



Lower Southeast Rising Area Plan Project Advisory Committee Meeting #5: April 25, 2022; 6:30pm – 8pm

Meeting Notes

Meeting began at 6:35 p.m.

Attendance

Committee members: Kathy Brock, Nancy Chapin, Carolanne Fry, Jed Hafner, Pam Hodge, Michael Kennedy, Aron Klein, Eleanor Manning, Valeria McWilliams, Nick Sauvie, Anna Weichsel, and Tim Williams

City staff: Kevin Bond, Bill Cunningham, Mauricio Leclerc, Bryan Poole, and Marty Stockton,

Public: Nancy Pierce, Meredith Sorenson, and Matchu Williams

Introductions:

- What's your favorite thing about spring?

Public Comment:

Meredith Sorenson: Regarding the gravel streets, she wants to commend the maintenance of these roads every 3 years. Gravel keeps the temperatures down, increases stormwater management, and is natural traffic calming. Meredith wants a potential question added to surveys to include a preference to maintain gravel roads as opposed to paving since paving roads can become an unfunded liability and many residents prefer the gravel roads. "If you want to pave something, ask the residents." Brian Poole responded that the potential gravel streets identified for paving have been chosen based on street circulation issues and gaps in the existing bike network.

Nancy Pierce: As a project area resident, she feels ignored and not communicated with about this project. She says that not one of her many neighbors knew about the Lower Southeast Rising project. She requests better communication for future meetings, such as postcards. She also commented that many people are unhappy about the paving of the roads, and she would like more homeowner input. Marty Stockton offered to connect with Nancy after the meeting to find a time for a coffee chat.

Recap Project Overview and Timeline/Process Schedule

Bryan Poole, PBOT: Updated the PAC committee on updates to the project plan and the project boundaries. Focus is to increase livability for Brentwood-Darlington and surrounding neighborhoods, ensure that there is housing stability, as well as improve access to employment, schools, local services, amenities, recreational opportunities, and focusing access on active transportation improvements for walking and biking, all with an anti-displacement lens.

We are about halfway through the planning process and project timeline, but maybe a little behind schedule. We have so far shared existing conditions, issues, and needs with public in the Fall. Now we are starting to look at alternatives which will go through the Spring and Summer. As we do continue to engage in public outreach and participation. In late Summer and Fall we will start prioritization and implementation strategies, followed by drafting the plan/recommendations, and move forward with the legislative process in the Spring of 2023.

Transit

Bryan Poole, PBOT, presented.

Existing Conditions and Potential Network Changes

- Frequent transit service bus lines in the project area are the #72 (on SE 82nd), #75 (on SE 45th), and #14 (on SE Flavel).
- Infrequent transit service bus lines (running about every 20 minutes) are the #17 (on SE Holgate), the #10 (along SE Steele and SE Harold), the #19 (along SE Woodstock and SE Duke), the #71 (on SE 52nd), which give access to the Lents Town Center and the Flavel Max Station, but these bus lines all run in a radial network, which leaves direct service gaps within the Brentwood Darlington neighborhood. PBOT has created desired route improvements on SE 72nd, SE Woodstock, and SE Flavel, particularly for East/West travel.

Transit – Existing Access to Jobs and Places (an analysis created by *Jarret Walker + Associates*)

Brentwood Darlington shows a noticeable deficit of transit to jobs and places for people within 45 minutes of travel time (this analysis was conducted for transit service active at noon on a weekday).

TriMet Service Expansion Plan

Considering adding weekend service to the bus #10, early morning and late-night service to bus #72 and bus #75; and, considering adding a new bus line #43 of East/West service along Johnson Creek and Sellwood Bridge connecting the Clackamas Town Center and Washington Square. These considerations don't alter frequency of bus.

Jarret Walker + Associates collaborated to develop three alternatives that address five transit needs:

Five transit needs identified:

1. Job access gap centered on Brentwood Park (Brentwood-Darlington has the worst job access outcomes of anywhere in the city West of I-205)

2. Lack of continuous transit service along Woodstock East of 52nd
3. Lack of continuous transit service along 72nd
4. Lack of continuous transit service along Flavel
5. Lack of service in the 80s and 90s in Lents

Three options developed to address transit needs:

1. *Option 1 – Consolidated Woodstock* (provide a continuous service along Woodstock, linking Lents, Woodstock, and Sellwood)
2. *Option 2 - Consolidated Flavel* (restructure network to provide along Flavel between 52nd and Flavel Station. Also establishes continuous service along 72nd)
3. *Option 3 – 72nd Crosstown* (considered a “growth scenario” and includes frequent service along Woodstock, plus new 72nd crosstown)

Network Structure Impacts – all three alternatives create disruptions in the structure of TriMet’s eastside grid.

Potential Transit Network Redesign proposal would eliminate all bus service along Duke, and instead consolidate service for the #19 to have continuous service up Woodstock (to account for the continued Woodstock growth), new service from the #10 along 72nd, and to expand the #71 to continue further East on Flavel to connect to the green line Flavel MAX station. This option likely aligns best with the future development scenarios, but does contain tradeoffs for consideration, namely the elimination of bus service on Duke and on Harold East of 72nd.

Survey questions for this feedback include:

- How important is it to provide continuous service on Woodstock Boulevard from the Woodstock main street to Lents Town Center, versus keeping service on Duke Street?
- How important is it to provide East-West service on Flavel Street from 52nd to 92nd Avenue, connecting to the Flavel MAX station?
- Should transit improvements focus more on improving frequency or on changing/adding routes?

Next Steps

- Get feedback during the open house on the potential route changes and priorities
- Continue working to determine impacts of this redesign on the rest of the transit system
- Work with TriMet on potential changes as they consider service/route expansion

Question from Anna Weichsel: Do these scenarios just use the same quantity of bus drivers and resources as the current transit system or do they expand them? Brian Poole responded that the first two options were revenue neutral and option three would require additional resources. Anna Weichsel discussed the importance of transit frequency, especially in the further out East areas in order to help people switch away from driving to instead use public transit. She is also concerned about buses having staggered schedules, so users have more options to switch between alternatives.

Marty Stockton responded that Duke is predominantly zoned as single dwelling, whereas Woodstock, between 52nd and 82nd, is zoned as multi-dwelling and without transit. As more housing units come online along Woodstock, the deficit of transit per capita would be exacerbated.

Question from Mike Kennedy: with the realignment, does it also realign routes elsewhere, or just in this location? Brian Poole responded that this would be a discussion with TriMet to understand how surrounding areas might be modified. Mike Kennedy discussed the importance of considering how those who rely on the current transit system would be affected if their routes were eliminated or altered. Brian Poole responded that TriMet has been very gracious by including the PBOT and BPS input, but that TriMet also has their own distinct decision-making process that would include another round of robust public engagement and ridership analysis. It is not likely that any changes would happen in a short-term time scale.

Pam Hodge commented that the term “transit” can be confusing to regular citizens and that “bus routes” or something similar might be a more easily understandable term.

Community Development Scenarios and Online Open House: housing, jobs, commercial, retail, and land uses that occur through zoning

Marty Stockton, BPS, presented.

Scenario 1: Basic Level of Service

No land use changes and some transportation improvements

Survey questions for feedback from the Committee:

- Do you think the current land uses, e.g., the existing businesses and housing on SE 52nd and SE 72nd Avenues, would support or benefit from future public and private Investments? Yes or No. (Scenario 1 question only)
- Does Scenario 1: Basic Level of Service meet the desired access to commercial opportunities and neighborhood-serving businesses in the project area? Yes or No.
- Does Scenario 1: Basic Level of Service meet the desired housing affordability and housing choices in the project area? Yes or no.
- Do the current land uses, e.g., the existing businesses and housing on SE 52nd and SE 72nd Avenue, create any benefits or burdens that you are particularly excited or concerned about? Write a text response.

Scenario 2: Enhanced Intersections

Zoning map changes at key intersections and some transportation improvements

Survey questions for feedback from the Committee:

- Does Scenario 2: Enhanced Intersections meet the desired access to commercial opportunities and neighborhood-serving businesses in the project area? Yes or no.
- Does Scenario 2: Enhanced Intersections meet the desired housing affordability and housing choices in the project area? Yes or no.
- Would you support future zoning changes at key intersections along SE 52nd Avenue and SE 72nd Avenue, to create a cohesive land use pattern and development potential where possible? Yes, No or Other (please specify)
- Compared to Scenario 1, is Scenario 2: Enhanced Intersections heading in the right direction? Write a text response.

- Does Scenario 2: Enhanced Intersections, create any benefits or burdens that you are particularly excited or concerned about? Write a text response.

Scenario 3: Corridors

Proposed new Neighborhood Corridor designations (52nd and 72nd) and Zoning map changes with transportation improvements (relative symmetry on both sides of the road with regards to zoning alignment)

Survey questions for feedback from the Committee:

- Does Scenario 3: Corridors meet the desired access to commercial opportunities and neighborhood-serving businesses in the project area? Yes or no.
- Does Scenario 3: Corridors meet the desired housing affordability and housing choices in the project area? Yes or no.
- Would you support future zoning changes at key intersections along SE 52nd Avenue and SE 72nd Avenue, to create a cohesive land use pattern and development potential where possible? Yes, No or Other (please specify)
- Compared to Scenarios 1 and 2, is Scenario 3: Corridors heading in the right direction? Write a text response.
- Does Scenario 3: Corridors, create any benefits or burdens that you are particularly excited or concerned about? Write a text response.

Scenario 4: Centers + Corridors

Proposed expansion of existing Neighborhood Centers (Woodstock and Heart of Foster), proposed new Neighborhood Center (72nd and Flavel), proposed new Neighborhood Corridor designations (52nd and 72nd), and zoning map changes with transportation improvements

Survey questions for feedback from the Committee:

- Does Scenario 4: Centers + Corridors meet the desired access to commercial opportunities and neighborhood-serving businesses in the project area? Yes or no.
- Does Scenario 4: Centers + Corridors meet the desired housing affordability and housing choices in the project area? Yes or no.
- Would you support future zoning changes at key intersections along SE 52nd Avenue and SE 72nd Avenue, to create a cohesive land use pattern and development potential where possible? Yes, No or Other (please specify)
- Compared to Scenarios 1, 2, and 3 is Scenario 4: Centers + Corridors heading in the right direction? Write a text response.
- Does Scenario 4: Centers + Corridors, create any benefits or burdens that you are particularly excited or concerned about? Write a text response.

Question from Nancy Chapin: What do the potential zoning changes mean? Marty Stockton responded that scale of potential development is the consideration and there will be future visuals to help express the proposed changes.

Question from Mike Kennedy: Is there going to be a full analysis to accompany each scenario with benefits and drawbacks? Marty Stockton responded that the City is developing a community development scenario matrix, although this is tricky to provide right now because each of the scenarios are still in the early conceptual phase. The matrix attempts to portray the goals and differences of each scenario in a way to spur public discussion. Mike Kennedy responded that he wants to ensure that the zoning changes don't overemphasize the provision of studios and single bedrooms but includes sufficient family housing as well. Increasing density should also lead to assessment of school and park capacity to handle higher demands.

Question from Pam Hodge (in zoom-chat): In Scenario #4, why is the proposal to stop the extension of the Woodstock/52nd corridor at Duke (when existing commercial development along 52nd is already South of Duke e.g., Mehri's, Starlight Knitting, strip mall at 52nd & Flavel St. etc.)? Marty Stockton responded that stopping the corridor designation at Duke is due to the limitations of a neighborhood walkshed; the Woodstock neighborhood center is walkable from about as far as Duke, but further South than Duke starts to extend beyond the Woodstock neighborhood center walkshed. Pam Hodge requested clarification for future public involvement regarding the distinction between corridor designations and center designations. Bill Cunningham added that the center designation is applied to more contiguous and continuous mixed-use districts. For a district to be walkable, it should be no more than 1-mile across, according to research.

Potential Steet Improvements organized into three categories

Brian Poole, PBOT, presented.

1. Potential Corridor and Local Street Improvements

- Project maps highlight major streets in need of pedestrian crossings, sidewalk infill, intersection improvements, etc. (Woodstock, Cesar Chavez Blvd North of Steele, SE 52nd, SE 45th, Steele, Harold, 60th, 72nd, Flavel Drive, 92nd, and Flavel East of 82nd)
- Project maps also show local streets in need of traffic calming, sidewalk infill, stop signs, etc. (not calling out specific streets, but instead thinking about these improvements holistically throughout the project area)
- Project maps also show traffic calming areas as zones where speed management is needed
- Project maps also show paving priorities; streets that should be further considered for paving upgrades (not all of the streets highlighted will be paved, but public feedback is useful to understand how to prioritize paving)
- Potential Survey Questions
 - Are any major street segments missing that have significant needs or issues? Are there specific locations you think should be a high priority?
 - Are there locations missing you feel should be a priority for traffic calming?
 - With limited funding resources, would it be best to disperse improvements across the major streets identified in the map and table or focus on certain streets?
 - Should the plan prioritize constructing sidewalk on fewer streets, or traffic calming on more streets?

2. Potential Bike Network Improvements

- Existing Bike Network
 - Numerous bike network gaps in current bike network
 - Several currently funded neighborhood greenway projects already underway will improve connectivity and conditions, but large gaps will still exist
- Potential Survey Questions
 - Which of the proposed bike network improvements do you feel is most important?
 - Should the plan prioritize the development of neighborhood greenways on local streets or adding/improving bike facilities on busier streets?
 - Should the plan focus on enhancing existing bicycle routes, or work to expand the network with new routes?

3. Potential Street Designs

- 52nd/72nd
 - Remove all parking in favor of bike lines (with a 2' buffer)
 - Parking on one side of the street, and on that same side there would not be a protected bike lane
- Flavel/Duke
 - Parking on one side of the street, and on that same side there would be a protected bike lane nearest to the sidewalk and furnishing zone
 - Parking on one side of the street, and on that same side the parking would be nearest to the sidewalk and furnishing zone and the protected bike lane would be between the travel lane and on-street parking
 - Remove all parking in certain areas in favor of protected bike lanes
- Woodstock (wider street)
 - Protected bike lanes and on-street parking on one side with bike lanes nearest to the sidewalk and furnishing zone

Discussion and Questions

- Are the maps and narrative clear?
- Are the survey questions appropriate?
- Ideas for how the open house can further aide preferred Community Development Scenario direction and transportation project prioritization?

Kathy Brock comment: Concern regarding potential development and on-street parking along SE 72nd Ave as she would like friends to be able to park when visiting.

Anna Weichsel comment: Prioritize and frame these project ideas for a “walkable and transit-oriented city” in the open house to help shape the conversation away from the narrative that parking is our collective priority. Mike Kennedy reiterated Anna Weichsel’s comment about the importance of helping to create a “walkable city” and providing the infrastructure for more transit and denser neighborhoods in order to deal with climate change and the city’s climate goals.

Next Steps

Upcoming dates and Committee action steps:

- Choice of May 23rd or June 20th for next Project Advisory Committee meeting (meeting 6) and a choice of in-person or zoom meeting
 - Waiting for a June meeting will allow time to incorporate public open house feedback.
Eleanor Manning reminded staff that June 20th is the federal holiday for Juneteenth
- No committee meetings proposed in July or August
- Project Advisory Committee has until April 29th at 5pm to provide feedback on open house materials/questions

Action items for Project Team:

- Online Open House preparations (intending to start the online open house early May)
- Working on other summer engagement opportunities
 - There will be forthcoming 52nd/72nd Ave walks, a summer bike ride, and other ideas public engagement

The meeting ended at 8:05 p.m.