle is 12 percent, double what it is in the state as a whole.

Table 5. Mean Travel Time to Work, Workers Age 16 or Older, 2009–2013

	Study Area (%)	Multnomah County (%)	Oregon (%)
0–9 minutes	11	16	22
10–14 minutes	10	13	16
15–19 minutes	15	16	16
20–29 minutes	24	24	20
30–44 minutes	21	20	16
45–59 minutes	10	6	5
60+ minutes	9	6	5

Source: U.S. Census Bureau ACS, 2009–2013.

4.2 Public Services

The key public services necessary for community security and livability are fire, police, public libraries, schools, religious institutions, social services, and medical centers.

4.2.1 Fire

The 5,348-square-foot Powellhurst Fire Station #29 at 13310 SE Foster Road serves the study area but is located outside of it. The station houses Engine 29 (advanced life support) and Brush Unit 29. On-duty personnel include one company officer, two firefighters, and one firefighter paramedic. From July 1, 2009, to June 30, 2010 (the most recent data available), the station received 1,933 calls for service (City of Portland Fire and Rescue 2015a). Ninety percent of the time, response time to incidents in the East Portland Neighborhood Office District is 6 minutes and 39 seconds, which is faster than the citywide average of 7:12, but longer than the 5:20 target (City of Portland Fire and Rescue 2015b).

4.2.2 Police

There are no police stations in the study area—the closest is the East Precinct at Mall 205, approximately a half-mile north of the study area. Two officers are assigned to the Southeast Sector of the East Precinct, which encompasses the study area (east of I-205 and south of SE Division Street to the east and south city boundaries, respectively). The East Precinct covers 36 square miles and serves a population of 225,024 (City of Portland Police Bureau 2015b).

The Portland Police Bureau reports crime statistics weekly by category and neighborhood. Table 6 shows crimes in each of the four neighborhoods in the study area, along with crimes in the East Portland Neighborhood Office District and all Portland neighborhoods, for comparison, from January through December 2014.

Table 6. Crime Statistics, 2014, and Population, 2010

Geographic Area	2014 Crimes				2010 Population ⁴
	Part I ¹	Part II-A ²	Part II-B ³	Total	
Centennial Neighborhood	1,078	571	396	2,045	23,662
Lents Neighborhood	1,380	673	539	2,592	20,465
Pleasant Valley Neighborhood	183	112	84	379	12,743
Powellhurst-Gilbert Neighborhood	1,161	793	536	2,490	30,639
Total Study Area Neighborhoods	3,802	2,149	1,555	7,506	87,509
East Portland Neighborhood Office	8,233	4,275	3,061	15,569	153,652
Study Area Neighborhoods Percent of East Portland Neighborhood Office	46.18%	50.27%	50.80%	48.21%	56.95%
All Portland Neighborhoods	32,716	14,995	13,923	61,634	605,317
Study Area Neighborhoods Percent of All Portland Neighborhoods	11.62%	14.33%	11.17%	12.18%	14.46%

Source: City of Portland Police Bureau, 2015a, and Portland State University, 2010.

¹ Part I crimes are aggravated assault, arson, burglary, homicide, larceny, rape, robbery, theft from vehicle, and vehicle theft.

² Part II-A crimes are drugs, embezzlement, forgery, fraud, prostitution, sex crime, simple assault, stolen property, vandalism, and weapon.

³ Part II-B crimes are curfew, disorderly conduct, DUUI, gambling, kidnapping, offense against family, runaway, and trespass.

⁴ The most recent population numbers available by designated neighborhood are from 2010.

The four study area neighborhoods comprise approximately half of the 2014 crimes committed in the East Portland Neighborhood Office District, but they also represent approximately half of the 2010 population in that same area. Likewise, approximately 11 to 14 percent of the crimes committed in the city as a whole occur in the four neighborhoods, but that is representative of the population as well. By far the most common crime is larceny (the unlawful taking of property from the possession of another; larceny includes pickpocket, purse snatching, shoplifting, and bike theft), which comprises 20 percent of all crimes committed in the four neighborhoods. Therefore, the crime rate is in proportion to the population. Average response time to high priority calls (e.g., assault or robbery in progress) in the East Portland Neighborhood Office District is

5 minutes and 20 seconds, which closely matches the citywide average of 5:23 (City of Portland Police Bureau 2015c).

4.2.3 Public Libraries

There are no public libraries in the study area. The closest is the Multnomah County Library Midland branch located at 805 SE 122nd Avenue (and SE Morrison Street). The other closest branch is the Holgate Library at 7905 SE Holgate Boulevard, west of I-205 (Multnomah County Library 2015).

4.2.4 Schools

Three school districts serve the study area: Portland Public, David Douglas, and Centennial. Just two Portland Public Schools serve the study area: Harrison Park and Lent. The Harrison Park (K-8, enrollment 742) school boundaries are from SE Division Street to SE Powell Boulevard and from SE 82nd Avenue to SE 107th Avenue. The school is located outside the study area at 2225 SE 87th Avenue. Lent School (K-8), at 5105 SE 97th Avenue, has 604 students (Portland Public Schools 2015).

The boundaries for David Douglas School District, with a total enrollment of 10,715 students, are from I-205 to 148th Avenue and NE Halsey Street to SE Clatsop Street. Three elementary schools and one middle school are within the study area: Earl Boyles (enrollment 533), Gilbert Heights (608), West Powellhurst (477), and Ron Russell Middle School (897). Two additional elementary schools are located outside of the study area, but their enrollment catchment is within the study area: Lincoln Park (661) and Mill Park (595). Alice Ott Middle School (721) serves students south of SE Foster Road and in the area east of SE 122nd Avenue and south of SE Powell Boulevard. David Douglas High School (2,911) is north of the study area, at 1500 SE 130th Avenue (David Douglas School District #40 2015).

Centennial High School (1,692) is just outside the City of Portland limits, within the City of Gresham. Although it is outside of the study area, it is discussed here, since the school generates many trips. North of SE Powell Boulevard, between SE 143rd Avenue and SE 148th/SE 153rd Avenues, is the catchment area for the Centennial School District's Oliver (391) and Parklane (408) elementary schools (Centennial School District 2014). Lynch Wood Elementary (514) captures the area north of SE Powell Boulevard between SE 148th Avenue and SE 174th Avenue. Pleasant Valley (465) serves the area south of SE Powell Boulevard from SE 143rd Avenue to 157th Avenue. Butler Creek (544) serves the area east of 157th Avenue to the Gresham School District boundary.

Franciscan Montessori Earth School (273) is a private pre-kindergarten through 8th grade school within the study area at 14750 SE Clinton Street.

There are no colleges in the study area. West of I-205 are Warner Pacific College at SE Division Street and SE 70th Avenue, and Portland Community College (PCC) Southeast Campus at SE Division Street and SE 82nd Avenue. Warner Pacific is a private Christian liberal arts college on a 14.5-acre campus with 1,442 students (Warner Pacific College 2014). PCC is an 18-acre, 200,000-square-foot campus with an enrollment of 11,117 (PCC 2015). Walla Walla College has a nursing school at Portland Adventist Medical Center (see Section 4.2.7).

There are private daycare providers in the study area along or near SE Powell Boulevard, including Kindercare near SE 168th Avenue and one near SE 138th Avenue.

As listed in Table 7, 18 public schools in three districts serve the study area. Some of the schools are within the study area, and some are located outside of it, but their catchment area is within the study area boundaries (Centennial School District 2014; David Douglas School District #40 2015; Portland Public Schools 2015).

Table 7. Public Schools That Serve the Study Area

District/School	Grades	Location	Within Study Area?	2013–2014 Enrollment in the Study Area	% Change from 2012–2013 ¹
Portland Public				1,331	0.9
Harrison Park	K-8	2225 SE 87th Ave	No	744	-3.9
Lent School	K-8	5105 SE 97th Ave	No	587	1.6
David Douglas				8,669	0.3
Alice Ott	6-8	12500 SE Ramona St	No	704	-2.6
Cherry Park	K-5	1930 SE 104th Ave	No	497	3.5
David Douglas High School	9-12	1500 SE 130th Ave	No	3,011	-0.5
Earl Boyles	PK-5	10822 SE Bush St	Yes	426	-1.8
Floyd Light	6-8	10800 SE Washington St	No	786	-3.9
Gilbert Heights	K-5	12839 SE Holgate Blvd	Yes	651	7.2
Lincoln Park	K-5	13200 SE Lincoln St	No	635	2.6
Mill Park	K-5	1900 SE 117th Ave	No	609	2.9
Ron Russell Middle School	6-8	3955 SE 112th Ave	Yes	868	1.4



Table 7. Public Schools That Serve the Study Area

District/School	Grades	Location	Within Study Area?	2013–2014 Enrollment in the Study Area	% Change from 2012–2013 ¹
West Powellhurst	K-5	2921 SE 116th Ave	Yes	482	0.2
Centennial				4,014	1.2
Butler Creek	K-5	2789 SW Butler Rd	No	544	-6
Centennial	9-12	3505 SE 182nd Ave	No	1,692	1.6
Lynch Wood	K-5	3615 SE 174th St	Yes	514	-0.6
Oliver	K-5	15840 SE Taylor St	No	391	4.3
Parklane	K-5	15811 SE Main St	No	408	0.5
Pleasant Valley	K-5	17625 SE Foster Rd	No	465	-2.7

Source: Oregon Department of Education, 2015.

¹ Enrollment change for the districts is for each district as a whole, not just for the study area.

The David Douglas and Centennial school districts have grown in recent years. Although growth slowed in the 2012 to 2013 school year (0.3 percent and 1.2 percent for David Douglas and Centennial, respectively), the City of Portland is responding to the long-term growth pressures on schools and public services by downzoning in the study area as part of the City's 2035 Comprehensive Plan update (City of Portland 2014) until the City and school district can pursue infrastructure improvements. For the most part, the designation would lower density by one factor; that is, areas currently designated as Residential 5,000-square-foot lots would be downzoned to Residential 7,000-square-foot lots; those currently designated as Residential 1,000-square-foot lots would be downzoned to Residential 2,000-square-foot lots; and so forth.

4.2.5 Religious Institutions

There are many religious institutions in the study area. Their identification is important for a transportation project because of high traffic generation at specific times (e.g., Sunday morning) and opportunities for shared parking at their sites. Table 8 lists religious institutions in the study area.

Table 8. Religious Institutions in the Study Area

Name	Address	Service Times	Congregation Size
Buddhist Temple	SE Powell Blvd & SE 148 th Ave	Not available	Not available
Church of Nazarene (shared space)	9715 SE Powell Blvd	Sun: 9:00 a.m.-7:00 p.m., Wed: 7:00 p.m.-8:15 p.m.	200–250
New Beginnings (shared space)	9715 SE Powell Blvd	Sun: 9:00 a.m.-7:00 p.m.	130–150
Powellhurst Baptist Church	3435 SE 112th Ave	Sun: 8:45 a.m.-3:00 p.m., Tue: 6:30 p.m.-8:00 p.m., Wed: 6:30 p.m.-8:30 p.m., Thu: 6:00 p.m.-9:00 p.m., Fri: 6:00 p.m.-9:00 p.m., Sat: 7:00 a.m.-9:00 p.m.	200
Church of Korean Martyrs, Catholic Church	10840 SE Powell Blvd	Sun: 10:00 a.m.-2:30 p.m., Wed: 7:30 p.m.-9:00 p.m., Thu: 7:30 p.m.-9:00 p.m., Fri: 7:30 p.m.-9:00 p.m., Sat: 7:30 p.m.-8:30 p.m.	400
Saint Timothy Lutheran Church	14500 SE Powell Blvd	Sun: 9:00 a.m.-12:00 p.m., Wed: 5:00 p.m.-8:30 p.m., Thu: 6:45 p.m.-8:30 p.m., Sat: 11:00 a.m.-1:00 p.m.	120
Living Hope Baptist Church	3130 SE 148th Ave	Sun: 9:00 a.m.-12:00 p.m., Tue: 9:00 a.m.-10:00 a.m., 7:00 p.m.-8:00 p.m., Wed: 7:00 p.m.-8:30 p.m., Thu: 10:00 a.m.-11:30 a.m.	120

Table 8. Religious Institutions in the Study Area

Name	Address	Service Times	Congregation Size
Greater Grace Church, Church of Lutheran Brethren	3707 SE 162nd Ave	Sun: 9:00 a.m.-12:00 p.m., Tue: 7:00 p.m.-9:00 p.m., Wed: 7:00 a.m.-9:00 a.m., Thu: 7:00 p.m.-9:00 p.m., Sat: 9:00 a.m.-12:00 p.m.	20–40
Family Worship Center	5001 W Powell Blvd	Sun: 9:00 a.m.-12:00 p.m., 11:00 a.m.-2:00 p.m., 5:00 p.m.-7:00 p.m., Mon: 5:00 p.m.-8:00 p.m., Tue: 5:00 p.m.-8:30 p.m., Wed: 7:00 p.m.-8:30 p.m.	350
Village Seventh Day Adventist	4501 W Powell Blvd, #212	Sat: 9:30 a.m.-12:30 p.m.	Not available
Voice of Hope Christian Church	10505 SE Holgate Blvd	Sun: 11:00 a.m.-1:00 p.m., 6:00 p.m.-8:00 p.m., Tue: 7:30 p.m.-8:30 p.m., Wed: 7:30 p.m.-8:30 p.m., Fri: 7:00 p.m.-9:00 p.m.	Not available
Tongan Fellowship, Methodist Church	4600 SE 97th Ave	Not available	Not available
Calvary Temple Assembly of God	10224 SE Division St	Sun: 10:00 a.m.-12:00 p.m., Wed: 7:00 p.m.-9:00 p.m.	Not available
Holgate Baptist Church	11242 SE Holgate Blvd	Sun: 8:00 a.m.-6:00 p.m.	80–160
Onnuri Evangelical Church of Oregon	11510 SE Holgate Blvd	Sun: 9:30 a.m.-12:30 p.m., Wed: 8:00 p.m.-10:00 p.m.	Not available
Southeast Christian Center	2414 SE 135th Ave	Sun: 10:00 a.m.-12:00 p.m.	50
Church of Saint Joseph the Worker	2310 SE 148th Ave	Sun: 8:30 a.m.-1:00 p.m., Wed-Fri: 8:00 a.m.-10:00 a.m., Sat: 4:00 p.m.-7:00 p.m.	Not available
Peniel Ministries Lynchwood Christian Church	3815 SE 174th Ave	Sun: 10:45 a.m.-4:00 p.m., Tue: 6:30 p.m.-8:30 p.m., Wed: 7:00 p.m.-9:00 p.m., Sat: 9:00 a.m.-1:00 p.m.	75–200

Table 8. Religious Institutions in the Study Area

Name	Address	Service Times	Congregation Size
Lynchwood Church of God	3818 SE 174th Ave	Sun: 9:00 a.m.-12:00 p.m., 6:00 p.m.-8:00 p.m., Wed: 6:45 p.m.-9:00 p.m.	260–300
Midway Christian Church	2546 SE 131st Ave	Sun: 9:30 a.m.-12:30 p.m.	Not available
The Church of Jesus Christ of Latter-day Saints	9901 SE Caruthers St	Sun: 9:00 a.m.-12:00 p.m.	Not available

Sources: Religious Institutions, 2015.

4.2.6 Social Services

Two social service offices are located in the study area—one private and one state agency. Human Solutions, at 12350 SE Powell Boulevard, is a private nonprofit organization that assists “low-income and homeless families and individuals gain self-sufficiency by providing affordable housing, family support services, job readiness training, and economic development opportunities” in a 245-mile service area in outer east Portland (Human Solutions 2015).

The Oregon Department of Human Services East Self-Sufficiency Program, Branch #3501, is located at 1415 SE 122nd Avenue. The Self-Sufficiency Program administers the Supplemental Nutrition Assistance Program as part of Temporary Assistance to Needy Families. It assists with finding employment-related child care and provides temporary assistance to domestic violence victims (Loftland 2015). The facility also contains the Multnomah County Department of Community Justice parole and probation east/mid-county office (Multnomah County Department of Community Justice 2015) and the LifeWorks Northwest Mill Park site Children’s Relief Nursery. LifeWorks Northwest is a nonprofit prevention, mental health and addiction agency. Children’s Relief Nursery provides mental health services, classes, mentoring, home visits and respite child care (LifeWorks Northwest 2013). The three programs on the site serve approximately 4,100 people monthly (Loftland 2015).

4.2.7 Medical Centers

Adventist Medical Center, just north of the study area, is between SE 100th and SE 107th avenues, north of SE Market Street. The center includes a full-service 302-bed hospital. It is staffed by more than 500 physicians and 2,014 employees. The center serves 900,000 residents (Adventist Health 2014). A Legacy Health primary care center that offers primary, preventative, diabetes and geriatrics care is within the study area at SE 174th Avenue and SE Powell Boulevard (Legacy Health 2015).

4.3 Economy

Oregon is experiencing a recovery in 2015. Unemployment has been falling since 2010 and gross domestic product (GDP) has been growing faster than in the nation as whole, both in the decade from 2003 to 2013 (4.3 percent versus 1.5 percent) and during 2013 (2.7 percent versus 1.8 percent). Most of that growth was in professional and business services and Oregon's largest industry, durable goods manufacturing, which accounted for more than one-quarter of 2013 state GDP (U.S. Department of Commerce 2014).

Per capita personal income often is used as an indicator of consumer purchasing power and the economic well-being of the residents in an area. It is calculated as the total personal income of the residents in an area divided by the population.

Table 9 shows that the per capita personal incomes of the county and the Portland-Vancouver-Hillsboro metropolitan area are only 2 percent lower than that of the U.S., and slightly higher than the state as a whole. The 1.2 to 1.5 percent increases in per capita personal income reflect the economic recovery.

Table 9. Per Capita Personal Income, 2013

	Portland– Vancouver– Hillsboro	Multnomah County	Oregon	U.S.
2013 per capita personal income	\$43,728	\$43,564	\$39,848	\$44,765
% increase from 2012	1.2%	1.3%	1.5%	1.3%

Source: Oregon Bureau of Economic Analysis, 2014.

The City of Portland currently is updating its Comprehensive Plan (City of Portland 2014). Chapter 6 of the plan contains proposed Economic Development goals and policies. SE Powell Boulevard, throughout the study area, is identified as a Neighborhood Business District. Neighborhood Business Districts are defined as “mixed-use corridors and centers outside of the Central City.” The area at SE Powell Boulevard and SE 122nd Avenue is identified as a Town Center. The area at SE Division Street and SE 162nd Avenue is identified as a Neighborhood Center.

Neighborhood Business Districts also provide major economic benefits by keeping local dollars circulating within Portland, providing goods and services to nearby residents, defining neighborhood character, supporting small business vitality, and accounting for about one-fourth of all jobs in the City. Neighborhood Business Districts are especially important to Portland because the City's economy primarily is made up of small businesses.

The most relevant Comprehensive Plan Economic Development policy to this project is Policy 6.65:

Policy 6.65 Involuntary commercial displacement. Evaluate plans and investments for their impact on existing businesses.

6.65.a. Limit involuntary commercial displacement in areas at risk of gentrification and incorporate tools to reduce the cost burden of rapid neighborhood change on vulnerable small business owners.

6.65.b. Encourage the preservation and creation of affordable neighborhood commercial space to support a broad range of small business owners.

The City of Portland report that evaluated middle-income employment for the Comprehensive Plan update found that the number of jobs in the upper-middle and lower-middle wage levels has grown much less rapidly than the number of high-wage and low-wage jobs. The report concludes that middle and lower-middle wage residents, particularly in East Portland, rely on industrial sector jobs (City of Portland Bureau of Planning and Sustainability 2015).

Also, as part of the Comprehensive Plan update, the City is required to prepare an economic opportunities analysis (EOA) that includes trends and market factors, employment forecasts, buildable land, and community choices for 20 years. The City's EOA echoes the City's other evaluation in finding that industrial employment is the primary source of middle wage jobs; however, the EOA also found that industrial development increased in the City as employment declined in the past decade. The EOA predicts that approximately 500 acres of land will be needed in "neighborhood centers and corridors" (the study area's category within the City) by 2035. Since the City has an existing supply of 850 acres, there is a surplus of 350 acres. This surplus capacity of land mainly is on underutilized and redevelopable sites (E.D. Hovee & Company, LLC 2015).

4.4 Employment

The Portland metropolitan region averaged 1,065,300 jobs in 2014. The region has created 92,100 jobs over the last 5 years, representing 9.5 percent growth (OED 2015). Metro forecasts 85,000 to 440,000 additional jobs within the urban growth boundary (UGB) between 2015 and 2035, with a midpoint of 260,000 jobs (Metro 2014a). In November 2014, the Multnomah County unemployment rate was 6.2 percent, and the Portland–Hillsboro–Vancouver MSA rate was 6.5 percent (OED 2015).

OED collects monthly employment data (number of jobs) and payroll data for each business. Information on businesses and jobs in the study area is presented by NAICS code in this report to protect confidentiality. Classifications 11, 21, 23, 31, 32, and 33 are goods-producing industries, and the others are service-providing industries. The number of jobs fluctuates over the 12 months, but the mean number of jobs and the number of jobs at the end of the year (December) vary little except in the Educational Services industry (NAICS 61), which has lower summer employment, and the Arts, Entertainment, and Recreation industry (NAICS 72), which has higher summer employment. Table 10 presents employment and business information from the study area and Multnomah County.



Table 10. Businesses and Employment in the Study Area and County, 2013

NAICS Code	Category	# Busi- nesses	Pay (millions)		% Pay		# of Jobs ²		% of Jobs	
		Study Area	Study Area	Multnomah County	Study Area	Multnomah County	Study Area	Multnomah County	Study Area	Multnomah County
11	Agriculture, Forestry, Fishing, and Hunting ¹	--	--	\$64.10	--	<1	--	1,374	--	<1
21	Mining, Quarrying, and Oil and Gas Extraction	0	\$0.00	\$1.60	0	<1	0	29	0	<1
22	Utilities	--	--	\$252.40	--	1	--	2,629	--	1
23	Construction	54	\$7.99	\$1,245.10	5	7	210	20,194	4	5
31-33	Manufacturing	9	\$0.70	\$1,828.30	0	10	29	32,881	1	8
42	Wholesale Trade	14	\$1.11	\$1,250.70	1	7	32	21,737	1	5
44-45	Retail Trade	79	\$24.28	\$1,150.90	14	6	897	41,738	17	10
48-49	Transportation and Warehousing	10	\$36.76	\$1,170.30	21	6	806	24,935	15	6
51	Information ¹	3	\$0.21	\$762.70	--	4	2	11,256	--	3
52	Finance and Insurance	13	\$4.04	\$1,550.20	2	8	116	18,919	2	5
53	Real Estate and Rental and Leasing	24	\$1.06	\$356.70	1	2	50	8,820	1	2
54-56	Professional and Business Services	57	\$7.84	\$751.10	4	4	230	22,102	4	6

Table 10. Businesses and Employment in the Study Area and County, 2013

NAICS Code	Category	# Businesses	Pay (millions)		% Pay		# of Jobs ²		% of Jobs	
		Study Area	Study Area	Multnomah County	Study Area	Multnomah County	Study Area	Multnomah County	Study Area	Multnomah County
61	Educational Services	13	\$20.30	\$2,193.60	11	12	657	46,450	12	12
62	Health Care and Social Assistance	85	\$33.17	\$3,103.00	19	17	1,148	61,314	22	15
71	Arts, Entertainment, and Recreation	11	\$2.57	\$275.90	1	1	44	7,243	1	2
72	Accommodation and Food Services	48	\$6.17	\$852.90	3	5	447	44,181	9	11
81	Other Services Except Public Administration	124	\$8.55	\$621.10	5	3	293	18,942	6	5
92	Government	2	\$21.83	\$1,073.10	12	6	297	15,265	6	4
99	(Other)	--	--	\$1.6	--	<1	--	48	--	<1
Total		546	\$176.60	\$18,505.30	100	100	5,258	400,057	100	100

Source: OED, 2015.

¹ Not reported for the study area due to confidentiality.

² In December 2013.

The Health Care and Social Assistance industry provides the highest payroll in the county, the second highest payroll in the study area, and the most jobs in both. This is due to the presence of Adventist Medical Center just north of the study area, between SE 100th and SE 107th Avenues, north of SE Market Street. The medical center includes a full-service 302-bed hospital. It is staffed by more than 500 physicians and 2,014 employees (Adventist Health 2014). Also, a Legacy Health primary care center that offers primary, preventative, diabetes, and geriatrics care is at SE 174th Avenue and SE Powell Boulevard (Legacy Health 2015).

The Transportation and Warehousing and Retail Trade sectors are more important in the study area than in the County as a whole. In the study area, Transportation and Warehousing provides the most total payroll and third most jobs in the study area, but is sixth in the County for total payroll and number of employees. This is likely due to the TriMet and Curtis Trailers vehicle fleets near I-205. Retail Trade provides the second most jobs and third most pay and number of businesses in the study area, but is similarly ranked fourth and sixth in the County as a whole.

4.5 Business Activity

4.5.1 Commercial and Industrial Activity

Commercial and industrial uses are clustered near I-205 and at the major SE Powell Boulevard intersections: SE 112th, 122nd, 124th, 136th, 162nd, and 174th Avenues. The intersection with the most intensive commercial development is SE 122nd Avenue-development extends to east of 124th Avenue. Uses include a supermarket, pharmacy, gas station, shopping center with multiple retail and services, furniture store, automotive services, restaurants, taverns, money services, and human services. Uses with vehicle fleets are close to I-205. These include the TriMet garage, Curtis Trailers, and Funtastic Traveling Shows (DEA 2014b).

The Metro Urban Growth Management Functional Plan implements regional goals and objectives by recommending and requiring that City and county comprehensive plans and implementing ordinances ensure adequate employment and industrial land. "Title 4: Industrial and Other Employment Areas" intends to protect and cluster designated industrial and employment areas by limiting the encroachment of retail commercial uses and professional services and by preserving large lots, particularly in industrial areas (Metro 2012). In the study area, the land designated "employment" (38.13 acres) and "industrial" (29.61 acres) is located in a few large parcels between I-205 and SE 108th Avenue, and it comprises only 2 percent of the land within the study area (Metro 2014b). According to Metro's 2014 inventory, there are no industrial sites that are over 25 net developable acres within the study area (Mackenzie 2014).

4.5.2 Lents Urban Renewal Area

The PDC is the City's urban renewal agency that manages Urban Renewal Areas (URAs). Urban renewal is a state-authorized, redevelopment and finance program designed to help communities improve and redevelop areas that are physically deteriorated, suffering economic stagnation, unsafe or poorly planned.

The Lents Town Center URA extends from SE 79th Avenue to SE 122nd Avenue. Except for a few parcels west of SE 104th Avenue and east of SE 122nd Avenue, the URA's northern boundary is SE Powell Boulevard (PDC 2012a). The URA was created in 1998, expires (last date to issue debt) in June 2020, and encompasses 2,846 acres. Completed projects include the Ed Benedict Skate Park, Memory Garden, Earl Boyles Park improvements, and street paving on SE 107th Avenue and SE Boise Street (PDC 2012b).

The Lents Town Center URA is the second largest in Portland (2,846 acres), and \$90 million in public investments have been implemented. The Lents Five-Year Action Plan endeavors to spur all growth and investment as envisioned in the original 1998 plan. The Lents Five-Year Action Plan covers fiscal years 2013–2014 through 2018–2019. The plan designates SE Powell Boulevard from SE 82nd Avenue to SE 112th Avenue and SE 122nd Avenue as Commercial Corridors, and areas to the south as Affordable Housing (PDC 2014a). The key measure of success for Commercial Corridors is the objective that “101 businesses and property owners are served through PDC grant and loan programs.” The Affordable Housing key measure is “75 families receive financial assistance to buy or stay in their homes.” Table 11 contains the goals, objectives, and actions for each of the applicable designations in the study area.

Table 11. Lents Five-Year Action Plan Goals, Objectives and Actions, Investments

	Commercial Corridors	Affordable Housing
Goal	Increase safety and vitality of Lents Commercial Corridors	Encourage construction and rehabilitation of units and preserve housing affordability for homeowners and renters
Objectives and Actions	<p>9. Invest in Commercial Corridor safety (Portland Bureau of Transportation and Metro)</p> <p>9.1: Implement streetscape improvements on SE 122nd Avenue from SE Holgate to SE Ramona</p> <p>9.2: Improve transit service along Division and Powell.</p> <p>10. Promote Commercial Corridor vitality and business development (PDC and Community Organizations)</p> <p>10.1: Invest in affordable and/or workforce mixed-use projects, with high-density housing</p> <p>10.2: PDC business assistance in the form of outreach, financial and technical assistance programs</p> <p>10.3: Support local community organizations</p>	<p>11. Encourage construction of additional housing units through the use of non-tax increment financing programs (Portland Housing Bureau)</p> <p>Action 11.1: Provide System Development Charges and limited tax exemptions</p> <p>12. Preserve housing affordability for homeowners and renters (Portland Housing Bureau)</p> <p>12.1: Invest in home repair loans and grants</p> <p>12.2: Create new homebuyer opportunities, particularly in communities of color</p> <p>12.3: Provide fair housing education and advocacy</p> <p>13. Take advantage of opportunities to construct new multi-family housing units (Portland Housing Bureau)</p> <p>13.1: Leverage private sector (for-profit and nonprofit) investments in multi-family housing when public resources are available.</p>
Estimated Investments	<p>\$6.8 million by PDC</p> <p>\$1.7 million by Portland Bureau of Transportation</p>	\$9.1 million by Portland Housing Bureau

Source: PDC, 2014a.

4.5.3 East Portland Enterprise Zone

The East Portland Enterprise Zone includes major intersections along SE Powell Boulevard (PDC 2014b). The state enterprise zone program, administered in Portland by PDC, provides businesses a five-year property tax abatement on new capital investments (not on land or existing capital improvements). Nine projects (businesses participating in tax abatement) are active so far, with a few additional pending (Reed 2015).

4.5.4 Midway Business Association

The Midway Business Association promotes businesses between I-205 and SE 162nd Avenue, and SE Division Street and SE Harold Street. It is affiliated with Venture Portland, a business association umbrella group that provides grants, training, and technical assistance to its 36 member associations and businesses (Venture Portland 2015; Midway Business Association 2015).

4.5.5 East Portland Action Plan Assessment

The City of Portland prepared and adopted the East Portland Action Plan in order to plan for the community as it experienced rapid population growth and demographic changes. The plan developed and prioritized strategies for housing, commercial use, transportation, infrastructure, parks, economic development, education, and safety (City of Portland Bureau of Planning and Sustainability 2009). The plan's Economic Development and Workforce Training strategies relevant to the Outer Powell Transportation Safety Project are as follows:

- EC.2.2 Identify and prioritize commercial nodes and commercial street frontages suitable for storefront and/or "main street" improvements; consider other design and infrastructure improvements.
- EC.4.5 Connect East Portland residents to family-wage employment outside of the area by identifying and removing barriers, such as limited transportation options.

The East Portland Action Plan Economic Development Assessment inventoried land uses, demographics, businesses, employment, schools, crime, and recreational, and other features in an area from the Columbia River to the south City boundary and from I-205 to the east City boundary (Marketek, Inc. 2012). The purpose of the assessment was to identify "competitive advantages for family-wage job growth and a clear list of priority initiatives for implementation" as a follow-up to the East Portland Action Plan adopted in 2009. The assessment identified East Portland's assets:

- Regional location and access
- Health care industry
- Immigrant community
- Strong market growth
- Real estate affordability
- Lower cost of doing business

Based on those assets, the assessment developed the following Strategic Development Initiatives:

- Market East Portland as a place to do business.
- Encourage existing business growth through outreach to top employers.
- Get East Portland ready for business with an up-to-date real estate inventory.
- Maximize East Portland's economic benefits from major public projects.
- Promote workforce development by advocating for the Gateway Education Center.

4.6 Property Values and Tax Revenues

The total assessment of property tax within the 146.6-acre taxable portion of the API is \$1.4 million on a market value of \$111.6 million. Market value is the aggregate of land value and improvement value. Table 12 shows the taxed amount and value by zoning designation in 2014. Residential land and signs provide tax revenue proportional to their acreage within the API. Employment/industrial and commercial lands generate approximately 5 percent more tax revenue than their share of acreage.

Table 12. 2014 Property Value and Tax Assessment Within the API

Use Type	Symbol	Zoning	Acres	Market Value	Property Tax
Commercial	CG	General Commercial	3.84	\$7,080,160	\$77,797
	CN2	Neighborhood Commercial 2	7.73	\$11,738,840	\$106,693
Employment & Industrial	EG2	General Employment 2	20.56	\$9,626,370	\$112,468
	IG2	General Industrial 2	7.65	\$8,978,740	\$92,409
Residential	R1	Residential 1,000	0.23	\$199,780	\$3,011
	R2	Residential 2,000	70.51	\$53,027,380	\$713,201
	R3	Residential 3,000	12.24	\$11,179,150	\$169,512
	R5	Residential 5,000	4.77	\$3,396,820	\$46,336
	R7	Residential 7,000	7.97	\$4,404,520	\$63,172
	R10	Residential 10,000	9.99	\$1,877,860	\$27,894
Signs ¹	(various)	(various)	1.06	\$70,060	\$949
Total			146.55	\$111,579,680	\$1,413,442

Source: Multnomah County Department of County Management, 2014.

¹ Signs are in multiple zones.

Table 12 does not include the housing projects and land owned by the City of Portland, Metro, ODOT, Multnomah County, and religious institutions, since these are not taxed. This non-taxed property totals 284 acres within the API, and the market value of this property is \$106.5 million. More than one-third of the tax-exempt property acreage is composed of the TriMet garage and another one-third is parks.

5 Environmental Consequences

Direct impacts are caused by the action and occur at the same time and place. Indirect impacts are caused by the action but are removed in time or location.

The approach for assessing adverse impacts to each socioeconomic component of this report is described in Section 3, Methodology and Data Sources.

5.1 No-Build Alternative

The projects that would be implemented under the No-Build Alternative are listed in Section 2.1 No-Build Alternative, and in Section 5.2.3, Cumulative Impacts, under “reasonably foreseeable future actions.” These projects could require some conversion of land to right-of-way. Although the quantity is unknown, the acreage would be minimal relative to the size of the API and the study area. In addition, acquisition, if necessary, would occur immediately adjacent to existing right-of-ways. Therefore, the No-Build Alternative would not isolate or disrupt communities, and it would not affect service capacity or accessibility of public services. The improvements are too small in magnitude to affect the local economy, employment, or business conditions, and they would have minimal property tax revenue impacts. Construction costs of the No-Build Alternative improvements would be less than the Build Alternative improvements, and therefore also in the short-term would have less of an impact on the local economy.

While the No-Build Alternative is consistent with economic development policies for the study area, it only partially supports the emphasis on improved active transportation connectivity and accessibility to local businesses, because although it would increase the number of enhanced crossings, the corridor would continue to lack sidewalks for large stretches, thus inhibiting travel by pedestrians. Bike facilities would largely remain as they are today.

The No-Build Alternative would not have any adverse indirect effects—it would not induce growth that would burden services beyond what is planned for in the adopted and proposed changes to comprehensive planning and zoning.

5.2 Build Alternative

5.2.1 Short-Term (Construction) Impacts

It is anticipated that under the proposed Build Alternative, there would be temporary impacts to the Outer Powell corridor area related to the staging of construction activities, diversion of traffic, and access to local establishments. Construction activities, including construction best management practices would minimize environmental impacts, and would comply with 2015 Oregon Standard Specifications for Construction as standard operating procedures. Construction staging, material sources, and disposal locations would be determined by the contractor and would be in accordance with applicable laws and requirements. Temporary traffic control and access plans, to minimize construction-related impacts on businesses, residents, community facilities, and services, would be prepared and implemented by the construction contractor, and they would be compliant with applicable special provisions of ODOT standard specifications. ODOT would

coordinate with TriMet to follow standard communication procedures for temporary bus stop closures/relocations, schedule changes, and route diversions that would be required during the construction phase.

The Right-of-Way Technical Report prepared for this project estimates that about 17.4 acres of temporary construction easements would be required and that construction-related right-of-way costs, including temporary easements, compensation for improvements and damages, and demolition necessary for construction, would total approximately \$1.08 million in 2017 (ODOT 2016).

5.2.2 Long-Term and Operational Impacts

The Build Alternative is expected to require five displacements:

- One residential duplex (two residences)—partial site acquisition that may require relocation of two residential tenants
- Venice Furniture Store—no impact to the building, but elimination of nearly all of the parking may necessitate relocation and partial site acquisition
- N & T Market—impact to the building would necessitate relocation and full site acquisition
- Exodus Wellness Center & Social Club medical marijuana dispensary—partial site acquisition

In addition, the project would involve 281 strip takings along SE Powell Boulevard frontages with impacts to landscaping, fencing, asphalt, parking, and signs on improved properties as well as relocation of personal property. Improvements such as fencing or landscaping located within existing right-of-way are not eligible for compensation or relocation benefits. Improvements within temporary easement areas are eligible for temporary relocation or acquisition if necessary. Permanent easement acquisition needs will be determined when final design progresses; as of the time this report was written, no permanent easements have been identified as all utilities will be relocated into the fee-owned right-of-way. Permanent easements could result as the final design determines potential needs for cut/fill slopes, water treatment facilities or mitigation.

In addition, personal property may need to be relocated on approximately 14 parcels, all of which would be relocated on the same site, to the extent possible. Most are minor and vehicles and unfixed objects may or may not be present when the project progresses to right-of-way acquisition. The personal property includes residential, commercial, and industrial uses, such as storage sheds, vehicles, and play structures. Of the currently identified locations, five of the personal property relocations are on tenant-occupied parcels and nine are on owner-occupied parcels. The appraisal process will determine whether the items to be relocated are business fixtures or personal property. ODOT policy is to pay for fixtures as part of the acquisition process and pay to move personal property as part of the relocation program. The more costly personal property-only relocations might include a business requiring the relocation of a long stretch of electrical conduit, and another requiring the relocation of a propane tank.

5.2.2.1 Social Environment

The Build Alternative actions would occur along existing transportation facilities, and therefore, would not bisect or isolate identified neighborhoods that currently are contiguous, nor change their character. The Build Alternative would not make changes to travel patterns that would negatively affect the cohesion and viability of neighborhoods. The Build Alternative would require one multifamily residential duplex to be displaced, which is a negligible number relative to the total number of residential units in the study area. An adequate supply of residential multifamily rental housing exists on SE Powell Boulevard and the surrounding areas. The right-of-way relocation program would ensure that comparable or superior housing is available to the displacees before they are required to move. No existing homes would be isolated, and therefore there would be no adverse effect to the sense of community. The proposed project improvements would have no adverse impact on population or household characteristics or on income. The Build Alternative would improve transportation choices and accessibility for pedestrians, bicyclists, and transit users.

5.2.2.2 Public Services

Public Service Facilities (Fire and Police)

There are no public service facilities in the API; therefore, the Build Alternative would have no direct adverse impacts to any public service facilities. The addition of center-turn lanes as part of the proposed Build Alternative would improve police and fire response, a beneficial indirect effect.

Public Libraries

There are no public libraries in the API; therefore, the Build Alternative would have no direct adverse impacts.

Schools

The Build Alternative would not require acquisition of a right-of-way from any school; therefore, there would be no direct adverse impacts. Two residences would be displaced. If they include school-aged children, those children may or may not leave the school district, but the number of children potentially making a change would not be more than the annual fluctuation in enrollment.

Religious Institutions

The Build Alternative would not require acquisition of a right-of-way from any religious institution property; therefore, there would be no direct adverse impacts.

Social Services

Approximately 1,500 square feet of landscaping around the building that houses Human Solutions may need to be removed and converted to a right-of-way under the Build Alternative, in addition to approximately 4,500 square feet of temporary easement. The new right-of-way and temporary easement would have no effect on uses, operation, or accessibility. There would be no issues with compatibility or plan consistency, because the conversion would not change any land use activities or designations.

The Build Alternative would have no adverse direct or indirect impacts to the facility that houses the Oregon Department of Human Services, Multnomah County parole and probation office, and LifeWorks Northwest program.

Medical Centers

The Build Alternative would have no direct or indirect adverse impacts to the Legacy Health clinic.

No new roadway capacity would be added. The Build Alternative would not induce growth that would burden services beyond what is planned for in the adopted and proposed changes to comprehensive planning and zoning.

5.2.2.3 Economy

There would likely be no net benefit or detriment overall to the study area economy, because the study area economy is primarily influenced by regional, national, and global factors. Although the Build Alternative, as a transportation facilities improvement project, cannot directly create permanent jobs or businesses, it indirectly can support the local economy by increasing the safety and accessibility of transportation for employees and customers.

5.2.2.4 Employment

The proposed improvements would result in three small business displacements (a furniture store, a neighborhood market and a marijuana dispensary) along the highway, which may reduce the number of jobs in the study area if the businesses cannot be relocated within the study area. However, there appears to be adequate replacement sites for the N&T Market (a neighborhood market) and Venice Furniture Store within the study area. An appraisal would determine just compensation and whether business operations would be viable at the remainder of the site. Relocation of the Exodus Wellness Center & Social Club Dispensary is complicated by Federal, state, and local laws and rules regarding marijuana dispensaries. Because of privacy laws, the specific impacts on business employment and payroll cannot be disclosed. Oregon Revised Statute 657.665 provides “all information in the records of the Employment Department pertaining to the administration of the unemployment insurance, employment service and labor market information programs is confidential and for the exclusive use and information of the Director of the Employment Department.” The OED Commitment to Confidentiality Level 1 guideline that applies to all data from the private sector is to “never publish, share, or discuss employment or other data for a specific employer.”

The exact amount of property acquisition for the project will be determined during final design, and will be subject to negotiations with affected property owners. While the proposed improvements may reduce the number of jobs in the study area due to displacement, it is not expected that employment capacity would be diminished nor would business development be precluded in the future.

5.2.2.5 Business Activity

The Build Alternative would displace three businesses: a furniture store, a neighborhood market, and a marijuana dispensary.

The Build Alternative actions would occur along existing transportation facilities, and therefore, would not bisect or isolate business districts nor change their character. In addition the improvements would not alter accessibility or circulation patterns such that development would be induced outside of the study area. In locations where a raised median would be installed along SE Powell Boulevard, ODOT would ensure that businesses fronting the roadway would still be accessible. Under the Build Alternative, the pedestrian and bicycle facility improvements would provide continuous through travel for pedestrians, bicyclists, transit users, and vehicles. The Build Alternative would not close access to or from any major cross-streets at intersections within the API; therefore, no major diversion of vehicle traffic onto parallel routes is anticipated.

Modification to existing approaches is anticipated within the project area to facilitate safer egress and ingress. Consolidation may occur, up to a maximum of 26 approaches, to parcels with multiple approaches that may produce very minor out-of-direction travel.

The improved pedestrian and bicycle accessibility, mobility, and capacity expected to result from the Build Alternative are considered beneficial to maintaining and improving the business environment.

5.2.2.6 Property Values and Tax Revenues

Taxable land and improvements in the study area are valued at about \$112 million. The 2014 the tax revenue from this land and improvements was nearly \$1.4 million.

Right-of-way acquisition would affect local tax revenues, because taxable properties would be converted to nontaxable use. The total estimated value of property to be acquired for the project is \$3.4 million, which is 3 percent of the total assessed value of taxable land in the study area. This acquired property totals nearly \$28,000 of the collected 2014 tax revenue from the land and improvements in the study area. The total conversion of land within the API is approximately 5.6 acres out of more than 380 acres, or 1.4 percent of the total land. Property values may increase slightly because of improved pedestrian and bicycle accessibility, but the offset effect cannot be measured.

5.2.3 Cumulative Impacts

Cumulative effects are those environmental effects that result from the incremental effect of the proposed action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes those other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time (40 CFR 1508.7).

For the US 26: Outer Powell Transportation Safety Project, the effects from the past, present, and reasonably foreseeable future actions were considered in assessing cumulative effects, as follows:

- Past actions: Urban development in the project corridor, including:
 - Transition from rural/agricultural to relatively high-density residential and business land uses.

- Development of the transportation system including SE Powell Boulevard, I-205, and the minor arterials and neighborhood streets, including ODOT's 2012-2013 Outer Powell pavement and safety improvements between SE 111th Avenue and SE 174th Avenue.
- Construction, maintenance, and upgrade of utilities including water, sewer, electric, and telecommunications.
- Development of parks within the API.
- Present actions:
 - Ongoing operation and maintenance of existing infrastructure and land uses.
 - Portland Water Bureau's Powell Butte Reservoir project within Powell Butte Park, which involves construction of a 50-million-gallon underground water storage reservoir.
- Reasonably foreseeable future actions considered include the following planned and programmed in the API and immediate surroundings. The following proposed projects are described in Section 2.1.
 - The 100's Neighborhood Greenway
 - The 150's Neighborhood Greenway

The following improvements are part of the Powell-Division Safety and Access to Transit Project led by TriMet and funded with an ODOT STIP Enhance grant in the 2016–2018 cycle. The local funding match is provided by TriMet and the City of Portland. The improvements include:

- 122nd Intersection and Stop Improvements
- 136th Intersection and Stop Improvements
- 145th Enhanced Pedestrian Crossing
- 151st Enhanced Pedestrian Crossing
- TriMet transit service improvements.
- Proposed downzoning in the study area for the 2035 Comprehensive Plan update is described in Section 4.2.4.

The Build Alternative actions would occur along existing transportation facilities, and therefore, would not bisect or isolate identified neighborhoods or business districts that currently are contiguous, nor change their character. The Build Alternative would not make changes to travel patterns that would affect the cohesion and viability of neighborhoods or accessibility of businesses. Impacts would be minimized by following the Uniform Act, Oregon Revised Statutes, and ODOT guidance for financial compensation and relocation of property.

The proposed project would not have substantial social or economic impacts. Three retail businesses would be displaced and two residential tenant relocations would occur in the project area. Where business displacements occur, some job losses may also take place.

The potential acquisition of right-of-way would largely consist of relatively narrow portions of parcels adjacent to the highway. Because the average right-of-way acquisition would be approximately 600 square feet per parcel, the effect on property values is expected to be minimal and is expected to be experienced by all property owners equally.

While displacements are few and dispersed, the proposed improvements would extend along the entire project corridor and thereby have positive impacts on community cohesion. The provision of safety improvements would enhance modal choices for local residents and have the potential to unify the area by providing improved conditions for pedestrian and bicycle use along the highway.

5.2.4 Conclusion

The Build Alternative improvements would have direct beneficial impacts for pedestrian, bicycle, and transit accessibility to all types of land uses within the API, including residential, commercial, employment/industrial, and open space.

The proposed improvements would result in one full site acquisition that will result in one business relocation and three partial acquisitions that will result in two business and two residential tenant relocations. The 281 strip acquisitions would require relocation of some personal property. The displacements would convert residential and commercial uses to right-of-way. An adequate supply of residential multifamily rental housing exists on SE Powell Boulevard and the surrounding areas. The right-of-way relocation program would ensure that comparable or superior housing is available to the displacees before they are required to move. Therefore impacts to residential tenant buildings and their residents would be negligible.

The three small business displacements along the highway resulting from the proposed work may reduce the number of jobs in the study area if the businesses cannot be relocated within the study area. However, there appears to be adequate replacement sites within the study area for at least two of the businesses. Effects are expected to be limited. ODOT would ensure that businesses fronting the roadway would still be accessible during construction.

There are no police or fire facilities or libraries within the API. The Build Alternative would not require acquisition of a right-of-way from any school, religious institution property, or the Legacy Health clinic. Approximately 1,500 square feet of landscaping around the building that houses Human Solutions may need to be removed and converted to a right-of-way under the Build Alternative, in addition to approximately 4,500 square feet of temporary easement. The new right-of-way and temporary easement would have no effect on uses, operation, or accessibility. Public services within the API would not be impacted.

The Build Alternative would result in impacts to property values and tax revenues. The total estimated value of property to be acquired for the project is \$3.4 million, which is 3 percent of the total assessed value of taxable land in the study area. This acquired property totals nearly \$28,000 of the collected 2014 tax revenue from the land and improvements in the study area. The total conversion of land within the API is approximately 5.6 acres out of more than 380 acres, or 1.4 percent of the total land. Property values may increase slightly because of improved pedestrian and bicycle

accessibility, but the offset effect cannot be measured. There may a negative impact on tax revenues initially.

In terms of indirect impacts, while the Build Alternative would not close access to or from any major cross-streets at intersections within the API, it would potentially require the removal or relocation of approximately 20 existing driveways or other access points that may produce some out-of-direction travel. Induced growth is considered when evaluating transportation projects. Since the Build Alternative would not add any motor vehicle capacity, it would neither induce vehicle trips nor induce growth of land development because of increased motor vehicle capacity.

Based on the contents of this technical report as summarized above, construction of the Outer Powell project will not cause significant socioeconomics impacts.

6 Avoidance, Minimization, and Mitigation Measures

The mitigation of impacts must be considered whether or not the impacts are significant. When impacts are identified, the project must seek to mitigate those impacts in the following priority order:

1. Avoiding the impact altogether by not taking a certain action or parts of an action.
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
5. Compensating for the impact by replacing or providing substitute resources or environments.

Conversion of approximately 5.6 acres of land to right-of-way is not avoidable, because it is integral to the proposed improvements. Impacts would be minimized by following the Uniform Act, Oregon Revised Statutes, and ODOT guidance for financial compensation and relocation of property. The *Outer Powell Transportation Safety Project Right-of-Way Technical Report* contains details regarding compensation and relocation procedures. There are no other mitigation commitments related to socioeconomics, because they are not needed (ODOT 2016).

7 Contacts and Coordination

Sarah Huggins, City Planner II City of Portland Parks and Recreation Department, Asset Management, was contacted regarding parks data and planned improvements on March 11 and 24, 2015, and May 13, 2015.

Andy Reed, Program Manager, PDC Portland E-Zone, was contacted regarding projects in the East Portland Enterprise Zone on March 12, 2015.

David K. Yamaka, Surveys Manager, Oregon Employment Department Workforce and Economic Research Division, was contacted regarding employer data on February 24, 2015.

LeDonna Loftland, Program Manager, Oregon Department of Human Services, District 2 was contacted regarding services on April 16 and 20, 2015.

8 Preparers

Name	Education	Years of Experience
Gigi Cooper, AICP	Master of Urban and Regional Planning, Portland State University	18
Adam Argo, AICP	Master of Urban Planning, University of Kansas	15
Melissa Foltz	B.S., Horticulture Science/Landscape Design, Montana State University	14
Andrew Mortensen	Master of Arts, Geography, The University of Akron	30
Christine Immroth	B.A., English and Economics, Rice University	17

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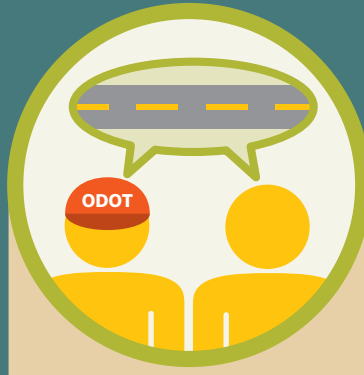
Appendix C. Access Management Process Handout

Access Management is a term the Oregon Department of Transportation (ODOT) uses to talk about the best ways to get in and out of driveways, parking lots, intersections, and entry points.

ODOT will be making safety improvements to SE Powell Boulevard from I-205 to SE 122nd Avenue, and from SE 136th Avenue to the Portland/Gresham city limits (just east of SE 174th Avenue), consistent with the work currently going on between SE 122nd and SE 136th avenues. Access Management will play a major role in the changes to this corridor.

ODOT will be building new sidewalks and rebuilding the driveways to SE Powell Boulevard, which means the team may need to make changes to your existing driveway. We would like to discuss these possible changes with you and get your input.

This graphic shows the steps involved in completing the Access Management phase of the project.



Do you own property with a driveway on Powell Boulevard between I-205 and SE 122nd Avenue, or between SE 136th Avenue and the Portland/Gresham city limits?

If so, an Outer Powell project team member would like to talk with you about possible changes to your driveway.

You'll also learn about the types of driveway changes that are anticipated and the criteria ODOT plans to use to make access decisions.



Forget to ask something?

Don't worry. After speaking with a project team member, you'll have at least ten days after this conversation to follow up with questions or comments.



In most cases, changes to driveways will only involve incorporating them into the new sidewalk. If the anticipated changes are more extensive, ODOT will send a letter about the Access Management Criteria for your review.



If you receive a letter about the Access Management Criteria for your property, you'll have 21 days to read and respond to it. The letter will include directions on how to submit comments on the criteria or request a formal review.



ODOT will review and consider all comments.

A team member may contact you to discuss the changes to your property and how the criteria will be applied to it.



You'll receive a formal document describing the changes to your driveway.

You may or may not have the right to appeal. Information about how to appeal will be included in the document.



This process is an important first step in the design phase. Once design is complete in late 2022, construction can begin in early 2023. You'll see new sidewalks, crosswalks, turn lanes, and better bike lanes - making your neighborhood a safer place for people to get around!

For more information about access management, email Cassie Davis at cassie.davis@hdrinc.com or call 503-727-3922

www.outerpowellsafety.org



Appendix D. Project Fact Sheet

DESIGN WORK UNDERWAY ON FULL CORRIDOR

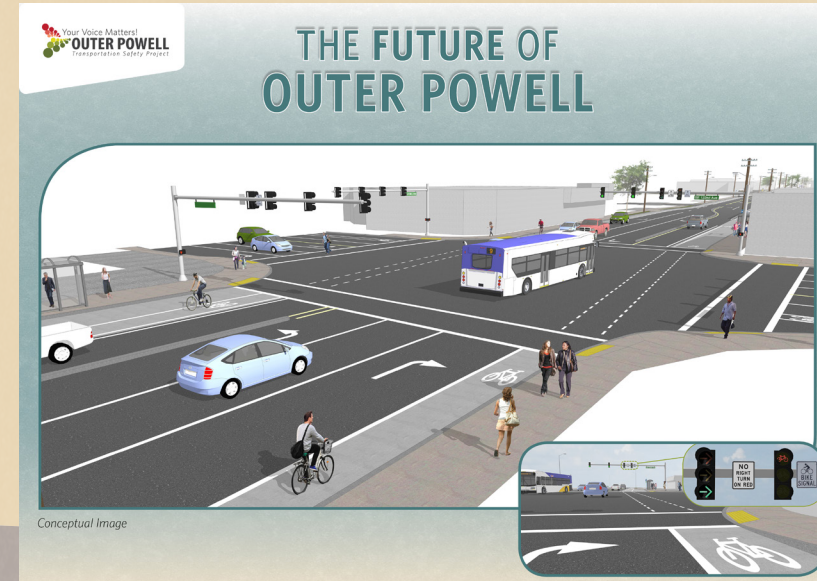
Safety improvements are progressing on SE Powell Boulevard from I-205 to just east of SE 174th Avenue. Construction began on the section of SE Powell Boulevard between 122nd and 136th avenues in early 2019. Now, ODOT is beginning design on the remainder of the corridor. These safety improvements will be consistent with the section currently under construction and will make Outer Powell a safer and more comfortable place for people walking, biking, taking the bus, and driving.

LEARN MORE

Visit www.OuterPowellSafety.org to learn about the project, sign up for email updates, or submit questions and comments.

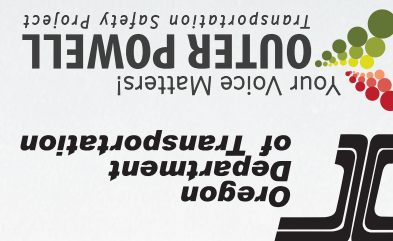
CONTACT US

Ellen Sweeney, Community Affairs Coordinator
503.731.8230
ellen.sweeney@odot.state.or.us



Working towards a safer Outer Powell for everyone.

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information, call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.



WHAT'S HAPPENING ON OUTER POWELL?

A project is underway to help people get around the busy Outer SE Powell Boulevard more safely. The project stretches between I-205 and the Portland/Gresham city limits, just east of SE 174th Avenue. Safety improvements will reduce the frequency and severity of collisions, and potential conflicts between vehicles, pedestrians, transit, and bicyclists.

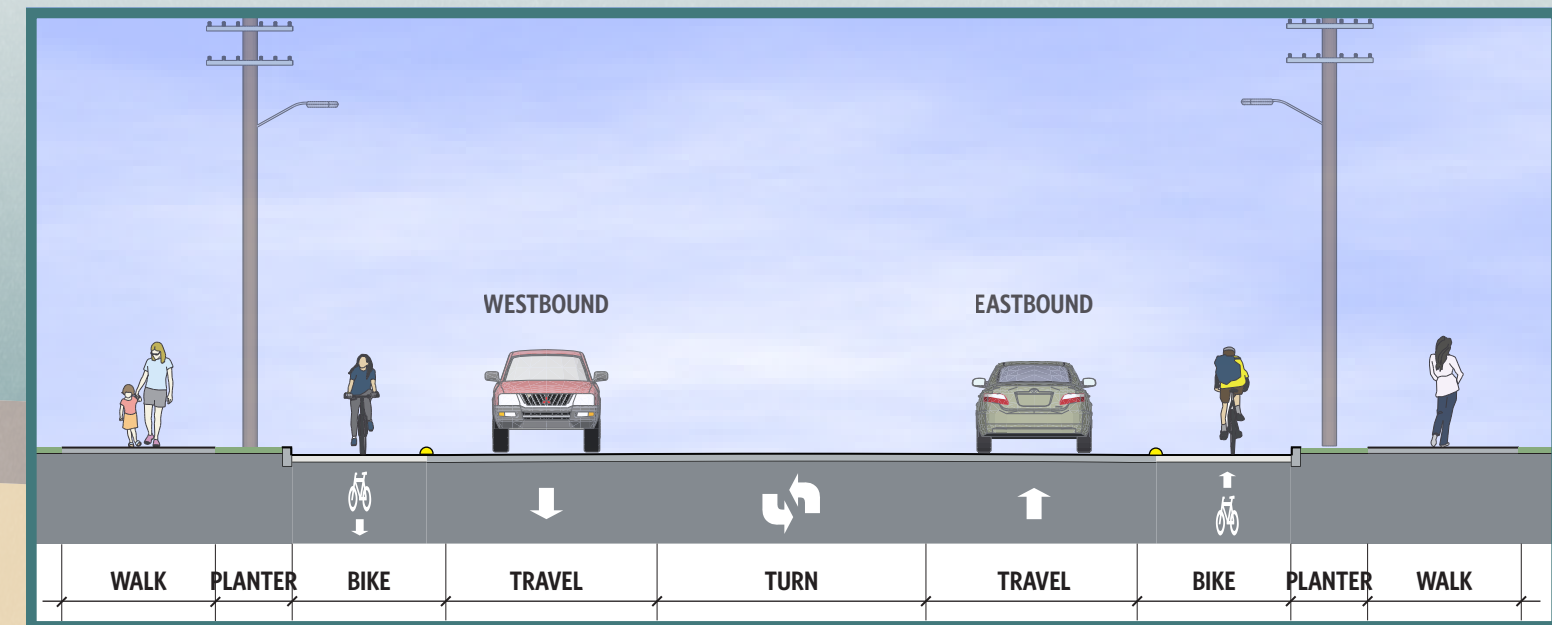
Construction along SE Powell Boulevard from SE 122nd Avenue to SE 136th Avenue broke ground in early 2019 and will continue through October 2020. The Oregon Department of Transportation is now entering into the design phase for the remainder of the corridor.

Don't get caught off guard! To learn more about the project and to get the latest updates, please visit the project website at www.OuterPowellSafety.org.



CONSTRUCTION GROUND BREAKING CEREMONY - APRIL 6, 2019

WHAT THE FUTURE ROAD WILL LOOK LIKE



AN EXAMPLE OF WHAT THE MAJORITY OF THE ROAD WILL LOOK LIKE WHEN COMPLETE. NOTE: IT WILL VARY THROUGHOUT THE PROJECT AREA DEPENDING ON THE NEEDS AND CONSTRAINTS.

ODOT IS MAKING SEVERAL IMPROVEMENTS TO ENHANCE SAFETY, INCLUDING:



Sidewalks where there are none now



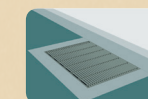
Crosswalks so people can get across the road more safely



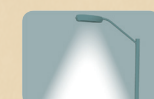
Mix of buffered, separated, and raised bike lanes



Center turn lanes for cars, buses, and trucks for safer turns and reduced back-ups



Storm drains to prevent water from pooling on the road



Lighting for improved visibility



Rapid Flashing Beacons to alert drivers that people are crossing the street

DESIGN PHASE

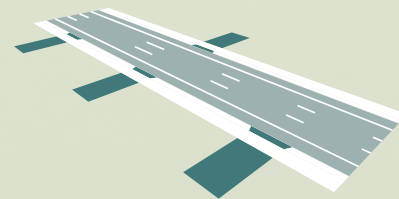
The Oregon Department of Transportation is now entering into the design phase for the remainder of the corridor:

- I-205 to SE 122nd Avenue, and
- SE 136th Avenue to just east of SE 174th Avenue (the Portland/Gresham city limits)

The design of these two segments is anticipated to be complete at the end of 2022, with construction scheduled to begin in early 2023. The improvements for the remaining sections will be consistent with the section currently under construction between SE 122nd Avenue and SE 136th Avenue.

DRIVEWAY AND ACCESS CHANGES COMING

If you live, work, or own property on SE Powell Boulevard between I-205 and SE 122nd Avenue, or between SE 136th Avenue and just east of SE 174th Avenue, you may experience some changes to your driveway, parking, or access. If changes to your property or workplace are expected, you will be contacted by a project team member in the near future.



CONSTRUCTION UPDATE

STAGE 2
(NORTH SIDE
IMPROVEMENTS)
BEGINNING
SOON.



WHILE IMPROVEMENTS ARE BEING CONSTRUCTED, PEOPLE TRAVELING ALONG THE CORRIDOR CAN EXPECT:



Traffic to be maintained on Powell Boulevard, but side streets may be restricted to local access



Businesses to be open during construction. While access may be limited, don't let that stop you from visiting local businesses!



Relocated or temporarily closed bus stops (check TriMet website for up to date information)

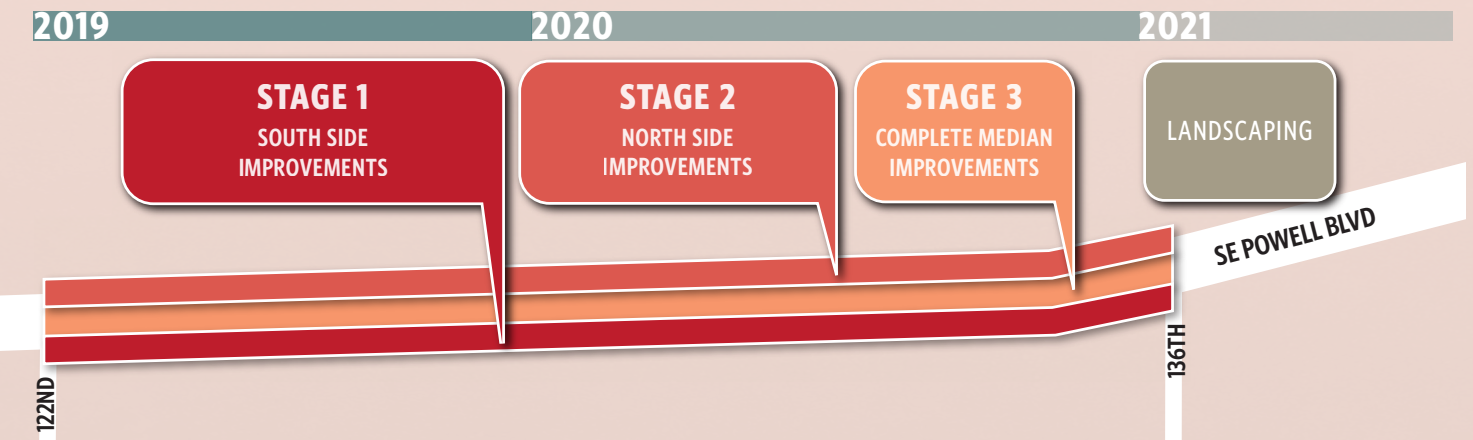


Occasional weekend and night-time bike lane closures



Noise may increase throughout construction, but ODOT will work to keep it at a minimum

ANTICIPATED CONSTRUCTION TIMELINE



DESIGN

Fall 2019 - Fall 2022

CONSTRUCTION

Spring 2019 - Fall 2020

DESIGN

Fall 2019 - Fall 2022

