

LOWER SOUTHEAST RISING

Public Involvement Summary for Spring-Summer 2022

Alternatives analysis and Framework Plan development

During the summer of 2022, the City of Portland's Bureaus of Transportation and Planning & Sustainability asked the public to provide feedback on several land use and transportation options. The information was primarily shared through an online open house, with participants encouraged to take a survey after viewing the materials. Additional engagement included two in-person community walks, two group bike rides, pop-up engagement tabling at community spaces, meetings with neighborhood groups, and partnering with Latino Network to connect with Spanish language speaking residents and workers in the Lower SE area.



2022 OUTREACH AT A GLANCE

ONLINE OPEN HOUSE & SURVEY Summer 2022

517 ONLINE OPEN HOUSE & SURVEY PARTICIPANTS

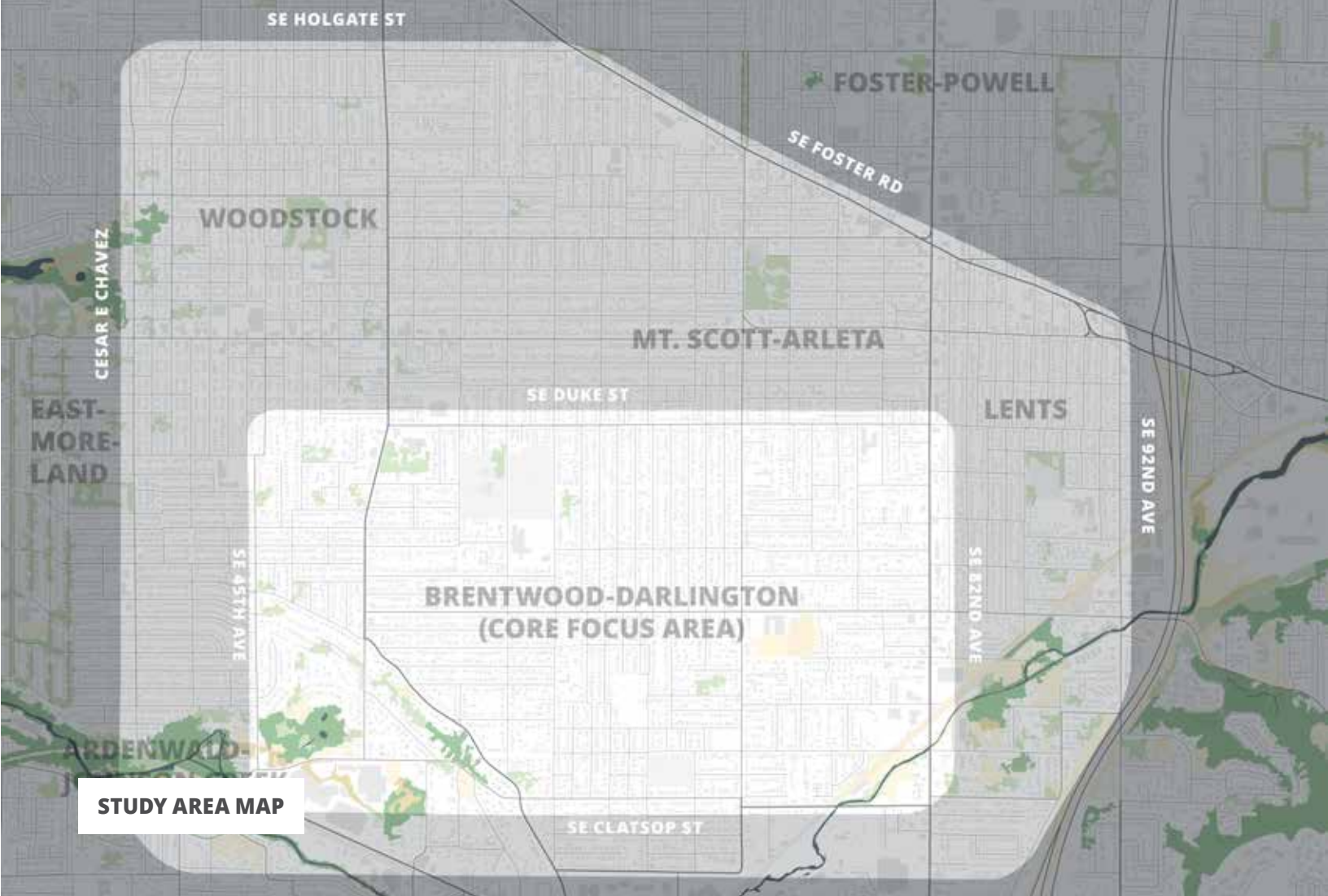
4 COMMUNITY WALKS & BIKE RIDES
Spring 2022

5 PROJECT ADVISORY COMMITTEE MEETINGS

10+ PRESENTATIONS, LISTENING SESSIONS, AND POP-UPS

PBOT Co-Project Manager Bryan Poole leads a community walk in the Brentwood-Darlington neighborhood





Plan Goals & Study Area

The City of Portland’s Bureau of Planning and Sustainability (BPS) and Bureau of Transportation (PBOT) are collaborating on a plan to **address land use and transportation issues in Brentwood-Darlington** and portions of the Ardenwald-Johnson Creek, Lents, Mt Scott-Arleta, and Woodstock neighborhoods.

The Lower SE Rising planning effort is utilizing community and stakeholder input to develop recommendations intended to improve commercial and housing opportunities, as well as transportation options. The final recommended plan is anticipated to be presented to the Portland City Council for approval in 2023.

The final plan will implement strategies related to transportation, land use, and community development.

This document outlines the public engagement activities that occurred in the summer of 2022.

PROJECT GOALS

- 1** Explore potential new neighborhood commercial and housing opportunities and ways to prevent displacement.
- 2** Link affordable housing, economic development, and business stabilization opportunities.
- 3** Enhance access to transit and pedestrian and bicycle network connectivity.

Welcome to the Online Open House



Online Open House & Survey

The online open house survey was conducted from May to July 2022, and received 517 survey responses. Some key highlights from respondents:

- 91% of survey respondents said they live or work in the Lower SE Rising plan area. Of the neighborhoods within the Lower SE Rising plan area, the Brentwood-Darlington neighborhood was most strongly represented.
- Respondents to the survey are multi-modal. 69% report they used transportation other than a car (bike, walk or use a mobility device, Biketown, e-scooters, transit, or ride hailing apps) in the last month.
- The race and ethnicity of survey respondents are majority white, majority speak English at home, followed by Spanish language speakers. Most survey respondents are homeowners, with 88.4% reporting they own their home, and 9.2% reporting that they rent their home.
- Survey respondents were somewhat less diverse and included a smaller percentage of renters than the plan area as a whole (where 68% are white and 66% are homeowners). This disparity was addressed through targeted outreach to underrepresented groups.

WHO RESPONDED TO THE SURVEY?

517 ONLINE OPEN HOUSE & SURVEY PARTICIPANTS

43 AVERAGE AGE OF RESPONDENT

91% LIVE OR WORK IN LOWER SOUTHEAST

88% OWN A HOME

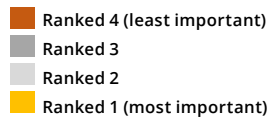
58% IDENTIFIED AS WOMEN

19% IDENTIFIED AS LIVING WITH OR HAVING A DISABILITY

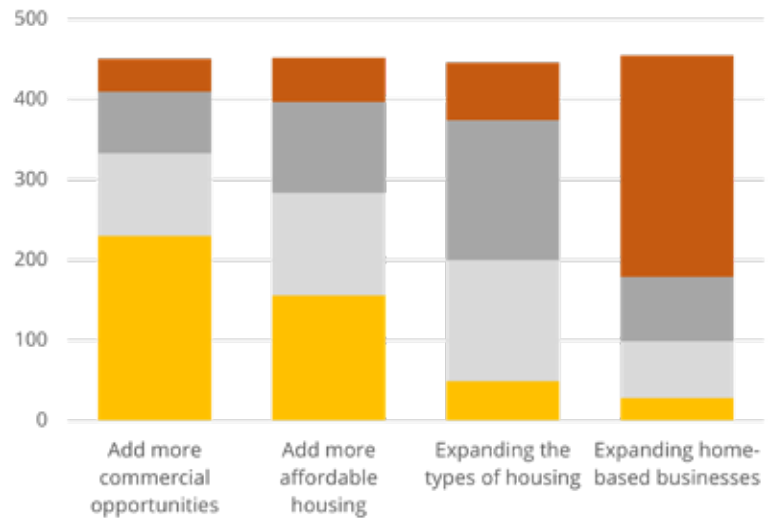
22% OF RESPONDENTS MAKE LESS THAN \$60K A YEAR

Land use priorities

When respondents were asked to prioritize the most pressing land use issues in the plan area, they confirmed the need for “commercial opportunities and neighborhood serving businesses” as the most pressing land use issue. This was followed by “Adding more affordable housing” and “Expanding the types of housing available.” “Expanding home-based businesses” was the least pressing of the four identified land use issues in the area. Respondents were also supportive of increasing commercial opportunities, neighborhood-serving businesses, and affordable housing opportunities.



MORE COMMERCIAL OPPORTUNITIES HIGHEST PRIORITY



Community development scenarios



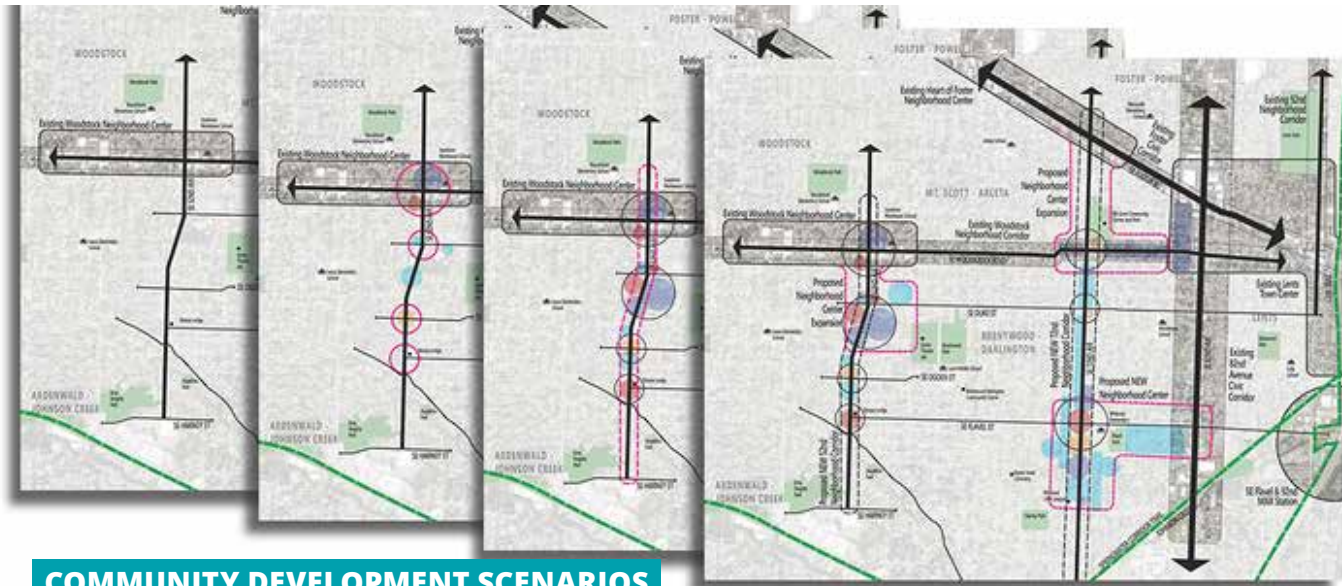
Survey respondents were then asked to provide feedback on four future conceptual Community Development Scenarios which illustrate different land use and community development futures. A summary of these community development scenarios are described below. For more information, please visit the project website.

Survey respondents strongly support “Scenario 4: Centers and Corridors” when asked which of the four scenarios would bring the most benefit to the community. Respondents noted that a lack of additional investment, or the “Scenario 1: Basic Level of Service”, would create burdens or negatively impact the community.

Respondents confirmed the scenario they felt was most appropriate for Lower SE, with the most support for the “Scenario 3: Corridors”, and “Scenario 4: Centers and Corridors” land use proposals.

When asked if they support land use changes and public or private investment along 52nd and 72nd Avenues, respondents overwhelmingly support, or strongly support these proposed investments.

Community development scenarios, cont.



COMMUNITY DEVELOPMENT SCENARIOS

Scenario 1

No land use changes.
Residential growth in new multi-dwelling buildings within existing multi-dwelling zoning:
Limited local services and amenities will build upon existing commercial sites.

Scenario 2

Focused land use changes at key intersections along SE 52nd and SE 72nd Avenues to allow for more commercial and multi-dwelling buildings

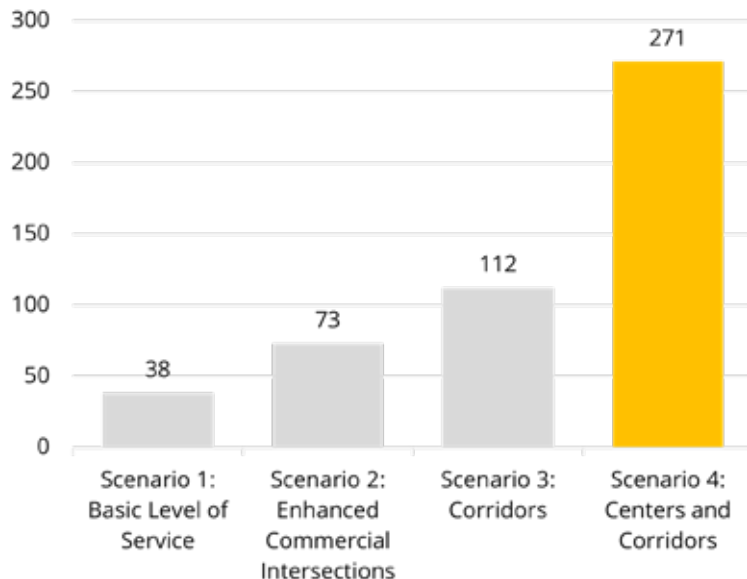
Scenario 3

New Neighborhood Corridor designations for SE 52nd and SE 72nd Avenues
Land use changes at key intersections along SE 52nd and SE 72nd Avenues.

Scenario 4

Builds on Scenario 3
New 72nd Ave and Flavel Neighborhood Center as a mixed-use node and neighborhood center.
Expansion of existing Woodstock Neighborhood Center to include SE 52nd Ave to the intersection at SE Duke St.
Expansion of existing Heart of Foster Neighborhood Center to include SE 72nd Ave to the intersection of SE Woodstock Blvd.

SCENARIO 4 RECEIVED MORE SUPPORT THAN THE OTHER SCENARIOS COMBINED



Transportation priorities



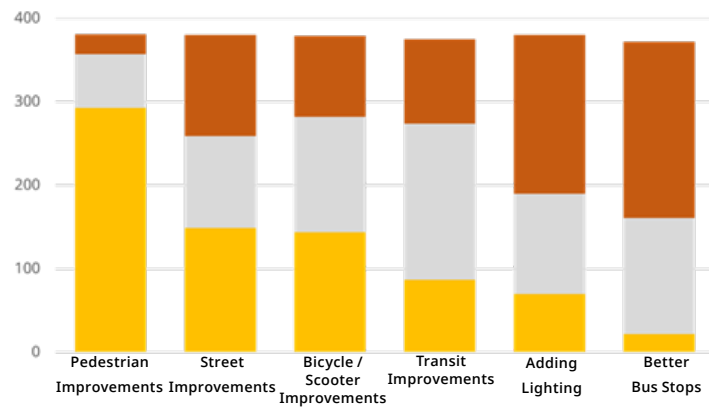
Many streets in the Brentwood-Darlington neighborhood were constructed without sidewalks or bike facilities. However, the compact street grid provides opportunities to move throughout the area without a vehicle.

In previous outreach the community told us about the need to improve street conditions to make it easier and more pleasant to walk, bike and roll, and to calm motor vehicle speeds. To address these issues and needs, potential investments to improve safety were developed and shared. The following summarizes what we heard.

PEDESTRIAN IMPROVEMENTS HIGHEST PRIORITY

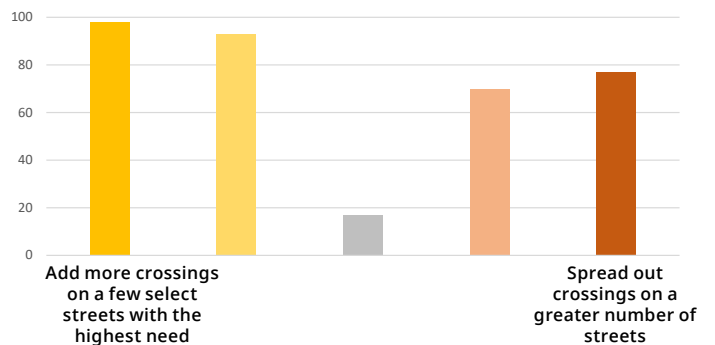
When asked to rank transportation priorities from most to least important, survey respondents ranked pedestrian improvements most highly with street improvements and bicycle/scooter improvements also ranked quite highly.

- Ranked 5-6 (least important)
- Ranked 3-4
- Ranked 1-2 (most important)



FOCUS PEDESTRIAN CROSSINGS ON HIGHEST NEED STREETS

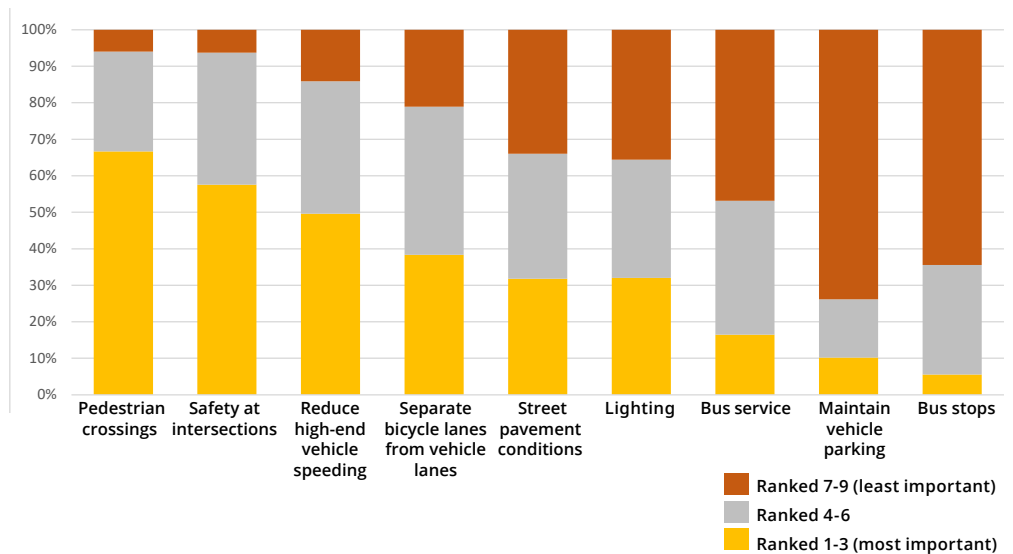
When asked whether PBOT should prioritize adding more crossings to the highest need streets or spreading out crossings more evenly, survey respondents leaned toward prioritizing the highest need streets for crossing improvements, though a significant contingent also wanted to see crossings spread more widely throughout the plan area.



Transportation priorities, cont.

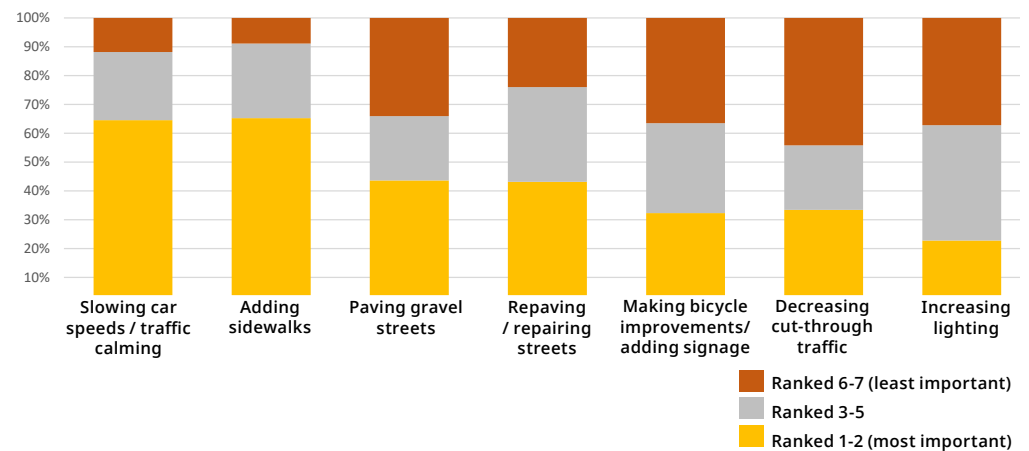
BUSY STREET PRIORITIES: PEDESTRIAN CROSSINGS, INTERSECTION SAFETY, VEHICLE SPEEDS

When examining major or busy streets in the project area, respondents indicated that adding new pedestrian crossings on busy streets was very important, followed by improving safety at intersections, and reducing vehicle speeding. Maintaining vehicle parking and bus stops were seen as lower priorities.



LOCAL STREET PRIORITIES: SLOWING CAR SPEEDS, SIDEWALKS, STREET REPAIR

When asked to consider priorities for local and neighborhood streets, respondents ranked managing vehicle speeds as a priority, followed by sidewalks, repaving/repairing streets, paving gravel streets, and bike improvements. The investments ranked as a lower priority are decreasing cut through traffic and increasing lighting.

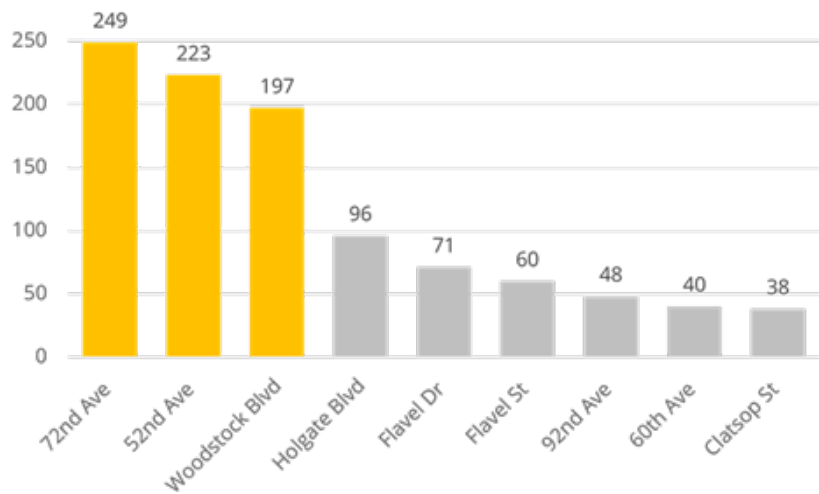


Transportation priorities, cont.

72ND AVE, 52ND AVE, & WOODSTOCK BLVD HIGHEST PRIORITY TO IMPROVE

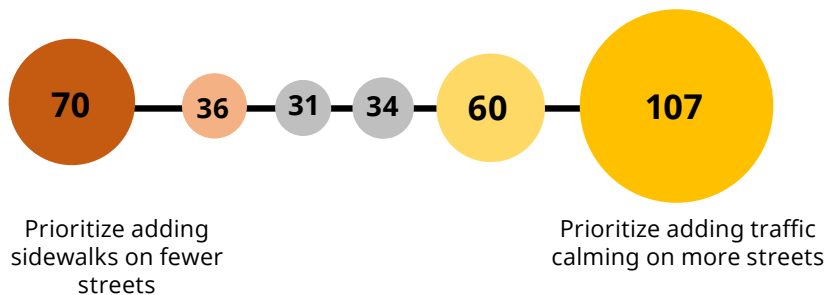
When asked what major streets the plan should prioritize for improvements, 72nd Avenue, 52nd Avenue and Woodstock Boulevard were chosen most frequently.

note: Duke St, Foster Rd, and 82nd Ave were not included in the survey as they have been or will soon be improved



MORE SIDEWALKS AND TRAFFIC CALMING BOTH IMPORTANT FOR LOCAL STREETS

When asked to choose between adding sidewalks or adding traffic calming elements survey respondents were mixed. A greater number of residents support traffic calming on more streets, as the beneficial impact on pedestrian safety could be more widely dispersed than adding sidewalks on a fewer number of streets.



SURVEY RESPONDENTS MIXED ON PAVING STREETS VS TRAFFIC CALMING

Survey responses concerning paving gravel streets in Lower SE were mixed, but lean towards paving gravel streets as a lower priority for investment. Some residents prefer the gravel condition of a street and the calming effect on car traffic, as well as the way they have allowed for mature trees to grow and creative uses such as a bike pump track and community garden. But ADA and accessibility concerns emerged in survey responses as well.

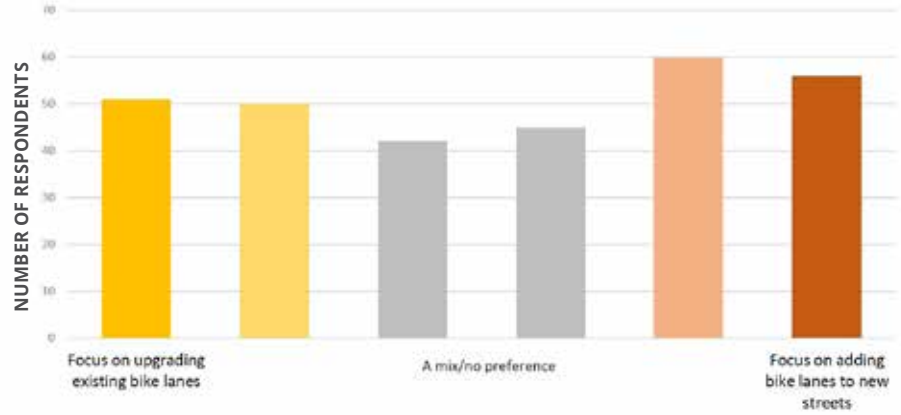


Transportation priorities, cont.

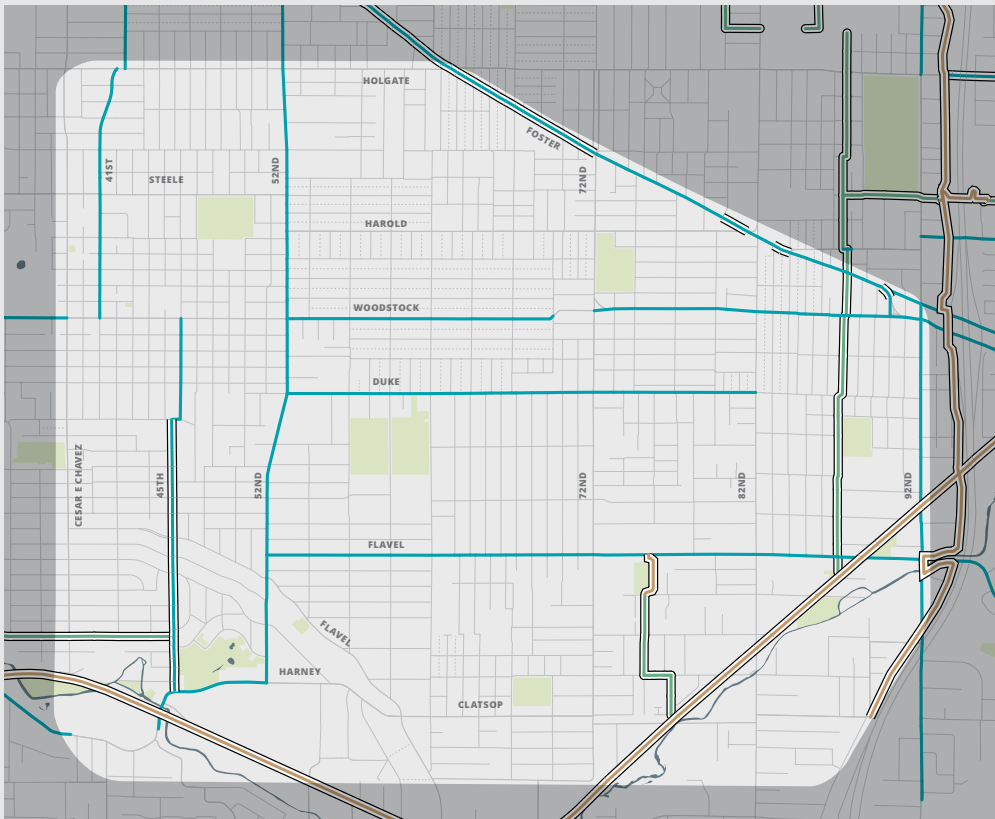
IMPROVED GREENWAYS A PRIORITY OVER IMPROVED BIKE LANES

Investment and prioritization of neighborhood greenways on local streets is preferred rather than improving bicycle lanes on busy or major streets.

When asked if the plan should focus on upgrading existing bike lanes or expanding the bike network, there is more support for adding bike lanes to new streets. However there appears to be support for either approach.



LOWER SOUTHEAST'S EXISTING BICYCLE NETWORK



The plan area's existing bicycle network is quite sparse. While there are bike lanes on many of the busier streets in the area, neighborhood greenways are entirely absent from the interior of the plan area.

- Bike lane
 - Neighborhood Greenway
 - Trail
- Black outlining signifies a lower-stress facility

Transportation priorities, cont.

TRANSIT ON WOODSTOCK AND MORE SERVICE ON EXISTING NETWORK



The TriMet bus network in Lower SE is part of a grid network. However, apart from the frequent service routes which run along the edges of the project area (Line 72 on 82nd Avenue, Line 75 on Cesar E. Chavez, and Line 14 on SE Hawthorne), none of the bus routes within Lower SE run frequently. This makes bus trips to and from the area longer because of long waiting times between buses. Currently, on average a resident of the study area can reach about 46% fewer jobs by bus than the average resident of Portland. The bus network in Lower SE covers most of the area within a 1/4-mile of service, but some streets are lacking service access: Woodstock Boulevard east of 52nd Avenue, and SE 72nd Avenue north of Flavel Street. This limits access to important destinations like Mt Scott Community Center, and Woodstock Boulevard.

To understand the needs and preferences of transit users, we asked respondents which was more important, providing continuous transit service on Woodstock to Lents Town Center (from SE 52nd Ave to 92nd Ave), or to continue offering transit service on Duke Street. Survey responses were mixed, however providing service on Woodstock to Lents Town Center is preferred. (Q36)

Finally, we asked which was the preferred method of improving transit service within Lower SE, increasing service on routes that currently exist (more buses coming more frequently) or expanding the diversity of transit routes in the area. Respondents support the prioritization of improving service on existing transit routes, rather than adding new or revised transit routes in the area. (Q38)

Partnership with Latino Network

In addition to the survey, the Lower SE Rising project team partnered with Latino Network to engage with Spanish speaking community members in the project area.

Latino Network staff work within Portland Public Schools to provide support to parents and students and lead regular parent meetings to share information in Spanish. The Colegio de Padres is a group of parents with children attending Lane Middle School, Kellogg Middle School, Franklin High School with younger children attending nearby elementary schools. During the partnership, Latino Network staff engaged with a smaller group who live or have children going to school in the project area.

Through the partnership, Latino Network and City of Portland staff worked to:

- Increase awareness of the Lower SE Rising Area Plan Project among Spanish-speaking community members
- Provide opportunities for engagement for Spanish-speaking community members during two key phases of the project to gather needs and issues and weigh in on proposed improvements

MEETING #1: NEEDS AND ISSUES

GROUP DISCUSSION AT COLEGIO DE PADRES MEETING

Key Takeaways

What works well

- Public transportation connections to school
- Nearby stores
- Sense of community and respect among neighbors in the area

What is challenging

- Homeless camping, and abandoned cars and RVs, making the area feel unsafe. Two respondents had experiences of harassment.
- Lack of signage and marked crosswalks at intersections make it unsafe for children to cross
- Construction zones obstruct traffic
- Roads are in poor condition, including gravel streets
- Not enough bike lanes and cars block bike lanes

- Lack of lighting
- Speeding and poor stopping compliance

Areas of concern

- Potholes and poor road conditions at Rural, Cooper, and Lambert
- Speeding and lack of safe crossings at 92nd and Rural
- Poor stopping compliance at intersection of 88th and Ellis

Desired improvements

- More parks and green spaces
- More signage and marked crosswalks
- More information and access to community centers and health clinics
- Bike lanes
- Paving and improved roadway conditions
- Increased lighting

MEETING #2: PROPOSED IMPROVEMENTS

GROUP DISCUSSION AT COLEGIO DE PADRES MEETING

The same participants were asked to review the online open house materials and take the online survey. Additionally, they were invited to share thoughts and feedback on the area, open house, and planning project.

Key Takeaways

- Improving businesses would improve streets and the area's safety
- Paving and street lighting would also help with safety
- More housing would help with stability
- The collaboration between Latino Network and the city was essential to share opinions and be heard
- The survey was beneficial to share opinions and see information to answer more clearly
- Most participants liked Scenario 4, as it provided the most significant improvements



Additional outreach activities

LOWER SE PROJECT ADVISORY COMMITTEE

The Lower SE Project Advisory Committee is comprised of 18 members and advises the project team on everything from outreach to project priorities. The group met several times during the spring and summer of 2022, on April 25, June 23 and August 29 to review, discuss and summarize online open house materials and survey outcomes.

Project staff attended, presented, and tabled at organizations and community places including Errol Heights Park, Mt Scott Community Center, Lents International Farmers Market, the Montavilla Street Fair, and the Rose CDC Country Squire apartments.

THREE COMMUNITY BIKE RIDES

BikeLoud Ride - June 4

Riders discussed preferring riding on gravel roads because cars are traveling at slower speeds and the street feels safer than paved and marked streets.

Bicycle Advisory Committee Ride - July 10

General agreement among participants that the bikeways in the area were not sufficient to achieve desired conditions and that new treatments could help achieve those goals.

Pedalpalooza Ride - August 1

15 attendees joined this community bike ride. The route allowed the group to survey land use and transportation issues in Brentwood-Darlington, Mt. Scott-Arleta, and Woodstock. The ride ended with a visit to the Portland Mercado. Participants praised bikeability in the area, and expressed concern about missing curb cuts at Brentwood Park.

TWO COMMUNITY WALKS

52nd Avenue Walk - June 2

Participants noted that new and larger trees are needed to create tree canopy. Safety concerns arose about riding bikes on 52nd Avenue. Participants expressed appreciation for small businesses on 52nd Avenue close to Foster Road which support houseless neighbors that live in the area. The Brentwood-Darlington Neighborhood Association posted a rest station at the Moose Lodge and provided information and resources on tree care, trash pickup and more. Participants noted that they enjoy the calm street feel within the neighborhood. The walk stopped at Starlight Knitting Society, part of a new mixed-use development. Community members are supportive of the project and look forward to more developments like this one, however there are transportation safety concerns at this intersection at SE Rural & 52nd Ave where many crashes have occurred.

72nd Avenue Walk - June 14

The group of 20-30 participants met at 3 Sisters Nixtamal and walked south along 72nd. Community members discussed the need for more tree canopy, and suggested planting bigger trees at Parker Field to create more shade within the existing green space. Community business Black Cat Plumbing was another stop, and there was discussion of redeveloping the site.

What's next?

The timeline for the Lower SE Rising plan process is roughly two years with a final plan anticipated in 2023.

The outreach conducted this summer will be used to develop a preferred community development scenario that considers the feedback received. Similarly, the project team will be using this feedback to develop a more defined list of transportation projects and begin to group and prioritize projects for implementation.

The preferred community development scenario and transportation projects will be shared for additional feedback with the Project Advisory Committee. The project team will then work to develop a draft plan that will be shared with the public in late 2022 or early 2023. The plan will then begin the legislative process, which will provide additional opportunity for feedback.

We appreciate the level of interest in this project, and the time taken to review and provide feedback on the proposals, join the project team on walks/rides, attend meetings, and share comments and suggestions.



FOR MORE INFORMATION

Visit the project website and sign up for email updates at:

www.portland.gov/lower-se-rising



PBOT
PORTLAND BUREAU OF TRANSPORTATION