

# LOWER SOUTHEAST RISING



Bureau of Planning and Sustainability  
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**Lower SE Rising Area Plan PAC**  
September 26, 2022

**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# Agenda

Time	Agenda Item
6:30 p.m.	Welcome and Introductions/Committee Check-Ins
6:40 p.m.	Public comment
6:45 p.m.	Updates
6:50 p.m.	Review Revised Transportation Maps
7:30 p.m.	Moving to Project Prioritization
7:50 p.m.	Wrap up and next steps



# Welcome and Introductions

**Name/pronouns**

**Favorite and/or least favorite  
thing about fall?**



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# Public Comment



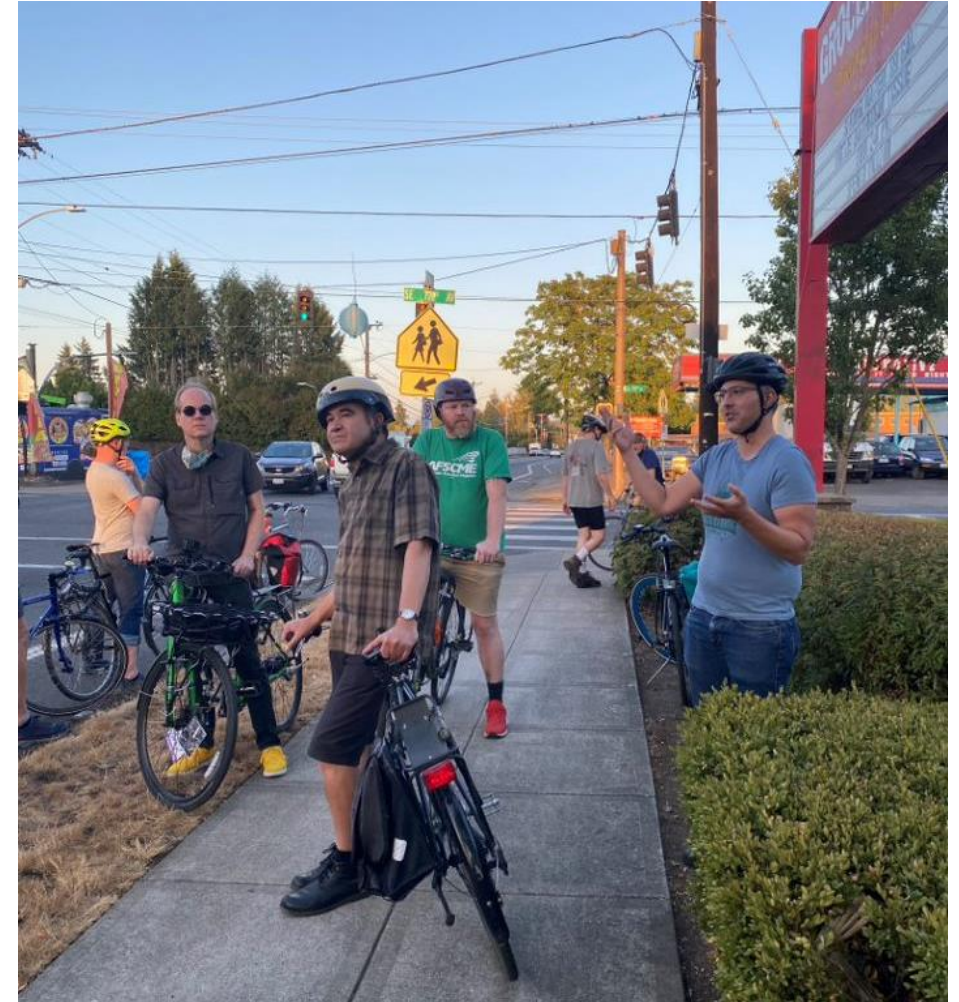
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# Project Goals

- Increase commercial opportunities and neighborhood-serving businesses
- Increase housing affordability and choices
- Expand active and green transportation access
- Improve public amenities accompanied by anti-displacement strategies
- Welcome collaboration for policy, technical expertise, and funding



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# Updates

- **Public Involvement Summary** document is now online
- **Preferred Framework Report** to be posted online soon



**LOWER SOUTHEAST RISING** *DRAFT*

**Public Involvement Summary for Spring-Summer 2022**  
Alternatives analysis and Framework Plan development

During the summer of 2022, the City of Portland's Bureau 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**

- 517** ONLINE OPEN HOUSE & SURVEY PARTICIPANTS  
Summer 2022
- 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*



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# Preferred Community Development Scenario and Transportation Priorities

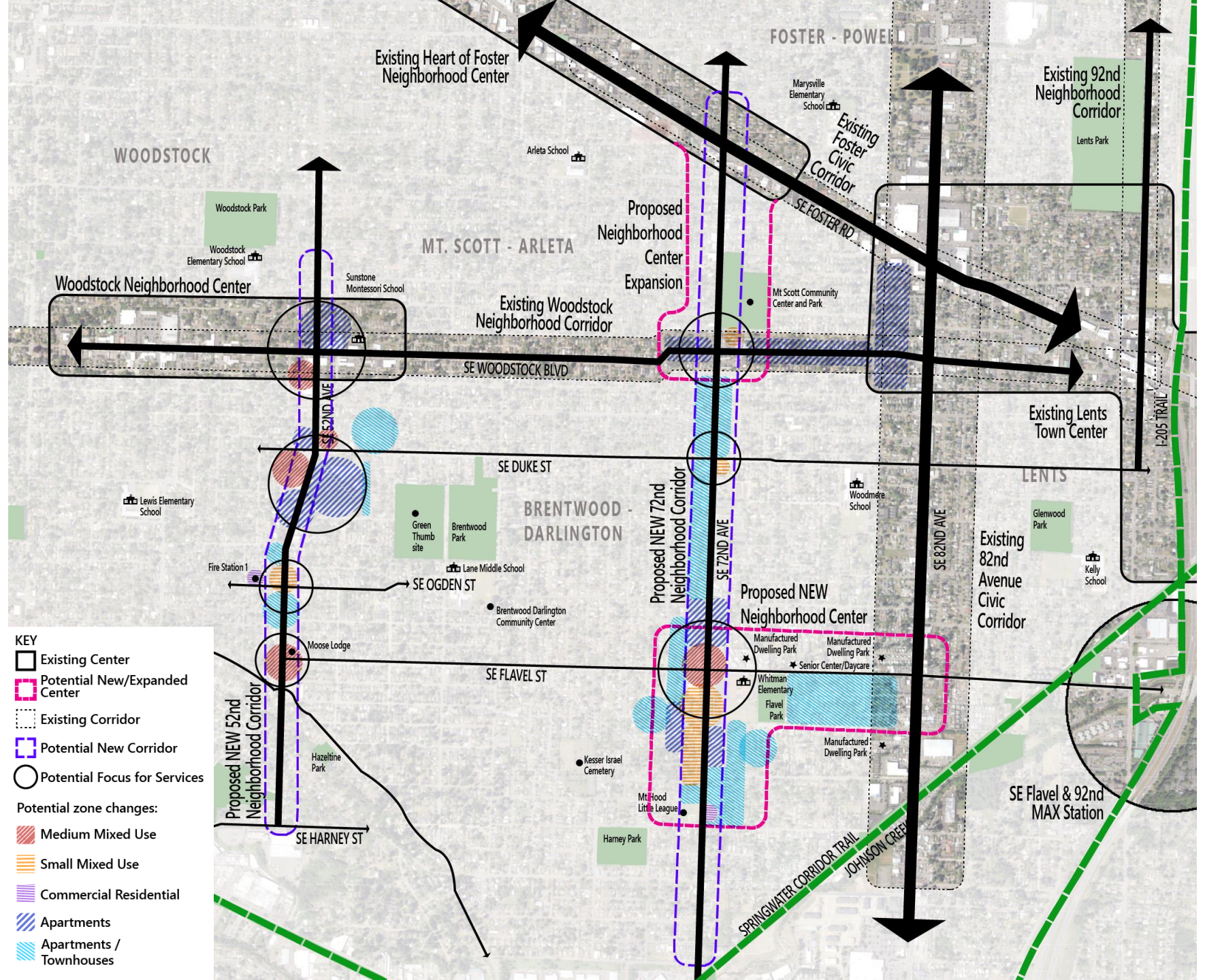


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# Draft Preferred Community Development Scenario





# Transportation Priorities - Recap

Previously, organized potential improvements into three categories:

1. Potential Major/Local Street Improvements
2. Potential Bike Network Improvements
3. Potential Bus Network Redesign



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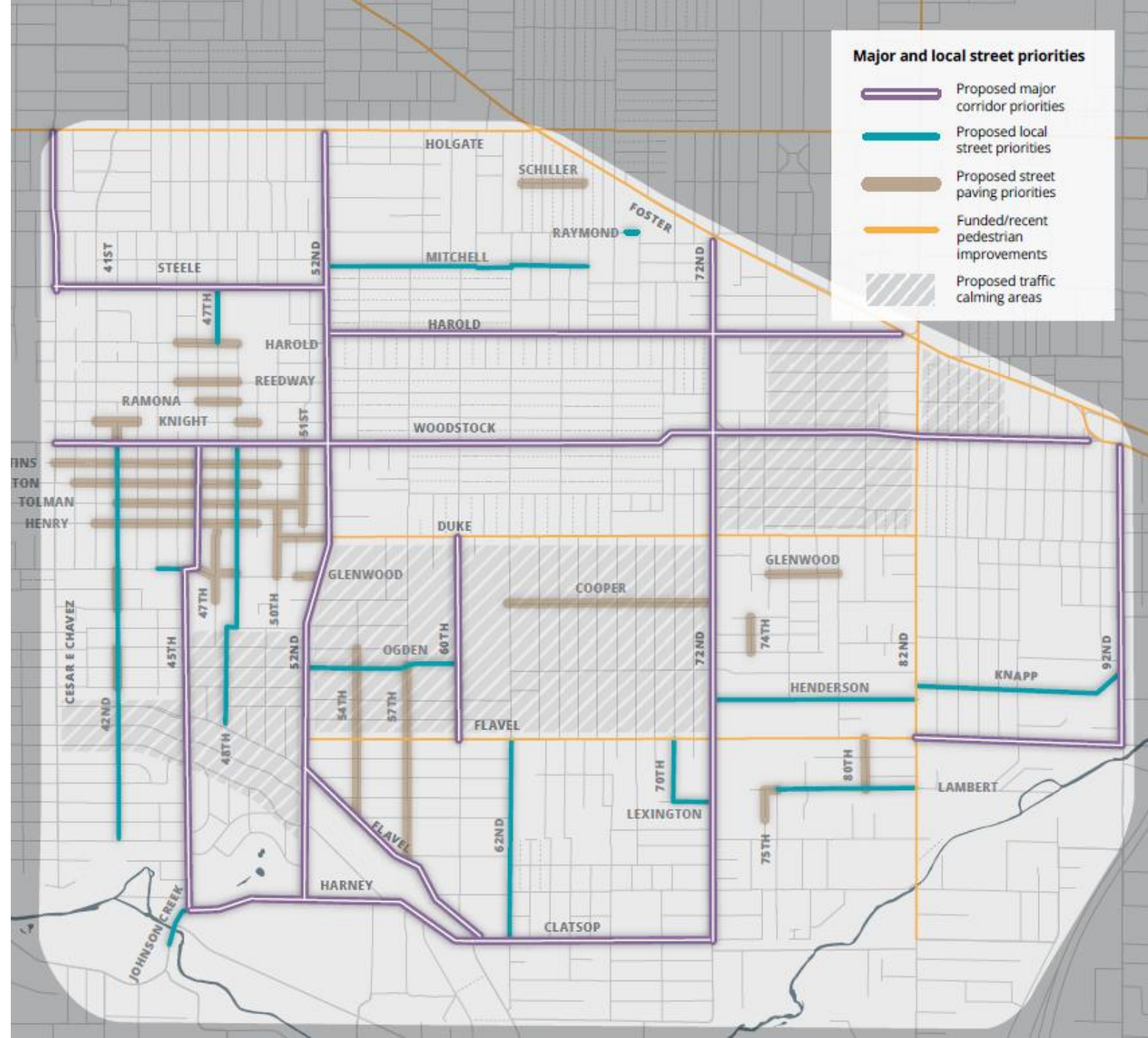
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# Potential Major/Local Street Improvements

This map identified:

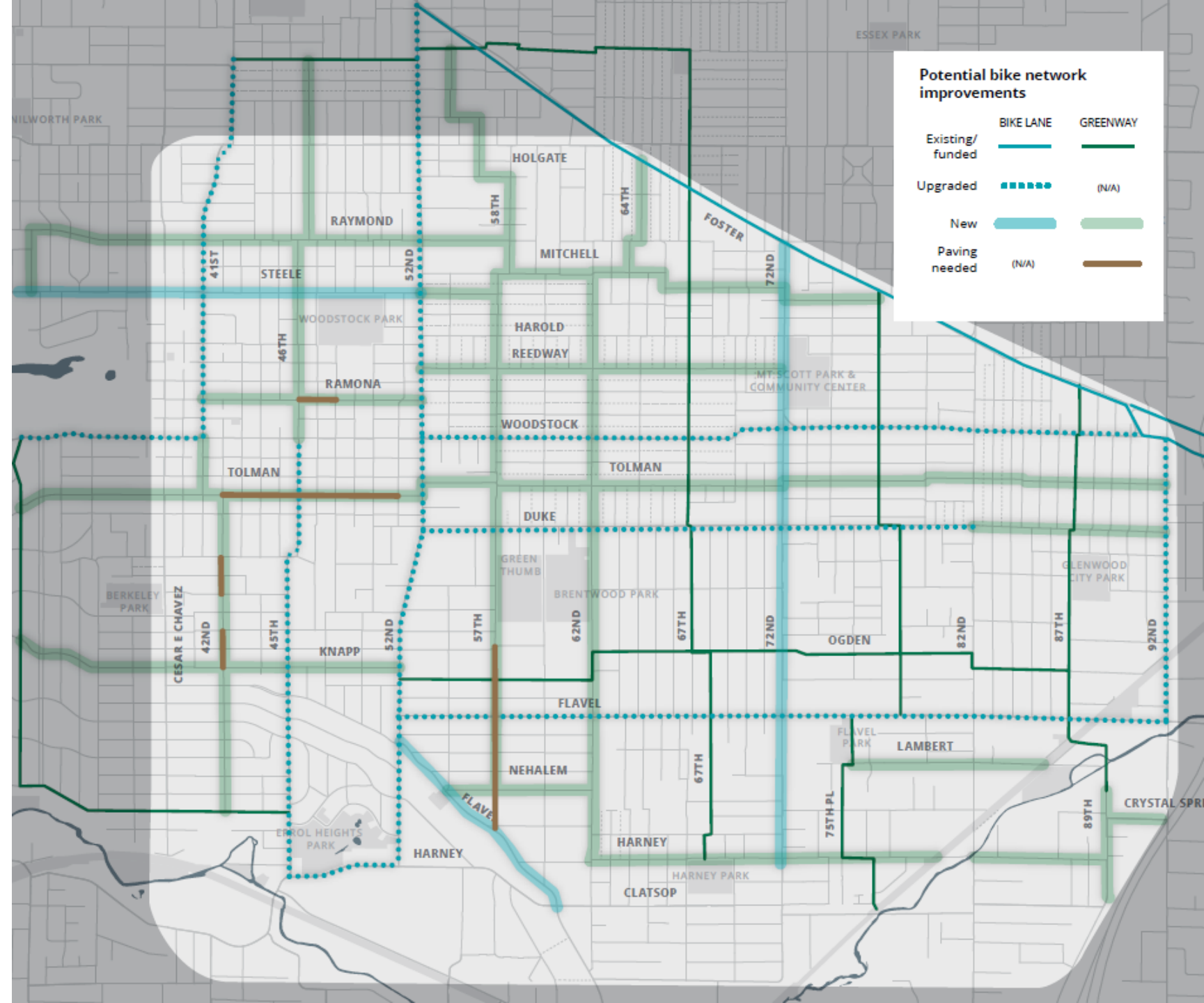
- Major streets in need of pedestrian crossings, sidewalk infill, intersection improvements, etc.
- Local streets in need of traffic calming, sidewalk infill, stop signs, etc.
- Traffic calming areas where speed management is needed
- Streets that should be further considered for paving upgrades



# Potential Bike Network Improvements

This map highlighted:

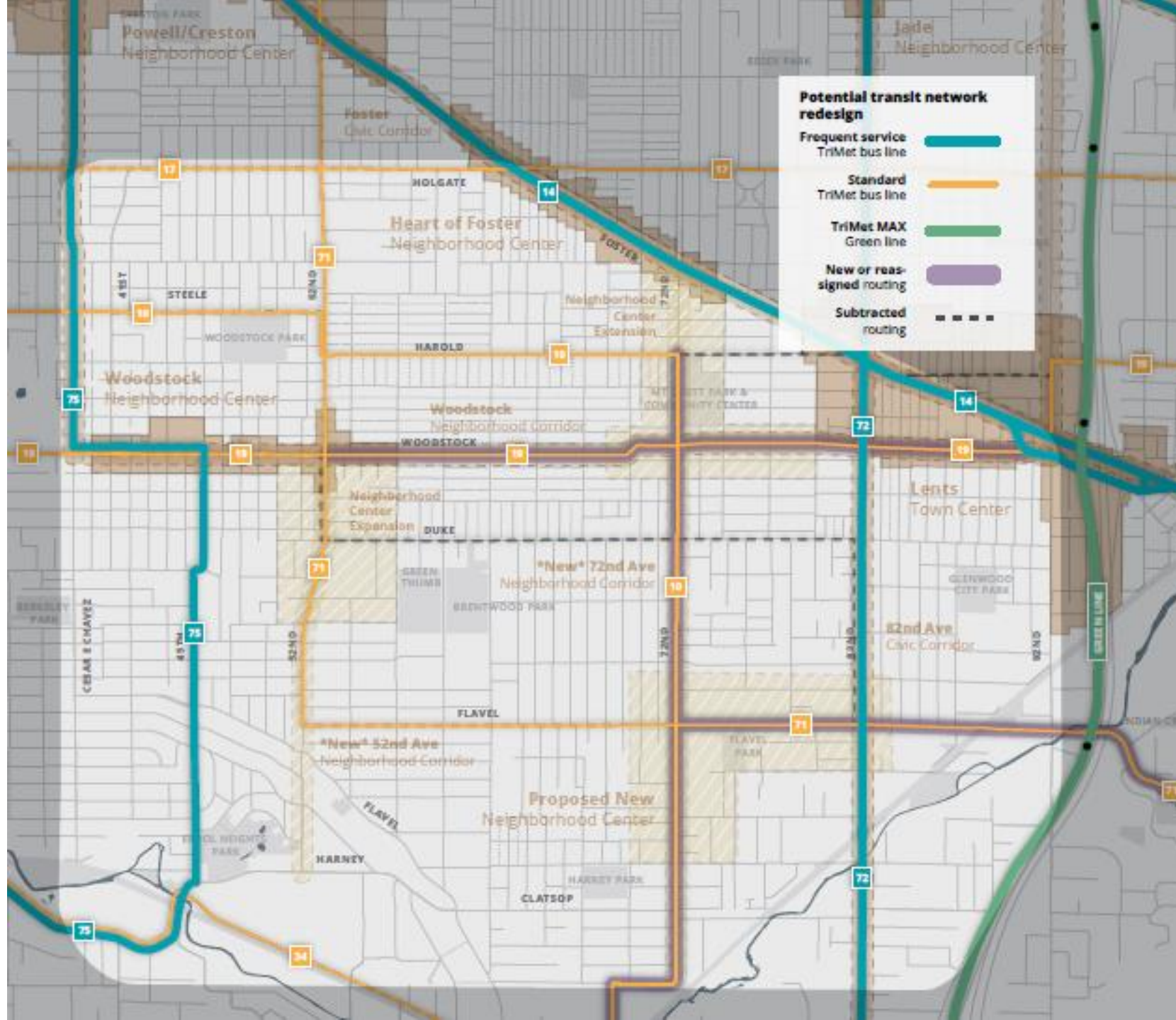
- Existing/funded bike lanes and neighborhood greenways
- Potential new/upgraded bike lanes
- Potential new neighborhood greenways and where paving is necessary



# Potential Bus Network Improvements

This map showed potential route changes to the bus network:

- Continuous service on Woodstock Boulevard/ eliminating service on Duke Street
- Continuous north-south service on 72nd Avenue with some loss on Harold Street
- Continuous service on Flavel Street



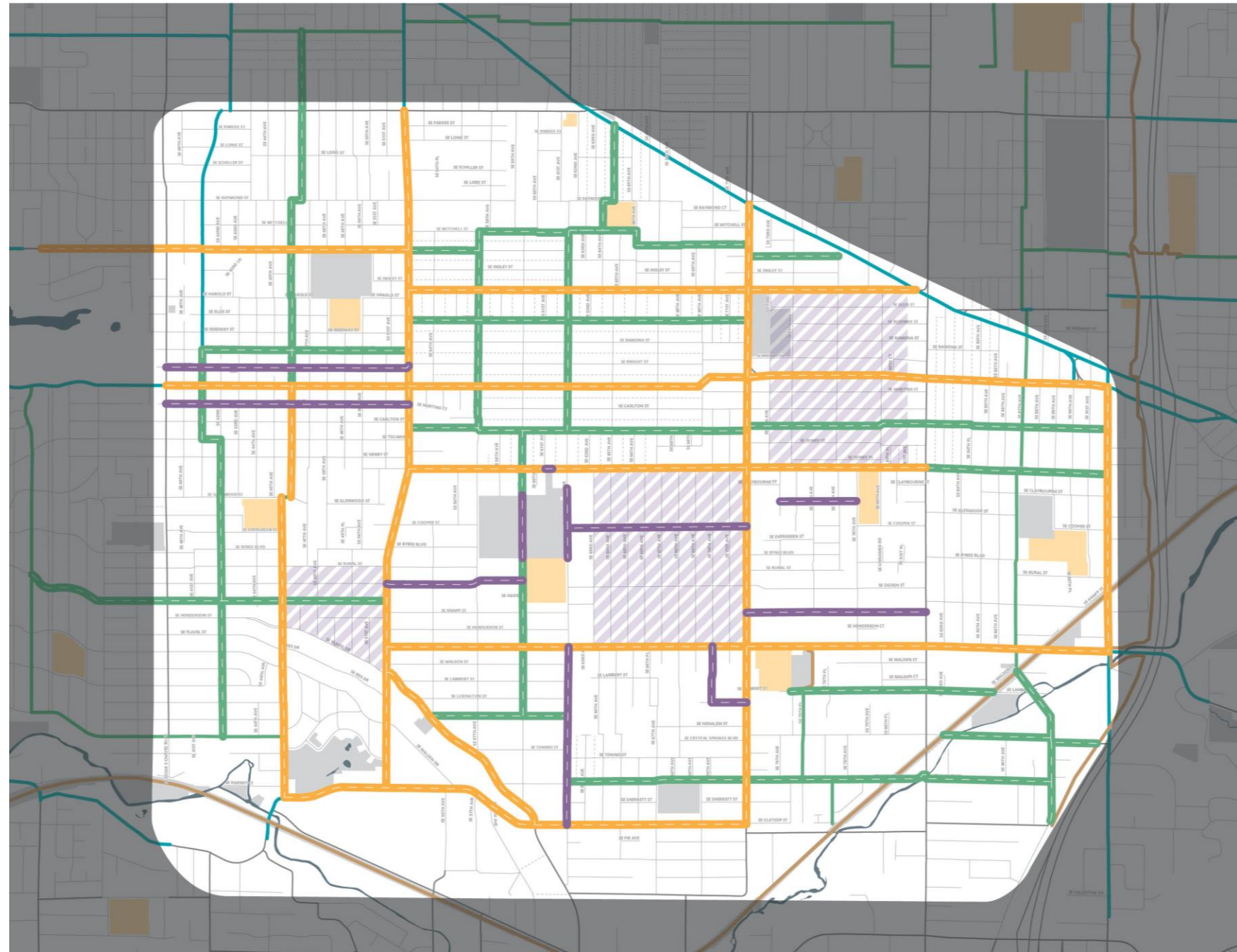
# Transportation Priorities

Based on community feedback and aligned with proposed land use changes, we developed the following potential projects:

13 Neighborhood Greenways

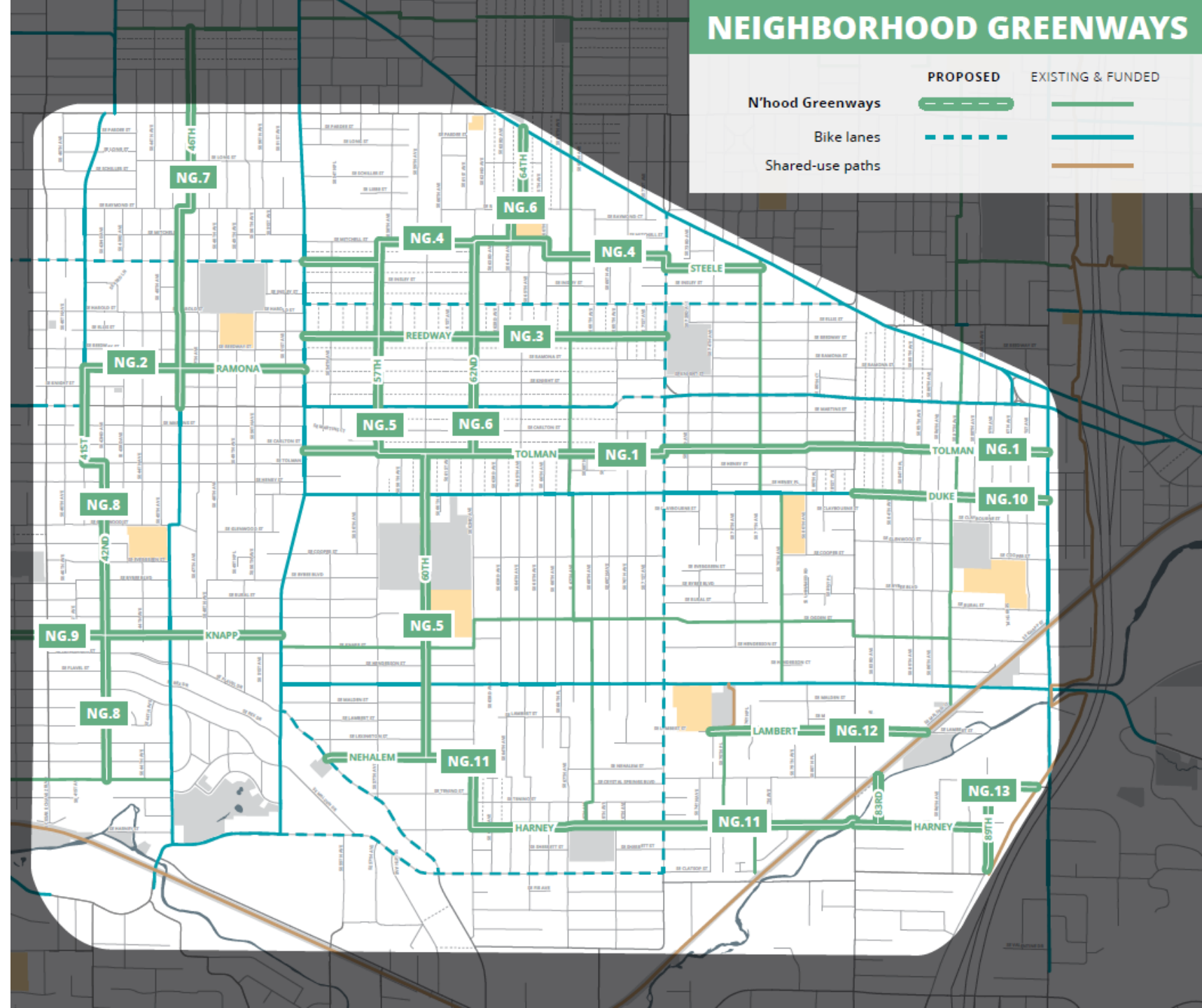
15 Corridor Improvements

11 Local Street Improvements



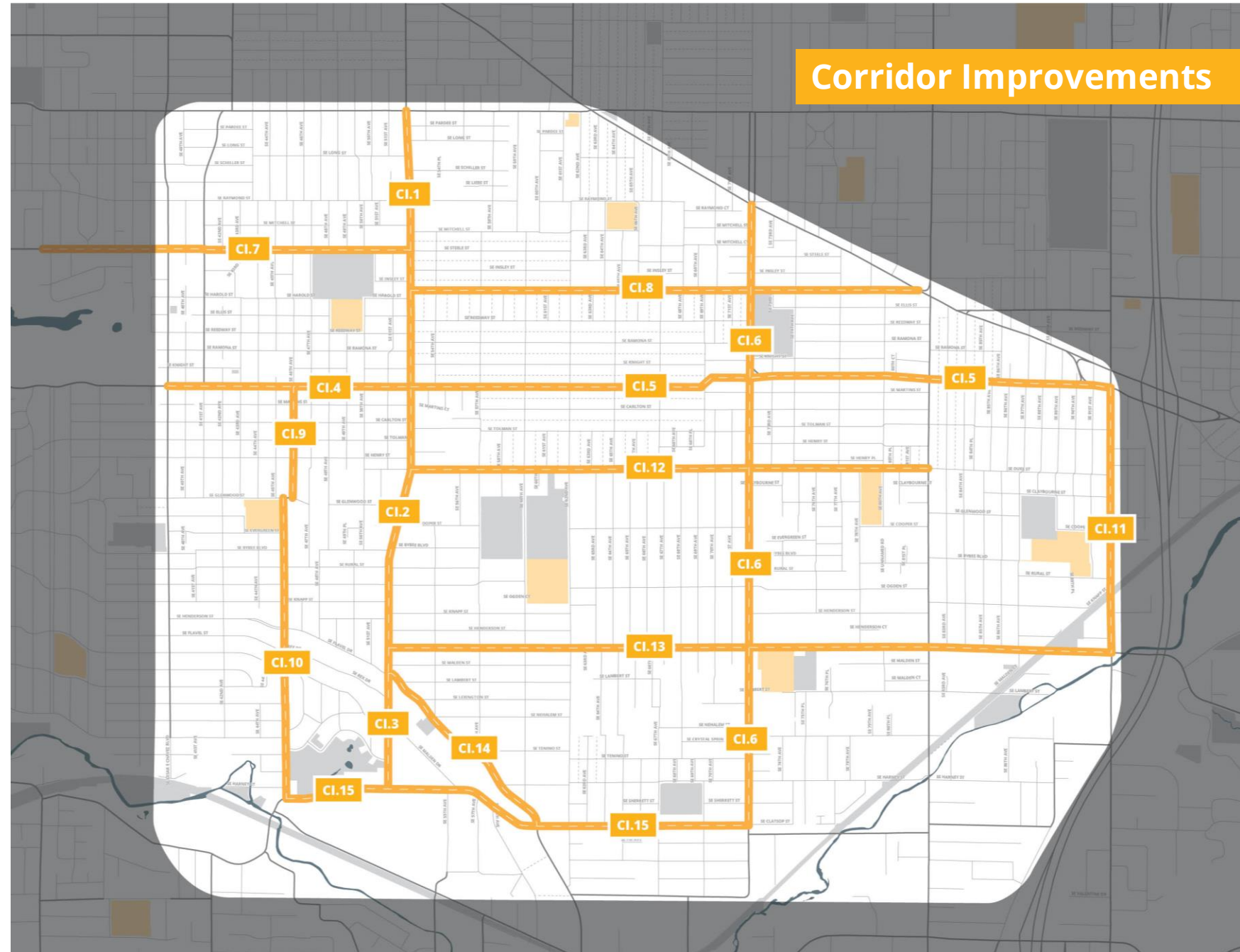
# Transportation Priorities

Neighborhood Greenways are **calm, low-speed shared neighborhood streets** that connect people to community destinations.



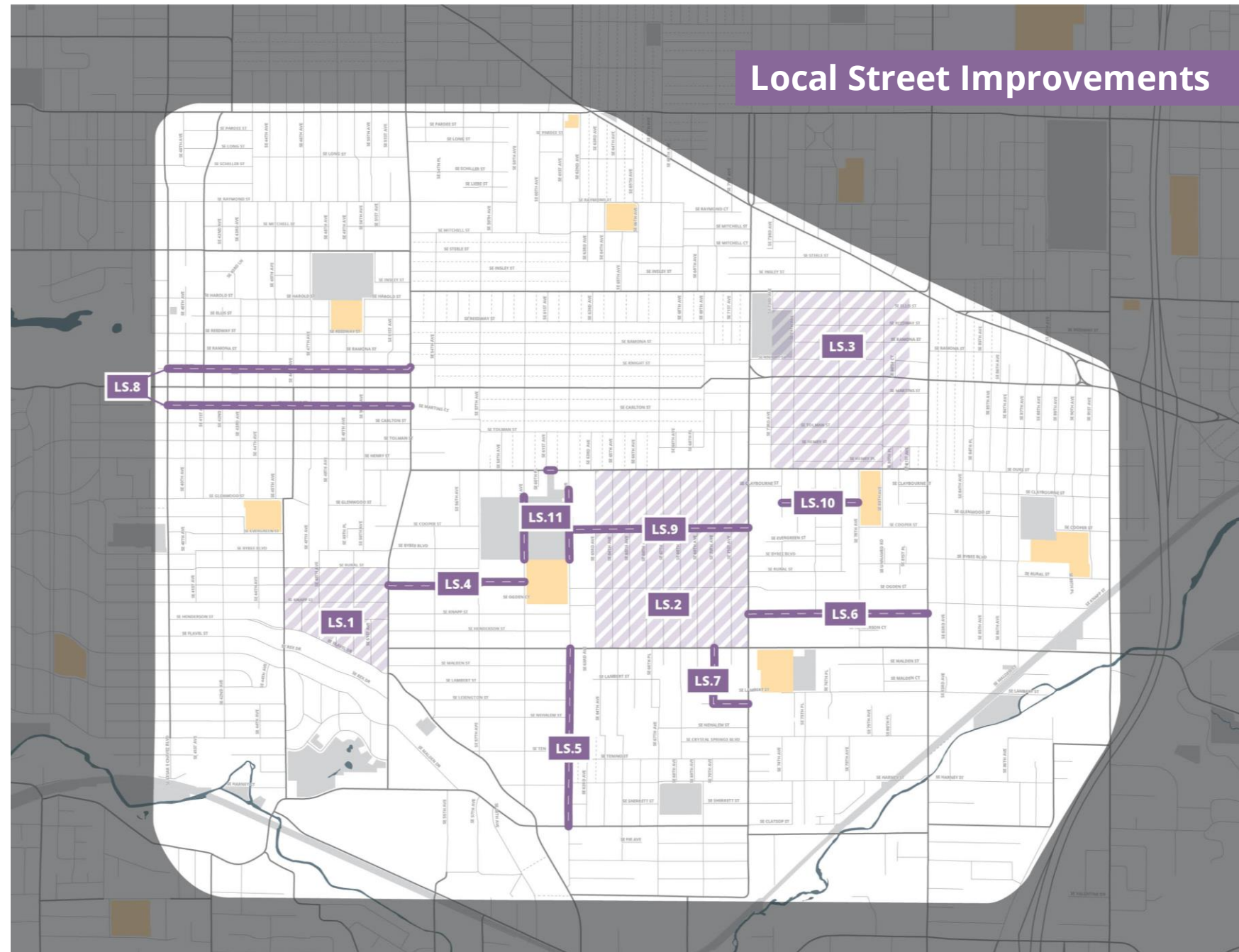
# Transportation Priorities

Corridor improvements focus on **reducing speeding** and **improving comfort** of people traveling along and across **busier streets in the neighborhood**.



# Transportation Priorities

Local street improvements **improve connectivity, safety, and comfort within neighborhoods**, providing safe and accessible spaces for pedestrians and bringing traffic to safer speeds.






# Transportation Priorities

For each project, a project sheet has been developed describing the project and nearby attractions/facilities.

Included project elements are currently general and non-specific. Priority projects will be more fully developed.




**NG.1**  
**SE Tolman St  
Neighborhood Greenway**

**PROJECT DESCRIPTION**

The SE Tolman St greenway will provide an east-west connection across the plan area and an alternative to walking or biking on SE Duke St and SE Woodstock St.

*Project elements may include:*

- Wayfinding and signage
- Speed bumps as required
- Improved crossings at busy streets
- Diversion as needed



Woodstock Elementary School

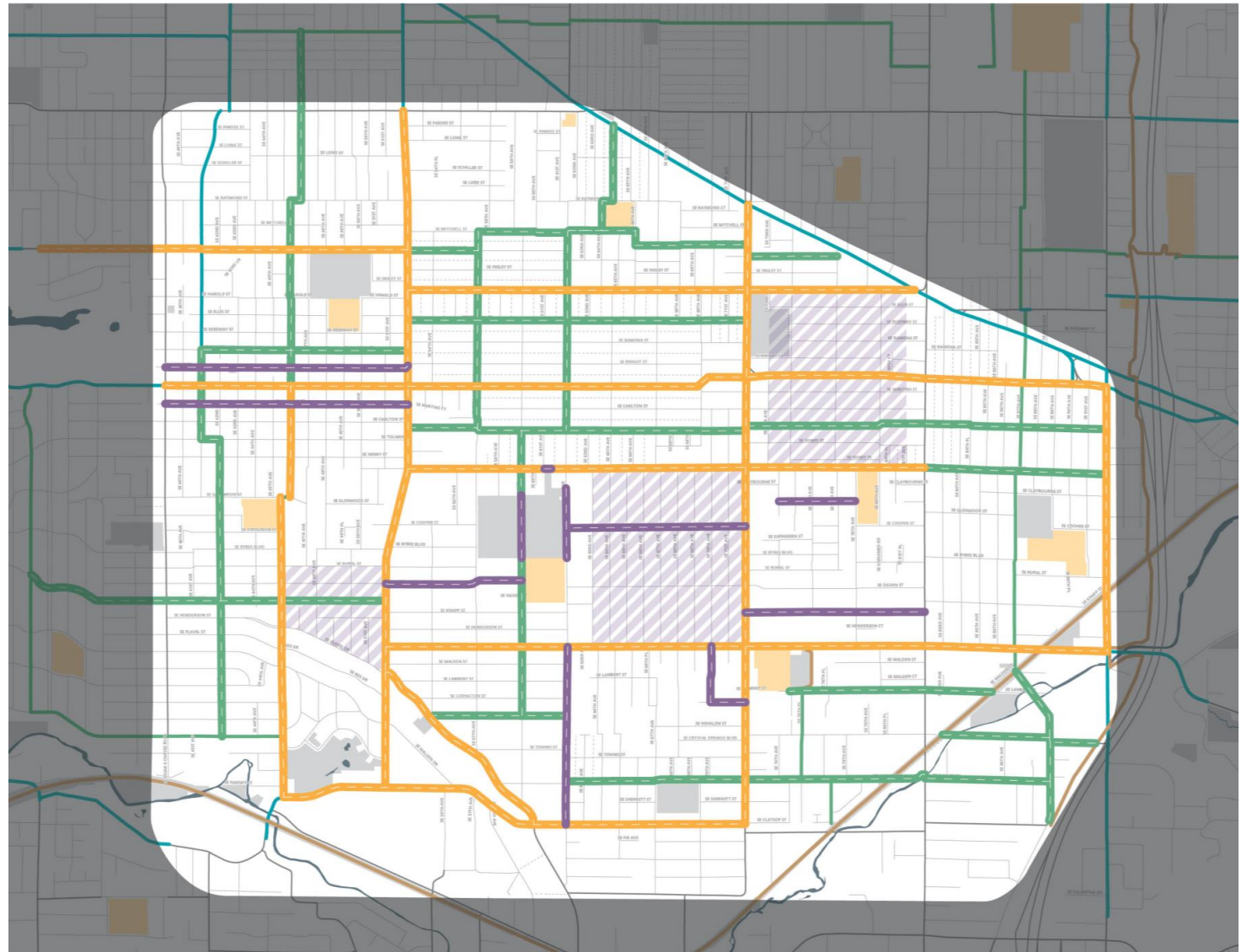
*Project sheet example*

# Transportation Priorities

## Questions for discussion:

- Are any projects missing, and/or areas in need of additional projects
- Are any projects unnecessary?
- Should any projects be modified?

*\*We'll discuss project prioritization later*



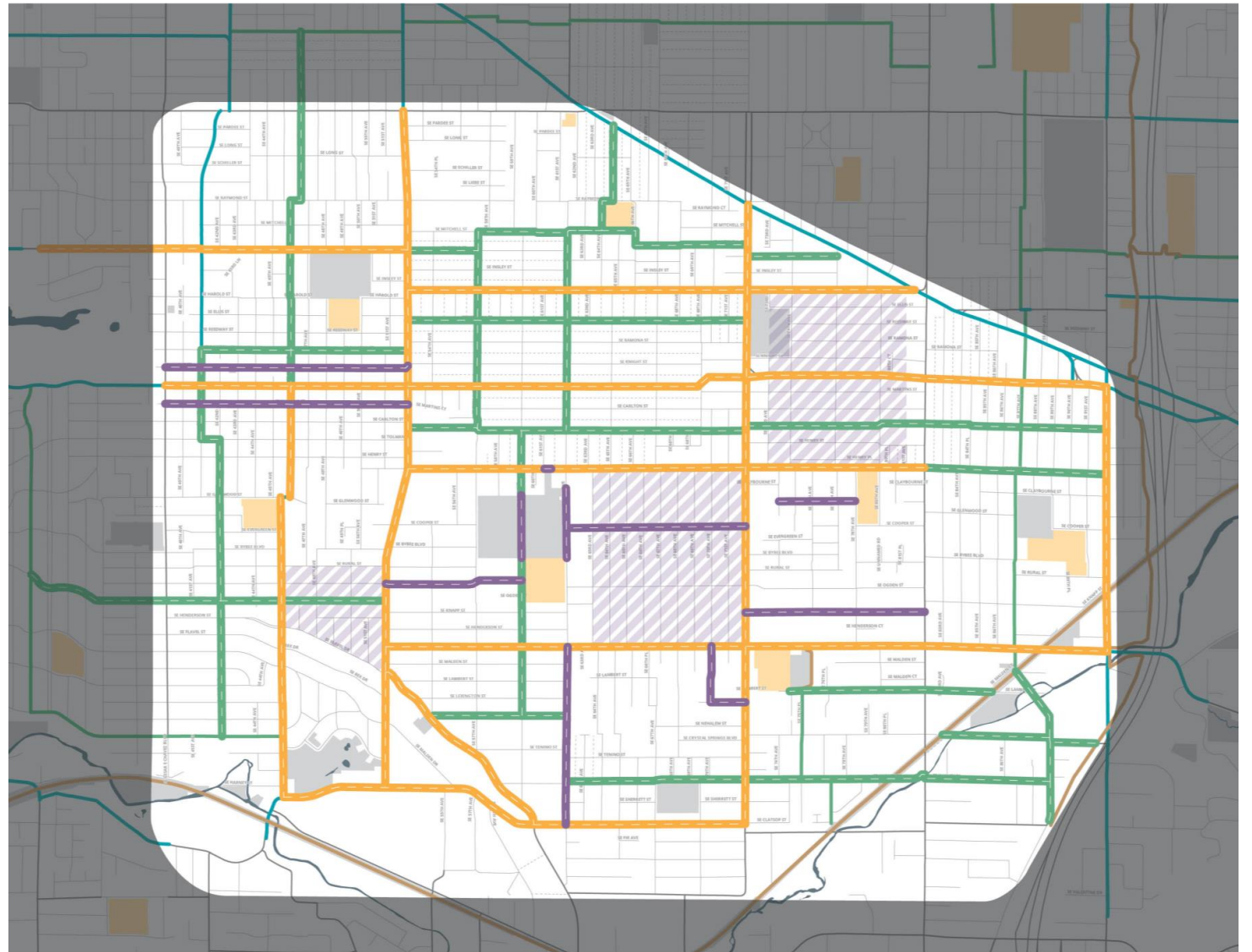
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# Transportation Priorities

## Corridor Specific Questions

- 52<sup>nd</sup> Avenue Cross-section
- 72<sup>nd</sup> Avenue: Bike Lanes?
- Route for neighborhood greenway west of 52<sup>nd</sup> Avenue?
- Treatment for gravel streets?



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# Transportation Priorities

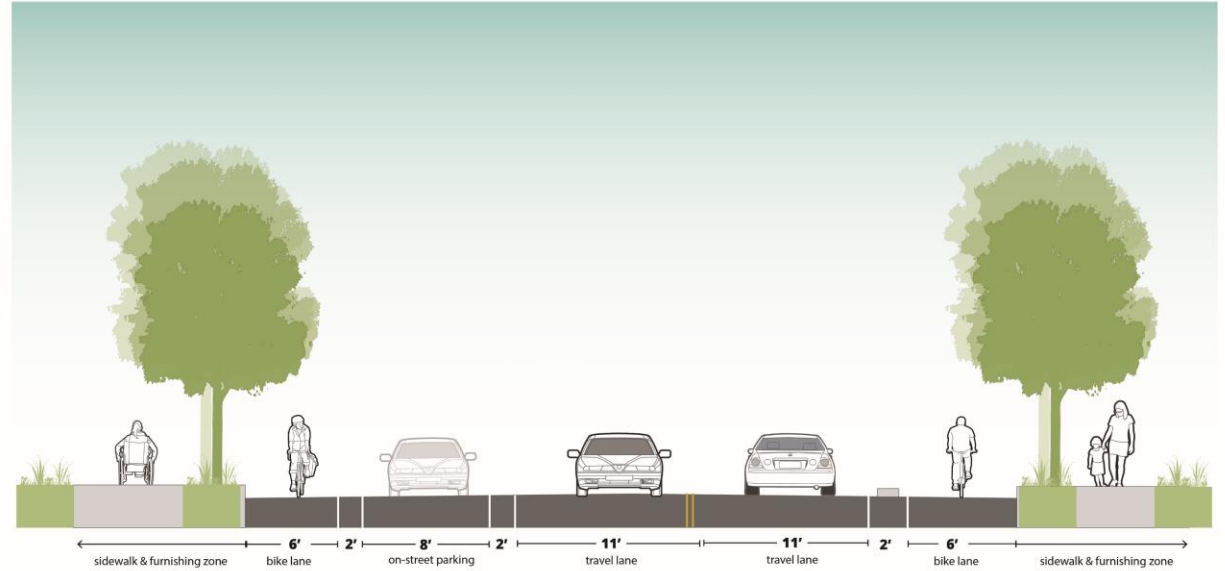
## 52<sup>nd</sup> Avenue (Duke-Flavel)

- 48' wide
- Scheduled for repaving



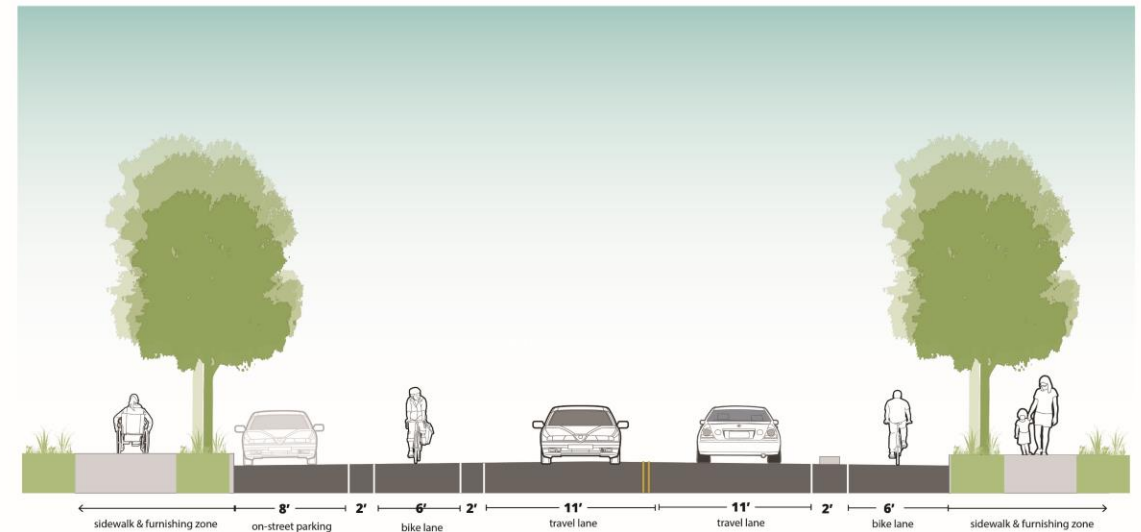
## 52ND (DUKE-FLAVEL)

Parking Protected Bike Lane Option



## 52ND (DUKE-FLAVEL)

Buffered/Protected Bike Lane Option



# Transportation Priorities

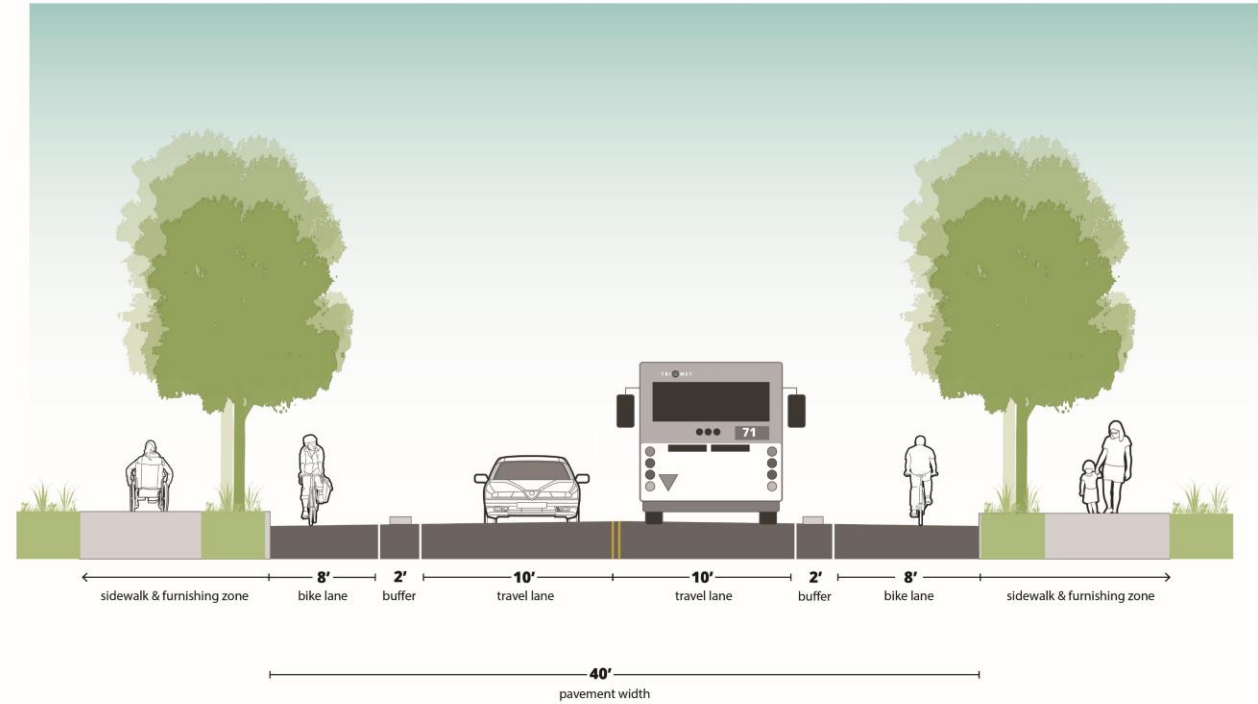
## 52<sup>nd</sup> Avenue (North of Duke)

- 40' wide curb-to-curb
- To improve bike facilities, full parking removal necessary



## 52ND AVENUE

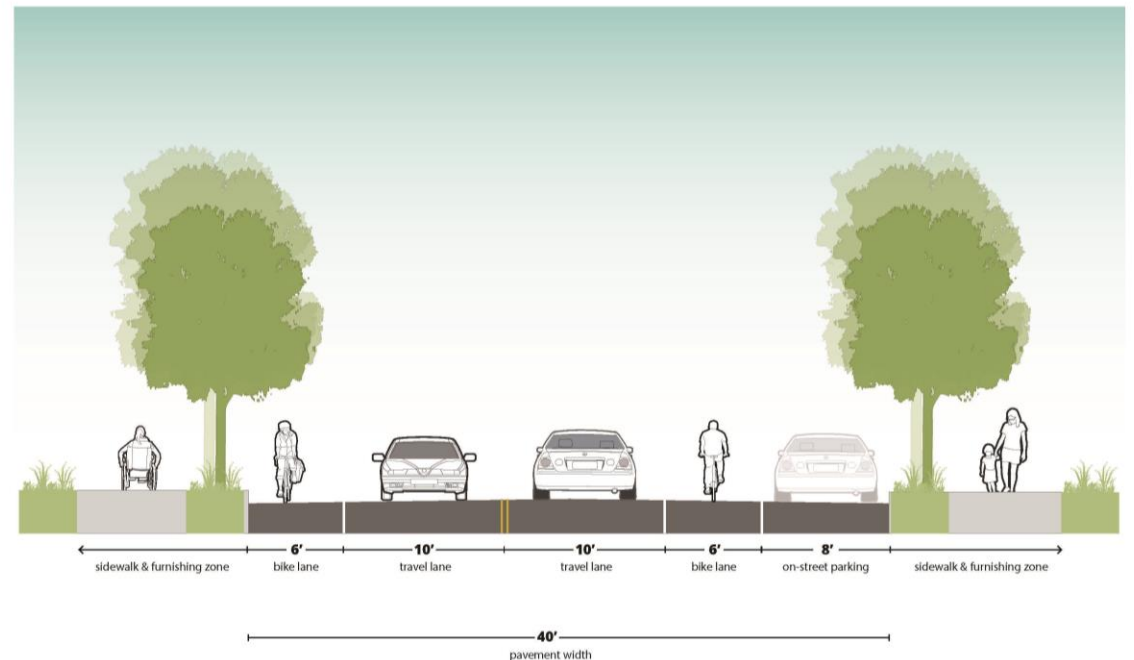
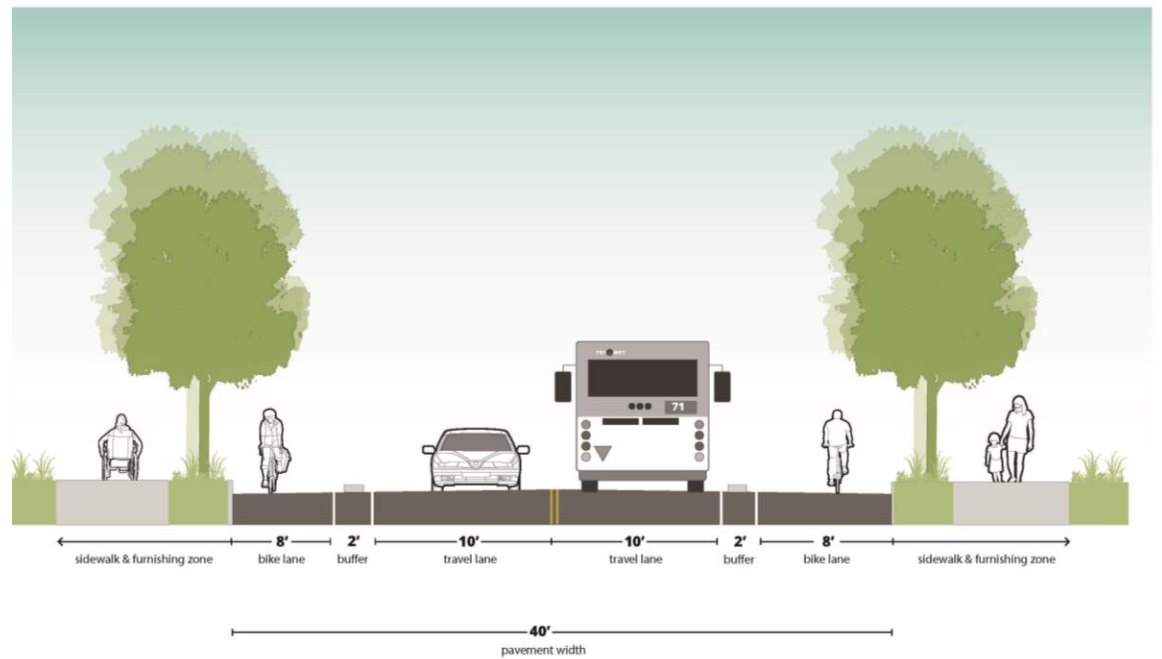
Buffered/Protected Bike Lanes



# Transportation Priorities

## 72<sup>nd</sup> Avenue

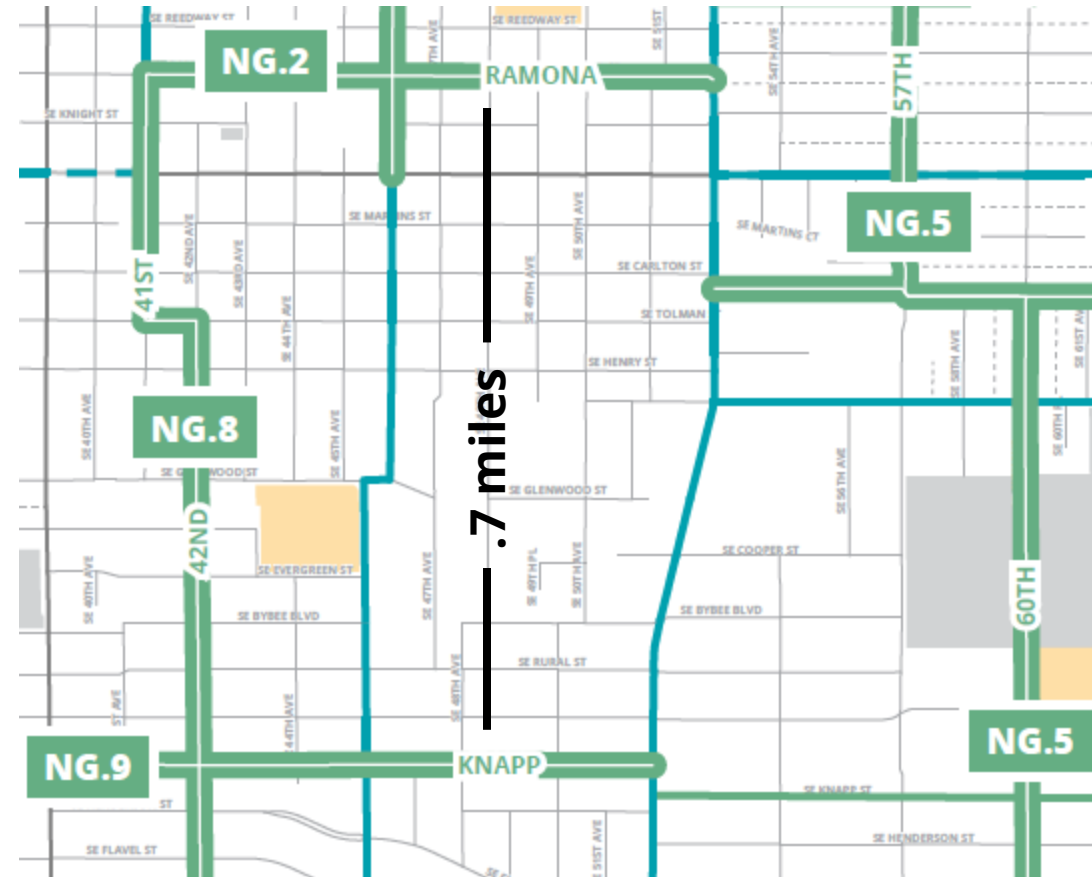
- 40' wide curb-to-curb
- Adding bike facilities requires full parking removal or having substandard bike facilities (like currently on 52<sup>nd</sup> Avenue)
- Parking removal could inhibit development
- Alternatives include 60s and 70s neighborhood greenways



# Transportation Priorities

## East-West Neighborhood Greenway

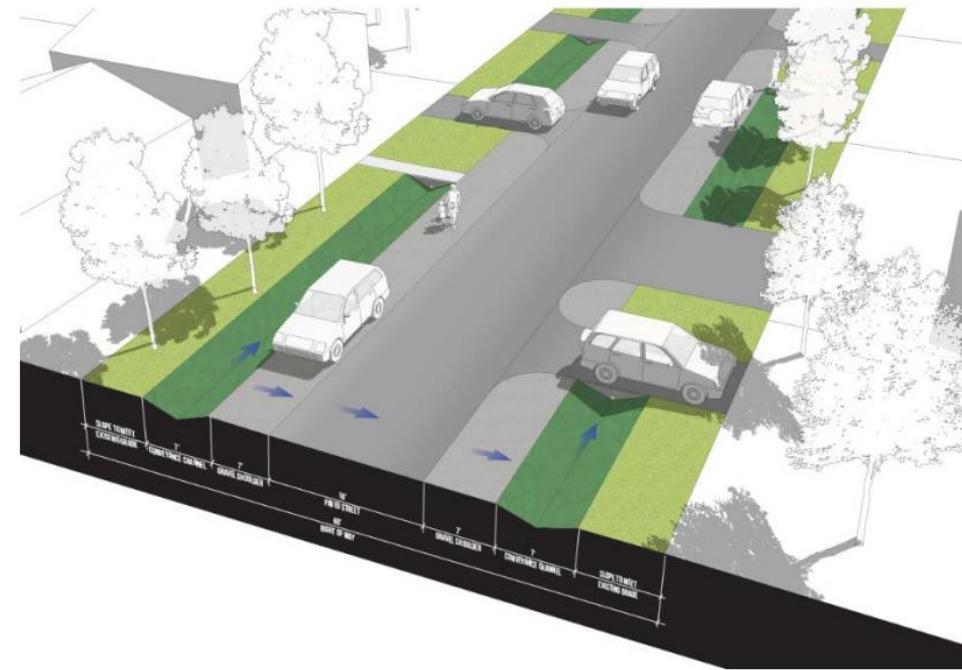
- Even with recommended improvements, there is still a gap in the east-west bikeway network between Ramona and Knapp
- Could extend Tolman NG (NG.5) to 42<sup>nd</sup>, but would require paving multiple blocks
- Other alternatives?



# Transportation Priorities

## Upgrading Gravel Streets

- We've reduced the number of gravel streets recommended for paving, but some would still benefit for bike network connectivity, accessibility, and traffic circulation
- Currently reviewing various alternative street designs that could be employed in Brentwood-Darlington
- Other alternatives/ideas?



Concept designs adopted in the Tryon-Stephens Headwaters Neighborhood Street Plan

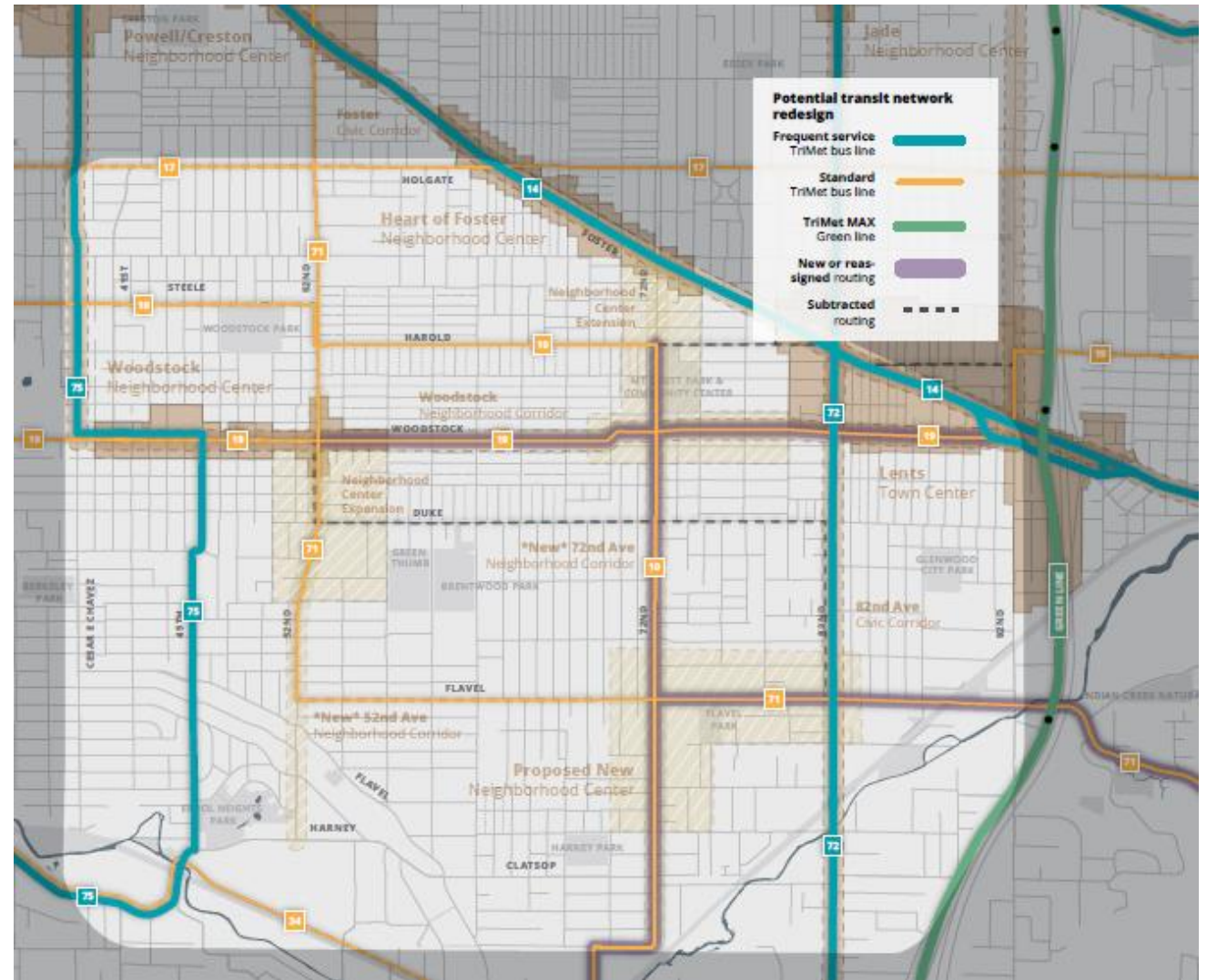




# Transportation Priorities

## Transit

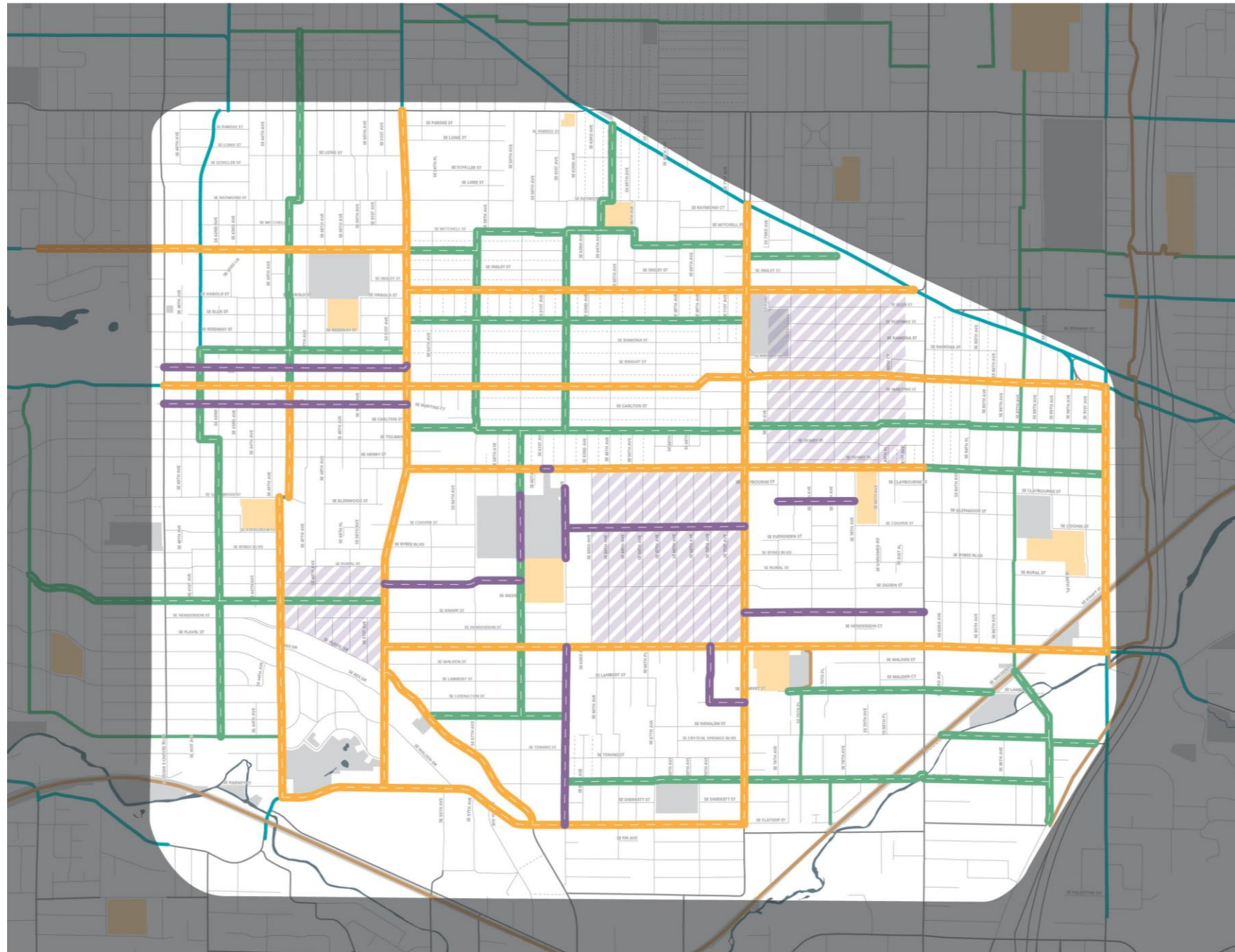
- Over the summer, TriMet has been analyzing potential bus network changes to better serve the community
- Project is called “Forward Together”
- TriMet considered the Lower SE Rising analysis and feedback
- Many of the Forward Together recommendations align with ours
- Recommended changes will be made public soon
- PBOT will do additional analysis to inform feedback to TriMet on their proposal



*Transit network redesign proposed as part of the online open house*

# Moving to Prioritization

- Next step in process is determining what are the highest priority projects
- To do so, need to determine prioritization factors
- Will use factors to develop a Tier 1/2 list of projects
- More project development will occur on Tier 1 projects



# Transportation Priorities

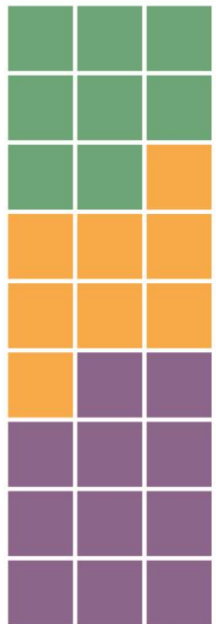
## Prioritizing projects for implementation

### Generate project list

based on community input, land use proposals, and network analysis

**WE  
ARE  
HERE**

#### PROPOSED PROJECTS



### Prioritize projects

based on community support, land use, safety, access to destinations, cost and feasibility

#### TIER 1



#### TIER 2



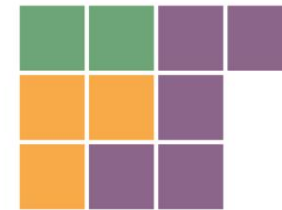
### Sort for appropriate funding source

based on cost of project

**LARGER (\$\$\$)  
GRANT PROGRAMS**  
e.g. RFFA



**SMALLER (\$) PROGRAMMATIC**  
e.g. Fixing Our Streets



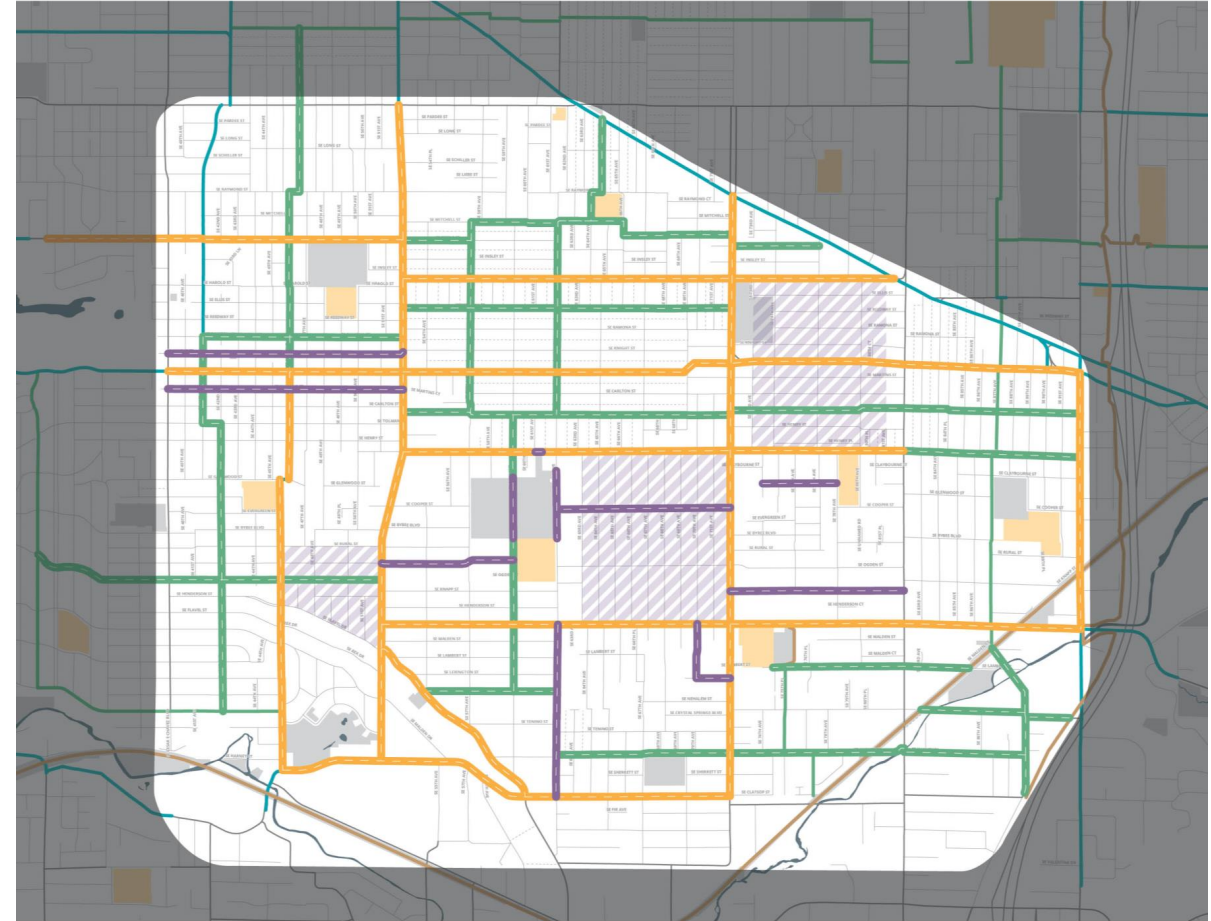
### FUND OPPORTUNISTICALLY



# Moving to Prioritization

## Potential Prioritization Factors:

- Complements Preferred Community Develop Scenario
- Safety benefit (on street with documented Vision Zero-type crashes)
- Project within/serves Brentwood-Darlington
- Improves access to parks, schools, and other key destinations
- Community support
- Cost/Feasibility
- Others?



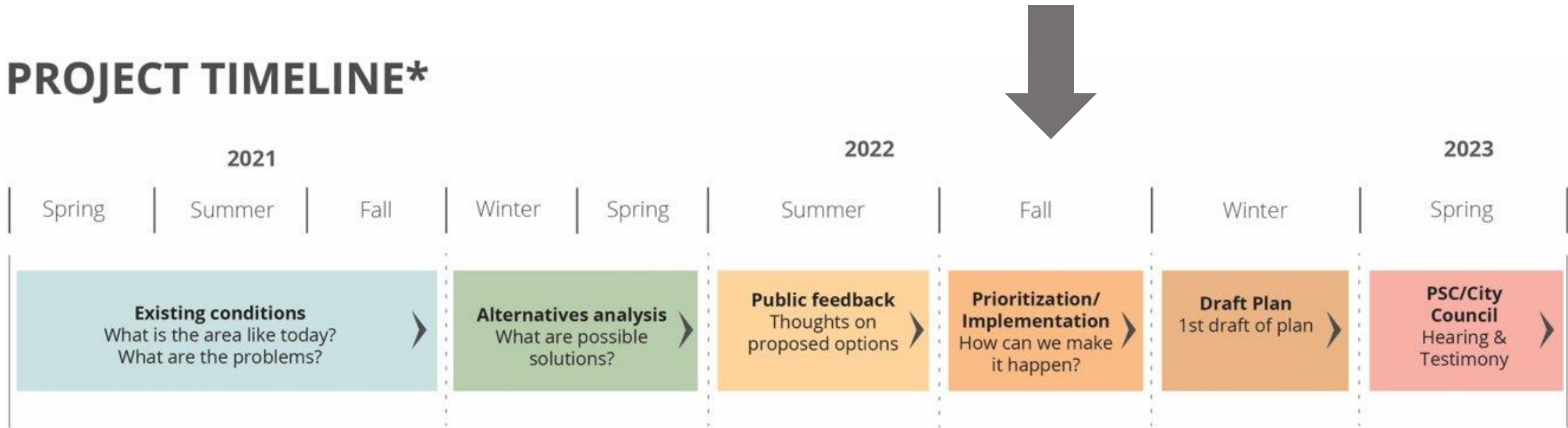
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# Timeline

## PROJECT TIMELINE\*



\*Timeline approximate and subject to change

# Next Steps

- Sharing preferred community development scenario and transportation projects with TAC in October
- Beginning to develop draft plan outline
- Next Committee meeting tentatively scheduled for **October 24, 2022**
  - Plan to share an update on refined maps/ project list, and anti-displacement work
  - Other ideas/requests?

Email: [LowSEPlan@portlandoregon.gov](mailto:LowSEPlan@portlandoregon.gov)

Website: <http://www.portland.gov/lower-se-rising>



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