Appendix D: Stakeholder Interviews

PBOT conferred with community and regional stakeholders as well as public and private sector partners to gather key insight while preparing *East Portland in Motion*. Stakeholder interviews are summarized below.

Neighborhood Groups and School Districts

Group	Primary Contacts	Date	Findings
East Portland Action Plan Bicycle Subcommittee (EPAPBike)	James Chasse, David Hampsten, Walter Lersch, Tom Lewis	Monthly, 3rd Thursdays	PBOT staff attended EPAPbike meetings regularly for over a year in 2010 and 2011 to help refine and prioritize the East Portland-focused recommendations of the Portland Bicycle Plan for 2030. The group was instrumental in helping PBOT develop the recommended neighborhood greenway concept for East Portland.
East Portland Neighborhood Organization Land Use & Transportation Committee (EPNOLUTC)	Linda Bauer	9/8/10 3/9/11 9/14/11	PBOT staff met with the group three times and collaborated via e-mail/telephone throughout the EPIM process. EPNOLUTC recommended the top 2 priority projects for each neighborhood and school district, which were incorporated into the list of project candidates in EPIM.
Sumner Association of Neighbors	Scott Somohano	8/18/11	Sumner Association of Neighbors identified deficiencies in the pedestrian network along NE Sandy Blvd and indicated support for sidewalk infill and crossings here, as well as support for bike lanes on NE Prescott St.
Parkrose School District	Karen Fischer Gray, Superintendent	4/4/11 5/16/11	PBOT's Greg Raisman and Steve Szigethy inquired about transportation priorities for Parkrose School District. Dr. Fischer Gray, in a letter of support dated May 16, 2011, recommended six active transportation priorities for the Parkrose School District.

Private, Non-Profit or other Advisory Groups

Group	Primary Contacts	Date	Findings
Willamette Pedestrian Coalition (WPC)	Katie Urey	Weekly, every Monday	WPC's Katie Urey organized the "GIS Jam" at Portland State University. Described further under PSU Geography Department.
Portland Pedestrian Advisory Committee	David Aulwes	4/19/11	PBOT's Steve Szigethy and April Bertelsen presented EPIM as well as the East Portland Active Transportation to Transit Regional Flexible Funds proposal. Feedback was gathered through discussion and the EPIM Sidewalk & Bicycle Priorities Survey. PAC concerns included making sure building "interim paths" along roads does not preclude building full city standard sidewalks at a later date.

Portland Bicycle Advisory Committee	Matthew Arnold	8/9/11	PBOT's Roger Geller led BAC members on a bike tour of facilities proposed for improvement as part of the *East Portland Active Transportation to Transit* Regional Flexible Funds grant application. Roger provided background on how these improvements fit in with *East Portland in Motion*.
Portland Committee on Disability Accessibility of the Built Environment Committee	Alan DeLaTorre	4/11/11	PBOT's April Bertelsen, Steve Szigethy and Ellen Vanderslice presented EPIM and gathered feedback through discussion and surveys. Committee concerns included design of curb ramps (bi-directional are preferred), and making sure that future bioswales do not prevent people from parallel parking vans and safely unloading mobility devices from the passenger side.
Equity in Active Transportation (EAT) Committee	Zan Gibbs	Monthly, first Tuesdays	PBOT staff attended monthly EAT meetings, providing updates on EPIM, discussing culturally appropriate outreach, and coordinating opportunities for educational programs and outreach to underrepresented groups in East Portland and elsewhere in the region.
OPAL Environmental Justice Oregon	Grayce Bentley	10/27/10 1/25/11	PBOT coordinated with OPAL to identify areas of overlap and synergy in promoting equity in active transportation in East Portland. OPAL received a Metro grant to identify deficient bus stops in East Portland and hopes to organize communities to build bus shelters in a quicker, more community-oriented and less bureaucratic manner. OPAL favors pedestrian infrastructure improvements that provide better, safer access to transit stops in East Portland.
Immigrant and Refugee Community Organization (IRCO)	Oleg Kubrakov, Pei-ru Wang, Bertha D. Bonilla Madrigal	6/9/11	PBOT's Ellen Vanderslice and Steve Szigethy met with IRCO's Oleg Kubrakov and Pei-ru Wang, as well as Bertha Bonilla Madrigal of El Programa Hispano. The group provided advice on culturally appropriate outreach to different ethnic groups, including insight on varying attitudes toward government. The group recommends partnering with IRCO and El Programa Hispano when initiating public involvement processes associated with specific transportation projects.

Underrepresented populations	Abra McNair (PBOT)	11/23/10	Portland State University Master of Urban & Regional Planning students performed interviews of typically underrepresented groups in East Portland. Groups included Somali women and Russian-speaking residents of Lincoln Woods housing complex, people staying at Human Solutions Homeless Family Warming Center at the Eastminster Presbyterian Church, parents of children at Shaver Elementary School, Chinese elders at the East Portland Community Center, and youth in the after school program at David Douglas High School. Major findings from the interviews included the importance of transit in getting around East Portland, a focus on getting to school safely, and support for neighborhood greenways. More detailed findings from these interviews are provided in Appendix E.

Academic Entities

Group	Primary Contacts	Date	Status/Findings
Portland State University School of Urban Studies & Planning	Jennifer Dill, Ellen Bassett,	Fall 2010 through spring 2011	Master of Urban & Regional Planning students performed the interviews of underrepresented populations described above in fall 2010. In winter 2011, MURP students conducted a mail-out survey to 3,000 East Portland residents to gather travel behaviors and attitudes. Over 300 surveys were returned and analyzed by PSU students and research assistants. Both efforts informed PBOT's approach to EPIM, and results are included in Appendices 'E' and 'C', respectively.
Portland State University Geography Department	CJ Doxsee, Mike Halleen, Scott Parker, Liz Paterson, Melelani Sax-Barnett, Katie Urey	Mondays during 2011 Spring and Summer quarters	Katie Urey of the Willamette Pedestrian Coalition helped PBOT organize a "GIS jam" in which current and past Geography or Urban & Public Affairs students developed GIS projects based on EPIM network and demographic analysis needs. Liz Paterson and CJ Doxsee provided pedestrian network and demographic analyses of the 57 sidewalk project candidates. Scott Parker and Melelani Sax-Barnett developed a program that "unzips" the street centerline network into dual walkways, provides impedance weights, and models potential pedestrian traversals before and after a project is built. Mike Halleen performed a thorough digitization of the East Portland pedestrian network, with a focus on paved trails and their interactions with the street network.

Coordination within the City of Portland

Group	Primary Contacts	Date	Status/Findings
Portland Bureau of Planning & Sustainability (BPS) – GIS staff	Gary Odenthal, Kevin Martin, Carmen Piekarski	1/12/11 9/12/11	PBOT coordinated with GIS staff at BPS on an ongoing basis to apply BPS's 20-minute neighborhood methodology to PBOT's pedestrian accessibility and connectivity analyses for EPIM. Specifically, the BPS methodology analyzes the location of grocery stores, two types of other commercial amenities, parks, K-8 public schools, frequent transit stops, density of street intersections, and areal coverage of sidewalks.
Portland Bureau of Planning & Sustainability – Planning staff	Bill Cunningham, Marie Johnson, Chris Scarzello	1/14/11	PBOT coordinated with BPS planning staff as it developed *Portland Plan* concepts and recommendations. The 20-minute neighborhood and city greenway concepts helped inform where transportation investments would align with overarching planning goals.
Portland Parks & Recreation (PPR)	Brett Horner, Sarah Coates Huggins, Emily Roth	2/23/11 9/14/11	PBOT and PPR discussed active transportation projects that would pass through, travel alongside, or provide improved access to city parks. Of particular concern are proposed neighborhood greenways that would pass through parks (especially the 150s Greenway). PPR prefers constructing perimeter trails rather than using primary park trails. Also discussed were regional trail projects such as the Scouter Mountain and Sullivan's Gulch, and sidewalk projects alongside parks such as Gates Park.
Portland Bureau of Environmental Services (BES)	Ivy Dunlap	2/24/11	PBOT and BES discussed the potential for innovative, lower-cost designs for sidewalks, including curbless streets and grassy swales. SE 136th Avenue could be a pilot project, including frontage along PPR's Gates property at Holgate. PBOT would likely pursue a 1% for Green grant for this project.
Portland Water Bureau (PWB)	Tom Klutz	9/7/11 9/14/11	PBOT checked with PWB on the proposed Gateway Green trail connection near NE Fremont & 105th, and the Ikea Trail, both of which would pass through or alongside PWB facilities. PWB is amenable to both trail projects, but asks that PBOT provide assistance in the necessary reconfiguration of security fencing, truck parking and landscaping.

Other Public Sector Entities

Group	Primary Contacts	Date	Status/Findings
TriMet	Jessica Tump Colin Maher	2/15/11 4/21/11	PBOT coordinated with Jessica Tump to dovetail on TriMet's Pedestrian Network Analysis efforts and to share GIS and ridership data. PBOT used several of TriMet's methods and findings to prioritize pedestrian improvements in East Portland, giving additional consideration to projects that fall within areas with high transit patronage and deficient pedestrian infrastructure. PBOT also coordinated with Colin Maher on the EPAT2T Metro grant proposal to build several bike and rides at MAX Green Line stations in East Portland.
Oregon Department of Transportation (ODOT)	Shelli Romero, Kelly Brooks, Elizabeth Craig	2/8/11 8/23/11	PBOT and ODOT were partners on the *Outer Powell Conceptual Design Plan*, which developed in concurrence with EPIM. Additionally, PBOT met with ODOT staff to discuss the agency's priorities for other state-controlled or shared-control facilities in East Portland, including NE Sandy Blvd, the I-205 Multi-Use Path, and 82nd Avenue. This resulted in several refinements to the EPIM draft, including removing the NE 132nd/I-84 overcrossing, adding planned 82nd Avenue safety improvements, and clarifying shared responsibilities for I-205 Path crossings at Glisan and Division.
Port of Portland	Scott King	8/23/11	Scott King provided feedback on the potential Ikea Trail, which crosses Port property. The Port is generally in support of the trail conceptually, but identified several implementation issues, including: property is a wetland slated for enhancement; property faces use restrictions by the FAA due to PDX flight path; Ikea may have concerns over potential loss of parking. Scott also recommended improved bike/ped access along 82nd Avenue, connecting Northeast neighborhoods with the airport employment area (home to about 20,000 jobs).
Portland Development Commission (PDC)	Amy Miller-Dowell, Justin Douglas, Kevin Cronin, Sue Lewis	1/11/11 6/29/11 8/17/11	PBOT staff met with PDC's East/Southeast team three times. In the January meeting, PDC provided an understanding of funded and planned transportation projects in Lents Town Center and Gateway Regional Center urban renewal areas. In the June meeting, PBOT and PDC discussed potential partnerships on projects that meet the goals of both EPIM and the two URAs. PDC cautioned that TIF resources for infrastructure projects are uncertain as PDC increases focus on economic development and jobs initiatives. The August meeting focused on urban design and ped/bike issues in and near Gateway Transit Center. Desired improvements there include improved crossings of the transit center itself, a green street on NE Pacific St, and a new east-west street connection through Gateway Shopping Center aligned with NE Multnomah St.

City of Gresham	Katherine Kelly, Kelly Niemeyer, Kate Dreyfus, Alan Benoit, Michelle Kimble	4/29/11	PBOT met with City of Gresham staff to discuss cross-boundary coordination of bike & ped projects. Gresham has removed parking and established bike lanes on all of its arterials, including Division (buffered bike lane), Stark, Glisan and Halsey. Availability of off-street parking has minimized community concerns. Elsewhere, Gresham's proposed MAX Trail would extend PBOT's 4M Greenway to create a low-stress connection between Portland and Gresham's downtowns. Gresham has also pursued innovative pedestrian facilities, including SE Yamhill from 190th to 197th (pervious concrete), Kane Blvd from Powell Valley to Division (pervious paving), and Beech St from 3rd to 4th (woonerf). Gresham found faults with pervious concrete, but has successfully used crushed, recycled asphalt.