

Map Gresham

June 2014

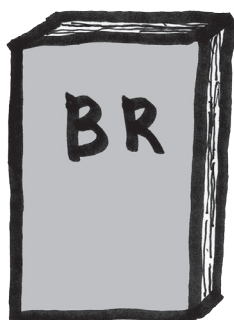
Community Engagement Report



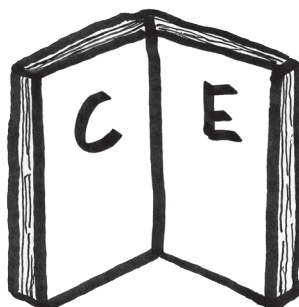
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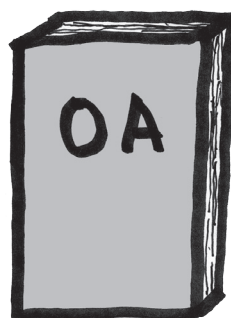
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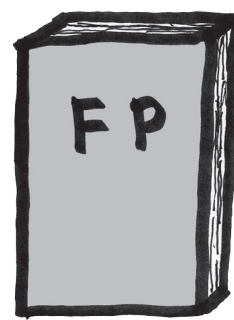
Background Report



**Community
Engagement Report**



Opportunity Analysis



**Opportunity
Framework Plan**

Background Report:

The Background Report draws from literature reviews, case studies, and informant interviews to provide background information and evidence that support the methodology and findings of the Opportunity Analysis and the goals and actions in the Opportunity Framework Plan.

Community Engagement Report:

The Community Engagement Report describes the community engagement efforts completed for the Opportunity Framework Plan, including: interviews, Listening Circles and discussion groups, online questionnaire, technical adviser meetings, Community Celebration, and the City staff consultation open house event. The report concludes with an evaluation of our planning process and engagement methods.

Opportunity Analysis:

The Opportunity Analysis provides a detailed analysis of the opportunity structure in the city of Gresham and throughout its neighborhoods, including demographics and indicators analyzed for this project. The analysis includes maps, methodology, analysis, applicable community engagement findings, and conclusions that inform the recommendations set forth in the Opportunity Framework Plan.

Opportunity Framework Plan:

The Opportunity Framework Plan is the guiding document written for the City of Gresham. The overarching objective of the plan is to improve equitable access to opportunity for Gresham's neighborhoods and diverse populations. The Plan includes a series of nine goals that were created in collaboration with our community partners, technical advisors, and Gresham City Staff.

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1.0 INTRODUCTION

The Map Gresham project was a five-month long planning process led by Camassia Community Planning (CCP) to create “opportunity maps” and an *Opportunity Framework Plan* for the City of Gresham, OR. Opportunity mapping is a relatively new planning method for analyzing the spatial distribution of indicators linked to opportunity and determining which populations have access to these factors.

The purpose of this document is to describe the community engagement efforts completed for the *Opportunity Framework Plan*. Following an overview of CCP’s approach to public involvement, the second section summarizes the methods and findings from the various community engagement efforts, including the following:

- Interviews
- Listening Circles and Discussion Groups
- Questionnaire
- Technical Adviser Meetings
- Community Celebration
- City Staff Event

This report concludes with an evaluation of the planning process and engagement methods to identify successes, limitations, and lessons learned. The evaluation will help inform future public involvement efforts in Gresham in general and those related to the *Opportunity Framework Plan* in particular.

CCP would like to acknowledge and thank Kaiser Permanente for their generous Partnership Support Grant, which provided funding for much of the community engagement efforts described in this report.

2.0 APPROACH

One of the key objectives of this project was to collaborate with a wide range of stakeholders in the identification and mapping of barriers to opportunity in Gresham, particularly for the most under-represented populations. From the beginning, we intended for community-based needs and policy priorities to drive the planning processes. To do this, we developed partnerships with local institutions, community groups, and residents and used collaborative methods to jointly identify problems, collect and interpret data, and develop suggestions for local solutions. Specifically, CCP partnered with several community-based organizations representing the Hispanic, youth, Rockwood, and low-income communities in Gresham.

In addition to partnering with organizations, we met with a variety of stakeholders, including community leaders, service providers, and residents in order to most accurately and genuinely map indicators that enhance or constrain opportunity. We focused on the role of the City in advancing opportunity, and interviewed several City staff and elected officials to better understand their needs and priorities. We also recognized the role of various other public agencies, as well as private, non-profit, and community actors in Gresham who work to increase opportunity for Gresham residents.

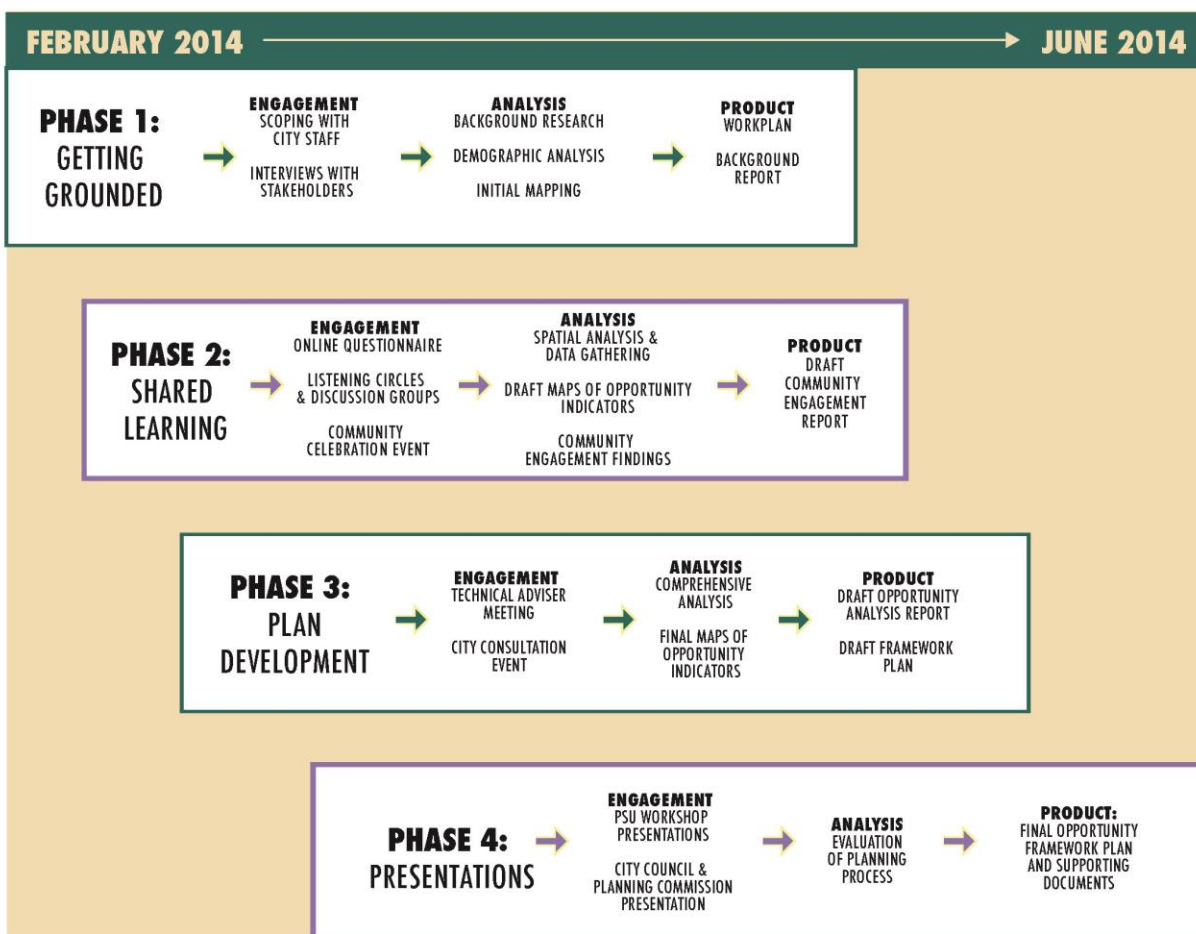
Figure 1: Community Engagement Approach



2.1 Phases

The planning process included three overlapping phases of engagement. Appendix A includes a summary of community engagement events.

Figure 2: Project Phases



Phase I: Getting Grounded

The first phase of community engagement revolved around interviews with key City staff, community leaders, advocates, academics, and representatives of governmental agencies and non-profit organizations. Following the interviews, CCP invited six individuals to serve as technical advisers throughout the duration of the project. The technical adviser reviewed and provided comments on background documents, draft maps, and draft recommendations. CCP also developed partnerships with the following organizations:

- Latino Network
- Rockwood Neighborhood Association
- Ecumenical Ministries of Oregon's Interfaith Food and Farms Partnership
- E-ROC Youth Group affiliated with Human Solutions

- Multnomah Youth Commission
- Rosewood Initiative

Phase II: Getting the Word Out and Shared Learning

The second phase of engagement focused on the target neighborhood area of West Gresham. CCP worked with the six partner organizations to co-host shared learning events (“listening circles” and discussion groups). The purpose of these events was to discuss draft opportunity maps, experiences with living in the Rockwood area, and community needs. During this phase, CCP also developed and administered an online questionnaire aimed at a citywide Gresham audience.

Phase III: Reporting Back and Developing Recommendations

CCP’s community engagement culminated with a community event held on May 8th, 2014 and a city staff consultation held on May 22, 2014, both at City Hall. The community event was an opportunity for CCP and our partners to celebrate achievements, report back key themes from listening circles, and offer potential solutions. It was also a chance for community partners and their constituents to gain comfort with City Hall. The consultation event was intended to engage City staff in the Map Gresham project and obtain input on the analyses and recommendations.

2.2 Outreach

CCP used a variety of methods to reach out to stakeholders. CCP created and maintained a website (camassiaplanning.org) to convey project information. We also created flyers and business cards and used social and traditional media. Gresham’s Office of Neighborhood Involvement (specifically Aaron Abrams) was very helpful in reaching residents through the City’s networks. The following section describes additional information about outreach efforts for specific engagement activities and events. Please refer to Appendix B for the outreach materials used for community engagement.

3.0 METHODS AND FINDINGS

3.1 Interviews

CCP conducted 33 interviews. The purpose of these interviews was two-fold. Firstly, CCP hoped to gain an understanding of what was happening on the ground in Gresham neighborhoods and to learn about existing community needs, programs, partnerships, and projects. To develop this understanding, we began to map out an organizational framework of the various actors in Gresham. The focus was largely on efforts happening in the Rockwood area, which CCP identified as high priority during the project scoping phase. Secondly, we sought input on the mapping methods, indicators, and data sets to use in our analysis. Accordingly, we spoke with representatives from jurisdictions who had completed similar projects, academics who have interacted with mapping and public engagement, and community organizations who might utilize our final opportunity maps in their work.

Table 1: Index of Interviews

Organization	Name	Date interviewed
<i>City of Gresham</i>		
Urban Design and Planning	Stacy Humphrey	19-Feb-14
Citizen Involvement	Aaron Abrams	28-Feb-14
Office of Mayor Bemis	Jessica Harper	27-Mar-14
Gresham City Council	Councilor Mario Palmero	11-Mar-14
Gresham City Council	Councilor Lori Stegmann	24-Mar-14
Various	Erik Kvarsten	14-Mar-14
Gresham Redevelopment Commission	Josh Fuhrer	21-Mar-14
Economic Development	Shannon Stadey	7-Mar-14
Community Development and Housing	Laurie Wells	7-Mar-14
Transportation	Sandra Doubleday	March 21, 2014
Transportation	Kelly Clarke	23-Apr-14
Public Safety	Joe Walsh	24-Apr-14
<i>Community-based Organizations, Service Providers, and Other Governmental Agencies</i>		
Metropolitan Family Service - SUN School Provider	Jorge Cruz	2-May-14
El Programa Hispano	Patricia Rojas	5-Mar-14

The Rosewood Initiative	Jenny Glass	1-Mar-14
Human Solutions	Jean DeMaster	10-Mar-14
Ecumenical Ministries	Jenny Holmes	26-Feb-14
Latino Network	Alice Perry and Linda Castillo	18-Mar-14
Rockwood CDC	Brad Ketch	28-Mar-14
E-ROC	Youth Group	Ongoing
	Adult Support: Mikey Hortaleza and Kathy Wai	February to May 2014
Outgrowing Hunger	Adam Kohl	5-Mar-14

Other Jurisdictions

Gresham Neighborhood Associations	Various Neighborhood Chairs	17-Mar-14
Rockwood Neighborhood Association	Catherine Nicewood, John Bildsoe, and Donna Dionne	24-Mar-14
Multnomah County Health Department - Community Capacitation Center	Rebecca Stavenjord	5-Mar-14
Metro	Karen Scott- Lowthian	18-Apr-14
East Portland Neighborhood Office - East Portland Action Plan	Lore Wintergreen	5-Mar-14
Home Forward	Betty Dominguez	7-Mar-14
Department of Health and Human Services	Kathy Brooks	14-Mar-14
TriMet	Vanessa Vissar and Steve Kautz	27-Mar-14
Mt. Hood Community College	Marc Goldberg	21-Mar-14

Advisers on Opportunity Mapping Method

Institute for Metropolitan Studies (PSU)	Meg Merrick	7-Mar-14
Portland Bureau of Planning and Sustainability	Uma Krishnan	19-Feb-14
Washington County	Andree Tremoulet	13-Feb-14

Key Themes and Findings

Planning and political culture:

- There is a political culture and set of policies related to taxes in Gresham that is characterized by having one of the lowest permanent tax rates among cities in Oregon. Generally, residents are thought to be averse to raising taxes. The last time Gresham voters supported new revenue was in 1993.
- The City of Gresham's policy approach focuses on cost-effectiveness and efficiency. As a result, the City of Gresham does not directly provide extensive social and human services, neither through policy or program. The City currently coordinates with other jurisdictions and private entities to provide many of these essential services.
- There is a general perception that many outcomes such as increased poverty and crime in parts of Gresham are linked to processes of neighborhood change in other parts of Multnomah County, such as the occurrence of gentrification in Portland.
- In accordance with federal law, the City has a Title VI policy that expresses a mandate to maintain and monitor equal protection against discrimination for populations based on their age, gender, race, ethnicity, country of origin, or ability.

Existing needs:

- Better transit service that includes increases in route coverage along north/south routes, and increased frequency on all existing routes. There are many jobs, schools, and businesses along 181st that are currently underserved in terms of frequency.
- Workforce development/job training, and job creation.
- Increased efforts to create "intentionally" affordable housing. This means housing that is not only affordable (through subsidy or intentional pricing), but also adequately maintained.
- Inclusive civic engagement; more community involvement and transparency in decision-making processes like where and how the City invests, including federal funding allocations.
- Improved access to affordable, healthy, and culturally relevant foods in specific neighborhoods.
- Support for food-related micro-enterprises and small businesses such as food co-op created by underserved residents rather than privileging well-capitalized businesses.
- Better connections between farms in the Gresham region and underserved neighborhoods in the city.
- More youth services that are affordable and serve families most in need.
- Safety measures that are not solely about increased policing, but more oriented around prevention, intervention, and diversion.
- Understanding the demographic changes in Gresham, specifically in West Gresham: more low-income households are moving to Gresham; there are concentrations of youth in the Rockwood area and Central Gresham; and immigrants from many countries have been and continue to move to Gresham, increasing cultural diversity.
- Use of an evidence-based and data-driven approach to document issues and past/current distribution of investments, such as use of the Equity Atlas to look at health indicators and spatial dynamics of health.

- Improved quality of rental housing in the Rockwood area. This may reflect a need for additional rental housing inspections. Many tenants do not report problems, likely because they are either unaware of their rights and resources and/or they are afraid of backlash (eviction or rent increase).
- More rental housing with larger units for families, particularly multi-generational households.
- More resources for existing service providers that currently struggle to meet demand. Examples of needed resources include funding, food, staff, rent assistance, and other forms of help to low-income individuals and households.
- Regional strategy to address homelessness and housing. There are plans in place and some coordination among actors, but no way for providing fair and affordable housing and homeless services throughout the region. There is a need for a sustainable funding source at the regional level and more commitment from individual cities, including Gresham.
- Higher share of Multnomah County resources in Gresham such as economic development incentives, policing, housing code enforcement, and health services to better match demand relative to population size and need.

Promising programs, partnerships, and projects:

- Rockwood URA partnership with Mt. Hood Community College
- Food Business Incubator at the Rockwood URA
- Rockwood Food Co-op
- Multnomah County STEAM Initiative (science, technology, engineering, art, and math)
- RENEW (Rockwood/Rosewood Enrichment Neighborhood Enforcement Workgroup)
- Outgrowing Hunger neighborhood garden projects
- Gresham Community Gardens
- Rockwood Building
- SUN and CAFE schools
- Healthy Food Retail Initiative
- Monthly International Market in Rockwood
- The Rosewood Initiative
- Multnomah Youth Commission - Multnomah County Office of Diversity and Equity
- STRYVE (Striving To Reduce Youth Violence Everywhere) - Multnomah County Health Department

Opportunity mapping methods and important indicators:

- Poverty: Several indicators are available; children in poverty is a good indicator for areas of high need. Schools are a good source for this data, including free and reduced lunch numbers.
- Race and Ethnicity: Important to map and analyze differential outcomes or access based on race and ethnicity. If utilizing American Community Survey (ACS) data, be aware of margins of error.

- Employment: Showing the housing/jobs/transportation balance is an important story in Gresham. The US Census Bureau's "On the Map" online tool provides an analysis of the inflow and outflow of jobs.
- Food: The standard definition of "food desert" does not show the nuances of access and need. Add to this discussion by mapping food assets, transit connections and sidewalks, culturally appropriate stores, and affordability of stores.
- Housing: Quality and affordability of housing are important indicators for analyzing housing need. There is a gap between affordable rental housing and the transition to ownership in Gresham; homeownership is largely unavailable to the low-income and minority populations. Section-8 waitlist numbers are a good indicator of the need to supply ratio in Gresham. The Gresham Housing Study (2012) is also a good source of data.
- Services: The maps should include poverty alleviation services, primary care health clinics, youth services, parks developed with amenities, and public investments. The City's Gang Initiative Coordinator has compiled a list of some such services. Analysis of parks and green spaces should also include an analysis of services and amenities available.
- Transit/Transportation: The maps should show frequency of transit service and existing need for enhanced service. TriMet service data is an important piece of this story.
- Parks: The maps should show the distribution of public parks throughout the city and their proximity to alternative modes of transportation and vulnerable populations.

Promising/Future Uses of Maps:

- Target nuisance ordinance enforcement, absentee landlord identification, and rental inspection program priority areas
- Help with spatial analysis for location-based qualifications for federal funding
- Identify service gaps, including health and human services, poverty alleviation services, SUN schools, and child care
- Identify high need areas for frequent transit
- Assess features that support crime alleviation, including after school services, lighting, and safe spaces to spend time at
- Quantify and display anecdotal evidence
- Focus economic development strategies to support specific places and/or populations
- Target community development efforts in areas of "low" opportunity while encouraging affordable housing in areas of "high" opportunity
- Reflect and celebrate the diversity of Gresham residents, and therefore diversity of needs and potential innovative solutions, including community engagement gaps
- Promote the development of a variety of housing types

3.2 Shared Learning Events

CCP partnered with the six community partners to co-host four listening circles and a discussion group (Table 2). A listening circle is a structured and facilitated discussion with a small group of people who have various experiences and opinions about a particular issue. It is designed for

participants to gain understanding across the various perspectives. It can help create a climate for compassionate listening and understanding, which has the potential to result in collective action. It is imperative to the integrity of the process that a listening circle be used only to generate understanding, not to reach decisions, although it can be used as a preparatory process for talking about an issue that may eventually involve a decision.

Two of the listening circles involved youth leaders. In addition to hosting a listening session with the Multnomah Youth Commission, CCP assisted the youth with using opportunity maps as a tool to guide discussions and collect data at their Transit Justice Summit on May 17, 2014. CCP also participated in an ongoing listening circle with a group of Rockwood youth. These meetings were relatively informal and youth-driven in order to build relationships and support leadership development. CCP also sought to enhance understanding of youth issues through conversations held over the three-month period.

In contrast to resident-centered listening circles, we use the term “discussion group” to refer to a meeting on a specific issue, similar to a focus group. The discussion group was for community leaders, organizers, and professionals working on food issues in the Gresham area. CCP specifically asked attendees to comment on our mapping methodology and analysis and to suggest policy recommendations.

Table 2: Listening Circle Summary

Date and Location	Partner	Event Type	Map/Topics Discussed
April 21, 2014 Rosewood Initiative	Rockwood Area Neighborhood Associations: Wilkes East, North Gresham, Rockwood, and Centennial	Listening Circle	Land Use, Parks and Recreation, Transportation, Food Access, Safety and Security
April 22, 2014 Gresham City Hall	Ecumenical Ministries	Discussion Group	Food Access and Affordability
April 22, 2014	Multnomah Youth Commission	Listening Circle	Transportation and Transit
April 24, 2014 Rosewood Initiative	Latino Network	Listening Circle	Housing, Parks and Recreation, Food Access
February 10 through May 14 (17 times) Pines Apartments	E-ROC (Empower Rockwood) affiliated with Human Solutions	Ongoing Listening Circle	Livability, Safety, Housing, Parks and Recreation, Youth Activities

The following sections summarize the key findings from each shared learning event. Refer to Appendix C (Shared Learning Tools) for the Listening Circle Facilitation Guide and Food Access Discussion Group Agenda.

Neighborhood Associations Findings

Transportation:

- Transit is not sufficient in East County. It is difficult to travel north-south in Gresham by bus. Bus lines that do exist do not run frequently enough. Service is lacking between West Gresham and northeast Multnomah County, where there are amenities such as the Fairview shopping center.
- There are many stores and low-income services along 181st/182nd that are hard to get to without a car.
- The Park and Ride option at MAX stations is not available after 7am because parking spots fill up.
- There are not many bus shelters in Gresham. There is a desire for more bus shelters and for streets to be better lit.

Parks/Recreation:

- Participants appreciate the parks and trails in Gresham and feel safe using them during the day. However, many feel unsafe at night due to the homeless camps that spring up, and they do not want to take their kids to some of the parks.
- Participants feel that there are fewer parks in West Gresham than other areas of Gresham.
- Not all green space in North Gresham is accessible. Some are not accessible to folks with disabilities, while some do not have any parking (and the bus does not run to it). Many of the parks are not maintained.
 - Vance Park: needs more parking
 - Conifer Park: abandoned and inaccessible
 - Grant Butte Park: desired public access point
 - Southwest Community Park: no access point

General:

- Neighbors were concerned about the physical condition of some of the housing in Gresham. This includes vacant houses, deteriorating homes, and torn-down housing on abandoned lots.
- Rockwood residents want action to solve these problems, not just to keep talking about them.

Food Access Discussion Group Findings

Comments on maps and index:

- There is a lot of nuance regarding access to food within census tracts. For example, when taking into account the percentage of households living in poverty by census tract in the determination of food access priority areas, it is important to keep in mind that even though a census tract has a low poverty rate does not mean that there are not families living in that tract that experience poverty.
- The Market Basket Survey needs to account for culturally appropriate foods.

Ecumenical Ministries reported on the findings of the Rockwood Food Assessment:

- The availability of affordable, healthy, and culturally relevant food is very important to residents.
- Residents would like access to a farmers market and farm stands.
- Some residents would like the space to grow fruits and vegetables and the opportunity to sell value-added products.

Participants expressed a desire to:

- strengthen community food assets and understand them as an integrated “food ecosystem”;
- provide ways that people can get on their feet when they first arrive in Rockwood by facilitating production of their own food and ways for them to exchange it informally;
- change land use regulations so that produce grown in community gardens can be sold; and
- develop a food business incubator project.

Recommendations/Strategies:

- The best way to improve food security is through increasing employment.
- Strategies should consider opportunities that create jobs, enhance skills, and improve access to healthy food.
- The City and their partners should support micro-enterprise opportunities that increase local production and create new mediums to distribute food, in addition to brick-and-mortar grocery stores and restaurants.
- The participants discussed the food ecosystem approach as a way to integrate different aspects of the food system. For example, by increasing and connecting opportunities for the local production, processing, and distribution of food one can increase employment opportunities and provide fresh, healthy food to residents.

Multnomah Youth Commission Findings

- Youth are able to get to Mt. Hood Community College via transit; however, riders describe making at least one transfer, with long wait times in order to get to there.
- Transit does not serve all high schools in East County, particularly Reynolds High School.
- Getting to other opportunities such as afterschool programs or internships/jobs, which are located throughout the region, include at least one transfer, long wait times, and often “treacherous” street crossings.

- Stops and stations need seating and protection from the weather, especially those near the MAX Blue line.
- Improved north-south service is needed, particularly to get to and from school.

Latino Network Findings

Food Access:

- Most participants said that the grocery store that they most frequently shop at is Winco. Sometimes they go to Fred Meyer, Safeway, or Albertsons, which have better and fresher products, but the prices are too high.
- Organic products are important, but they are more expensive. Organic is not as important as price.
- Freshness of the food that they purchase is very important. When Winco does not have fresh products, they will go to another store to get fresh products even if they are more expensive.
- Most of the participants were renters and they do not have space to grow their own food. They liked the idea of having access to a bigger piece of land where they could grow food and sell it in Gresham.
- They would like to see more food stands where people sell fresh vegetables.
- Finding Latino food stores in Gresham does not seem to be a problem. The problem, however, is that the Latino stores are more expensive than other grocery stores.
- They would like the grocery stores to provide childcare, so that they could leave their kids to play in a safe place while they do their grocery shopping. They would also like stores to have at least one customer service employee who speaks Spanish.
- They do not buy food in convenience stores. Convenient stores do not sell fresh food here in Gresham.

Parks/Recreation:

- Participants expressed a need for social gathering places, specifically an indoor community center with a swimming pool, games, and entertainment for kids.
- Residents would like more parks, as well as more shelters to protect them from the elements in existing parks.
- Residents would like parks in West Gresham to be safer; it would be nice if security was provided.
- Incomplete sidewalks prevent some people from feeling comfortable with walking to parks.

Transportation:

- There needs to be more crosswalks and crossing signals, since it is dangerous to walk in many parts of Rockwood (especially for youth, disabled people, and elderly).
- Besides walkability issues, transportation did not seem to be a problem for the participants. They all drive and seemed familiar with the city, although several participants acknowledged the importance of transit to the community.

- Most residents work outside Gresham and feel that they have to drive long distances.

Safety and Security:

- It does not feel safe at the MAX stops. Security does not have to be provided by the police necessarily, but rather through some type of neighborhood watch program.
- Residents do not like the gang presence in Rockwood, and would like to be a part of a neighborhood gang taskforce.
- Residents would like more security (not police) in apartments.

Housing:

- Residents like living in Rockwood, because it is a pleasant neighborhood and they are close to friends.
- Residents would like more Head Start programs around Rockwood in the housing complexes.
- Duplexes and condominiums are desired living spaces that are not available to people within their rent range.
- There is not enough space inside of homes or around their homes. For example, residents mentioned that the apartments they can afford do not have enough bedrooms. Residents would also like more options within or near their apartment complexes for recreation and community gathering such as children play areas, green space, and event space).
- It would be nice if housing communities could be supported to establish childcare within the complexes.
- Rent is too expensive.
- There are not enough apartment inspections to make sure homes are healthy and safe to live in.

E-ROC (a youth group affiliated with Human Solutions) Findings

CCP met with EROC at the Pines Apartments a total of 17 times over the course of three months. During the meetings, CCP watched the “Be Seen, Get Heard” video that youth participants created in 2012-13, through the support of We Are Oregon, a project of SEIU. Following the video, we discussed some of the issues raised. Ultimately, the group decided that they would like to show the video during their segment of the May 8th Community Event as a way to share their stories about living in Rockwood.

Themes from the video:

- People care about their place, have dreams, and want to help make Rockwood a better place to live by working together and building community.
- There is a desire to demystify the negative perceptions of Rockwood (crime, violence, drugs, gangs, and high dropout rates).
 - One person said they feel like people in Rockwood are misunderstood because of their background and minority status.

- Community strengths frequently mentioned include: cultural diversity, Flea Market, “the Rock” (a popular gathering place), and the people.
 - People in Rockwood described as: sincere, interesting, friendly, hard-working, open to cooperate.
- Areas needing improvement:
 - Youth want to participate in decisions that impact their neighborhood (voice)
 - Youth need more activities, fun things to do and safe places to socialize
 - community centers, basketball courts, and pools
 - parks that feel safe and have things to do at them, like sport fields and programs
 - places for youth to work on homework together
 - play areas in apartment buildings
 - Too much violence, drugs, and fear: need to improve safety without increasing the police presence, but rather through more youth events and voice to leaders working towards a more prosperous future
 - Too much pollution: need better access to nature such as flowers, gardens, open space
 - While Rockwood offers great food options due to its cultural diversity, there is a need for better access to healthier food
 - Walkability: need more sidewalks and lighting to improve security at night

Themes from conversations:

- Youth like the diversity of Rockwood. It provides opportunities to learn about different cultures and try new foods, as well as contributes to a strong sense of community and feeling of belonging.
- Youth felt that most neighbors were friendly (e.g., greet each other and wave) and had mutually supportive relationships with some (e.g., they would watch over each other’s children).
- Youth want more safe places to hang out. They notice vacant lots and properties that could be developed into park spaces that better serve teens in addition to young children, such as the one by the 188th MAX station.
- Youth want to be more involved with decision-making and want adults to be more welcoming of this desire; Rock the Block has been a venue for this in the past.
- One parent of EROC youth, described having difficulties getting their landlord to address acute problems of mold and vermin in their apartment, despite repeated complaints from many residents in the building and calls to code enforcement.

3.3 Questionnaire

CCP prepared an online questionnaire using Qualtrics, in collaboration with technical advisers, faculty advisers, and City staff. The questionnaire included a total of 46 questions (including demographics) and focused on key indicators of opportunity, including employment, neighborhood

and housing conditions, food, and transportation. Question formats included multiple choice and open ended. In addition, we used a Likert scale for many questions in order to obtain an understanding of respondents' level of agreement or disagreement with specific statements.

The questionnaire was offered in English and Spanish. It was made clear that the questionnaire results would be confidential and anonymous. Only people that checked that they live in Gresham or East Portland (east of 148th) were allowed to complete the questionnaire. Refer to Appendix D for the questionnaire tool in English and Spanish and for a complete table of results.

The questionnaire was open to the public from April 11th through April 30th. CCP advertised its availability through several means: posted flyers around the city, left paper questionnaires with Human Solutions, sent emails to technical advisers and community partners, and interviewed on KBOO Community Radio and Univision television network. The City's Office of Neighborhood Involvement assisted by posting on Facebook, handing out flyers in the City's Earth Day event materials, and emailed through the Neighborhood Association listservs and Gresham Neighborhood Connections e-newsletter. CCP also intercepted community members to administer paper questionnaires at "La Pulga" and online questionnaires using handheld tablets at the Rockwood Library.

Results

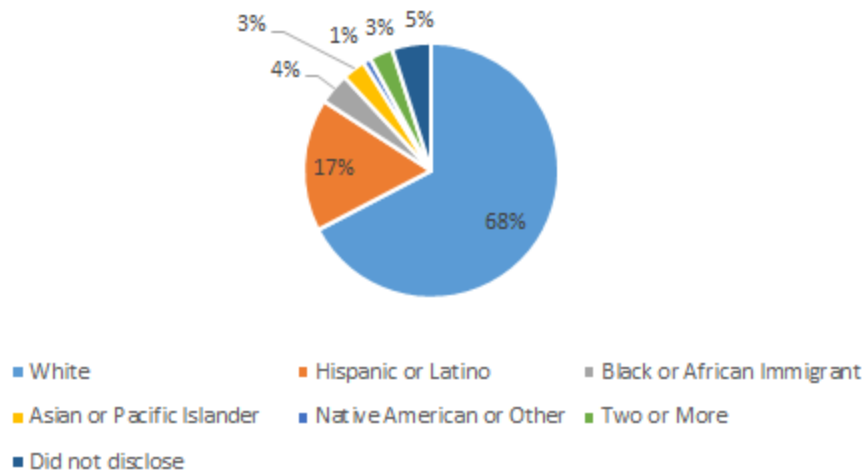
CCP collected a total of 236 completed questionnaires, excluding questionnaires that were technically finished but where the respondents checked that they do not live in Gresham or Portland east of 148th. Of the 236 questionnaires completed, 7% (17) were in Spanish and 93% (219) were in English.

Note that the results represent a small sample of the Gresham population. CCP did not test for statistical significance, and this analysis is not intended to imply concrete findings about population groups or neighborhoods in Gresham. Rather, the results are intended to suggest issues and themes. For more details regarding the number of respondents to each survey question please refer to the Survey Results Table in Appendix D.

Demographics of Questionnaire Respondents

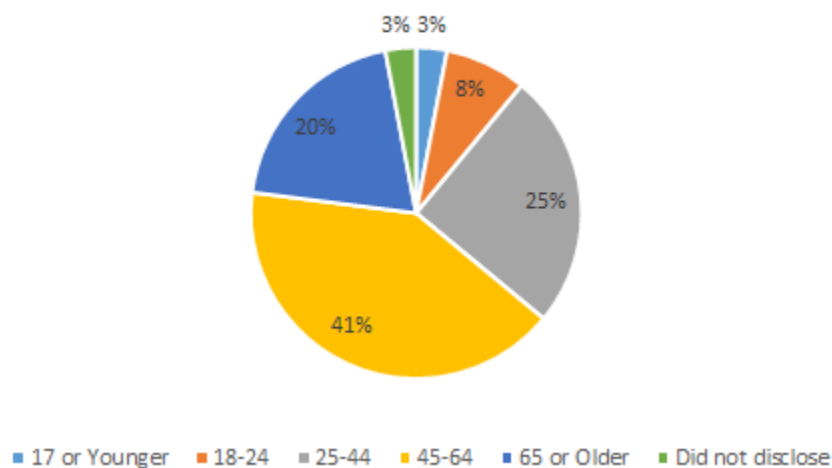
About 60% of questionnaire respondents were female, 36% were male, 3% chose not to disclose their gender, and 1% did not respond to this question. The racial and ethnic composition of questionnaire respondents matched very closely with that of the city of Gresham. Nearly 68% of respondents were White, 17% were Hispanic, 4% were Black or an African Immigrant, 3% were Asian or Pacific Islander, less than 1% were Native American, less than 1% said other, 3% said two or more, and 5% chose not to disclose.

Racial/Ethnic Composition of Respondents



The distribution of questionnaire respondents by age did not match that of the city of Gresham as a whole, based on the 2010 Census. About 3% of respondents were age 17 or younger, 8% were ages 18-24, 25% were ages 25-44, 41% were ages 45-64, 20% were age 65 or older, 3% chose not to respond. According to the 2010 Census about 27% of Gresham's residents were age 17 or younger, 10% were age 18-24, 28% were 25-44, 24% were 45-64, and nearly 11% were age 65 or older. CCP's survey respondents under represent the city's youth population, and over represent the city's adult populations ages 45 and older.

Distribution of Respondents by Age



Of all questionnaire respondents, 79% live in a house, 9% live in a multi-family apartment complex, 9% live in either a townhome, duplex, or condominium, 1% were currently homeless, 1% live in a mobile home, and 1% did not answer the questionnaire. About 19% of respondents identified as renters, while 75% live in an owner-occupied unit; owner occupied households are over-represented in the questionnaire compared to the city's 2010 rate of 53%. The average household size of respondents was 5.2 people per household, with an average of 3.2 adults and 2.1 children per household. CCP's respondents, had a larger average household size than that of Gresham, based on the 2010 Census, which indicates an average household size of 2.7.

Neighborhood of Residence

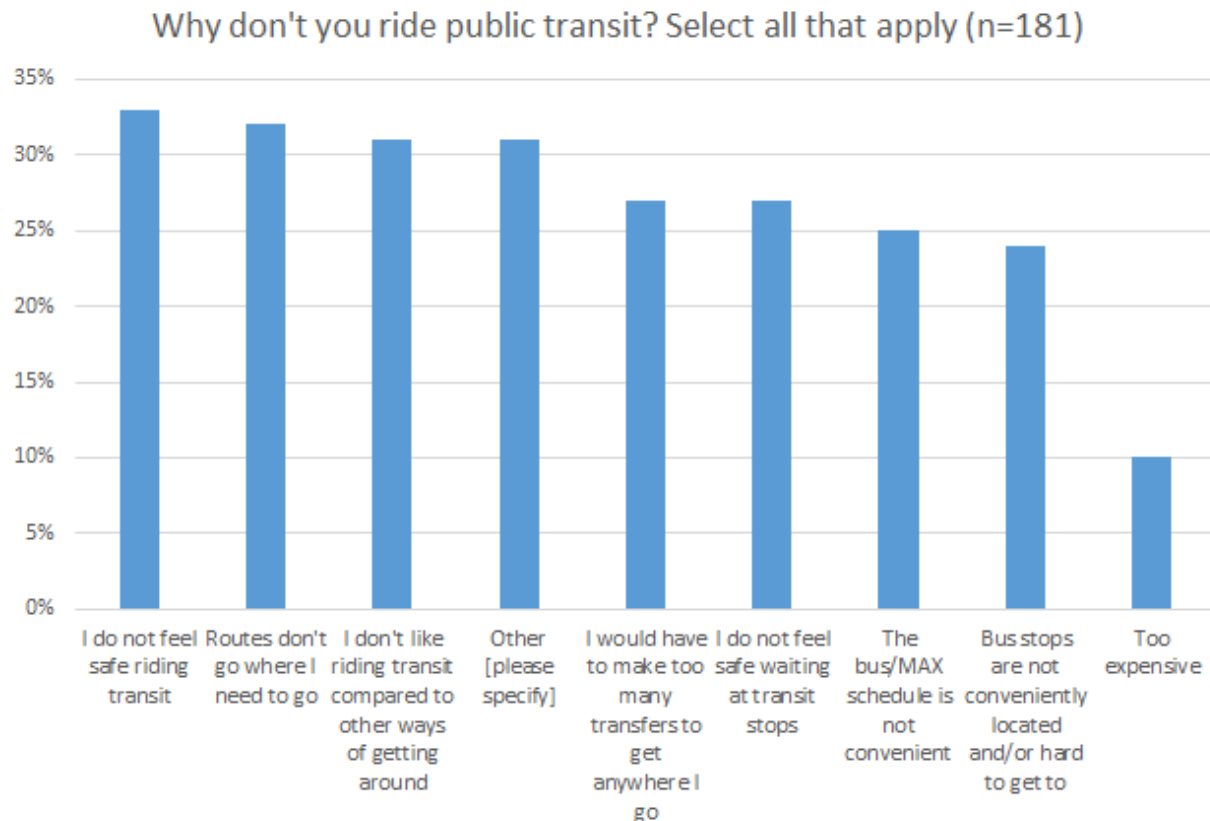
The questionnaire asked which neighborhood the respondents live in. It provided a neighborhood map of Gresham, as well as a link to the City's "neighborhood finder" to assist respondents in identifying their neighborhood. Respondents also had the option to check "I don't know" or enter the nearest major intersection to their home. During questionnaire analysis, we assigned the responses by intersection to the corresponding neighborhood, if enough information was given.

Residents from every neighborhood in Gresham responded to the questionnaire with nearly 16% of respondents living in Southwest, 14% in Historic Southeast (previously Assert), 12% from Rockwood, 11% from Gresham Butte, and 9% from Powell Valley. The remaining 58% were split between the other 11 neighborhoods, while 4% either did not answer, chose other, or did not provide enough identifying information for CCP to determine their neighborhood.

Transportation Questions

About 90% of respondents have access to a car for daily use, and 77% of respondents do not ride transit at least once a week. The most common reasons for why they do not ride transit are (n=181):

- I do not feel safe riding transit (33%)
- Routes don't go where I need to go (32%)
- I don't like riding transit compared to other ways of getting around (31%)



Of the 54 people who ride public transit at least once a week, the most common destinations are: work (50%), entertainment (48%), and shopping (44%). About 74% of transit riders said transit gets them to where they need to go adequately (n=54). The most common responses when asked what kind of changes are needed to improve experience with transit include:

- more frequent service (43%)
- cheaper tickets (43%)
- covered bus stops and MAX stations (41%)
- more bus/MAX service at night (39%)
- more bus/MAX service on the weekends (37%)

Common write-in comments include the need for: more north-south routes and higher frequency (especially on nights and weekends), better security, and better route coverage to reduce walking distance to stops (since stops are far away from several respondents).

Employment Questions

Of the 236 respondents, 43% work full-time, 26% are retired, and 10% work part-time. About 31% said they have not experienced any barriers to employment (35% of those identified as “white alone” and 16% of people of color). The most common barriers to finding or keeping employment were (n=162):

- There are not enough jobs available in the industry/occupation that I want to work in (22%)
- The job did not pay enough to support me (20%)
- Transportation difficulties (15%)
- The job did not offer benefits (13%)
- My education level or training did not meet the requirement (13%)

About 12% of respondents who have experienced at least one barrier said they have experienced job discrimination, and six more wrote in that they have specifically experienced age discrimination.

Housing and Neighborhood Questions

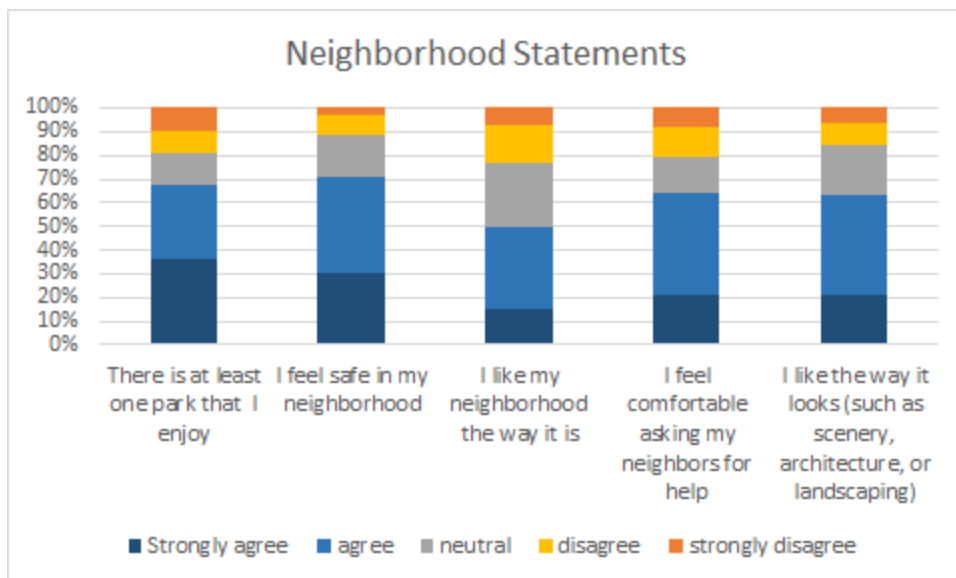
The vast majority of respondents (over 75%) agree or strongly agree with the following statements:

- I feel safe in my home (n=234)
- My home meets my needs (n=226)
- There are enough bedrooms for my family/roommates to live comfortably (n=232)
- I am able to pay my rent/mortgage comfortably (n=209)

Of the 45 renters who responded to the questionnaire, 63% agree or strongly agree that the manager/owner of my home is responsive to maintenance issues.

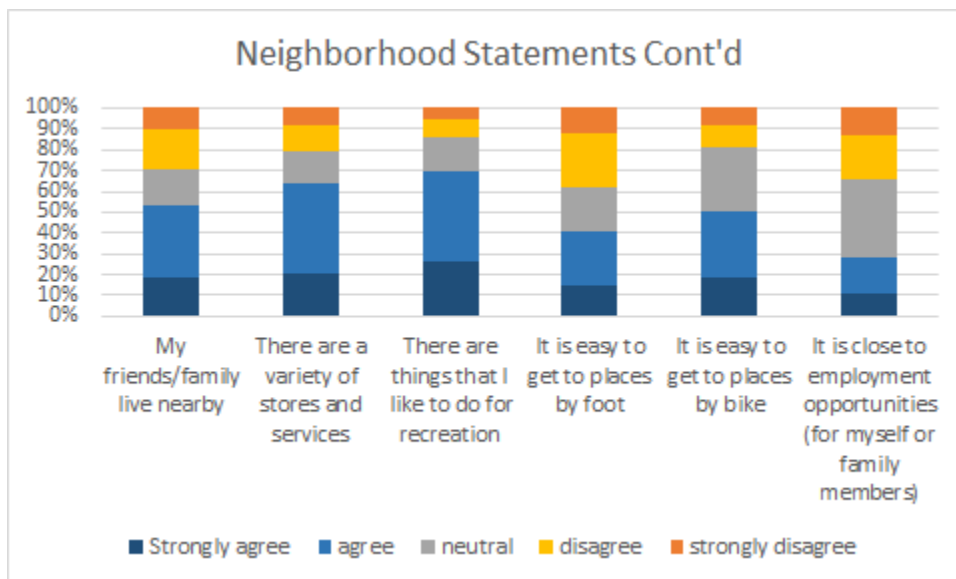
Respondents were asked eleven questions about their neighborhoods. The majority of respondents (over 60%) agree or strongly agree with the following statements:

- There is at least one park that I enjoy (n=230)
- I feel safe in my neighborhood (n=231)
- There are things that I like to do for recreation (n=230)
- I feel comfortable asking my neighbors for help (n=226)
- There are a variety of stores and services (n=226)
- I like the way it looks (such as scenery, architecture, or landscaping) (n=235)



About 50% of questionnaire respondents strongly agree or agree with the following statements:

- I like my neighborhood the way it is (n=230)
- My friends and/or family live nearby (n=230)
- It is easy to get to places by bike (n=228)



When asked about accessing resources or services in their neighborhood, about 41% of respondents agree or strongly agree that it is easy to get to places by foot (n=230). Conversely, about 38% of respondents *disagreed* with the statement that it is easy to get to places by foot. Less than one-third of questionnaire respondents agree or strongly agree that their neighborhood is close to employment opportunities for themselves or their family members (n=231).

Food Access Questions

When asked the name of the store where they most frequently acquire food, respondents most frequently answered Winco (38%) and Fred Meyers (29%) (n=224). Other less popular responses included:

- Safeway (16%);
- Albertsons (3%)
- Walmart (4%)
- Natural Grocers (1%)

Respondents were then asked what motivated their shopping choices, and the most common responses (based on the percent that checked “very important” or “somewhat important”) were:

- Freshness/quality (98%, n = 233)
- Nutrition (96%, n = 231)
- Price/affordability (94%, n = 232)
- Convenient location (92%, n = 223)

Less popular responses were:

- Availability of foods from a specific culture or region (39%, n = 222)
- Easy to walk to (34%, n = 228)
- Easy to get to by bus or MAX (21%, n = 228)

We also asked respondents what mode of transportation they most frequently used when travelling to and from the grocery store. About 88% of respondents indicated that they drive, whereas only 4% use public transit and 3% walk. Among drivers it took an average of 8 minutes to get to their supermarket, whereas the average travel time among public transit users was 34 minutes.

Respondents were also asked what types of places they acquire food from. Common answers included (n=224):

- Grocery Store or Supermarket (97% of respondents)
- Outdoor Markets (46% of respondents)
- Household Gardens (29% of respondents)
- Fast Food Restaurants (25% of respondents)

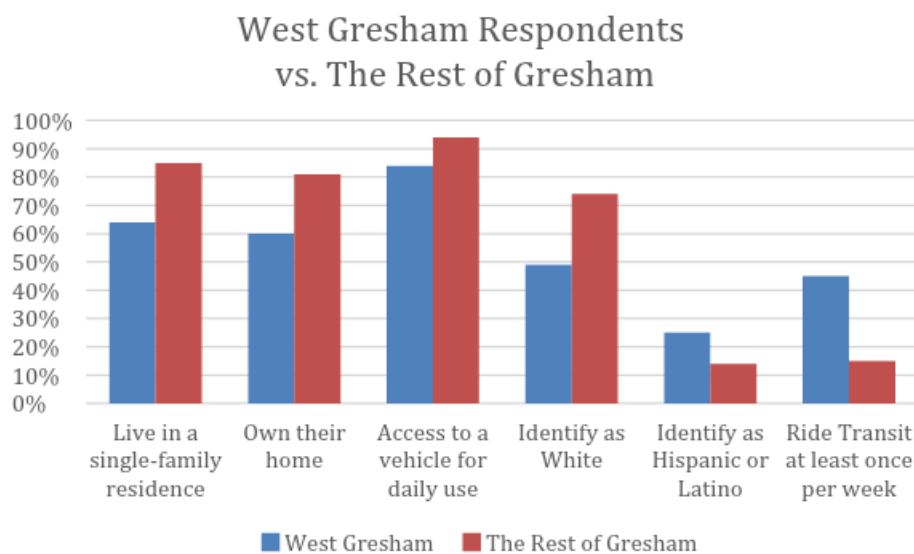
Less common responses included:

- Local Farms (11% of respondents)
- Convenience Stores (8% of respondents)
- Food Carts (8% of respondents)
- Community Gardens (4% of respondents)

West Gresham Results

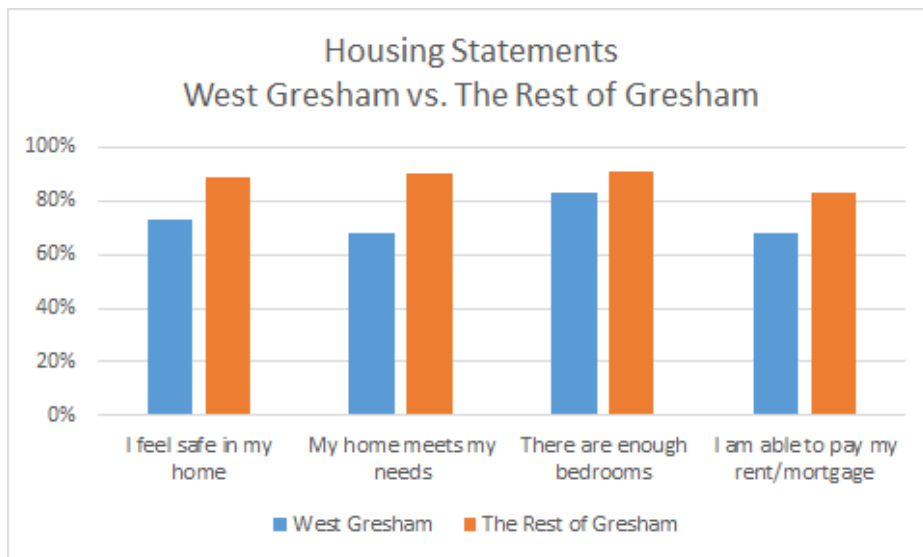
Of the 236 respondents, 56 live in West Gresham neighborhoods (Wilkes East, Rockwood, Centennial, and North Gresham), while 170 live in other neighborhoods (“rest of Gresham”). The neighborhood is unknown for the remaining 10.

Compared to respondents from the rest of Gresham, West Gresham respondents were less likely to live in a single-family residence (64% v. 85%), own their home (60% v. 81%), have access to a vehicle for daily use (84% v. 94%), and identify as White (49% v. 74%). Conversely, West Gresham respondents were more likely to ride transit at least once per week (45% v. 15%) and to identify as Hispanic or Latino (25% v. 14%). Of the 7 respondents under the age of 18, 6 live in West Gresham, while 39 of the 47 respondents who are over the age of 65 live in the rest of Gresham.



West Gresham residents were less likely to agree or strongly agree to the housing statements shown in Figure X, compared to respondents in the rest of Gresham.

- I feel safe in my home (73% v. 89%)
- My home meets my needs (68% v. 90%)
- There are enough bedrooms (83% v. 91%)
- I am able to pay my rent/mortgage (68% v. 83%)



The same percentage of West Gresham respondents and “rest of Gresham” respondents said they agree or strongly agree with the statement “The manager/owner of my home is responsive to maintenance issues” (about 74%), although West Gresham residents had a higher share who disagree or strongly disagree (12% v. 8%).¹

A greater share of West Gresham respondents than those from the rest of Gresham are frequent transit riders (45% vs. 15%). West Gresham respondents were more likely to use transit to get to: school, shopping, entertainment, and family. West Gresham respondents were more likely to answer yes to the question: “Does transit get you to where you need to go adequately?” (84% v. 64%).

When asked what kind of changes would improve the experience with transit, transit riders in West Gresham were more likely to check: covered bus stops (56% v. 24%), longer transfer ticket times (40% v. 28%), more bus/MAX service at night (40% v. 32%), and better sidewalk access to stops (44% v. 16%). Conversely, West Gresham respondents were less likely to check: increase the number of stops (12% v. 20%).

When given reasons for why non-transit riders do not ride transit, West Gresham respondents were more likely to check: “I don’t feel safe waiting” (42% v. 22%), “too many transfers” (32% v. 24%), and “the schedule is not convenient” (29% v. 22%).

The grocery stores that were most frequently identified as the primary store where West Gresham residents shop at were Winco (33%) and Fred Meyer (22%), despite the fact that neither of these stores are located in West Gresham. The two Safeways that are located in West Gresham were used

¹ Since many people responded with NA or left this question blank, the total used to calculate these percentages was the total of respondents who had an opinion about the question: 34 in West Gresham and 69 in the other areas.

by only 15% of West Gresham residents as their primary supermarket. The Albertsons in West Gresham was the primary supermarket of only 11% of West Gresham residents. Only 4% of West Gresham residents indicated that Walmart was their primary supermarket.

When asked about factors are important when considering the acquisition of household food, responses from West Gresham were similar to the rest of Gresham. Freshness and affordability were shown to be the most important considerations in both West Gresham and in the rest of the city alike. For example, 84% of residents in both West Gresham and the rest of the city identified freshness/quality as a 'very important' consideration. Affordability was deemed to be 'very important' by 69% and 66% of respondents, respectively.

However, when asked about transit access and walkability, these considerations were shown to be of greater importance in West Gresham than in the rest of the city. In West Gresham, 29% of respondents indicated that ease of walking to the store was a 'very important' consideration in acquiring food, whereas only 11% of respondents across the rest of the city noted that this was 'very important.' Similarly, 19% of respondents from West Gresham indicated that accessibility from public transit was a 'very important' consideration, compared to 7% in the rest of the city. These differences are further evidenced by the data which shows that respondents from West Gresham were less likely to drive to get food than respondents from the rest of the city (73% v. 92%), and more likely to use public transit (10% v. 2%) or walk (8% v. 2%). On average, it takes West Gresham residents who rely on public transit about half an hour to get to their primary supermarket.

When asked about their neighborhood, West Gresham residents were slightly more likely to agree or strongly agree with the statement: My friends and/or family live nearby (55% v. 51%). The groups had roughly the same share of respondents (48%) agreeing or strongly agreeing with the statement: It is easy to get to places by bike. For all other questions, West Gresham residents were less likely than respondents living in the rest of Gresham to agree or strongly agree with the following statements:

- There is at least one park that I enjoy (63% v. 71%)
- I feel safe in my neighborhood (44% v. 80%)
- There are things that I like to do for recreation (53% v. 76%)
- I feel comfortable asking my neighbors for help (57% v. 66%)
- There are a variety of stores and services (52% v. 70%)
- I like the way it looks (such as scenery, architecture, or landscaping) (34% v. 75%)
- It is close to employment opportunities (for myself or family members) (25% v. 30%)
- It is easy to get to places by foot (41% v. 42%)
- I like my neighborhood the way it is (31% v. 57%)

Accordingly, West Gresham respondents were much more likely than respondents in the rest of Gresham to disagree or strongly disagree with the following statements:

- There are things that I like to do for recreation (23% v. 10%)
- There are a variety of stores and services (33% v. 13%)
- I like the way it looks (such as scenery, architecture, or landscaping) (38% v. 7%)
- I like my neighborhood the way it is (45% v. 15%)

The questionnaire results indicate that residents perceive disparities between West Gresham neighborhoods and the rest of Gresham, particularly in terms of recreation, stores/services, and aesthetic features. There also appears to be less content with access to enjoyable parks and more concerns related to safety in West Gresham.

The questionnaire results also suggest that getting around by foot or bike is challenging in all parts of Gresham. In addition, all areas seem to experience low proximity to employment opportunities, which had the lowest rate of agreement for all neighborhood-related questions. These are issues that face the city as a whole.

Renters vs. owners

As described above, the questionnaire results over-represent owner occupied households, as about 19% (45) of respondents identified as renters, while 47% of all households in Gresham are renter occupied. Because this likely skews the response rate, we compared the responses to some key questions of renters and residents of owner occupied units (“owners” for the purposes of this analysis). Compared to owners, renter respondents were more racially/ethnically diverse (39% of renters identified as white v. 80% of owners) and younger (74% of renters are under 44 v. 24% of owners).

Renters were less likely than owners to agree or strongly agree with all but one statement regarding their housing situation and neighborhood. The largest differences were:

- I feel safe in my home (78% of renters agree or strongly agree v. 87% of owners)
- My home meets my needs (57% of renters v. 94% of owners)
- There are enough bedrooms for my family/roommate to live comfortably (78% of renters v. 92% of owners)
- I am able to pay my rent/mortgage comfortably (58% of renters v. 77% of owners)
- There are things that I like to do for recreation (59% of renters v. 74% of owners)
- My friends and family live nearby (47% of renters v. 56% of owners)
- I feel comfortable asking my neighbors for help (41% of renters agree v. 69% of owners)
- I like the way it looks (45% of renters v. 69% of owners)
- I like my neighborhood the way it is (33% of renters v. 57% of owners)

Interestingly, the difference in responses of renters and owners was very small for the statement “I feel safe in my neighborhood”, since the statement “I feel safe in my home” had a larger difference. The only statement that renters were more likely to agree with was “There is at least one park that I enjoy” (72% of renters agree or strongly agree v. 67% of owners).

Transit Riders v. Non-transit riders

Of the 54 people who ride public transit at least once a week (“transit riders”), about half do not have access to car for daily use and would be considered transit dependent (representing about 10% of all questionnaire respondents). Compared to non-riders, transit riders were more racially/ethnically diverse (43% of riders identified as white v. 75% of non-riders) and younger (61% of riders are under 44 v. 29% of owners). About 28% of transit riders are students. When asked about barrier to employment, transit riders had substantially higher rates than non-riders for “Transportation difficulties” (43% of riders v. 6% of non-riders) and “The hours or shifts were difficult for me to make” (21% v. 4%).

Limitations of Questionnaire Results

As previously noted, the questionnaire results are not representative of the Gresham population, in terms of sample size as well as matching the demographics of the city. While the distribution of respondents by race/ethnicity was close to the city’s distribution, other factors such as age, gender, and tenure were skewed. Specifically, the questionnaire over-represents seniors (age 65+), females, and residents of owner occupied units. Therefore, the results of the overall questionnaire should be interpreted with caution. The analysis of the results is intended to suggest general issues for consideration and further study, rather than concrete findings.

3.4 Technical Adviser Meetings

Based on interviews and background research, we engaged a group of six technical advisers, in coordination with City staff. We met with the technical advisers at three points throughout the process to receive feedback on the map drafts, *Background Report*, and draft plan. Following initial interviews, we coordinated with them through email and phone, then met once individually and once as a group. Our technical advisers included:

1. Josh Fuhrer, Gresham URA
2. Vanessa Vissar, TriMet
3. Tony Lamb and Jenny Glass, Rosewood Initiative
4. Jean DeMaster, Human Solutions
5. Betty Dominquez, Home Forward
6. Jenny Holmes, Ecumenical Ministries

The group technical adviser meeting was held on Wednesday, May 14, 2014, from 9:00-11:00AM. Vanessa from TriMet, Betty from Home Forward, Jean from Human Solutions, Jenny from Ecumenical Ministries of Oregon and Ann Pytynia from the City of Gresham were in attendance. The purpose of the meeting was to discuss preliminary recommendations.

3.5 Community Report Back

CCP and our five partners co-hosted a “Community Celebration” event at the City of Gresham Council Chambers on Thursday, May 8, 2014, from 5:30-8:30pm. The purpose of the event was to celebrate achievements with each other, report back key themes from shared learning events, and offer potential solutions. One of our community partners suggested hosting the event at Gresham City Hall in order to better familiarize their membership with the space that is devoted to civic affairs and decision-making. City staff and a City Councilor (Palmero) were in attendance to listen and build relationships with community members.

At the event, we displayed our maps for public comment. CCP and each of the five community partners gave presentations. The event was held in both English and Spanish, with Latino Network staff serving as translators. To encourage attendance at the bilingual event we provided bus tickets, childcare, and a variety of food and beverage options. We also held a raffle, with prizes such as gift cards, apparel, and Timbers and Trailblazers paraphernalia.

3.6 City Staff Consultation

CCP and Latino Network held an event for City of Gresham staff at City Hall on Wednesday, May 22, 2014, from 12:00-2:00pm. CCP and Latino Network staff co-presented the planning process and key findings, followed by an open house discussion. The purpose of the event was to engage city staff in the Map Gresham project, obtain feedback on the draft recommendations, and discuss how the maps and *Opportunity Framework Plan* might inform their work at the City of Gresham. Another objective was to continue to build relationships between city staff and Latino Network. In total, at least 17 city staff from nine different divisions attended the event (based on the sign-in sheet).

4.0 EVALUATION OF THE PLANNING PROCESS

An evaluation of our planning and engagement methods has surfaced successes, lessons learned, and limitations of our process. At the onset of the Gresham Opportunity Project, we articulated five objectives for community engagement. For this evaluation, we have asked ourselves whether the methods used were effective in accomplishing these intentions.

We developed a list of steps to include in an engagement process, adapting best practices from the Aloha Reedville Community Plan from Washington County (2013) and Metro's Community Engagement Guide (2013). Refer to Appendix A of the *Opportunity Framework Plan* to view the Steps to Engagement Process tool.

As an additional measure, we incorporate aspects of Multnomah County's Equity Empowerment Lens, which has been increasingly used in the region and throughout Oregon to find action-oriented solutions to promote community health and well-being. This evaluation was designed to help inform future public involvement efforts in Gresham, in relation to the work completed through this *Opportunity Framework Plan*. Refer to Appendix C to view Multnomah County's Equity Empowerment Lens.

Multnomah County's Equity Empowerment Lens

Developed by Multnomah County's Office of Diversity and Equity, the Lens is designed to assist jurisdictions and other institutional service providers with a tool to directly address disparities in social outcomes in both policies and programs.

The Lens operates from the framework that moves from dwelling over dooming statistics, towards integrating such statistics as a way to:

1. critique organization's actions honestly in order to learn ways to improve practice;
2. develop new actions that have equitable outcomes which better support communities; and
3. shift to intentional actions that lead to racial equity and sustainability.

In this intentional practice, all partners at all levels align around transformative values, relationships, and goals moving towards racial equity, integrating an emphasis on doing less harm and supporting actions that heal and transform historic disparities.

The Lens is comprised of the 4 Ps: People, Place, Process, and Power, which as guiding questions to assist in the evaluation of any given project, process, or plan. Select Ps were used for each activity of the plan process for the sake of brevity.

Modified from Multnomah County's Equity Empowerment Lens (2014)

Gresham Opportunity Project Community Engagement Objectives

- Develop a shared understanding of the most pressing livability issues in Gresham;
- Promote a citywide dialogue between decision-makers and residents;
- Reveal core challenges for those of low-income and communities of color, identifying service gaps;
- Surface citywide conversations about root causes of imbalances and historic differences;
- Seed future objectives and potential actions, turning lessons learned into next steps after plan completion.

Lesson Learned

Takeaway for Planning Practice

- When those most impacted by issues such as poverty are not at the table, critical issues may not be heard or discussed, and decisions can be made that have further negative or disproportionate impacts.
- Various agencies or groups differ in comfort level when talking about livability issues, particularly about more difficult issues such as poverty, race/ethnicity, and crime.

Takeaway for Community Engagement Practice

- Community connectors are key people to understanding the subtleties of a community. They have a wealth of insight, and deeply care about the communities well-being.
- Community groups have limited capacity to participate, especially those who experience structural barriers of racism and poverty.
- Groups who had never participated before needed time and support to understand a planning process and where the input of residents might go.
- People you engage want to see action and outcomes, not just more talk.
- Creating a welcoming environment by providing food and incentives at events, as well as greeting people and being open to socializing, went a long way to developing trust with residents.
- Reflecting back what we heard during sessions by flip-charting and repeating back during facilitation gave a chance for residents to clarify what they meant, increased our understanding and developed trust during events.
- Test and re-test translation equipment so that it works. Make sure there are translators who are prepped with the content of activities to ensure smooth communication among participants.

- City Staff can have good insight about their own work, especially when a process takes the time to include them.
- Staff time is at a premium. In order to tailor to this audience, we made materials and presentations brief and to the point, and target content that will be valuable to their work.
- Provide refreshments! Everyone appreciates this.
- We observed process fatigue during our plan process. Planning processes can feel relentless and never ending to community groups, especially when they do not see the changes they might be requesting.
- Consistent participation is difficult, we learned not to expect community members to deliver thoughtful input and presentations without direct support and education about the issues and government process.
- Even with direct outreach in Rockwood, the questionnaire was not as effective as we would have hoped. We did not get a higher proportion of residents with targeted outreach. Residents who were generally more connected to City activities were still the majority of respondents. This may suggest that web-based tools are not the best way to collect input from communities that have less connection to the City, and may also be experiencing technology access barriers.
- Working with City Sustainability staff to promote questionnaire at the City Earth Day recycling event and disseminated through neighborhood associations were great ways to get responses from those members already connected through City involvement strategies.

Please refer to Appendix C for a summary table of our planning process evaluation.

Resources

Without the generous contribution from Kaiser Permanente Community Partnerships, we would not have been able to build relationships with underrepresented groups. Through holding listening circles, a method which is conscious of barriers to participation such as trust, translation, childcare, and cultural comfort, we were able to reach up to 69 people who are often considered hard to reach. Our approach included incentives, meals, and interactive ways of discussing issues that increased people's comfort to participate. We also intentionally adjusted time of events for busy working families and youth. The practice of including a budget and staffing resources to accomplish targeted events, pay for meals, incentives, and interactive supplies are essential to accomplishing good engagement outcomes. A key strategy was partnering with Latino Network to request the donation from Kaiser. An agreed upon portion of the donation was earmarked to support staff time at Latino Network, in effect "contracting" with the organization to provide much needed community expertise and connection. For a small non-profit with limited staffing capacity, this contribution made the scope and scale of involvement possible.

Conclusion

Our original approach was to put community members and their experiences at the center of our plan making process. We believe that by being aware of the various institutional and structural barriers to involvement that different residents of Gresham experience, it allowed us to intentionally plan an effective community engagement strategy to reach and lift up the voices of those most impacted by disparate outcomes. We also found that working within these structural systems is challenging, and that limitations will always occur. We reconciled these tensions through careful deliberation about options and trade-offs, with both client and community concerns at the fore.

Appendix A:

Table of Community Engagement Activities

Date	Event	Location	Host	Event Type	Number Engaged*
February through May	Interviews	Various	Various	Informational and technical interviews	33
February through June	E-ROC weekly meetings	The Pines Apartment Complex	E-ROC	Listening Sessions	8
April 21, 2014	Neighborhood Association Listening Circle	The Rosewood Initiative	Rockwood Neighborhood Association	Listening Circle	16
April 22, 2014	Food Access Discussion Group	Gresham City Hall	Ecumenical Ministries	Discussion Group	13
April 22, 2014	Multnomah Youth Commission	Multnomah County Building, East Portland	Multnomah Youth Commission	Listening Circle	9
April 24, 2014	Latino Network Listening Circle	The Rosewood Initiative	Latino Network	Listening Circle	23
April 11-30, 2014	Online Questionnaire	www.camassia planning.org	CCP	Online Questionnaire	236 (completed)
May 8, 2014	Community Celebration Event	City of Gresham Council Chambers	CCP and Latino Network	Report out	50
May 14, 2014	Technical Adviser Meeting	Portland State University	CCP	Recommendation review session	5
May 17, 2014	Multnomah Youth Commission Transportation Summit	David Douglas High School	Multnomah Youth Commission	Interactive Mapping Activity at Summit	15
May 22, 2014	City Staff Consultation Event	Gresham City Hall	City of Gresham	Report out and Recommendation Discussion	17

*Number engaged is based on sign-in sheets that were available at each event, or a CCP count at the midpoint of the event. If an individual attended two events, they are included in both counts. Taking into account the potential for double counting, our conservative estimate is that we engaged over 50 people during the planning process.

Appendix B: Outreach Materials

Contents

Press release

Questionnaire Flyers

Flier for each Listening Circle

Community Event Flyer

Website

FOR IMMEDIATE RELEASE

The City of Gresham and Portland State University Researchers Launch “Opportunity” Survey

April 1st, 2014

The City of Gresham Office of Urban Design and Planning is partnering with a team of graduate students from Portland State University’s Toulon School of Urban Studies and Planning to conduct an online survey that asks what it is like to live in Gresham and what challenges residents face in accessing opportunities to advance. The survey launches [date] and will be available online for residents to complete until April 28th.

The survey is part of a larger project where the PSU researchers will be mapping the availability of resources that help residents live happy, healthy, and prosperous lives, as well as where service gaps may exist, and which residents might be most impacted by these gaps. The resulting “opportunity maps” will provide a useful tool for understanding how access to resources such as healthy food, housing, jobs, transit, and education are distributed between neighborhoods in Gresham.

“Opportunity Mapping” is a tool that was first developed by the Kirwan Institute based out of The Ohio State University, but it has recently been used by other jurisdictions in the region, including the City of Portland and Washington County. This is the first time that opportunity mapping has been undertaken by the City of Gresham. The results will also help to inform recommendations for short- and long-term actions for the City.

Camassia Community Planning is the consulting group from PSU that will be administering the online survey, as well as organizing public outreach events to ensure that the mapping of opportunity is driven and informed by resident input. The survey asks people about their experience and concerns living in Gresham. It is available online at:

www.camassiaplanning.org

Residents who need assistance completing the survey can also access the survey at the Rockwood Library.

– 30 –

Contact:
Mike Simpson
Camassia Community Planning
Email: camassia@pdx.edu
Ph: (503) 512 - 0647

Tell us about your neighborhood !

*What do you like?
What could be even better?*



Take a questionnaire at:
www.camassiaplanning.org

Instagram: #MapGresham

We are working with the City of Gresham to learn how you access opportunities in your neighborhood - things like healthy food, safe transportation, and good jobs.

Если вам нужна эта информация на Русском языке, пожалуйста позвоните по 503-618-2859 и скажите, “пожалуйста Русский”.



ph: (503) 512-0547
camassia@pdx.edu

A Portland State University
Consulting Group

¿Cómo es vivir en Gresham?

Estamos trabajando con la Ciudad de Gresham para asignar las cosas que proporcionan oportunidades

Díganos cómo hacer su vecindario mejor!

participar en una encuesta en:

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JUEVES, 24 DE ABRIL

at the Rosewood Initiative

16126 SE Stark St.

6:00-8:00 pm, la cena se sirve a las 5:30 pm

**Taller Comunitario Sobre
Oportunidades y Barreras en la
Ciudad de Gresham**

¿Cómo accede a las oportunidades en la ciudad de Gresham?

El taller tendrá actividades divertidas usando mapas de Gresham y Rockwood. Tendrá la oportunidad de contar historias acerca de lo que es más importante para usted en su vecindario.

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nosotros
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de temas
como la
comida
saludable, la
seguridad, el
transporte,
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Community Celebration to Map Gresham! Access to Opportunity Project



City of Gresham | Council Chambers
1331 NW Eastman Parkway

Thursday, May 8th
6:00 - 8:00 pm

Dinner, Music, Performances, and Raffle!

special support provided by



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Celebración Comunitaria

¡Mapeo de Gresham! Proyecto de Acceso a Oportunidades



Ubicación: Ciudad de Gresham | Council Chambers

Dirección: 1331 NW Eastman Parkway

Fecha: Jueves 8 de Mayo

Horario: 6:00 -8:00 pm

¡Habrá Cena, Música, Presentación artística, y Rifas!

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Join us for a Community Celebration at Gresham Council Chambers May 8th!

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All are welcome!

Food will be provided.

Post your Photos
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Community Celebration

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Español

CELEBRACION COMUNITARIA

Camassia Planificación Comunitaria y nuestras organizaciones asociadas le invitan a una celebración comunitaria donde estaremos presentando el proyecto de mapeo de oportunidades y le informaremos sobre los resultados preliminares.

Todos son bienvenidos!

Se proporcionará la Alimentación.

Post your Photos
(#MapGresham on
Instagram)



Celebración Comunitaria

¡Mapeo de Gresham! Proyecto de Acceso a Oportunidades



Ubicación: Ciudad de Gresham | Council Chambers

Dirección: 1331 NW Eastman Parkway

Fecha: Jueves 8 de Mayo

Horario: 6:00 -8:00 pm

¡Te esperamos! #MapGresham

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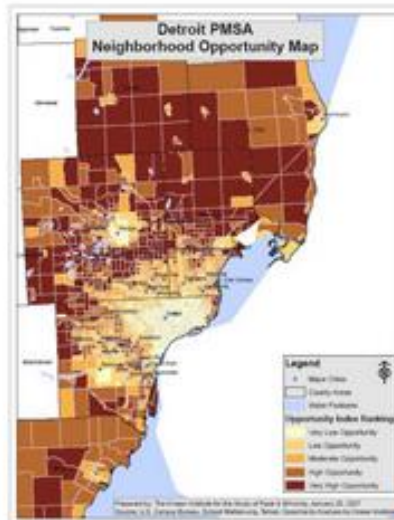
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What is Opportunity Mapping?

Opportunity Mapping is a technique that was first developed by The Kirwan Institute at The Ohio State University to measure and display the distribution of opportunity in metropolitan regions, and to determine who has access to opportunity rich areas. The method involves collecting a variety of indicators that impact physical and social environments and which determine the impacts of on health and well-being. These indicators are then combined into a composite opportunity index and mapped, allowing us to compare how opportunity is spatially distributed throughout a region. The maps should first be evaluated by stakeholders, then revised through an iterative process, allowing local knowledge to refine and augment the maps. The final maps are typically compiled into a report that is made publicly available.

Opportunity mapping allows stakeholders and organizations to facilitate community engagement, planning, and analysis to address equity challenges. The maps can help people "assess what factors are limiting opportunity in a community and can assist in identifying what measures are needed to remedy these impediments to opportunity" (Kirwan website). The ultimate purpose is to affirmatively connect marginalized communities to pathways of opportunity, such as successful schools, safe neighborhoods, and sustainable employment.

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(#MapGratham on
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Mapping Communities of Opportunity:

* Visualizing & Understanding the system of disadvantage & advantage in a community.

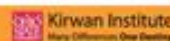
* Engaging the community around this process to understand intervention points and levers for change.

Example of an Opportunity Map: Detroit MI (2007)

(Dark Areas = Most Opportunity Rich Communities)

(Light Areas = Most Opportunity Deprived Areas)

(Green Dots = African American Men & Boys)



Among the uses for opportunity mapping, those most relevant to Gresham include:

- Service delivery
- Targeting investments
- Community development
- Policy design and advocacy
- Community Planning
- Coalition Building
- Supporting Fair Housing

UDP staff is now working with the Portland State University (PSU) student consulting group Camassia Community Planning (CCP) to prepare an Opportunity Framework Plan, based on the opportunity mapping methodology and community engagement. The plan will address issues associated with growing levels of poverty and the desire for the City to meet residents' needs in a cost-effective manner. The purpose of the plan is to:

- analyze the distribution and access to opportunities such as, but not limited to, access to quality transit, food, social services, housing, and employment;
- assess the relationships between demographics and indicators of opportunity, health, and well-being;
- engage a wide-range of residents and stakeholders in developing a framework for understanding the opportunity structure in Gresham; and
- develop a roadmap for enhancing opportunity through potential policy approaches, practices, and community-based actions.

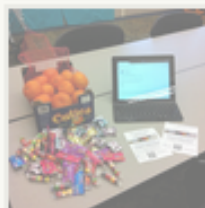
Local Examples of Opportunity Mapping

In recent years, several agencies and organizations in the Portland region have mapped indicators of opportunity for various purposes. For example, the Coalition for a Livable Future (CLF) has developed an interactive web-based mapping tool called the Equity Atlas to promote widespread opportunity for a stronger, healthier, and more sustainable region."

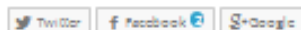
In 2011, Kirwan prepared a report for the Portland region (funded by the Northwest Area Foundation). It was intended to be a starting point for discussions among advocates and leaders in equitable sustainability in the region. The ultimate goal is to foster more collaboration around establishing policies that provide access to strong opportunity networks for all people living in the Portland region.

Washington County completed an opportunity mapping project for their 2010-2015 Consolidated Plan Update. They used a Housing Benefits framework to guide their opportunity mapping efforts and address the locational value of housing as a connection to needed resources. The Department undertook opportunity mapping in order to aid in discussion around where to invest, what to invest, and how to invest in communities of relatively "high" and "low" opportunity."

The City of Portland Housing Bureau (PHB) initiated an opportunity mapping project following a 2011 study of fair housing conditions, which directed Portland, Gresham, and Multnomah County to "develop opportunity mapping as a foundation of housing policy development" and to "tie the mapping into the update of Portland's Comprehensive Plan and Location Policy" (Consolidated Plan, 2011-2016). The city highlighted five key categories of opportunity: Childhood Education, Employment, Transportation, Access to Family Wage Jobs, and Healthy Eating Active Living.



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Upcoming Events / Eventos

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Post your Photos
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Instagram)



Community Celebration

to

Map Gresham!

Access to Opportunity Project





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In the News / Los Medios

Radio

Carlos Gonzalez habla en la radio KBOO de este proyecto (avanzar a 40:00 minutos)

Carlos Gonzalez of Camassia Community Planning talks on KBOO community radio about the opportunity mapping project. (Interview in Spanish - advance to 40 minutes to hear Carlos).

Television

Carlos Gonzalez habla de este proyecto en la estación de televisión Univision (24 de abril, 2014)

Carlos Gonzalez of Camassia Community Planning is interviewed about the opportunity mapping project on the Spanish language television station Univision.

Web

The Rosewood Initiative (16126 SE Stark St) has posted pictures of our community event co-hosted with the Latino Network.

La Iniciativa de Rosewood (16126 SE Stark St) ha publicado fotos de nuestro evento de la comunidad co-organizada con Latino Network.

Share this:

[Twitter](#) [Facebook](#) [Google+](#)[★ Like](#)

Be the first to like this.

Leave a Reply

Enter your comment here...

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About CCP

CONTACT

Email: camassia@pdx.edu

Phone: (503) 512-0547

OUR MISSION

The mission of Camassia Community Planning is to advance social equity and community health. We strive to help people build their capacity to engage actively in civic life and public decision-making processes. We are committed to using engagement strategies that empower those who have traditionally experienced social and economic barriers, in order to ensure that all citizens get to be active co-creators of public policies.



WHO WE ARE



Belinda Judelman

Belinda is specializing in environmental planning, with a specific interest in permaculture, urban ecology and environmental justice. In the last few years she has worked to advance sustainable local food systems in Lincoln County, Oregon and Mendocino County, California which included the development of community food security assessments, farmer's market food stamp match programs, and a Food Action Plan. She is currently conducting an

Equity Analysis of Energy Trust of Oregon's residential programs, and working with the Institute for Metropolitan Studies to update Greater Portland Pulse.

Post your Photos
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Instagram)





Carlos Gonzalez

Carlos is specializing in transportation planning with interests in active transportation, the built environment, community health and social justice. Carlos most recently worked in transportation planning at the City of Portland, assisting planners with community engagement and spatial analyses. He is currently working at Kaiser Permanente and as health data analyst.



Hayley Pickus

Hayley is a student of Community Health and Urban and Regional Planning at Portland State University. Her concentration is urban health and land use. With an undergraduate degree in Geography, she enjoys spatial analysis of social phenomena. Her interests lie in the overlap between equity, the social determinants of health, and collaborative planning. Previous experience working with NOAA has also heightened her interests in disaster planning and sea turtles! She is currently working as a research assistant on two CBPR projects aiming to increase healthy snacking among rural youth, and increasing fruit and vegetable knowledge and intake in the Mt. Hood Head Start population.



Lori Parks

Lori is specializing in Economic Development and is interested in social equity, public health, and sustainable development. This past summer, she interned with the San Francisco Bay Area's regional planning agency, where she assisted with Opportunity Mapping for their Fair Housing and Equity Assessment. She is currently working for Professor Dawn Richardson in the PSU School of Community Health, researching social mobility of Mexican American youth using participatory mapping and photovoice methods.



Mike Simpson

Mike is in the environmental planning concentration of the MURP program at PSU. He is passionate about food systems and urban agriculture policy. He has a Master's in Political Science from the University of Victoria, and currently works for Professor Nathan McClintock at PSU researching food systems policy and urban agriculture practices in major US and Canadian cities.

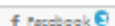


Pamela N. Phan

Pam was born and raised in Portland, and is excited to complete a MURP with a concentration in community development this spring! Her focus is on collaborative planning techniques such as community based action research, co-produced plan-making, and planning education. She has worked in many multi-cultural settings

with communities of color, low income groups, service agencies, and advocacy groups. She has also been a community grassroots organizer working on livability and social issues throughout the Portland metro area, and has served with local and regional governments to support "equity" planning efforts.

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Appendix C:

Shared Learning Tools

Contents

Planning Process Evaluation

Multnomah County's Equity Empowerment Lens

Listening Circle Facilitation Guide

Food Access Discussion Group Agenda

Planning Process Evaluation

Activity Intended Audience	Accomplishments	Limitations	Process, People, Place, and Power
Interviews City Staff and Community Connectors, meeting Residents in the field.	<p>Initiated a dialogue about complex issues of concentrated poverty and ways to improve quality of life.</p> <p>Built relationships with key City Staff and outside organizations.</p> <p>Identified political support for plan making process.</p>	<p>Witnessed both institutional and structural barriers to the type of language that could be used. Terms like concentrated poverty, racial segregation, gentrification, gangs, and inequity were highly charged, and hence avoided in the discourse to discuss the issues.</p>	<p>POWER -- Without open dialogue, people experiencing poverty bear a daily burden of inaction as less than ideal conditions persist. Also, the city as a whole experiences the spillover effects, polarizing people into the "haves and have nots." Leadership is needed to create a climate of speaking openly about these issues, to have productive dialogue about how we go about changing the conditions.</p>
Partnerships with Community Groups Community Groups located or focused on Rockwood	<p>Built relationships with groups most impacted by racial and income inequality.</p>	<p>Both academic and City timelines are not supportive of the authentic involvement of communities who experience barriers. Quick turnarounds decreases the time to develop clarity for community members about public decisions. When communities are not clear about where decisions might be coming from, they perceive it as untransparent, and overtime a sense of distrust.</p>	<p>PROCESS - Given that the timeline was accelerated, it was hard to build "strong and trusted" relationships. We ended up depending on pre-existing relationships and forging a few new ones, with the intent of "life-long" interactions.</p>
Citywide Questionnaire Open to anyone living in Gresham	<p>Opportunity for anyone in the city to give input.</p> <p>Collected 236 valid responses.</p>	<p>Web-based tool did not help create greater capacity within participants to engage with the city.</p> <p>Technology gap: people who don't have computers or access to the internet could not easily participate.</p> <p>Only English and Spanish readers were able to take the survey.</p> <p>Questionnaire is just information coming in, there is no dialogue or opportunity for clarification, and respondents are limited to what is typable given their technology and literacy level.</p> <p>Limited number of underrepresented populations participated, and an over representation of homeowners as compared to renters.</p>	<p>PROCESS - Web-based questionnaire is efficient, and collects a lot of information quickly. This should be used as a part of a larger engagement process. Planning processes should not solely rely on surveys, but use a variety of methods.</p>

Planning Process Evaluation

Activity Intended Audience	Accomplishments	Limitations	Process, People, Place, and Power
Listening Cirlces and Community Celebration Residents and Community Groups	Built capacity for groups to speak for themselves about living in Gresham.	LThe listening circles were limited to the geographic and demographic groups that we intentionally targeted.	PLACE - Targeting the Rockwood and West Gresham area was key to understanding the issues of inequity in the city. With the most diverse population of people in Gresham, it was important to hear the perspectives of many different types of residents from Rockwood. Renters, property owners, youth, seniors, people of various incomes had different experiences, requiring variation in the tools and techniques of engagement. This was not easy to navigate or accomplish. For instance, sequential translation is time consuming, and the flow of an event must take this change in pace and time into account.
	Engaged 69 people in honest dialogue and listening.	At times, it was easy to revert to planning and other technical language of GIS and data analysis. Residents generally responded well to conversations rooted in their own experiences and understanding about their communities, not necessarily our methods of analysis.	
City Staff Consultation Technical Advisors and City Staff	Opportunity for city staff to provide input and be a part of the plan making process.	The workday provides limited time to have deep or detailed discussions, especially when staff juggle multiple competing responsibilities.	PLACE - Going to staff in City hall was essential to getting a large turnout. Many feel more comfortable in a place they work in everyday. Conversely, community members were not familiar with City Hall, and some felt out of place until we did the May 8th report back event in Council Chambers. The place in which critical decisions are made can often feel to residents to hold power over people. Community members were appreciative to get a chance to speak their truth in Council Chambers with Councilor and staff listening attentively.
	17 staff in attendance. Provided a valuable opportunity to connect Latino Network and the concerns of an emerging population with City process and staff.	While staff are not always the decision makers, they are an essential part of developing solutions.	
Community Groups Presentations Community Groups focused on Rockwood	Built capacity for groups to speak directly with decision makers.	The Council meeting are at set times which cannot be changed. The Council presentation time offered was held when youth are still in school and when adults are still at work, which kept turnout to a minimum.	POWER - Created a direct line of communication with City Staff/ decision makers and those most impacted by inequities in Gresham. Provided much needed data-driven evidence for the root causes of the problem, to accompany lived experiences. Alternative times accommodating youth and working adults could have been offered, to maximize community participation. When those most impacted by issues such as pov-erty are not at the table, critical issues may not be heard or discussed, and decisions can be made that have further negative impacts.
	Brought community groups together, building relationships for the future	Community comment is the first on the agenda, at 3pm in some cases. If this time were later in the agenda, closer to 5pm, perhaps some people would be able make public comment period. The use of terms such as "good of the order" on agenda are not defined. Jargony terms are not immediately understood by community members who have not participated in the past. Portland State's academic calendar ends in June. As a project team we chose to present to Council at a time that fit our academic calendar and when the majority of us could attend. Later in the summer would have worked better for community members, but only one member from CCP could have attended, which would not have provided the support the community and plan deserve.	

PURPOSE

PEOPLE

Who is positively and negatively affected (by this issue) and how?

How are people differently situated in terms of the barriers they experience?

Are people traumatized/retraumatized by your issue/decision area?

Consider physical, spiritual, emotional and contextual effects

PLACE

How are you/your issue or decision accounting for people's emotional and physical safety, and their need to be productive and feel valued?

How are you considering environmental impacts as well as environmental justice?

How are public resources and investments distributed geographically?

ISSUE/ DECISION

PROCESS

How are we meaningfully including or excluding people (communities of color) who are affected?

What policies, processes and social relationships contribute to the exclusion of communities most affected by inequities?

Are there empowering processes at every human touchpoint?

What processes are traumatizing and how do we improve them?

POWER

What are the barriers to doing equity and racial justice work?

What are the benefits and burdens that communities experience with this issue?

Who is accountable?

What is your decision-making structure?

How is the current issue, policy, or program shifting power dynamics to better integrate voices and priorities of communities of color?

Equity and Empowerment Lens



Purpose Towards Racial Equity

In a purpose-driven system, all partners at all levels align around transformative values, relationships and goals moving towards racial equity, integrating an emphasis on doing less harm and supporting actions that heal and transform.

Defining An Individual's Purpose:

- ⇒ What is my purpose towards achieving racial equity?
- ⇒ What gets in the way of maintaining my purpose towards racial equity?
- ⇒ What do I need to maintain my purpose?
- ⇒ Purpose towards racial equity is also further clarified by our positions in the hierarchy.
 1. If you are a manager or other type of leader with positional authority, how can you further clarify your purpose so that you are leveraging the power you have?
 2. If you are at a lower level in the organization, what do you need from leadership in order to feel valued and a key contributor to the organizational purpose?
 3. How does your role and your purpose influence and align with?

Defining An Institution's Purpose:

- ⇒ What is our institution's purpose towards racial equity?
- ⇒ How are we clearly defining that purpose, and where and how do we communicate that?
- ⇒ How can we ensure that our purpose is integrated into our policies, procedures, and practices?
- ⇒ How can we give our employees a greater sense of meaning in what they do around racial equity, so they feel more enthusiastic and hopeful about their work?
- ⇒ In what practical ways can our institution add more value around racial equity and do less harm?
- ⇒ Is racial equity the central theme in your recruitment and retention efforts?
- ⇒ Do you have the right people around you to achieve your purpose? If not, how can you move towards this reality?
- ⇒ How do you ensure individuals work together with leaders to align to the institution's purpose towards racial equity?

Community Listening Circles

Facilitation Guide

April 2014



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What is a Listening Circle?

It is a structured and facilitated discussion with a small group of people (4-10) who have various experiences and opinions about a particular issue. It is designed for participants to gain understanding across the various perspectives.

Desired Outcomes

- Participants share their thoughts and hear one another's perspectives in order to gain a better understanding of the views of others. Develops and enhances relationships among participants
- Begins to rebuild trust—person to person and members of organizations and government officials.
- Develops and strengthens skills needed to discuss deeply held beliefs and values
- Develops a "safe space" for all voices at the table
- Offers a tool to listen without judgment, in order to gain insight for future and potential problem solving

How is it different from a focus group?

- **Dialogue Instead of Debate**—The spirit of a Listening Circle is to acknowledge and honor the worth of all present. Even when people disagree. The objective is to cultivate respect for all points of view.
- **Understanding Instead of Compromising**—Searching for understanding is not about compromising to reach middle ground. It is about focusing on values and concerns that the group shares.
- **Genuine Questions**—Inquiries are based on real curiosity and a sincere interest to hear the answers.
- **Space Making** - ground rules are determined, so that all participants are comfortable and prepared to contribute.

A Listening Circle is not a decision-making process.

A Listening Circle can be used as a preparatory process for talking about an issue that may eventually involve a decision. It can help create a climate for compassionate, qualitative decision making. It is imperative to the integrity of the process that Listening Circles be used only to generate understanding, not to reach decisions.

Requirements for a good session

- **An Attitude of Good Intent**—Participants agree to the ground rule of assuming good intent of others, and in so doing, communicate in patient and respectful ways with one another.
- **Active Listening**—Paraphrase what has been stated to ensure that each participant's point is correctly interpreted.
- **Small Groups**—Bring together four to ten participants. Be sure to welcome and include people who have a variety of perspectives.
- **Facilitators**—Skilled facilitators must be trusted by the group to guide the group in an unbiased manner, without asserting their own perspective. They will serve as model and coach for "active listening" and "genuine questions" and maintain a safe environment by upholding the Listening Circle guidelines.
- **Storytelling**—People speak from personal experience.
- **Speak as "I" instead of "We"**—Speak for oneself instead of one's "side," and avoid generalizations.
- **Trust Building**—Opening questions not related to the issue help people learn about one another, gain a sense of safety, and practice authentic listening.
- **Examining Stereotypes**—Identify and dismantle misperceptions of others and oneself.
- **No Agenda**—The only purpose is to gain understanding of other perspectives.
- **Guidelines**—Guidelines for participation should be shared at the beginning and adhered to throughout the process.

AGENDA

Food Access Discussion Circle
Gresham City Hall
April 22nd, 2014
2 – 4pm

- | | |
|------|--|
| 2:00 | Welcome & Introductions |
| 2:10 | Introduction of Food Accessibility Maps |
| 2:30 | Discussion |
| 2:55 | *** BREAK *** |
| 3:05 | Presentation of Rockwood Food Assessment |
| 3:30 | Discussion |
| 3:55 | Closing and Next Steps |



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Appendix D: Questionnaire

Contents:

Questionnaire Tool

Questionnaire Results Summary Table

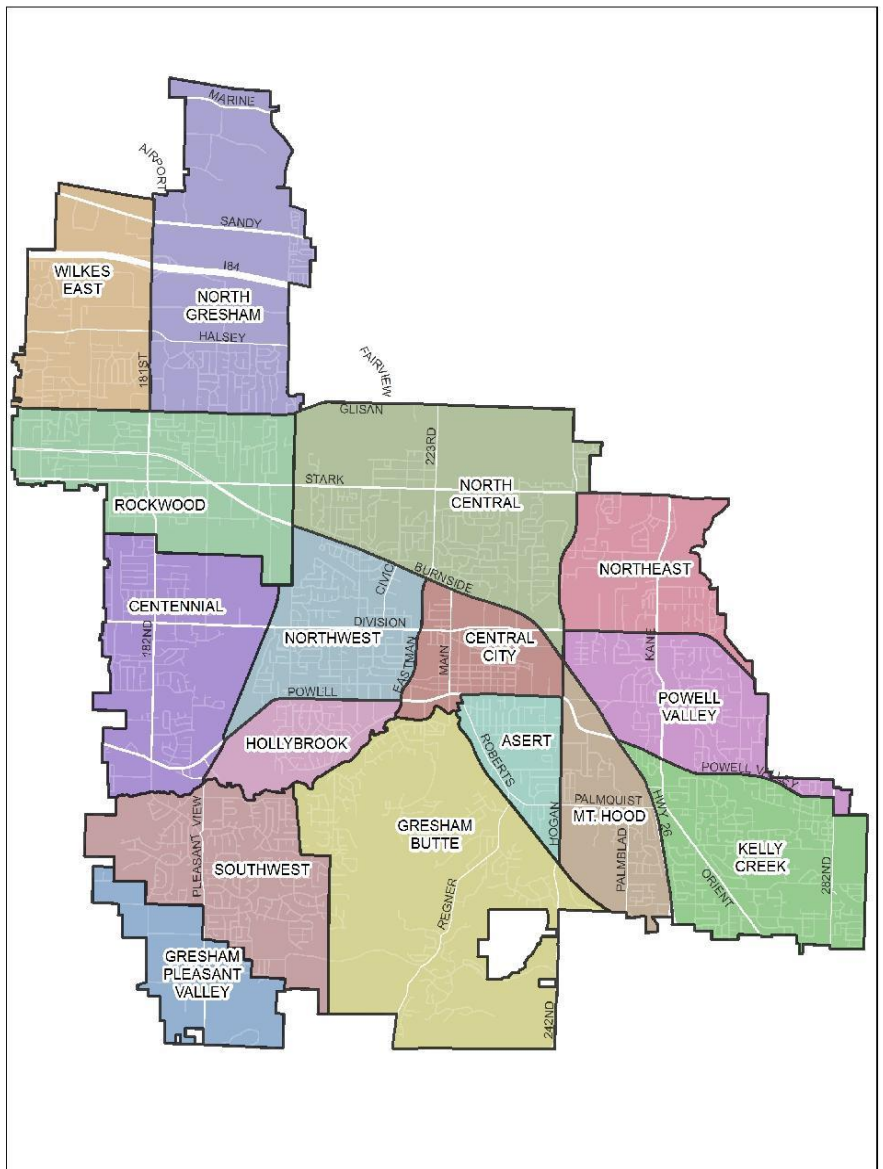
Only answer if you live in Gresham

Thank you for taking a survey on what it is like to live in Gresham! Camassia Community Planning (CCP), a group of Portland State University students, has partnered with the City of Gresham Office of Urban Design and Planning to look at neighborhood conditions in Gresham. The following survey is intended to help CCP analyze access to services and amenities in Gresham. This survey is part of a larger project involving the mapping of conditions that are linked to the health, well-being, and prosperity of individuals and families. The resulting "opportunity maps" will provide a useful tool for understanding the distribution of resources such as healthy food, housing, jobs, transit, and education throughout Gresham. Your input will help us to evaluate how residents utilize neighborhood and citywide assets, and to identify any challenges that residents have with taking advantage of opportunities. The survey should take about 10 minutes to complete. Thanks for participating!

The first set of questions asks about your housing situation.

1. Which neighborhood do you live in? [Refer to the map]

- ☐ Wilkes East
- ☐ North Gresham
- ☐ Rockwood
- ☐ North Central
- ☐ Northeast
- ☐ Northwest
- ☐ Central City
- ☐ Centennial
- ☐ Holly Brook
- ☐ Historic Southeast
- ☐ Powell Valley
- ☐ Kelly Creek
- ☐ Mt. Hood
- ☐ Gresham Butte
- ☐ Southwest
- ☐ Pleasant Valley
- ☐ I don't know. [Please indicate the closest intersection to your home in the space below]



The next questions will talk about how you get around Gresham.

5. Do you have access to a car for daily use?

- ☐ Yes
- ☐ No

6. Do you ride public transit at least once a week? (Bus, MAX, Trimet)

- ☐ Yes
- ☐ No

If Yes Is selected, then skip to # 8 – If No is selected, then skip to # 7

7. Why don't you ride public transit? (select all that apply)

- ☐ Too expensive
- ☐ The bus/MAX schedule is not convenient
- ☐ I don't like riding transit compared to other ways of getting around
- ☐ Routes don't go where I need to go
- ☐ Other [please specify] _____
- ☐ I would have to make too many transfers to get anywhere I go
- ☐ I do not feel safe riding transit
- ☐ I do not feel safe waiting at transit stops
- ☐ Bus stops are not conveniently located and/or hard to get to

8. For what purposes do you take transit? (check all that apply)

- ☐ to get to my job
- ☐ to get to school
- ☐ to go shopping
- ☐ to visit friends/social groups
- ☐ to access entertainment
- ☐ to visit family
- ☐ to get to the doctor/nurse/clinic
- ☐ to take my child to daycare
- ☐ Other [please specify] _____

9. Does transit get you to where you need adequately? If no, why not?

- ☐ Yes
- ☐ No _____

10. What kind of changes (if any) are needed to improve your experience with transit? (check all that apply)

- ☐ More frequent service
- ☐ Covered bus stops or MAX stations
- ☐ Longer transfer ticket times
- ☐ Cheaper tickets
- ☐ More bus/MAX service at night
- ☐ Other [please specify] _____
- ☐ Nothing, I don't ride transit.
- ☐ No changes needed, I love transit
- ☐ More bus/MAX service on the weekends
- ☐ Better sidewalk access to transit stops/stations
- ☐ Increase the number of bus stops
- ☐ Improved accessibility at bus stops

This set of questions will ask about where you get the food that you and your household eat.

11. Please indicate the store (or other location) where your household most frequently gets food?

Location name:

Closest street intersection of location:

12. How important to you are the following considerations when you acquire food for your household?

	Very important	Somewhat important	Neutral	Only a little important	Not important at all
Price / affordability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Freshness / quality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Nutrition	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Convenient location	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability of foods from a specific culture or region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Easy to get to by bus or MAX	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Easy to walk to	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

13. If not listed above, what are other important factors when you decide where to acquire food?

14. What transportation do you most frequently use when travelling to acquire food at this store/location?

- ☐ I drive a car
- ☐ I take the bus
- ☐ I take the MAX
- ☐ I walk
- ☐ Other [please specify] _____
- ☐ I take a taxi

15. Approximately how much time (in minutes) does it take you to get to this store/location?

Minutes:

16. From which of the following places does your household obtain food or groceries (select all that apply):

- ☐ A grocery store or supermarket
- ☐ A convenience store
- ☐ An outdoor market
- ☐ Directly from local farm
- ☐ Your own household garden
- ☐ A community garden
- ☐ Food carts
- ☐ Fast-food restaurants

The next section will ask you about employment.

17. What is your current employment status? (select all that apply)

- ☐ I am a student only
- ☐ I work part-time (less than 40 hours a week)
- ☐ I work full-time (40+ hours a week)
- ☐ I work multiple jobs
- ☐ I am unemployed
- ☐ I am unemployed with unemployment benefits
- ☐ I am retired
- ☐ Other [please specify] _____
- ☐ I am a student, and I work

18. Approximately how much time (in minutes), on average, does it take you to get to school?

Minutes:

- ☐ I am not a student

19. Approximately how much time (in minutes), on average, does it take you to get to your primary job?

- ☐ I don't work
- ☐ Minutes: _____

20. Have you experienced any of the following barriers when trying to find employment, or stay at your job? (check all that apply)

- ☐ Discrimination (race, ethnicity, gender, etc.)
- ☐ Transportation difficulties
- ☐ I did not speak the language
- ☐ My education level or training did not meet the requirement
- ☐ My international credentials/experience were not recognized
- ☐ I have a criminal conviction
- ☐ The job did not pay enough to support me
- ☐ The job did not offer benefits
- ☐ I could not find child care that met my needs
- ☐ The hours or shifts were difficult for me to make
- ☐ My physical ability prevented me from working
- ☐ I have trouble finding out about jobs that I am qualified for
- ☐ I have not experienced any barriers to employment
- ☐ There are not enough jobs available in the industry/occupation that I want to work in
- ☐ Other [please specify] _____

These next questions will ask you about your neighborhood.

21. How strongly do you feel about the following statements regarding your neighborhood?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
There is at least one park that I enjoy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel safe in my neighborhood	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There are things that I like to do for recreation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My friends and/or family live nearby	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel comfortable asking my neighbors for help	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There are a variety of stores and services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I like my neighborhood the way it is	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I like the way it looks (such as scenery, architecture, or landscaping)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It is close to employment opportunities (for myself or family members)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It is easy to get to places by foot	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It is easy to get to places by bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

22. Is there anything else you'd like to share with us such as stories about your neighborhood, things that are working well for you, or challenges with accessing resources?

Lastly, please take the time to fill out a few demographic questions so that we can learn more about the survey population.

23. How old are you?

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

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

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

25. What gender do you identify with?

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

26. How many people (adults and children) live in your household?

	0	1	2	3	4	5	6	7	8	9	10+
Adults	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Children	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Thank you very much for participating in our survey! If you are interested in receiving the results of our survey and our research on opportunity in Gresham, please enter your email below.

Email:

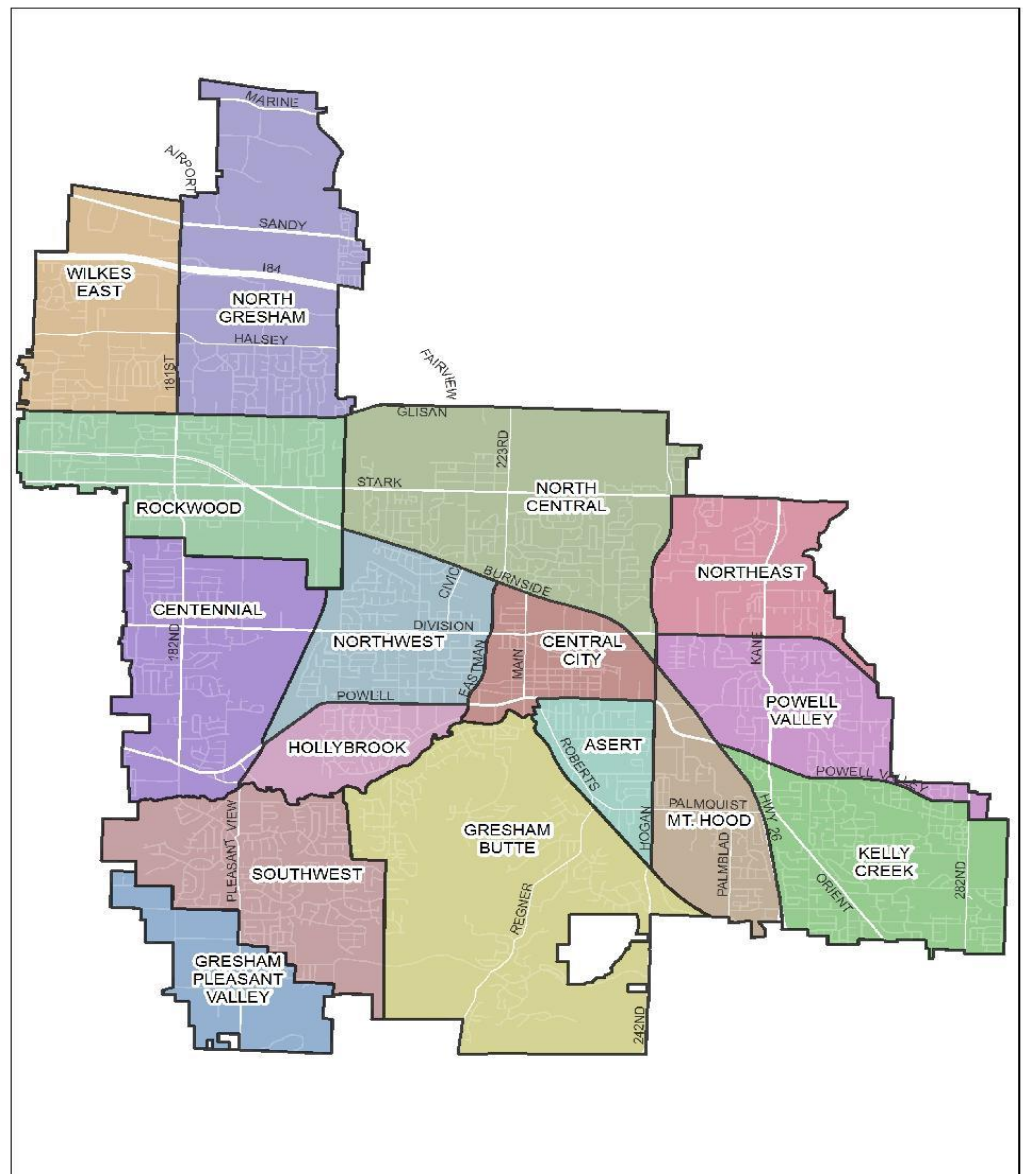
Soló para personas que viven en la ciudad de Gresham

Gracias por tomar una encuesta sobre lo que es vivir en Gresham! Camassia Planificación Comunitaria (CCP), un grupo de estudiantes de la Universidad Estatal de Portland, se ha asociado con la ciudad de Gresham Oficina de Diseño Urbano y Planificación de la ciudad de Gresham para mirar las condiciones de los vecindarios en Gresham. La siguiente encuesta tiene como objetivo ayudar a CCP a analizar el acceso a los servicios y comodidades en Gresham. Esta encuesta es parte de un proyecto más amplio que implica el mapeo de las condiciones que están vinculadas a la salud, el bienestar y la prosperidad de los individuos y las familias. Los "mapas de oportunidad" resultantes serán una herramienta útil para la comprensión de la distribución de los recursos, como alimentos saludables, educación, empleo, transporte, y la educación en Gresham. Su contribución nos ayudará a evaluar cómo utilizan los residentes del barrio y en toda la ciudad los activos, y para identificar los retos que los residentes tienen con el aprovechamiento de las oportunidades. La encuesta debería tomar unos 10 minutos en completarse. ¡Gracias por participar!

El primero grupo de preguntas se refiere a su situación de vivienda.

1. ¿En qué vecindario vive? [Consulte el mapa]

- ☐ Wilkes East
- ☐ North Gresham
- ☐ Rockwood
- ☐ North Central
- ☐ Northeast
- ☐ Northwest
- ☐ Central City
- ☐ Centennial
- ☐ Holly Brook
- ☐ Historic Southeast
- ☐ Powell Valley
- ☐ Kelly Creek
- ☐ Mt. Hood
- ☐ Gresham Butte
- ☐ Southwest
- ☐ Pleasant Valley
- ☐ No sé. [Indique la intersección más cercana a su hogar en el espacio de abajo]



Las siguientes preguntas hablarán sobre cómo obtener alrededor de Gresham.

5. ¿Tiene acceso a un vehículo para el uso diario?

- ☐ Si
- ☐ No

6. ¿Toma el transporte público al menos una vez a la semana? (Autobús, MAX, Trimet)

- ☐ Si
- ☐ No

Si selecciona Sí, vaya al # 8 - Si selecciona No, vaya al # 7

7. ¿Por qué no toma transporte público? (seleccione todas las que apliquen)

- ☐ Demasiado caro
- ☐ El horario de los autobuses / MAX no es conveniente
- ☐ No me gusta tomar el bus o el MAX en comparación con otras formas de transporte
- ☐ Rutas no van a donde tengo que ir
- ☐ Otros (especifique) _____
- ☐ Tendría que hacer demasiados traslados a llegar
- ☐ No me siento seguro tomando el bus o MAX
- ☐ No me siento seguro de espera en las paradas del bus o MAX
- ☐ Las paradas de autobús no están convenientemente ubicados y / o de difícil acceso

8. ¿Para qué propósitos lo toma el bus o el MAX? (marque todas las que apliquen)

- ☐ Para llegar a mi trabajo
- ☐ Para ir a la escuela
- ☐ Para ir de compras
- ☐ Visitar a los amigos / los grupos sociales
- ☐ Para acceder a entretenimiento
- ☐ Para visitar a la familia
- ☐ Para ir al médico / clínica
- ☐ Para llevar a mi hijo a la guardería
- ☐ Otros (especifique) _____

9. ¿Hay bus/MAX disponible que te lleva a donde se necesita de manera adecuada? ¿por qué no?

- ☐ Si
- ☐ No _____

10. ¿Qué tipo de cambios (si los hubiera) se necesitan para mejorar su experiencia con el transporte? (marque todas las que apliquen)

- ☐ Servicio más frecuente
- ☐ Paradas de bus o estaciones de MAX cubiertos/tapados
- ☐ Los tiempos de transferencia de entradas más largas
- ☐ Entradas más baratas
- ☐ Más servicios de bus / MAX en la noche
- ☐ Otros (especifique) _____
- ☐ Ninguno, no tomo el bus ni el MAX
- ☐ No hay cambios necesarios, me encanta el tránsito
- ☐ Más servicios de bus / Max en los fines de semana
- ☐ Mejor acceso de aceras a paradas y estaciones de tránsito
- ☐ Aumentar el número de paradas de autobús
- ☐ Mejora la accesibilidad en las paradas de autobús

Este conjunto de interrogantes le preguntará acerca de donde obtiene el alimento que consume usted y su familia.

11. Por favor, indique la tienda (u otro lugar), dónde su familia adquiere alimentos con mayor frecuencia.

Nombre del lugar:

Cuál es la intersección más cercana del lugar:

12. ¿Cómo son de importantes para usted las siguientes consideraciones a la hora de adquirir los alimentos para su hogar?

	Muy importante	Algo importante	Neutral	Sólo un Poco importante	Ninguna importancia
Precio / asequibilidad	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Frescura /calidad	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Nutrición	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ubicación Conveniente	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
La disponibilidad de alimentos de una cultura o región específica	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fácil de llegar en transporte	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fácil de llegar caminando	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

13. Si no mencionados anteriormente, ¿Cuáles son otros factores importantes a la hora de decidir dónde adquirir los alimentos?

14. ¿Qué transporte utiliza para conseguir comida? (seleccione todas las que apliquen)

- ☐ Yo conduzco mi vehículo
- ☐ Tomo prestado un vehículo
- ☐ Tomo el autobús
- ☐ Tomo el MAX
- ☐ Camino
- ☐ Otros (especifique) _____
- ☐ Yo comparto el viaje con un amigo o miembro de la familia

15. Aproximadamente, ¿Cuánto tiempo (en minutos) te toma para llegar a lugares en que obtienes alimentos?
Minutos:

16. ¿En su casa obtienen verduras frescas de cualquiera de los siguientes lugares (seleccione todas las que apliquen)?

- ☐ Una tienda de comestibles o supermercado
- ☐ Una tienda de conveniencia
- ☐ Un mercado al aire libre
- ☐ Directamente de una huerta local
- ☐ Su propio jardín del hogar
- ☐ Un jardín de la comunidad
- ☐ Carretas de comida
- ☐ Restaurantes de comida rápida

La siguiente sección le preguntará sobre el empleo.

17. ¿Cuál es su situación laboral actual? (seleccione todas las que apliquen)

- ☐ Soy un estudiante
- ☐ Trabajo a tiempo parcial (menos de 40 horas a la semana)
- ☐ Trabajo a tiempo completo (40 horas a la semana)
- ☐ Trabajo varios trabajos
- ☐ Estoy desempleado
- ☐ Estoy desempleado y recibo beneficios de desempleo.
- ☐ Estoy jubilado
- ☐ Otros (especifique) _____
- ☐ Soy un estudiante, y trabajo

18. Aproximadamente, ¿Cuánto tiempo (en minutos), en promedio, le toma llegar a la escuela?
Minutos:

- ☐ No Soy un estudiante

19. Aproximadamente, ¿Cuánto tiempo (en minutos), en promedio, le toma llegar a su trabajo principal?

- ☐ Yo no trabajo
- ☐ Minutos: _____

20. ¿Ha experimentado cualquiera de los siguientes obstáculos al tratar de encontrar un empleo, o quedarse en su trabajo? (marque todas las que apliquen)

- ☐ Discriminación (raza, etnia, género, etc)
- ☐ Dificultades de transporte
- ☐ Yo no hablo el idioma
- ☐ Mi nivel de educación o formación, no cumplían con el requisito
- ☐ Mis credenciales internacionales / experiencia no fueron reconocidos
- ☐ Tengo una condena penal
- ☐ El trabajo no paga lo suficiente para mantenerme
- ☐ El trabajo no ofrecía beneficios
- ☐ No pude encontrar cuidado infantil que satisfizo mis necesidades
- ☐ Las horas o turnos fueron difíciles
- ☐ Mi capacidad física me impedía trabajar
- ☐ Tengo problemas para encontrar información sobre puestos de trabajo para el cual estoy calificado
- ☐ No he experimentado ningún tipo de barreras para el empleo
- ☐ No hay suficientes puestos de trabajo disponibles en la industria / ocupación en la que quiero trabajar
- ☐ Otros (especifique) _____

Las siguientes preguntas se tratan sobre tu vecindario.

21. ¿Cómo se siente acerca de las siguientes declaraciones con respecto a su vecindario?

	Muy de acuerdo	De acuerdo	Neutral	En desacuerdo	En desacuerdo totalmente
Hay por lo menos un parque que me gusta	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Me siento seguro en mi vecindario	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hay cosas que me gusta hacer para recrearme	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mis amigos y / o familiares viven cerca	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Me siento cómodo preguntarle a mis vecinos por ayuda	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hay una gran variedad de tiendas y servicios	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Me gusta mi vecindario como es	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Me gusta la forma en que se ve (como el paisaje, la arquitectura)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Se encuentra cerca de las oportunidades de empleo (para mí o miembros de la familia)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Es fácil llegar a los lugares a pie	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Es fácil llegar a los lugares en bicicleta	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

22. ¿Hay algo más que te gustaría compartir con nosotros sobre su vecindario, cosas que funcionan para usted, o desafíos con el acceso a los recursos?

Por último, por favor tómese el tiempo para llenar un par de preguntas demográficas para que podamos aprender más sobre la población de la encuesta.

23. ¿Cuántos años tiene?

- ☐ 0-17 años
- ☐ 18-24 años
- ☐ 25-44 años
- ☐ 45-64 años
- ☐ 65+ años
- ☐ Prefiero no contestar

24. ¿Con cuál de los siguientes grupos raciales o étnicos se identifica más? [marque todo lo que corresponda]

- ☐ Immigrante Africano
- ☐ Asiático
- ☐ Africano Americano
- ☐ Europa del Este
- ☐ Hispano o Latino
- ☐ Nativo Americano
- ☐ De las Islas del Pacífico
- ☐ Blanco
- ☐ Otros (especificar) _____
- ☐ Prefiero no contestar

25. ¿Con qué género se identifica?

- ☐ Mujer
- ☐ Hombre
- ☐ Otros
- ☐ Prefiero no contestar

26. ¿Cuántas personas (adultos y niños) viven en su hogar?

	0	1	2	3	4	5	6	7	8	9	10+
Adultos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Niños	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Muchas gracias por participar en nuestra encuesta! Si usted está interesado en recibir los resultados de nuestra encuesta y nuestra investigación sobre oportunidades en Gresham, por favor ingrese su correo electrónico en la línea de abajo.

Correo Electrónico:

Questions	Total		West Gresham		Other Gresham		Renter		Home Owner		Transit Rider		Non Transit Rider	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
DEMOGRAPHICS														
Gender														
Male	84	36%	21	38%	59	35%	16	36%	62	37%	17	32%	66	38%
Female	140	60%	33	60%	101	60%	27	61%	100	59%	35	66%	103	59%
Prefer not to answer	8	3%	1	2%	7	4%	1	2%	7	4%	1	2%	7	4%
No answer	4		1		3						1		4	
Total number	236		56		170		44		169		54		180	
Total respondents	232	100%	55	100%	167	100%	44	100%	169	100%	53	100%	176	100%
Race/Ethnicity														
African immigrant	2	1%	1	2%	1	1%	2	5%	0	0%	1	2%	1	1%
Black	6	3%	4	7%	1	1%	3	7%	3	2%	5	9%	1	1%
Asian	5	2%	2	4%	3	2%	1	2%	4	2%	2	4%	3	2%
Pacific Islander	2	1%	0	0%	2	1%	0	0%	2	1%	0	0%	2	1%
Eastern European	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Latino/Hispanic	39	17%	14	25%	23	14%	18	41%	13	8%	17	32%	21	12%
Native American	2	1%	1	2%	1	1%	0	0%	1	1%	1	2%	1	1%
White	157	68%	27	49%	123	74%	17	39%	135	80%	23	43%	133	75%
Two or more	6	3%	3	5%	3	2%	2	5%	1	1%	2	4%	4	2%
Other	2	1%	1	2%	1	1%	0	0%	2	1%	0	0%	2	1%
Prefer not to answer	11	5%	2	4%	9	5%	2	5%	8	5%	2	4%	9	5%
No answer	4		1		3		0				1		3	
Total number	236		56		170		45		172		54		180	
Total respondents	232	100%	55	100%	167	100%	44	100%	169	100%	53	100%	177	100%
Age														
0-17	7	3%	6	11%	1	1%	4	9%	1	1%	6	11%	1	1%
18-24	18	8%	6	11%	9	5%	9	20%	4	2%	11	20%	7	4%
25-44	58	25%	12	22%	44	26%	20	45%	36	21%	16	30%	42	24%
45-64	94	41%	24	44%	66	40%	10	23%	76	45%	14	26%	78	44%
65+	47	20%	7	13%	39	23%	1	2%	44	26%	7	13%	40	23%
Prefer not to answer	8	3%	0	0%	8	5%	0	0%	8	5%	0	0%	8	5%
No answer	4		1		3								4	
Total number	236		56		170		44		169		54		180	
Total respondents	232		55		167		44		169		54		176	
Avg Household size														
Total	5.2		5.4		5.1		6		4.9		5.7		5.1	
Adults	3.2		3.5		3.1		3.2		3.1		3.8		3.1	
Children	2.1		2.3		2.1		3		1.9		2.3		2.1	

Questions	Total		West Gresham		Other Gresham		Renter		Home Owner		Transit Rider		Non Transit Rider	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
HOUSING QUESTIONS														
Describe Housing Type														
House	184	79%	36	64%	143	85%								
Condominium	5	2%	2	4%	3	2%								
Multi-family apartment complex	21	9%	11	20%	8	5%								
Currently homeless	3	1%	1	2%	0	0%								
Townhome	9	4%	1	2%	7	4%								
Duplex	8	3%	4	7%	4	2%								
Mobile home	3	1%	0	0%	0	0%								
Other	1	0%	1	2%	4	2%								
No answer	2		0		1									
Total number	236		56		170									
<i>Total respondents</i>	234		56		169									
Describe Housing Situation														
My home is owned by me, my spouse, or another family member living with me	173	75%	33	60%	136	81%								
I pay rent to a landlord	45	19%	16	29%	25	15%								
Other	13	6%	6	11%	6	4%								
No answer	5		1		3									
Total number	236		56		170									
<i>Total respondents</i>	231		55		167									
I feel safe in my home														
Strongly Agree	89	38%	10	18%	78	46%	14	31%	72	42%				
Agree	106	45%	30	55%	72	43%	21	47%	78	45%				
Neutral	23	10%	11	20%	11	7%	6	13%	13	8%				
Disagree	10	4%	3	5%	4	2%	3	7%	6	3%				
Strongly Disagree	6	3%	1	2%	4	2%	1	2%	3	2%				
N/A	1		1		0		0	0%	0	0%				
No answer	1		0		1									
Total number	236		56		170									
<i>Total respondents</i>	234		55		169		45		172					
My home meets my needs														
Strongly Agree	106	47%	14	27%	92	55%	14	32%	89	54%				
Agree	84	37%	21	41%	58	35%	11	25%	66	40%				
Neutral	17	8%	11	22%	4	2%	9	20%	5	3%				
Disagree	13	6%	3	6%	9	5%	6	14%	5	3%				
Strongly Disagree	6	3%	2	4%	3	2%	4	9%	1	1%				
N/A	1		1		0		0	0%	0	0%				
No answer	9		4		4									
Total number	236		56		170									
<i>Total respondents</i>	226		51		166		44		166					

Questions	Total		West Gresham		Other Gresham		Renter		Home Owner		Transit Rider		Non Transit Rider	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Does transit get you to where you need adequately? If no, why not?														
Yes	40	74%	21	84%	16	64%								
No	14	26%	4	16%	9	36%								
Total number	54		56		179									
Total respondents	54		25		25									
What kind of changes (if any) are needed to improve your experience / with transit? (check all that apply)-														
More frequent service	23	43%	11	44%	11	44%								
Cheaper tickets	23	43%	11	44%	10	40%								
Covered bus stops or MAX stations	22	41%	14	56%	6	24%								
More bus/MAX service at night	21	39%	10	40%	8	32%								
More bus/MAX service on the weekends	20	37%	9	36%	10	40%								
Longer transfer ticket times	19	35%	10	40%	7	28%								
Better sidewalk access to transit stops/stations	16	30%	11	44%	4	16%								
Other [please specify]	11	20%	5	20%	6	24%								
Increase the number of bus stops	8	15%	3	12%	5	20%								
Improved accessibility at bus stops	7	13%	5	20%	2	8%								
No changes needed, I love transit	4	7%	3	12%	1	4%								
Total number	174		92		70									
Total respondents	54		25		25									
Why don't you ride public transit? (select all that apply)														
I do not feel safe riding transit	60	33%	12	39%	45	31%								
Routes don't go where I need to go	58	32%	10	32%	43	30%								
around	57	31%	10	32%	44	31%								
Other [please specify]	56	31%	7	23%	49	34%								
I would have to make too many transfers to get anywhere I go	48	27%	10	32%	35	24%								
I do not feel safe waiting at transit stops	48	27%	13	42%	32	22%								
The bus/MAX schedule is not convenient	46	25%	9	29%	32	22%								
Bus stops are not conveniently located and/or hard to get to	43	24%	8	26%	32	22%								
Too expensive	19	10%	3	10%	15	10%								
Total number	435		82		327									
Total respondents	181	100%	31	100%	144	100%								
EMPLOYMENT QUESTIONS														
What is your current employment status? (select all that / apply)														
I work full-time (40+ hours a week)	101	43%	26	46%	73	43%	22	49%	73	41%	25	46%	75	42%
I am retired	61	26%	8	14%	52	31%	0	0%	59	33%	4	7%	56	31%
I work part-time (less than 40 hours a week)	24	10%	5	9%	18	11%	6	13%	18	10%	4	7%	20	11%
I am a student only	18	8%	9	16%	6	4%	8	18%	5	3%	15	28%	3	2%
I am unemployed	14	6%	4	7%	8	5%	2	4%	8	4%	4	7%	10	6%
I am a student, and I work	11	5%	6	11%	7	4%	7	16%	3	2%	5	9%	6	3%
I work multiple jobs	10	4%	1	2%	9	5%	5	11%	5	3%	2	4%	8	4%
Other	0	0%	0	0%	0	0%	5	11%	15	8%	9	17%	15	8%
I am unemployed with unemployment benefits	1	0%	1	2%	0	0%	1	2%	0	0%	1	2%	0	0%
Total number	240		60		173		45		186		69		193	
Total respondents	236		56		170		45		180		54		180	

Questions	Total		West Gresham		Other Gresham		Renter		Home Owner		Transit Rider		Non Transit Rider	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Easy to get to by bus or MAX														
Very important	24	11%	10	19%	12	7%								
Somewhat important	22	10%	9	17%	12	7%								
Neutral	43	19%	13	25%	29	18%								
Only a little important	16	7%	5	9%	11	7%								
Not important at all	123	54%	16	30%	101	61%								
No answer	8	4%	3		5									
Total number	236	104%	56		170									
Total respondents	228	100%	53		165									
Easy to walk to														
Very important	37	16%	15	29%	19	11%								
Somewhat important	41	18%	8	16%	32	19%								
Neutral	43	19%	11	22%	30	18%								
Only a little important	16	7%	5	10%	10	6%								
Not important at all	91	40%	12	24%	76	46%								
No answer	8	4%	5		3									
Total number	236	104%	56		170									
Total respondents	228	100%	51		167									
NEIGHBORHOOD QUESTIONS														
There is at least one park that I enjoy														
Did not answer	6		2		4									
Strongly agree	82	36%	13	24%	68	41%	18	42%	61	36%				
agree	72	31%	21	39%	49	30%	13	30%	52	31%				
neutral	31	13%	9	17%	18	11%	7	16%	19	11%				
disagree	21	9%	4	7%	16	10%	4	9%	16	9%				
strongly disagree	24	10%	7	13%	15	9%	1	2%	22	13%				
Total number	236		56		170									
Total respondents	230		54		166		43		170					
I feel safe in my neighborhood														
Did not answer	5		4		1									
Strongly agree	70	30%	8	15%	61	36%	12	27%	55	32%				
agree	92	40%	15	29%	74	44%	19	43%	70	41%				
neutral	42	18%	22	42%	18	11%	7	16%	29	17%				
disagree	19	8%	7	13%	11	7%	5	11%	12	7%				
strongly disagree	8	3%	0	0%	5	3%	1	2%	4	2%				
Total number	236		56		170									
Total respondents	231		52		169		44		170					
There are things that I like to do for recreation														
Did not answer	6		3		3									
Strongly agree	60	26%	7	13%	49	29%	9	20%	46	27%				
agree	101	44%	21	40%	79	47%	17	39%	80	47%				
neutral	37	16%	13	25%	23	14%	8	18%	23	14%				
disagree	21	9%	9	17%	10	6%	8	18%	13	8%				
strongly disagree	11	5%	3	6%	6	4%	2	5%	8	5%				
Total number	236		56		170									
Total respondents	230		53		167		44		170					

Questions	Total		West Gresham		Other Gresham		Renter		Home Owner		Transit Rider		Non Transit Rider	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
My friends and/or family live nearby														
Did not answer	6		2		4									
Strongly agree	43	19%	12	22%	30	18%	8	19%	34	20%				
agree	79	34%	18	33%	55	33%	12	28%	60	36%				
neutral	41	18%	7	13%	33	20%	4	9%	32	19%				
disagree	44	19%	9	17%	34	20%	10	23%	30	18%				
strongly disagree	23	10%	8	15%	14	8%	9	21%	13	8%				
Total number	236		56		170									
Total respondents	230		54		166		43		169					
I feel comfortable asking my neighbors for help														
Did not answer	10		3		4									
Strongly agree	47	21%	10	19%	48	29%	6	14%	50	30%				
agree	98	43%	20	38%	61	37%	12	27%	66	39%				
neutral	35	15%	12	23%	34	20%	11	25%	33	20%				
disagree	29	13%	8	15%	14	8%	7	16%	13	8%				
strongly disagree	17	8%	3	6%	9	5%	8	18%	6	4%				
Total number	236		56		170									
Total respondents	226		53		166		44		168					
There are a variety of stores and services														
Did not answer	10		4		6									
Strongly agree	47	21%	8	15%	39	24%	12	27%	30	18%				
agree	98	43%	19	37%	76	46%	18	41%	76	46%				
neutral	35	15%	8	15%	27	16%	2	5%	28	17%				
disagree	29	13%	11	21%	15	9%	5	11%	24	15%				
strongly disagree	17	8%	6	12%	7	4%	7	16%	7	4%				
Total number	236		56		170									
Total respondents	226		52		164		44		165					
I like the way it looks (such as scenery, architecture, or landscaping)														
Did not answer	1		1		0									
Strongly agree	50	21%	4	7%	46	27%	5	11%	43	25%				
agree	98	42%	15	27%	81	48%	15	34%	75	44%				
neutral	50	21%	15	27%	32	19%	15	34%	31	18%				
disagree	24	10%	14	25%	8	5%	7	16%	14	8%				
strongly disagree	13	6%	7	13%	3	2%	2	5%	8	5%				
Total number	236		56		170									
Total respondents	235		55		170		44		172					
It is close to employment opportunities (for myself or family members)														
Did not answer	5		1		3									
Strongly agree	25	11%	3	5%	21	13%	8	18%	15	9%				
agree	40	17%	11	20%	28	17%	8	18%	30	18%				
neutral	87	38%	19	35%	65	39%	11	25%	73	43%				
disagree	48	21%	14	25%	33	20%	11	25%	29	17%				
strongly disagree	31	13%	8	15%	20	12%	6	14%	22	13%				
Total number	236		56		170									
Total respondents	231		55		167		44		169					

Questions	Total		West Gresham		Other Gresham		Renter		Home Owner		Transit Rider		Non Transit Rider	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
It is easy to get to places by foot														
Did not answer	6		3		3									
Strongly agree	35	15%	7	13%	27	16%	10	23%	24	14%				
agree	60	26%	15	28%	44	26%	14	32%	40	24%				
neutral	49	21%	9	17%	38	23%	6	14%	40	24%				
disagree	59	26%	17	32%	37	22%	10	23%	44	26%				
strongly disagree	27	12%	5	9%	21	13%	4	9%	22	13%				
Total number	236		56		170									
Total respondents	230		53		167		44		170					
It is easy to get to places by bike														
Did not answer	8		2		6									
Strongly agree	40	18%	9	17%	30	18%	13	30%	27	16%				
agree	74	32%	18	33%	51	31%	13	30%	54	32%				
neutral	69	30%	16	30%	51	31%	11	25%	52	31%				
disagree	26	11%	8	15%	18	11%	4	9%	20.00%	0%				
strongly disagree	19	8%	3	6%	14	9%	3	7%	15	9%				
Total number	236		56		170									
Total respondents	228		54		164		44		168					
I like my neighborhood the way it is														
Did not answer	6		2		3									
Strongly agree	34	15%	5	9%	29	17%	3	7%	30.00	18%				
agree	81	35%	12	22%	67	40%	11	26%	67	39%				
neutral	62	27%	13	24%	45	27%	16	37%	39	23%				
disagree	36	16%	16	30%	19	11%	10	23%	22	13%				
strongly disagree	17	7%	8	15%	7	4%	3	7%	13	8%				
Total number	236		56		170									
Total respondents	230		54		167		43		171					