



LOWER SOUTHEAST RISING

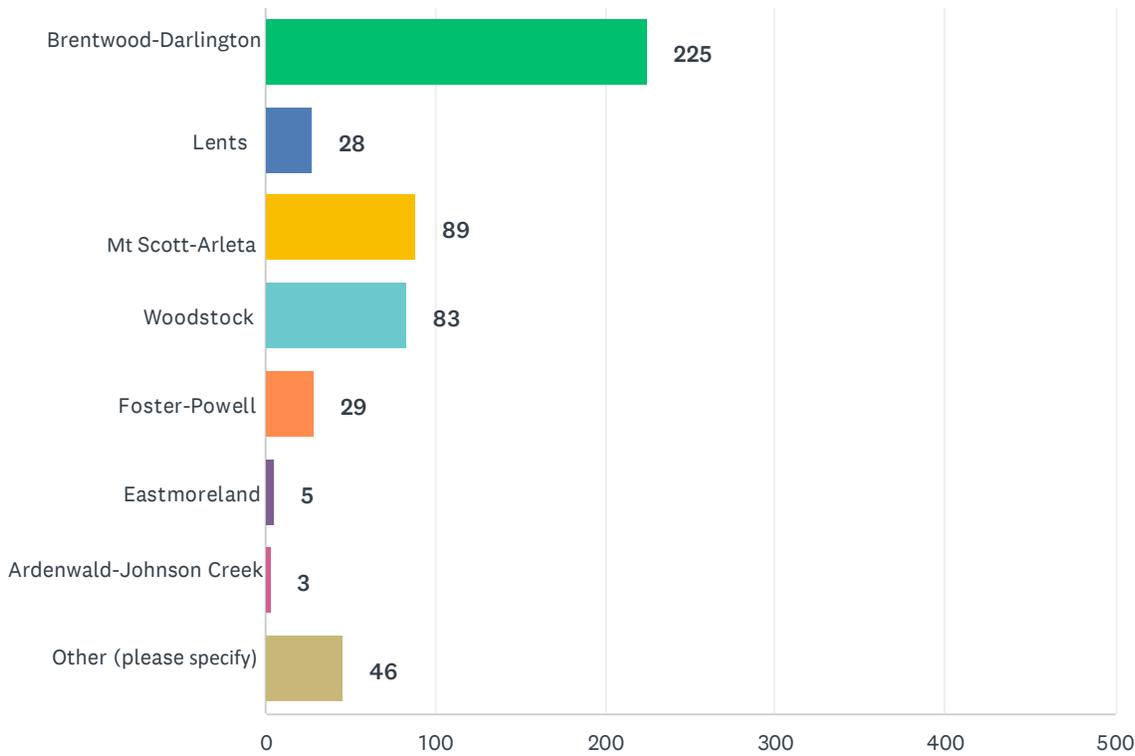
Public Involvement Summary for Spring-Summer 2022

Addendum: Full Survey Questions and Compiled Responses



Q1 First, please let us know the neighborhood where you currently live:

Answered: 508 Skipped: 9



ANSWER CHOICES	RESPONSES
Brentwood-Darlington	44.29% 225
Lents	5.51% 28
Mt. Scott-Arleta	17.52% 89
Woodstock	16.34% 83
Foster-Powell	5.71% 29
Eastmoreland	0.98% 5
Ardenwald-Johnson Creek	0.59% 3
Other (please specify)	9.06% 46
TOTAL	508

#	OTHER (PLEASE SPECIFY)	DATE
1	Buckman	7/10/2022 7:24 AM
2	Montavilla	6/30/2022 1:30 PM
3	Errol heights	6/13/2022 8:35 PM
4	Gateway	6/13/2022 7:41 PM

Lower Southeast Rising Area Plan: Online Open House Survey

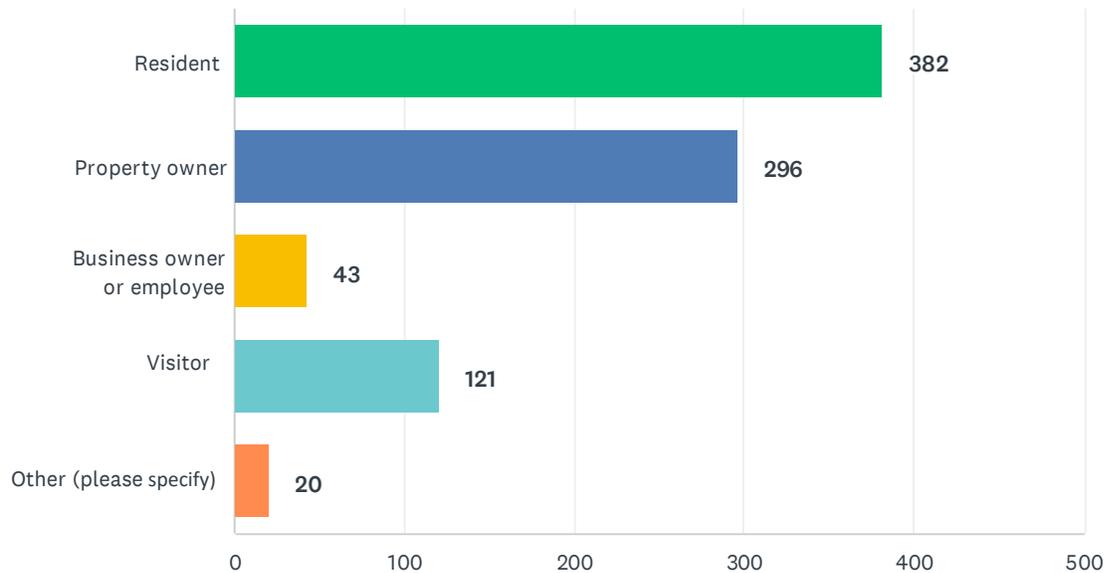
5	Errol Heights	6/13/2022 4:27 PM
6	sellwood	6/9/2022 3:02 PM
7	Westmoreland	6/7/2022 6:58 PM
8	Downtown	6/4/2022 4:47 PM
9	Ladds Addition	6/4/2022 10:18 AM
10	Kerns	6/3/2022 8:09 AM
11	Richmond	5/27/2022 1:10 PM
12	Sellwood	5/26/2022 12:49 PM
13	Buckman	5/26/2022 9:50 AM
14	Bridlemile	5/26/2022 8:55 AM
15	Rose City Park	5/26/2022 8:48 AM
16	Overlook	5/26/2022 8:38 AM
17	Hayhurst	5/25/2022 10:15 PM
18	Richmond neighborhood	5/25/2022 10:03 PM
19	Tabor	5/25/2022 8:45 PM
20	Richmond	5/25/2022 7:15 PM
21	Montavilla	5/25/2022 5:06 PM
22	Downtown	5/25/2022 4:55 PM
23	creston-kenilworth	5/25/2022 4:32 PM
24	North Portland	5/25/2022 4:29 PM
25	Woodlawn	5/25/2022 4:22 PM
26	Beaumont	5/25/2022 3:33 PM
27	Powellhusrt-Gilbert	5/25/2022 3:11 PM
28	Montavilla	5/25/2022 2:22 PM
29	Creston Kenilworth	5/25/2022 1:30 PM
30	Columbia, MO	5/25/2022 12:02 PM
31	I lived in Lents for 15 years but moved to Oregon City in 2021	5/25/2022 7:51 AM
32	Buckman	5/24/2022 1:42 PM
33	Buckman	5/24/2022 1:32 PM
34	South tabor near Foster Powell and Mt. Scott Arleta	5/23/2022 3:40 PM
35	Creston-Kenilworth	5/23/2022 1:07 PM
36	Powell / Centennial	5/21/2022 6:29 AM
37	I live in Errol Heights.	5/20/2022 3:23 PM
38	King	5/20/2022 2:06 PM
39	Creston-Kenilworth	5/20/2022 1:36 PM
40	Mill Park	5/20/2022 12:30 PM
41	U	5/20/2022 10:56 AM

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42	Errol Heights	5/20/2022 10:31 AM
43	Carlton and 60th	5/20/2022 10:05 AM
44	Powellhurst-Gilbert	5/20/2022 7:47 AM
45	At the edge of Woodstock and Mt. Scott-Arleta	5/20/2022 1:22 AM
46	Mill park	5/19/2022 5:31 PM

Q2 What is your relationship to the Lower Southeast Rising Project Area (Please select all that apply below)

Answered: 508 Skipped: 9



ANSWER CHOICES	RESPONSES
Resident	75.20% 382
Property owner	58.27% 296
Business owner or employee	8.46% 43
Visitor (for shopping, recreation, community activities, school, etc.)	23.82% 121
Other (please specify)	3.94% 20
Total Respondents: 508	

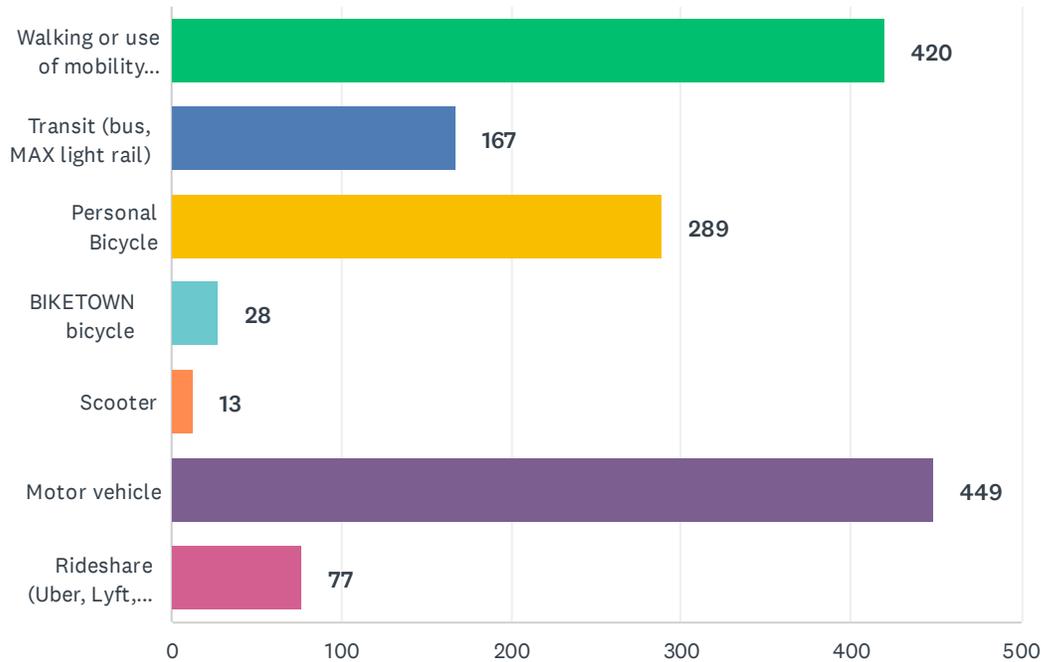
#	OTHER (PLEASE SPECIFY)	DATE
1	Volunteer Arleta Triangle	6/27/2022 10:38 PM
2	Work in the area daily and have family and friends In the area	6/23/2022 7:26 AM
3	Publicized project information until June 1, 2022	6/15/2022 6:27 PM
4	adjacent resident...i live just beyond the actual area of focus	6/14/2022 3:47 PM
5	Drive ride share	6/13/2022 7:41 PM
6	Concern for my neighborhood	6/11/2022 8:29 AM
7	transit rider	6/7/2022 6:59 PM
8	Former resident for 8 years	6/3/2022 8:09 AM
9	Bicycle Advisory Committee Member	5/26/2022 8:55 AM
10	What happens here will inspire development all over PDX	5/25/2022 10:03 PM

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11	my friends live there and we are next door in fopo	5/25/2022 8:46 PM
12	previous Resident and Property Owner	5/25/2022 7:51 AM
13	Will be moving to Mt Scott Arleta soon	5/24/2022 1:32 PM
14	Parent	5/21/2022 6:08 AM
15	Retired purchased home in small neighborhood 32 years ago with the PLAN OF LIVING IN A SMALL NEIGHBOURHOOD AS AN OLDER ADULT	5/20/2022 10:45 PM
16	Parent of student	5/20/2022 8:36 PM
17	Walking, exercising, biking	5/20/2022 10:31 AM
18	Business owner and homeowner in the neighborhood	5/20/2022 10:05 AM
19	I walk in that area for exercise and visit friends that live in the area	5/19/2022 8:07 PM
20	Visitor of many close friends in the area weekly	5/19/2022 5:31 PM

Q3 What mode(s) of transportation do you use at least once a month for travel in Portland? (Select all that apply.)

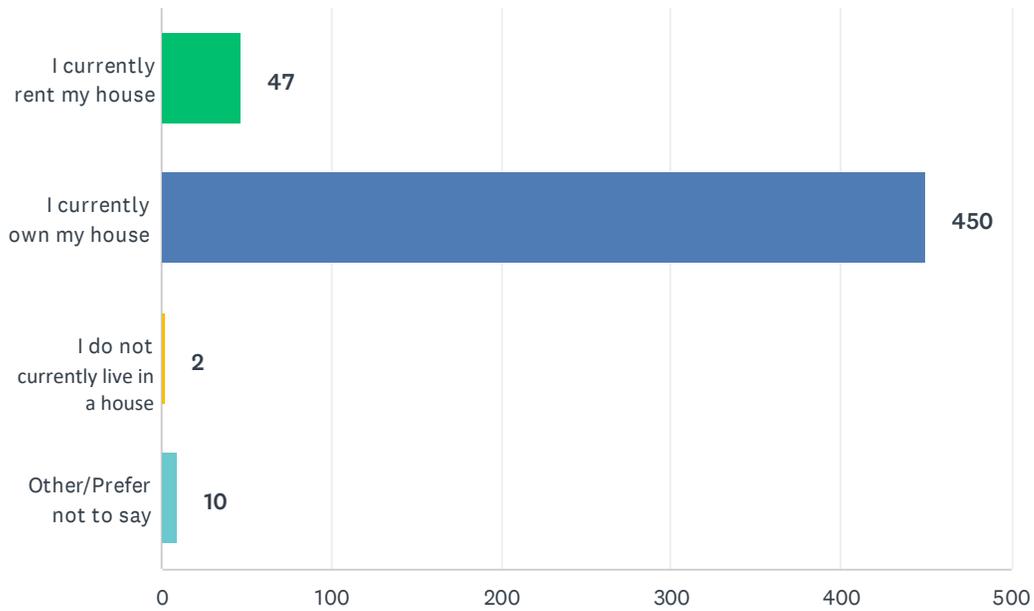
Answered: 506 Skipped: 11



ANSWER CHOICES	RESPONSES	
Walking or use of mobility device	83.00%	420
Transit (bus, MAX light rail)	33.00%	167
Personal Bicycle	57.11%	289
BIKETOWN bicycle	5.53%	28
Scooter	2.57%	13
Motor vehicle	88.74%	449
Rideshare (Uber, Lyft, etc.)	15.22%	77
Total Respondents: 506		

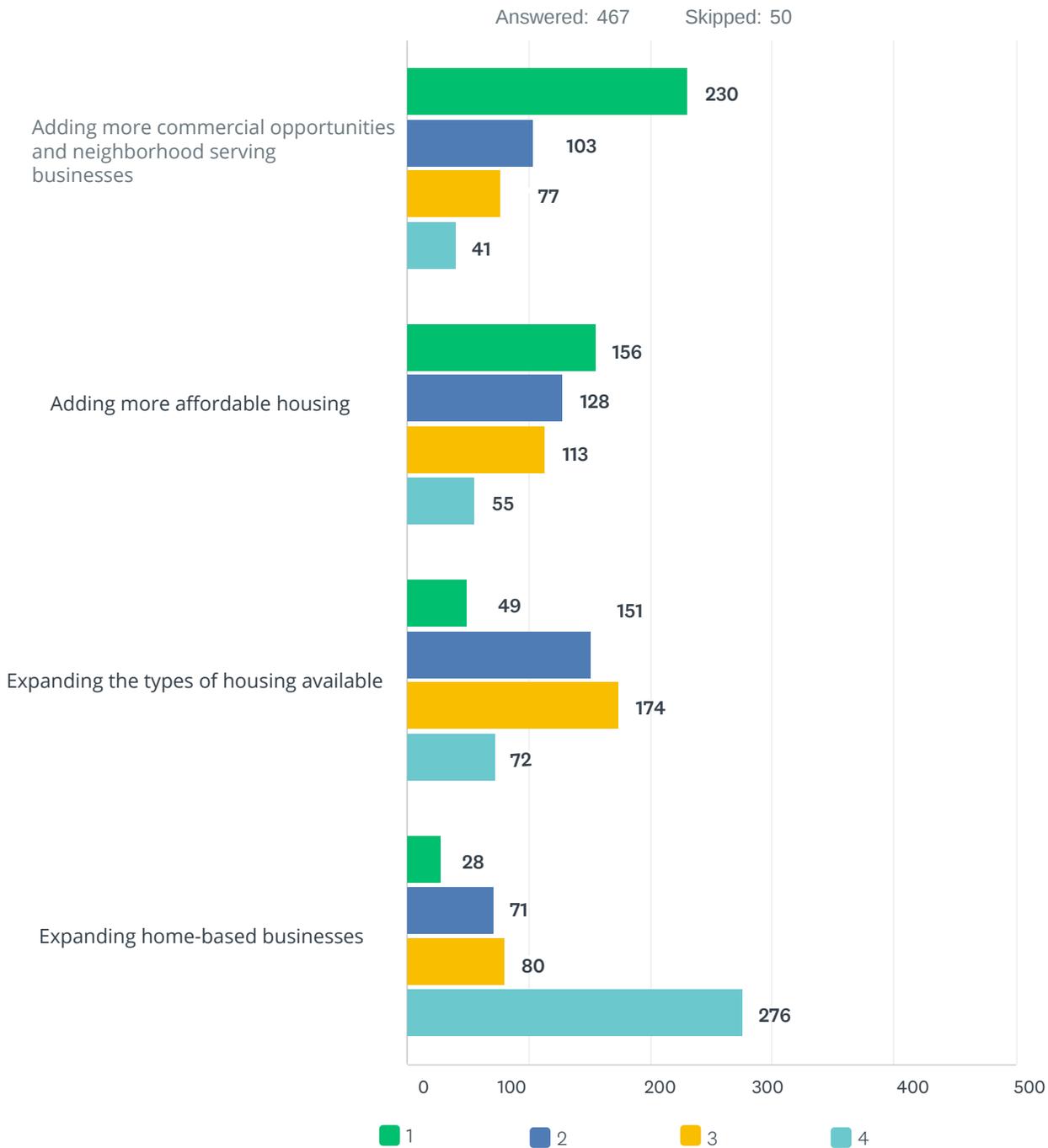
Q4 Which best describes your current housing situation?

Answered: 509 Skipped: 8



ANSWER CHOICES	RESPONSES	
I currently rent my house	9.23%	47
I currently own my house	88.41%	450
I do not currently live in a house	0.39%	2
Other/Prefer not to say	1.96%	10
TOTAL		509

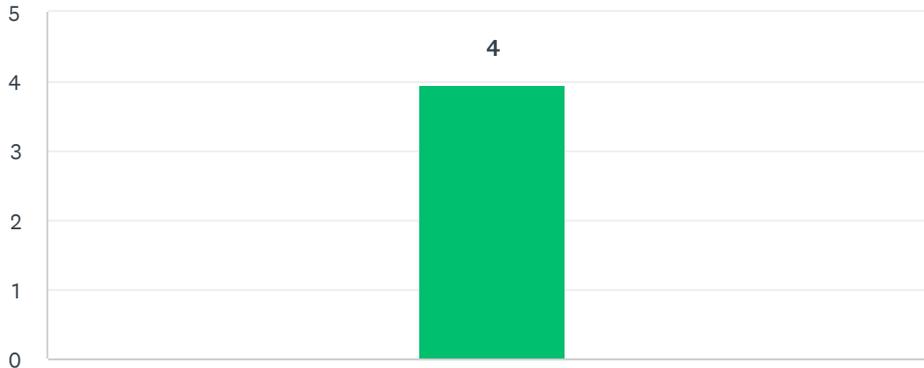
Q5 Overall, what do you think is the most important land use issue to address in the Lower Southeast Rising project? Please rank from most important (1) to least important.



	1	2	3	4	TOTAL
Adding more commercial opportunities and neighborhood serving businesses	51.00% 230	22.84% 103	17.07% 77	9.09% 41	451
Adding more affordable housing	34.51% 156	28.32% 128	25.00% 113	12.17% 55	452
Expanding the types of housing available	10.99% 49	33.86% 151	39.01% 174	16.14% 72	446
Expanding home-based businesses	6.15% 28	15.60% 71	17.58% 80	60.66% 276	455

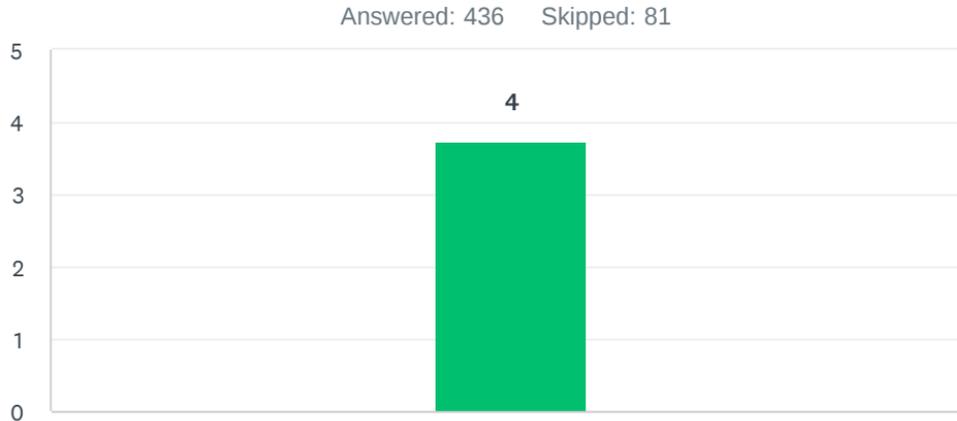
Q6 How important do you think it is to increase commercial opportunities= and neighborhood-serving businesses in Brentwood-Darlington, specifically=along SE 52nd and SE 72nd Avenues? (0 not important, 5 very important)

Answered: 455 Skipped: 62



ANSWER CHOICES	AVERAGE NUMBER	RESPONSES
	4	455
Total Respondents: 455		

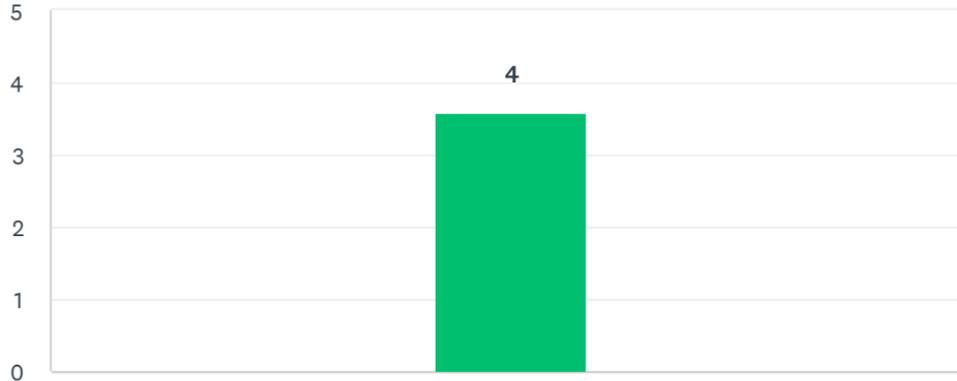
Q7 How supportive would you be of increasing affordable housing opportunities in the Lower Southeast Rising Project Area? (0 not important, 5 very important)



ANSWER CHOICES	AVERAGE NUMBER	RESPONSES
	4	436
Total Respondents: 436		

Q8 How important do you think it is to expand the housing types and choices in the Lower Southeast Rising Project Area? (0 not important, 5 very important)

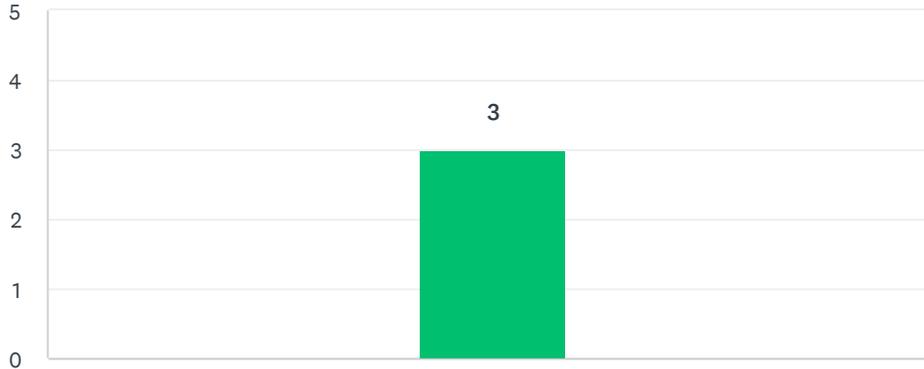
Answered: 414 Skipped: 103



ANSWER CHOICES	AVERAGE NUMBER	RESPONSES
	4	414
Total Respondents: 414		

Q9 How important do you think it is to provide home-based businesses the ability to expand in Brentwood-Darlington, particularly along SE 52nd and SE 72nd avenues? (0 not important, 5 very important)

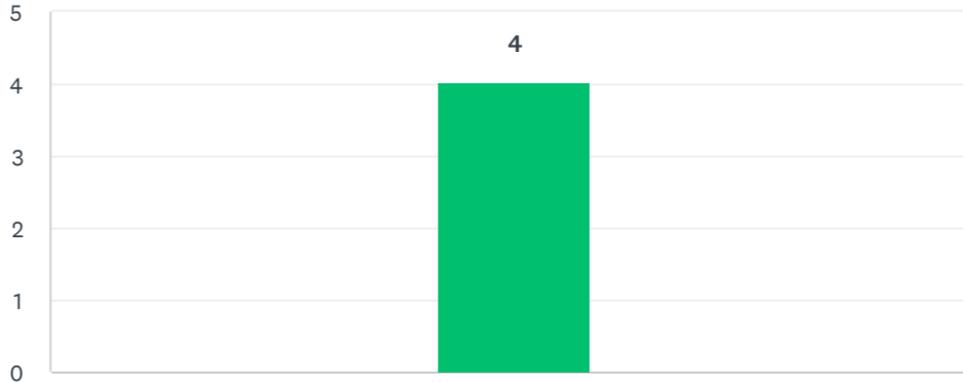
Answered: 367 Skipped: 150



ANSWER CHOICES	AVERAGE NUMBER	RESPONSES
	3	367
Total Respondents: 367		

Q10 How important do you think it is to encourage public and private investment in the Lower Southeast Rising Project Area?

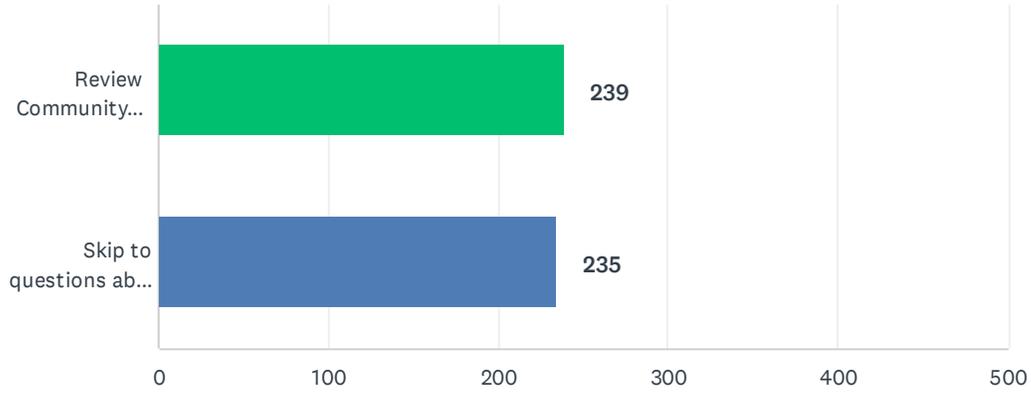
Answered: 436 Skipped: 81



ANSWER CHOICES	AVERAGE NUMBER	RESPONSES
	4	436
Total Respondents: 436		

Q11 Would you like to review the Community Development Scenarios or move on to answer questions about the scenarios?

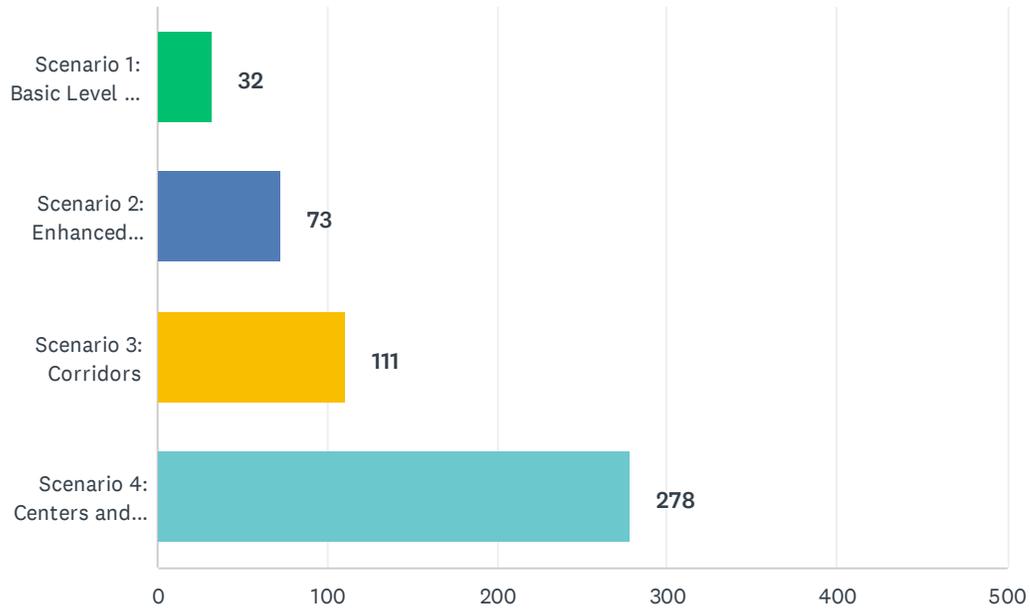
Answered: 474 Skipped: 43



ANSWER CHOICES	RESPONSES	
Review Community Development Scenarios	50.42%	239
Skip to questions about the scenarios	49.58%	235
TOTAL		474

Q12 Which of these scenarios do you feel would bring the most benefits to the community? Feel free to choose more than one.

Answered: 394 Skipped: 123



ANSWER CHOICES	RESPONSES	
Scenario 1: Basic Level of Service	8.12%	32
Scenario 2: Enhanced Commercial Intersections	18.53%	73
Scenario 3: Corridors	28.17%	111
Scenario 4: Centers and Corridors	70.56%	278
Total Respondents: 394		

Q13 Feel free to elaborate.

Answered: 148 Skipped: 369

#	RESPONSES	DATE
1	We need more businesses, places to eat, housing.	7/8/2022 7:17 AM
2	I want stores to walk to.	7/7/2022 8:15 AM
3	Having larger centers will increase businesses and decrease need to travel far for services	7/3/2022 3:28 PM
4	I support increasing density and multi-dwelling units along 52nd and 72nd, provided that transportation along these routes prioritizes active and public transportation. Please do not turn those streets (or Woodstock) into another Powell Blvd.	7/3/2022 11:08 AM
5	Expand the commercial and development opportunities further into the areas adjacent to 72nd Ave, Woodstock, Flavel, and Duke/52nd corridors. Please do not limit commercial opportunities to only properties facing these corridors and widen the zoning into adjacent side streets along these corridors. I am highly supportive of the scenarios presented in Scenario 4 to increase commercial and housing opportunities on 72nd Ave, Woodstock and Flavel. The proposal presents important connectivity, accessibility opportunities as well as increased local business centers to benefit current and future residents. Neighbors today have to travel too far for basic services that other residents of Portland take for granted.	6/30/2022 9:31 PM
6	Ensures gradual change, preserves ownership of housing opportunities, preserves existing housing stock as the most affordable housing whether rental or owned. Ownership proportion should be long range target to maintain.	6/29/2022 11:43 PM
7	I am most interested in seeing low-income housing, especially non-profit apartments where high number of low-income apartments provided	6/27/2022 10:47 PM
8	I would like to see the whole area improved and made safer for families	6/27/2022 9:18 PM
9	Provides connectivity to existing neighborhood centers (Woodstock & Heart of Foster) - thus, more likely to expedite development due to spillover effect. Ultimate goal is to create a "20 minute neighborhood" (hopefully, in my lifetime!)	6/26/2022 4:43 PM
10	Improvements to SE 52nd are needed from SE woodstock down to SE Harney. The hill between Flavel and Harney is unsafe for bikers and walkers. Love the idea of adding more commercial business to SE 52nd. I would like to see businesses like restaurants or shops. The current businesses (laundry mat, dispensery, convenience stores) aren't making this area a neighborhood center like Woodstock or foster.	6/23/2022 3:49 PM
11	Our concern is maintaining the quiet, blue collar neighborhood while investing in safer streets, sidewalks, trees investment and slowing down traffic.	6/21/2022 5:10 PM
12	All the development in SE has been at the expense of old growth shade tress hacked down for huge unaffordable housing.	6/18/2022 8:46 PM
13	B-D seems like it is on the cusp of becoming a wonderful place to live. We have often felt like a few more local options would be all it would take. If the complex is built at Flavel and 72nd, I hope that it includes dedicated space for young families. When my own children were young, we enjoyed the Woodstock and Holgate libraries and the Mt Scott community center, but drove to them. Having some of this type of amenity within walking distance would really help our neighborhood improve.	6/15/2022 6:41 PM
14	We need to fast-forward into a concept for our future that will reduce VMT, raise walk-bike rates, increase 'hood vibrancy.	6/15/2022 6:35 PM
15	This feels like the most meaningful impact of the options. That said, this doesn't feel like a huge change... 52nd and 72nd are already the main strips, and this doesn't increase access to those who are in between the major streets. Plus, without tearing down existing buildings or structures, it's hard to imagine how this will even feel different because those areas already have existing businesses. We need sidewalks in every neighborhood -- this isn't reflected.	6/15/2022 10:31 AM

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16	The community needs more local business and I would like to be able to walk to places to eat, drink, and shop. But I'm also nervous about building up the neighborhood too much.	6/14/2022 8:05 PM
17	I think more services that serve the community and offer them the services they need is important.	6/14/2022 3:52 PM
18	Ogden Street absolutely needs speed bumps and/or needs to be a walking/biking street only... because hundreds of people walk their dogs on Ogden Street to the dog park...and cars speed excessively on Ogden. It's a dangerous street for dog walkers but they do it anyway to avoid Duke Street and Flavel Street.	6/14/2022 1:21 PM
19	Everything I need in my neighborhood is accessible. It is a comfortable neighborhood with neighbors who care about each other. Bringing in business and overpopulating the neighborhood will destroy the lifestyle we have been enjoying.	6/13/2022 10:01 PM
20	Would love for even more commercial areas to be put in place,	6/13/2022 9:09 PM
21	We are a food desert and need more grocery stores, basic services like a hardware store, places to exercise, buy clothes, eateries. We Do NOT need more cannabis stores or bars or fast food or quick stops or liquor stores.	6/13/2022 4:29 PM
22	#4 seems to be the one that might take some of the burden off Woodstock Blvd West of 52nd, which is already far too congested, although I see downside as well. I bought the house I live in on 45th Ave near Woodstock Blvd 26 years ago and still love the neighborhood, but I am seeing changes that I fear are lowering the quality of life here.	6/13/2022 4:11 PM
23	I'm nervous about it getting too busy, but I like the idea of more access to commercial businesses	6/13/2022 4:02 PM
24	I live in the area that would be added to the Woodstock corridor and I would appreciate more density. I think it ends up being more cool stuff I can walk to, just expanding on fun stuff in 'downtown' Woodstock. We need more housing of all types.	6/13/2022 1:53 PM
25	INCLUDE FREE PARKING or don't bother with any of the scenarios. Always increase public safety by creating better and safer ways to be a pedestrian. Reduce traffic noise everywhere, which increases anxiety and anger with all people	6/11/2022 4:50 PM
26	I like having the idea of mixed-used neighborhoods and new centers. I live on 62nd and I really love the idea of having a more diverse area. Now I only wish 62nd would be considered too!	6/11/2022 10:09 AM
27	Concerned about increased traffic along 52nd if quantity of business areas are so dramatically increased. Perhaps one area of increase would be enough and create less traffic.	6/11/2022 8:58 AM
28	I do not think 1 goes far enough. Inclined toward options 2 and 3 to give enough benefit without overdeveloping and pricing out residents/homeowners.	6/10/2022 4:49 PM
29	the areas identified for improvement are in dire need of investment. Retail, restaurants, bars, daycare, grocery stores are all needed. Please ensure that projects also prioritize green space/ trees and landscaping. New developments should have to include greenspace/landscaping rather than building right up to the sidewalk--gross!	6/10/2022 3:13 PM
30	It would be great to see unsafe streets turned into vibrant community hubs. Also we would love to be able to walk to more businesses.	6/9/2022 7:37 PM
31	while i agree in theory with all these scenarios, ultimately any investment like this will lead directly to displacement of current low income renters and owners.	6/9/2022 3:07 PM
32	I really support a hybrid between Scenario 2 and 3. The existing situation is already close to Scenario 1. Building a mix of residential WITH commercial/ misc. services seems important. If more will be needed there is potential for Scenario 3 to 4 growth, but time will tell us. It is wise to choose Scenario 3 for growth in gradual steps with moderation. These "corridors" need to be modulated in width to mark important intersections and allow for enriching social cultural spaces/ experiences.	6/8/2022 9:47 PM
33	Scenario 4 most supports growing SE 72nd which is the heart of Brentwood-Darlington, which is and should be the focus of Lower SE Rising. There is an existing small oasis of shops, food carts, grocery store, etc. in a business district "desert". This street would be accessible by	6/8/2022 11:30 AM

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most B-D residents through walking and biking and is more central so should definitely be the focus area.

34	This area of the city could contribute a lot if it were developed into communities with access to services of various kinds & centers. I would benefit, too!	6/7/2022 7:08 PM
35	Community hubs and housing located along SE 72nd and Flavel would enable local commercial and social activity. Currently, these areas are not inviting or conducive to community activities. Unless these drastically change, the majority of this neighborhood will continue to commute to Clackamas for these needs.	6/5/2022 4:33 PM
36	I would love to see more businesses and people in the neighborhood.	6/5/2022 9:35 AM
37	The focus should include in neighborhood and not just on main drags like 52nd and 72nd. For people looking for more housing options within their neighborhood boundaries and not just on main streets where it might be too far for them to move or travel to	6/4/2022 11:10 PM
38	adds local business to serve residential, allows increase in affordable housing/apts/townhouses, makes them a travel corridor which hopefully increases public transit.	6/3/2022 10:08 AM
39	We need more housing and I support an increase at key intersections and limited corridors as shown in Scenario 3. Concerned 4 is likely to foster more opposition but encourage the city to do as much as possible to foster housing choice and opportunity	6/3/2022 8:14 AM
40	consider 72nd as the main corridor not 52nd.	6/3/2022 7:53 AM
41	These neighborhoods are used for transportation and built for transportation by vehicles. Having corridors would promote walking, biking and other commuting opportunities thus creating safer and interconnected communities. I would hope that these corridors would expand opportunities for local business owners rather than commercial to promote community prosperity rather than further gentrification of the neighborhoods.	6/2/2022 4:23 PM
42	The investment in developing 72nd Ave would be tremendous. That road is already used as a thru road to avoid 82nd so having the structure to support it would benefit everyone	6/2/2022 1:45 PM
43	Feels like a reasonable alternative to invest in the area without dramatically overhauling the character of the neighborhood and significantly increasing traffic	6/1/2022 10:30 PM
44	I think encouraging walkable development for people in the neighborhood is important. If there are businesses and growth on 52nd and 72nd I think the area will be cleaner and better kept, and the quality of life will be improved.	6/1/2022 9:32 PM
45	All buildings need to have loft over retail from here forward WITH PARKING FOR ALL RESIDENTS built into the complex	6/1/2022 8:27 PM
46	All of 52 from Woodstock to Flavel should be mixed use loft over retail.	6/1/2022 5:22 PM
47	More detail is needed. How will this be paid for? Will local realty tax be raised to fund these proposals?	6/1/2022 6:41 AM
48	The Brentwood-Darlington are currently lacks businesses and amenities and has few bus lines, and thus people drive to other parts of town for errands, shopping and entertainment. I like scenarios 3 and 4, with the caveats that transit and bike infrastructure would need to be expanded to encourage less driving, and with preservation or increase in affordable housing including for families and seniors on fixed incomes in the new corridors and centers.	5/30/2022 8:07 PM
49	Need for much greater proximity (aka walkable or bikeable on a very hot summer day) to small business hubs.	5/30/2022 1:35 PM
50	The main issue we have in Brentwood-Darling is a lack of transportation, so improving the bus system and adding bike lanes is imperative to allowing residents to go to work. The main issue in Portland is with a lack of diversity and affordable housing. Although I prefer to have the zoning issued fixed, it's more important to foster community in outer SE. We don't have a community out here. Portland is losing it's culture and fixing 72nd will make safer places for the people living here. Please try to prioritize the nonconforming commercial uses. It is ruining our neighborhood. There are so many illegal car repair shops near 64th and Harney -- there's at least 4. We need legal businesses here, not illegal chop shops.	5/30/2022 12:20 PM
51	Don't want a lot of build-up, making 72nd and 52nd look like too many other corridors in town,	5/28/2022 2:33 PM

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squeezing out local businesses, making it so only the rich and corporate can own property, taking away the neighborhoods character.

52	make more dense, mixed-use neighborhoods in Portland. Make this "city" a real city.	5/27/2022 11:36 AM
53	While the idea of developing complete neighborhood centers in the project area is appealing, the level of investment required is daunting. Given existing conditions, the corridors plan seems more plausible with fairly minor changes to transit routes, street layouts, and environmental services. Furthermore, I worry an effort to undertake the kind of upscaling in the project area that has been attempted in e.g. Lents would attract opposition from the neighborhood, leading to a typical Portland stalemate.	5/27/2022 10:46 AM
54	This one brings the most changes that we need to make these neighborhoods walkable and safe. But where are the protected bike lanes? Paint is not enough to keep bikers safe, particularly the parents who are biking with their children. Please add protected bike lanes!	5/27/2022 9:37 AM
55	The reason I like this neighborhood is because it is not crowded. Increasing the human density in the area is not an improvement. It will in fact make the area far less desirable.	5/27/2022 8:08 AM
56	Honestly it doesn't matter what happens but traffic control in all areas mentioned MUST be top of mind. As a resident on Woodstock, close to 72nd and 82nd, I am so sick of the drag race that my street has become. Even normal drivers go too fast! Traffic must be cared for. Speed bulbs, islands, round about at 72nd. Anything to slow traffic and make our street safe!	5/26/2022 8:17 PM
57	I am unsure of the property acquisition process to obtain housing and retail space. I don't like the idea of my neighbors having to give up their land to a greedy developer. An increase in middle-housing homeownership opportunities and increase in community services should be the top priority.	5/26/2022 7:04 PM
58	I would love to see 52nd avenue be more of a main street type of street, the way Woodstock Boulevard is now!	5/26/2022 6:47 PM
59	Anyone can feel the change in "tone" as they drive east on Flavel or Duke Streets, into areas where there are limited businesses, less trees, fewer multifamily houses and less green space. Mixed-use neighborhood spaces are desirable and what make this city great. Being able to walk your neighborhood and get your necessities improves quality of life. I love the idea of a new neighborhood center around Flavel and 72nd, and as someone who lives on Bybee Blvd near 52nd, I also like the idea of increased density and commercial use along 52nd avenue, if it is of value to the neighborhood.	5/26/2022 6:29 PM
60	As a resident that lives a block away from 72nd and Woodstock I can confidently say that most of the gun violence and crime in our neighborhood occurs at that intersection. This crime does not reflect the family-oriented atmosphere of the rest of the area and we badly need help in reforming it. I strongly support investing in and rezoning this area!!	5/26/2022 6:24 PM
61	Spread the love. I do not like segregating businesses into oasis in a desert of residential homes. I welcome more choices within walking distance in more places	5/26/2022 5:56 PM
62	We need this boost to revitalize our area.	5/26/2022 4:37 PM
63	Lower SE needs more housing density to meet the housing shortage. More residents will support more businesses, transit, and other services that people want. Without more residents, new businesses will not be supported, regardless of what is allowed by zoning.	5/26/2022 4:25 PM
64	I'm concerned about any investment just acceleration gentrification and displacement. Scenario 4 sounds great but feels like it would rapidly increase housing costs. Even scenario 3 feels like it would displace renters more quickly than the status quo	5/26/2022 2:41 PM
65	Enhancing the ability to stay within the neighborhood for shopping, recreation, and having a "third space" not associated with a business is important to the quality of life in a neighborhood. We have to leave our neighborhood for most services.	5/26/2022 12:30 PM
66	As is the neighborhood feels more like a suburb than a city. I walk to the grocery outlet, but it would be nice to have more businesses within walking distance. Additionally, I live adjacent to 72nd. It can be a very scary street to walk on. People drive erratically and fast. Crossing 72nd and Flavel in particular I feel like I have to say a prayer each time.	5/26/2022 11:41 AM
67	Scenario 2 falls a little shy if needed development while Scenario 4 would turn 72nd into another Division-like 'canyon' of overdevelopment.	5/26/2022 9:23 AM

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68	Provides the most opportunities for neighborhood and community engagement.	5/26/2022 9:23 AM
69	This question feels patronizing, PBOT and BPS staff know what is most likely to benefit the community and what is in the many plans and policies that have been adopted. If there is only funding to get to scenario 2 and the desire by residents for scenario 4 how is that going to help anyone?	5/26/2022 9:11 AM
70	The Corridor approach is essential, connecting areas to create vibrant commercial activity & access from residential areas. The Centers & Corridors plan improves even more on this idea, bu connecting 52nd to the already vibrant Woodstock Center.	5/26/2022 8:57 AM
71	Scenario 4 would provide the largest increase in housing and the most improvement in safety for bicyclists and pedestrians.	5/26/2022 8:51 AM
72	Provides the most opportunity for housing and growth of businesses	5/26/2022 8:42 AM
73	please find a better way to include maps in your surveys, these are almost impossible to see.	5/26/2022 7:49 AM
74	I believe it's important to further support business/ commerce in balance with keeping a community feel and not increasing crime, noise and litter.	5/25/2022 10:51 PM
75	There is so much single family housing in this area that there are so few economic opportunities. It would be great for denser business and housing options similarly to whats happening on N Williams/N Vancouver. People want to live near these centers because of access to businesses, bikeability, and transportation.	5/25/2022 10:25 PM
76	Think big and dream big. We need to make density, ease of multimodal travel as easy as possible; make it harder to drive so that folks can live and work in the communities.	5/25/2022 10:07 PM
77	Love the corridor idea. Would love to see more tree plantings and safer bike ways too.	5/25/2022 7:00 PM
78	Mt. Scott-Arleta is denser than most of Portland but is underserved in terms of commercial and retail opportunities and biking and walking infrastructure. In short, it has all the drawbacks of density but none of the benefits. Only massive investment in new businesses and better infrastructure will be adequate to provide the neighborhood with services commensurate with its density.	5/25/2022 6:10 PM
79	If any work is going to be done, I don't really see the point is just making enhancements to some intersections or corridors (scenarios 2 & 3). While scenario 4 is the most likely to be seen as the biggest disruption to the neighborhood, it also provides the most potential for the overall betterment of the entire area. And reviewing the matrix, it seems to be the option that most meets ALL of the goals of the project	5/25/2022 5:15 PM
80	This plan comes closest to making progress on our city's housing crisis and provides local amenities to make a dent in our region's VMT.	5/25/2022 4:39 PM
81	If there are people and businesses in Portland, give them place to live and do business. It is so expensive in this city and that's partly due to artificial restrictions on building (UGB, zoning). By allowing more density, more residences, more businesses, things should become more affordable across the city	5/25/2022 4:33 PM
82	Don't see them as a good thing	5/25/2022 4:30 PM
83	Let's make these neighborhoods full and complete walkable neighborhoods. And lets make them as safe as possible for children and elderly folks who want/ need to walk/ bike/ take transit. Lower speed limits, buffered and protected bikes lanes, trees, etc.	5/25/2022 4:26 PM
84	Better transit, more housing and housing options, improved connections - this would be a win-win-win.	5/25/2022 2:24 PM
85	82nd needs help, 52nd is fine	5/25/2022 11:24 AM
86	Corridors slow transit, traffic, and movement across the city while putting too many pedestrians and cyclist into conflict with road users.	5/25/2022 11:04 AM
87	I want a plan that will allow expansion for multi unit housing and affordable housing while balancing that desire with a need to keep gentrification down so the folks who are already in the neighborhood can stay	5/25/2022 10:59 AM
88	It would be nice to have a more walkable and bikeable corridor I my neighborhood. I would visit more businesses near my home if it felt safer from traffic. Also I would love to see more native	5/25/2022 10:38 AM

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trees and planted spaces along the roads.

89	With expansion of corridors comes a need for better public transportation and roads. Adding more public transportation and biking lanes will allow cheaper transport options for residents.	5/25/2022 7:55 AM
90	Why is there no mention of slowing down the dangerous traffic in se Clatsop st. ? We have THE busiest street in the area noted in the scenarios but the street is not even marked on the map. We are tired of the dangerous traffic and speeders with no sidewalks on our street!! We feel a lack of consideration over the years due to the fact that it is a low income area with many residents or homeowners unable or unwilling to make improvements to their properties. However, we have experienced an influx of new home builds and owners in the area surrounding se Clatsop in addition to the new dwellings on Clatsop street. Please consider either speed humps or some other way to slow down the traffic such as park island circles spread throughout the stretch between Flavel drive and 72nd. , bike lanes and ADA compliant sidewalks would also be a welcome improvement!! Thank you. DW-	5/25/2022 6:33 AM
91	I have lived here for 12 years. We deal with addicts, speeding cars and generally somewhat outlawish behavior on a DAILY basis. I have always felt that the ONLY way to really get to a better place with this neighborhood, ESPECIALLY along a corridor like 72nd near an elementary school is for the city to INVEST money here. The tone of this area in Portland is like this because people think it is a forgotten part of the city. However, it is FILLED with families and children who want to feel like we are cared about by public officials.	5/24/2022 9:05 PM
92	Investing in centers and corridors appears to allow for the most investment, public and private	5/24/2022 6:55 PM
93	Your evaluation matrix sort of answers this question, seems clear this scenario has the greatest benefit across the project goals.	5/24/2022 1:49 PM
94	Housing is clearly an issue everywhere, no need to dive in there. But the infrastructure through both corridors/areas needs to be upgraded to support even the current usage.	5/24/2022 8:45 AM
95	Clean up and move houseless on the spring water corridor. Remove park cars used for sleeping. Sidewalks are a huge need but not 6 ft wide. That's a waste of valuable earth space for greener!	5/24/2022 7:32 AM
96	3 and 4 are unrealistic and will have to be scaled back at some point in the project, or they will fall apart by themselves.	5/24/2022 7:26 AM
97	I encourage higher density housing in centers, close to services and transit, instead of a haphazard development which encourages dependence on cars. However, I'm still concerned about any absence of off-street parking and streets becoming overly congested.	5/23/2022 1:52 PM
98	I feel it is important to have services available in the places that people live. If you can walk to hair salons, grocery stores, restaurants, etc, you decrease the need to drive.	5/23/2022 11:24 AM
99	I would prefer to see an increase in mixed use rather than apartment-only zones, especially in the Duke/52nd area.	5/23/2022 8:34 AM
100	I would especially love to see SE Flavel St & 72nd intersection area developed in Scenario 4. I think Scenario 4 would help develop this area of the SE most effectively and makes this neighborhood livable, safe and walkable.	5/22/2022 9:09 PM
101	Scenario 4 offers the most comprehensive approach to an area that is severely lacking in community amenities, diversity of housing options and lack of transportation options. It will also stimulate economic growth and vibrancy through the proposed centers.	5/22/2022 9:08 PM
102	More diversity of business and housing opportunities for families would bring a lot of good to our neighborhood.	5/22/2022 3:18 PM
103	Having experienced Portland's corridor improvements around the city, I've not been impressed. In fact, those same improvements have dissuaded me from interacting and enjoying the areas like I used to. I rarely visit places like N Williams anymore.	5/22/2022 2:55 PM
104	Having moved from near SE Powell & 26th, I saw and felt the negative visual and street level impacts of creating and then consolidating irregular zones (affordable housing etc.).	5/22/2022 11:13 AM
105	I'd like to see more commercial use in the neighborhood, but I am worried the extra business will attract a lot of traffic. Maybe corridors will somehow keep traffic flowing and safe. My kids walk everywhere and I already worry about them, especially on bikes.	5/22/2022 1:11 AM

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106	If we're going to invest in the neighborhood, may as well ask for everything and see what we can get!	5/21/2022 9:50 PM
107	need to maximize development opportunity	5/21/2022 9:34 PM
108	Having walkable/bike friendly, safe access to retail shops and food is important to me.	5/21/2022 12:07 PM
109	I think this would benefit the community greatly. However, concerns I have are about demolishing historical homes, increased traffic and congestion and additional crime or issues related to affordable housing. Unfortunately, that is a pattern we've seen in other cities.	5/21/2022 11:45 AM
110	I would love to see more community development and local businesses in the Brentwood-Darlington area, which has almost none.	5/21/2022 11:39 AM
111	I live on 72nd. Speeding all night up and down 72nd. We need to stop their ability to speed up and down. That has not been addressed. That helps the "shooters" have free range.	5/21/2022 7:06 AM
112	It's fine right now. Adding more people will only degrade the experience of living here. DO NOT issue any more building permits. We won't have enough water for one thing.	5/21/2022 7:00 AM
113	Don't make any changes. Your changes so far have made this area WORSE. Especially what you did to Foster Road. Flavel drive is a nightmare causing people to fly through the residential streets. 46th ave hill is a death trap the way you put up hundreds of white sticks, restricting the turn ratio from side streets causing autos to turn into oncoming traffic that's why most a pevery stick is MISSING NOW!!! The lanes are too narrow and a bus doesn't fit and often is in oncoming traffic lane. NOBODY RIDES A BIKE ON THAT HILL!!!!!! The bike lane is insane to have there. The speed is FAR TO LOW TO EVEN COAST FROM THE TOP OF THE HILL, THE STREET WAS SAFER BEFORE YOU CREATED THIS M ONIGHTMARE	5/20/2022 10:57 PM
114	Let Lents absorb most of the commercial growth (it barely can support new commercial as it is!)	5/20/2022 8:38 PM
115	I would love to be able to support local businesses and see more community development in Brentwood Darlington, particularly because this part of the city has historically been neglected.	5/20/2022 6:05 PM
116	I am hopeful that this will spur development and make my neighborhood more walk-able.	5/20/2022 4:18 PM
117	I work from home and live very close to 72nd and Woodstock. Construction projects will seriously disrupt my ability to do my job. I need peace and quiet which is why I live here and not downtown.	5/20/2022 3:16 PM
118	The city needs to pay attention to this part of the city. Invest money, infrastructure, affordable housing. It's ridiculous for how long and how severely it's been ignored while Irvington and Eastmorland are preened and shown off. This is a real working class community, almost barely even that anymore, but we need services.	5/20/2022 2:47 PM
119	Scenario 2 allows businesses and denser housing to be located at key intersections but doesn't seek to wholesale change the character of the neighborhood from what residents have now. I live in the King neighborhood adjacent to the MLK Blvd and Williams district redevelopments and do NOT appreciate the 'urban canyon' effect of the newly built mixed used buildings. The corridor approach locates affordable housing along major streets and doesn't create a neighborhood at all. A neighborhood is built around nodes that decrease in density and building height in all directions. You cannot increase density and building height on a major street corridor without also stepping it up on the lesser feeder streets. I am expressing my concerns for Lower SE because I fear that what has happened on SE Division, N Williams, MLK, and in East Portland will be repeated on another part of the city that just wants basic improvements.	5/20/2022 2:14 PM
120	As a business owner on 72nd and Woodstock and a homeowner on 72nd and Woodstock I am extremely invested in improving pedestrian access, decreasing traffic violations, and ultimately allowing for a safer community. I would love to be involved if possible!	5/20/2022 2:03 PM
121	Corridors are home to many of us and we feel concerned that expanding businesses into these corridors would impact the amount of traffic and safety in front of our homes.	5/20/2022 1:49 PM
122	Incentivises walking the corridors	5/20/2022 1:40 PM
123	Scenario 1 seems like a progression of status quo. Not much business within walking/biking	5/20/2022 1:38 PM

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distance. Scenario 2 seems like an acknowledgement of the best parts of the neighborhood and fosters what is currently here. Scenario 3 seems like a burdening change, but comes with a lot of benefits that I would appreciate. Scenario 4 seems like a larger burden to with the same amount of benefits so it is pretty concerning. Basically, 3&4 have a blue bubble over the house I bought this year. I cannot imagine how that would affect my life and that worries me.

124	We need more sidewalks & more speed bumps/concrete barriers. The shootings have spiked and you'll never get new businesses here without addressing people racing & shooting in the streets.	5/20/2022 1:37 PM
125	Where are you going to build on these corridors? There isn't that much open space. Try fixing the roads, giving us sidewalks, and paving the gravel roads first.	5/20/2022 12:59 PM
126	Centers bring community. I love what 72nd and Foster has done for Foster-Powell. Brentwood-Darlington needs a center. Grocery Outlet is a community hub already, I would like to see that area developed and expanded upon. I am a Mexican immigrant and know of many Latinx ppl in the neighborhood. Having Three Sisters expanded and bringing some of the energy from the Mercado to this corner would be amazing!	5/20/2022 12:40 PM
127	I feel that every aspect of infrastructure for the present population including BIPOC is adequate. No one that I have ever met that lives in the lower southeast area of Portland moved here specifically because they were hoping the population density would increase. Increasing the population density has proved to be reason for increasing crime and decrease in livability in general. This is just an opportunity for developers and the city to force on want to change in this area. The only reason it's a population would increase it because you create more housing. If the housing is not built people will move into other areas, which is better for our area. this is not about being selfish. It's about appreciating things like lack of density, which again, only increases crime, pedestrian deaths and a greater burden on existing infrastructure like small grocery stores. The needs of the present population are already being met. If you increase the population then it will be a never ending cycle of increasing number of businesses to an ever increasing population.	5/20/2022 11:15 AM
128	The area around the coming Errol Heights Park includes some of the least accessible parts of Portland. Buses only come all the way down 52 late at night. So they aren't useful to my household and instead just disturb our sleep. I guess that's what this neighborhood gets for being poor. Gotta pay to pave our roads to get the city to stop holding the park hostage while the cut thru streets next to Woodstock will have the city pay for their roads to be paved. What a travesty this city's priorities are so out of whack. It is for this reason I think the city needs to encourage private \$ and small, green, business models a chance to thrive to help restore the areas along Flavel and at the bottom of Portland.	5/20/2022 10:41 AM
129	There is a strong desire in the neighborhood to gather and stay close to the area we love. And also to have those centers and corridors to feel SAFE for ALL business owners and residents.	5/20/2022 10:12 AM
130	As a resident and homeowner on 50th, south of Woodstock (Glenwood/Bybee) we like the idea of having more local small businesses in the neighbourhood, within walking distance. Our concern is two - increase in residential traffic and parking. Cars already use side streets as cut-through to avoid congestion and long waits at the 52nd and Woodstock intersection. We don't have sidewalks, pedestrians share the roads here with vehicles. There are a lot of hidden/blind corners (eg. Glenwood/48th to pedestrian lane to Lewis) and/or intersections with no traffic signs (martins and 50th) where traffic is already cutting through. Adding more volume along these side roads without looking after pedestrian safety and keeping traffic using the corridors, rather than residential back streets needs to be considered. Thank you.	5/20/2022 10:09 AM
131	This whole neighborhood is lacking places for people to walk to, there isn't even a coffee shop. It would be nice to have a few places walkable.	5/20/2022 9:38 AM
132	I feel like scenario 1 does too little and scenario 4 may be too much.	5/20/2022 9:07 AM
133	72nd is basically a highway today. No amount of speed limits and barrels will change that. The way forward is to develop things, like happened on Division.	5/20/2022 8:34 AM
134	I feel like this area of the community is neglected. Flavel park is bland and the corner stores don't necessarily scream safety.	5/20/2022 7:46 AM
135	I live in SE 52nd and need to travel by car to reach most services. I would love a WALKABLE and safe neighborhood, with easy access to services. My main concern currently and with any of these plans is pedestrian/biker safety in the neighborhood. The intersection at 52nd and	5/20/2022 6:48 AM

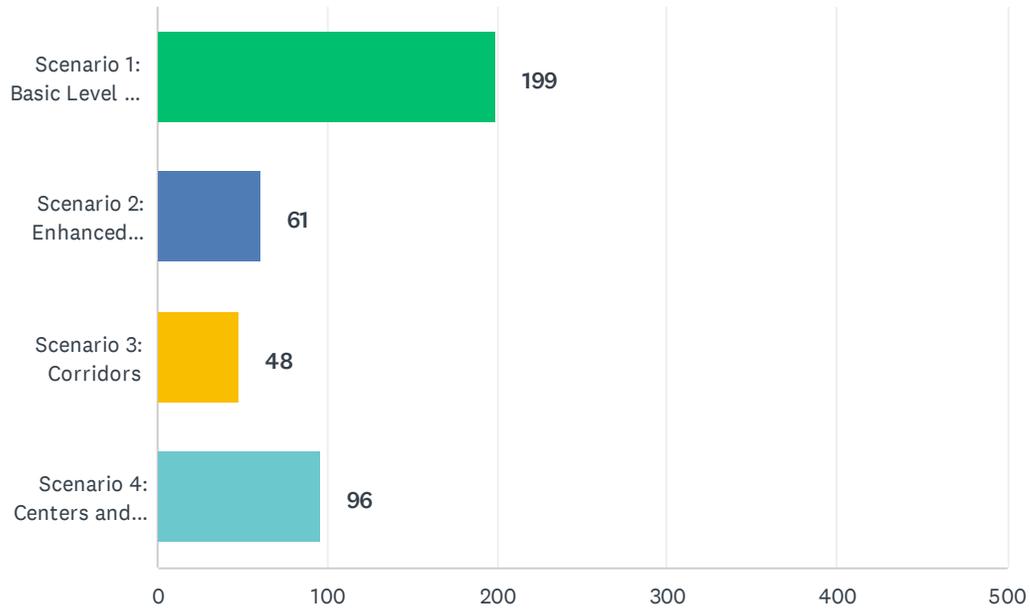
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Harney is very dangerous. People don't understand the 2 way stop, there are often accidents.= People speed. I have a child and pets and there are many snap children who live nearby and I= am very afraid for them. The stop sign needs to be a 3 way stop or their needs to be speed= bumps on the lower end of 52nd. Im hoping developing this area into a corridor will improve= walkability and safety (my top concern). Increasing business opportunities would be an added= bonus.

136	More city-centers and gathering places. More community-oriented infrastructure.	5/20/2022 12:42 AM
137	One of the downsides to this neighborhood is not really being able to walk to anywhere= interesting. I would love to see more mixed use buildings out on the corridor streets, that= provide affordable housing options for people while cleaning up the esthetic of the street and= providing more cafe/restaurant options. Some sidewalks on neighborhood streets would be= nice too; technically, the city promised to build them when we were annexed some 50+ years= ago. Time to hold up your end of the bargain	5/19/2022 11:40 PM
138	52nd is kind of a dead space with a lot of potential	5/19/2022 11:06 PM
139	This would benefit the community immensely, we need more options here!	5/19/2022 10:10 PM
140	Although we just recently bought our home in Brentwood-Darlington, I've lived in or around the= neighborhood at various times over the last 11 years or so. The neighborhood has come a very= long way in recent years, and there's a lot of very real but still mostly untapped potential to= make this an even more liveable neighborhood. I feel strongly that scenario 4 offers the best= plan for unlocking that potential, in particular the expansion/establishment of centers on= 52nd/Woodstock and 72nd/Flavel.	5/19/2022 9:55 PM
141	I really believe that Brentwood Darlington has been severely forgotten in almost every way. I= think it is important to advocate for the highest level of investment in the area. I can see our= neighborhood becoming a place in which other residents of the city wish to visit and spend= time in. I can see the current residents being able to be proud of what our neighborhood has to= offer the city. We need centers and corridors as well as updated transportation infrastructure.= 72nd and Flavel is an important place to begin, those of us living in this area need more= options, for food, leisure, more businesses. We are always having to drive to other= neighborhoods to find the things we need.	5/19/2022 9:31 PM
142	As a long-term Portland resident, I chose to buy a house in the city because I believe in= multimodal transportation, housing density, and a city planning approach that prioritizes equity= and sustainability. Scenario 4 creates the type of neighborhood I want to live in, where I can= meet my daily needs without driving a car and live among a vibrant and diverse community.= Scenario 4 is clearly the best approach to meeting the needs of the greatest number of= Portlanders, especially low-income and differently-abled residents.	5/19/2022 6:04 PM
143	We support development and commercial infrastructure along 52nd and 72nd!	5/19/2022 5:31 PM
144	A community center area on 72 and Flavel is MUCH NEEDED. These areas have been ignored= for so long and have so much potential. We just watch other neighborhoods get fancy bioswels= and biketowns, while we have nothing. I do worry about traffic impact and affordability. I don't= want us to be YET ANOTHER Hawthorne, Alberta, Williams, inner Division, etc. We have real= diversity and varied interests here and that should remain the priority which means outside= interest like California and Texas land developers are NOT thinking in our best interest. I don't= want to just see more cookie cutter brick mixed use, with the same now local-chain and= overpriced shops (think Salt and Straw and any bar with \$17 cocktails).	5/19/2022 5:08 PM
145	No Benefits to the Lents Neighborhood	5/19/2022 4:58 PM
146	it's disheartening that Woodstock (ie: the wealthiest subsection in this area) gets much of the= focus. that's not equity. i feel like scenario 4 is the only one that actually tries to create space= and growth in 72/Flavel area it's so needed in.	5/19/2022 4:45 PM
147	This builds on existing trends and supports current needs.	5/19/2022 4:38 PM
148	I like a blend between scenarios 3 & 4 best, but would choose 4 over 3 if I have to choose= one. One question, scenario 4 shows some rezoning around the apostolic faith church, would= they go for that? It seems highly unlikely that the church would move and the potential long= term changes that would result from rezoning the church's properties and adjacent properties= seems like it might freak them out. Does scenario 4 create the risk that the church would push	5/14/2022 8:14 AM

Q14 Which of these scenarios do you think would create burdens or negatively impact the neighborhood? Feel free to choose more than one.

Answered: 311 Skipped: 206



ANSWER CHOICES	RESPONSES	
Scenario 1: Basic Level of Service	63.99%	199
Scenario 2: Enhanced Commercial Intersections	19.61%	61
Scenario 3: Corridors	15.43%	48
Scenario 4: Centers and Corridors	30.87%	96
Total Respondents: 311		

Q15 Feel free to elaborate

Answered: 145 Skipped: 372

#	RESPONSES	DATE
1	We need to aggressively invest into this area now!	7/8/2022 7:17 AM
2	The ways things are isn't great and Brentwood-Darlington is ignored by the City of Portland.	7/7/2022 8:15 AM
3	We can't meet our city's housing or climate goals with "basic services." I support big projects, but only if done well to improve the local community and increase walking, biking and public transit.	7/3/2022 11:08 AM
4	The status quo does not serve all residents and perpetuates threats to the safety and wellbeing of residents who utilize active transportation and transit options. People live here. It's not a cut through for freight and people commuting to the westside.	6/30/2022 9:31 PM
5	RIP 1 and 2 have already rezoned the entire area for multifamily. Growth projections are already met in spades. Only very limited Enhanced Commercial intersection with housing above should be carefully considered.	6/29/2022 11:43 PM
6	This seems to incorporate far too many apartments, increasing the traffic and entirely changing the feel and structure of the neighborhoods.	6/28/2022 8:54 PM
7	Concern of increased traffic and lack of tree cover. Need street trees and pocket parks with tree canopy.	6/27/2022 10:47 PM
8	All the streets that have had the condos on top of business have ruined the livability for current residence of the area it takes away parking and increases traffic and overall congestion. It seems to lead to more bars which increases drunk driving and increases vandalism and costs of rent and housing.	6/27/2022 9:18 PM
9	Arguably, all of the 4 Scenarios are better than the status quo since even Scenario #1 offers some transportation improvements. Therefore, I don't think that any of the 4 proposed scenarios would create more burdens/negatively impact the neighborhood MORE than the "do nothing" option.	6/26/2022 4:43 PM
10	Scenarios 1 and 2 do not address the needs of the neighborhood.	6/23/2022 3:49 PM
11	Increased Traffic and more inconvenience during construction and implementation.	6/23/2022 8:21 AM
12	Our neighborhoods have access to corridors already with Foster and Woodstock corridors providing essential shopping and dining and opportunities for services to our neighborhood. What we don't want to see is rising buildings and traffic and parking problems which, we believe will lead to the type of homeless encampments currently facing those neighborhoods.	6/21/2022 5:10 PM
13	Current status-quo is not accessible nor equitable. Senior citizens in wheelchairs, mothers with strollers, children on bikes and scooters, etc. should not have to navigate unsafe roads where there is no paving, no sidewalks, no traffic calming. It is unfair that tax-paying citizens out here have been neglected for so long, while more moneyed areas of Portland continue to get updates of bike lanes, bioswales, and more.	6/21/2022 12:04 PM
14	Any improvements could contribute to displacement if they are not carefully designed.	6/19/2022 8:40 AM
15	Bus service has been reduced in the area, making it harder for people to commute early morning or late evening. Traffic on 52nd and 72nd is already too fast, it is too loud to comfortably walk down the street, there are many places with no or minimal shade making it uncomfortable to walk on otherwise pleasant days. Parks and Rec studies showed that SE was especially hot because of lack of shade trees. Bigger buildings/roofs and old growth trees replaced with token saplings will only further the climate imbalance the area feels.	6/18/2022 8:46 PM
16	I don't feel like any of these options would negatively impact the neighborhood	6/16/2022 8:57 AM
17	I can see how each of these situations could create burdens if not handled smartly. For example, we need more affordable housing, but it is much better to build mixed income	6/15/2022 6:41 PM

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housing opportunities instead of large blocks of substandard small apartments. By the same token, transportation improvements should be accompanied by walking and biking infrastructure improvements, lest they become an pricey white elephant.

18	Scenario 1 = insufficient housing (esp affordable), insufficient density (so, no support for businesses services), not enough safe bike lanes, not enough sidewalks, failure to get ahead of the NIMBYISM of gentrification.	6/15/2022 6:35 PM
19	This option doesn't even seem like an actual change and is only included to make it appear like we have four options. It's honestly a little insulting.	6/15/2022 10:31 AM
20	I think scenario 1 will disrupt the neighborhood for "change" without really adding any significant value. I think #4 would negatively impact the current residents and gentrify te neighborhood--unless there is a way to do it really really well.	6/14/2022 3:52 PM
21	I feel like Scenario 4 has potential to negatively impact current residents - at least in the area around 52/Woodstock and maybe 72/Flavel. The 72/Foster area seems to be more developed already...	6/14/2022 6:46 AM
22	Changes in zoning is required to attract private investments	6/13/2022 10:55 PM
23	Current circumstances mean that not enough resources go to this neighborhood, business development could help change that	6/13/2022 9:09 PM
24	The lack of restaurants and commercial/retail opportunities is burdensome for people - requiring greater travel for these needs.	6/13/2022 4:31 PM
25	Adding lots of apartment buildings along 52nd and 72nd is likely to increase congestion and it is difficult to imagine it being an improvement unless there is a lot of focus on quality. Affordable is good, but not if it ends up being a slum. I'm trying to keep an open mind because I know we need more affordable housing but worry that the infrastructure won't keep up with the increased density.	6/13/2022 4:11 PM
26	Part of lower SE's current issues stem from a lack of forward-thinking planning. We need to be proactive in envisioning what it will look like generations from now so the infrastructure is there to support it.	6/13/2022 3:21 PM
27	Scenario 1 really seems to leave 52nd and 72nd as untapped resources and doesn't bring more income/job creating and density that Scenario 4 would bring.	6/13/2022 1:53 PM
28	I don't have enough information. Your maps and scenarios do not show us what will actually happen should any of them come to be.	6/11/2022 4:50 PM
29	1 doesn't do enough. 2 is too commercial focused.	6/11/2022 10:09 AM
30	East scenario creates more development and traffic. Don't think this is a good idea.	6/11/2022 8:58 AM
31	We pay so much in taxes compared to other neighborhoods. Receiving only scenario 1 services would not be a fair exchange	6/11/2022 8:00 AM
32	I foresee impacts in housing prices and traffic that may negate many of the benefits this option could provide.	6/10/2022 4:49 PM
33	i think any kind of city sponsored "investment" in community design will fall prey to the real estate vultures, driving up property values due to speculative algorithms, supported by banks, and will end up displacing long time and low income renters and owners from their own neighborhood.	6/9/2022 3:07 PM
34	Scenario 4 could stimulate aggressive demolitions and speculative development rather than a more organic (time honoring) growth. To build thoughtfully, not hastily, to enjoy the outcome and integrate new growth with Portland's character has long term benefits.	6/8/2022 9:47 PM
35	This one keeps Status Quo... helping neighborhoods that already have services and business districts. That would not support B-D at all, which should always be the main focus of every decision made for this project.	6/8/2022 11:30 AM
36	How could we go wrong by improving this area?	6/7/2022 7:08 PM
37	The neighborhood has been neglected for a long time. Doing minimal service will be a disservice to those who pay high property taxes to live in an unmaintained area, particularly those of lower income and mobility.	6/5/2022 4:33 PM

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38	It does not help those who are aging, disabled or both. Pushing transportation out of these neighborhoods could be detrimental to serving people of all abilities, and giving them access to more services	6/4/2022 11:10 PM
39	traffic is heavy on Woodstock, need more service spread to easily walked areas so people don't need to get in their cars. need more housing options to address homeless challenges.	6/3/2022 10:08 AM
40	Scenario 1 basically extends current challenges in the neighborhood. Lack of action is itself an action.	6/3/2022 8:14 AM
41	The first scenario takes no action and therefore have gives no opportunity for the local community to succeed.	6/2/2022 4:23 PM
42	Looks like it would turn large parts of the neighborhood into townhomes and larger scale businesses that would increase traffic and gentrification.	6/1/2022 10:30 PM
43	If the centers and corridors are done wrong, they could be very detrimental for the neighborhood. The commercial development would have to be things that make life in the neighborhood more vibrant (not things like insurance brokers). The development also has to be paired with a really careful traffic management and speed abatement plan. But the basic level of service is not enough to make any improvement to the quality of life in Brentwood Darlington.	6/1/2022 9:32 PM
44	It's not doing enough. We need increased economics and more housing	6/1/2022 8:27 PM
45	Not enough investment in affordable housing and local business corridors. Housing costs have gone way up in these neighborhoods that generally cater to lower income residents. There needs to be more quality, affordable housing to supplement and temper the rising housing costs. I also think adding another community center to Flavel and 72nd would be very warmly received by the community.	6/1/2022 8:19 PM
46	We need more affordable housing AND more businesses to WALK to.	6/1/2022 5:22 PM
47	Why not spend our taxes on paving our residential roads first? I've already spent \$1500 on car damage from pothole damage!	6/1/2022 6:41 AM
48	These do not have enough investment in the community	5/31/2022 10:24 PM
49	Don't make enough of an impact	5/31/2022 8:23 AM
50	Sometimes when we create opportunity areas like the flavel and 72nd rendering we don't have enough affordable housing options, and more people are drawn to the area that rises the prices in the vicinity of the new development	5/30/2022 3:24 PM
51	Improved infrastructure needs to be in place before increased residential density - ex: currently, paved roads are the only surfaces for kids walking to school, walking the dog, kids riding bikes, adults walking/jogging/biking, AND cars/delivery-trucks/motorcycles of which many are non-locals taking short cuts from main streets.	5/30/2022 1:35 PM
52	Portland can't keep providing basic services to Foster-Brentwood. The city has grown and Portland is neglecting its responsibilities for installing sidewalks, bike lanes, bus lines, etc. These basics are just that -- basic. Our neighborhood is dangerous and needs more support.	5/30/2022 12:20 PM
53	Don't want a lot of build-up, making 72nd and 52nd look like too many other corridors in town, squeezing out local businesses, making it so only the rich and corporate can own property, taking away the neighborhoods character.	5/28/2022 2:33 PM
54	we need more housing, more opportunities for placing businesses by housing, and more opportunities for land owners to develop their property so we can grow the number and diversity of our property developers.	5/27/2022 11:36 AM
55	There is already SO MUCH traffic on 52nd, so unless there is traffic calming this would be TERRIBLE (I live on 52nd).	5/27/2022 11:09 AM
56	Without significant investment in pedestrian safety and transit improvements, the neighborhood will remain isolated from the rest of city and underserved by businesses.	5/27/2022 10:46 AM
57	Why even bother if you're just going to do the basic one?	5/27/2022 9:37 AM
58	Keep the neighborhood density down and the amount of large yards and other green spaces	5/27/2022 8:08 AM

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up! And stop cutting down old growth trees to make space for multiple large homes with chemical lawns.

59	I am not, and am not sure if anyone else is either, of neighbors being displaced by developers. Updating the current services and spaces we currently have with some opportunity of outside investment makes most sense for taxpayer money, and to help keep the quirkiness of another Portland neighborhood.	5/26/2022 7:04 PM
60	Inaction will continue to drive families out of the area.	5/26/2022 6:24 PM
61	boring to have to get everyone to cluster into the same congested centers. It's difficult to drive through downtown Woodstock, and I would love to have rent be cheap for small business owners so they can make more interesting businesses for me to frequent	5/26/2022 5:56 PM
62	Nothing much changes. We need more change.	5/26/2022 4:37 PM
63	The status quo leaves many of our neighbors houseless.	5/26/2022 4:25 PM
64	We have seen how the foster road improvement has flipped the neighborhood. Even though it was supposedly a safety improvement, homes for sale listed the foster roadway project as a reason for the increasing home values in the neighborhood. This response isn't an opposition to density and mixed use integration in the neighborhoods. It's a fear that bringing these things will make the neighborhood "nicer" and resulting in the vibrant communities who live here now being displaced and unable to enjoy the benefit of these improvements.	5/26/2022 2:41 PM
65	I could be convinced this isn't problematic, but I worry about overcrowding / over congestion with the most extreme plans — would be interested to know more. I'm also unclear what this plan suggests for Mt Scott Park & the community in the updated area.	5/26/2022 1:06 PM
66	4 if turned everything into concrete.	5/26/2022 12:55 PM
67	The basic level of service is effectively the same, which means a continued shortage of neighborhood infrastructure and hampered access. However, I would not want development to push out our existing value neighborhood businesses (including but not limited to food carts, 3 Sisters, Grocery Outlet, the laundromat). They would need a way to stay in business if the intersection of 72/Flavel is redeveloped, as it's unlikely if they had to move to a different region of town that they would have a reason to come back after a project is completed.	5/26/2022 12:30 PM
68	This sort of feels like continuing the same thing. I think without strong civic investment we won't see interest from commercial properties.	5/26/2022 11:41 AM
69	Excessive development	5/26/2022 9:23 AM
70	This would help, yet would not create an all inclusive, equitable neighborhood.	5/26/2022 9:23 AM
71	The first three scenarios feel like a stopgap solution that people will ultimately regret. Only the fourth fulfills many of the aspirational goals of the city.	5/26/2022 9:11 AM
72	Just trying to improve within existing zoning is insufficient, and will only bake in inequity. And focusing change only on commercial improvements is insufficient.	5/26/2022 8:57 AM
73	Scenarios 1 and 2 would provide the least amount of increased affordable housing and would not improve safety for bicyclists or pedestrians along the 52nd and 72nd corridors.	5/26/2022 8:51 AM
74	Anything less than scenario 4 would be insufficient	5/26/2022 8:31 AM
75	Traffic impacts. Lose neighborhood community feel	5/25/2022 10:51 PM
76	Scenario one feels like a bandaid solution, minimal effort. With how much sprawling single family homes, there needs to be a more aggressive take on providing housing options, more density, and business opportunity.	5/25/2022 10:25 PM
77	Basic level doesn't change much; it doesn't open opportunities for people to build business and live outside of the car.	5/25/2022 10:07 PM
78	I think more community areas could only help make this area more walkable and enjoyable. Leaving the same seems negative.	5/25/2022 7:00 PM
79	Our city needs transformative change to accommodate active transportation and transit, and build the housing units we need. Not doing anything will cause displacement, extend car dependency, and exacerbate existing problems	5/25/2022 6:25 PM

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80	No scenarios other than Scenario 4 are even close to adequate when it comes to the urgent need to expand retail business and safe active transportation facilities.	5/25/2022 6:10 PM
81	Scenario one creates the most burdens/negative impacts. Doing little does nothing to improve the issues facing this part of SE (affordable housing, neighborhood business, etc).	5/25/2022 5:15 PM
82	Under ambitious. This plan maintains the status quo of too much driving and not enough housing.	5/25/2022 4:39 PM
83	Need to lift artificial restrictions in the city to allow for the actual growth in population and business. Allowing more building will help living here be more affordable across the city	5/25/2022 4:33 PM
84	I expect Portland to want to raise taxes for this boondoggle and the result will be more crime	5/25/2022 4:30 PM
85	Let's make these neighborhoods full and complete walkable neighborhoods. And lets make them as safe as possible for children and elderly folks who want/ need to walk/ bike/ take transit. Lower speed limits, buffered and protected bikes lanes, trees, etc.	5/25/2022 4:26 PM
86	The status quo isn't cutting it. We need transit improvements and more housing options everywhere!	5/25/2022 2:24 PM
87	Displacement, gentrification, increased population, traffic, pollution -- all will go up with intense densification, urbanization, and commercialization of these quiet neighborhoods.	5/25/2022 11:04 AM
88	I think these two scenarios prioritize gentrification over affordable and diverse housing options	5/25/2022 10:59 AM
89	Doing nothing is not helping. I think if we focus on just increased commercial space we won't really thrive as a community. We need more than just business. We need more recreation, more green spaces for people and wildlife. Not added parking lots.	5/25/2022 10:38 AM
90	More costs and project disruptions.	5/25/2022 7:55 AM
91	There is already enough traffic on our street with cars typically traveling 45 to 80 mph down our 25 mile an hour street. (Se Clatsop st.), the street is not patrolled by police, car racers, racing motorcycles (many times with no helmet and performing stunts) and trash dampers are the norm. Our street is COMPLETELY ignored by the city.	5/25/2022 6:33 AM
92	Nothing will change out here if you keep it the same.	5/24/2022 9:05 PM
93	Status quo/no changes to land use would continue existing burdens	5/24/2022 6:55 PM
94	This seems closest to "do nothing," which will result in result in the area becoming increasingly unaffordable as more people compete for a limited amount of housing.	5/24/2022 1:49 PM
95	Existing commercial sites are already becoming too crowded for ease of use.	5/24/2022 1:36 PM
96	Lack of parking with scenario 4. MAX is far and most people won't take the bus	5/24/2022 8:45 AM
97	We've seen what "basic" means...not much. Time to invest and improve, not idle!	5/24/2022 8:45 AM
98	Doing nothing/very little is far more burdensome on the neighborhood than improving 52nd and 72nd	5/24/2022 7:34 AM
99	Unless off-street parking is available, the area will become overly congested with cars.	5/23/2022 1:52 PM
100	None, as all would be an improvement to the existing state of the neighborhood.	5/23/2022 12:34 PM
101	Any time there is change, there will be those that benefit and those that do not. Any change will cause some negative impacts.	5/23/2022 11:24 AM
102	Need stronger balance between increase of traffic along these corridors, protection of ped/bike traffic, and parking for the increase in residents	5/23/2022 8:34 AM
103	I don't really see any significant development with scenario 1 and existing conditions of areas identified.	5/22/2022 9:09 PM
104	Scenario would be the least desirable option in that it leaves the study area in a state of minimal improvement at best. It would be lacking in significant development and therefore perpetuating the current burdens already plaguing the area.	5/22/2022 9:08 PM
105	Not enough proactive planning in our neighborhood could too easily let the area atrophy into townhomes and single family structures that would eventually price out the working class.	5/22/2022 3:18 PM

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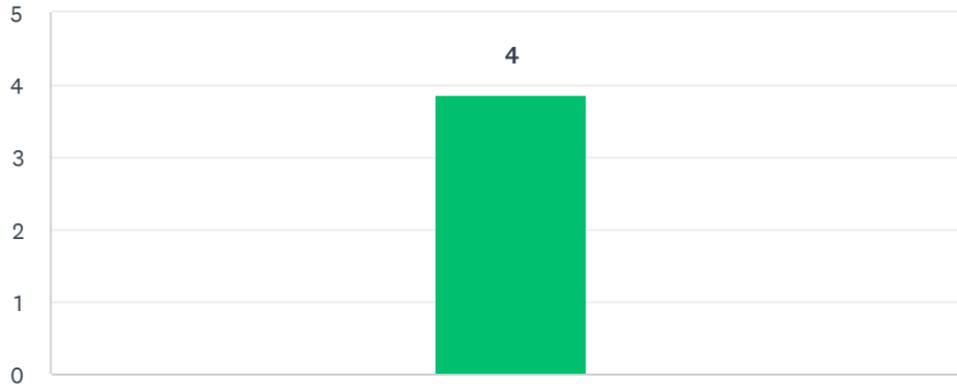
106	See prior comment	5/22/2022 2:55 PM
107	I have lived in Brentwood-Darlington for over 20 years and LIKE my neighborhood the way it is. I walk and bike the streets daily and don't really wish for more people or businesses.	5/22/2022 11:24 AM
108	The least amount of people impacted	5/22/2022 8:55 AM
109	more of the same	5/21/2022 9:34 PM
110	May have negative impact to residential/street parking and traffic congestion.	5/21/2022 12:07 PM
111	See comment above, there's a lot of opportunities but also some potential drawbacks for long time residents such as demolishing "Old Portland", increased property taxes, increased traffic and/or crime.	5/21/2022 11:45 AM
112	To me, this scenario fails to address the historic lack of investment, lack of community/local business development in Brentwood-Darlington	5/21/2022 11:39 AM
113	can not see these maps!!!	5/21/2022 7:06 AM
114	The more housing & buildings you put in the neighborhood the worse it will be. I don't want to live crammed next to neighbors like New York City. I like houses with yards!!!	5/21/2022 7:00 AM
115	More of the same... minimal investment	5/21/2022 6:19 AM
116	ALL OF THEM	5/20/2022 10:57 PM
117	This seems like it will more or less continue the status quo of Brentwood Darlington lacking local businesses and infrastructure.	5/20/2022 6:05 PM
118	This option is business as usual, which basically leaves my neighborhood to fend for its self while other areas get investment	5/20/2022 4:18 PM
119	Enough "basic" levels of service for us. We need investments and money and attention. How ridiculous is it to have UNPAVED roads this close in?	5/20/2022 2:47 PM
120	See my above response for why these two scenarios would hurt the neighborhood.	5/20/2022 2:14 PM
121	Same answer as above	5/20/2022 1:49 PM
122	Incentivises people to park, rather than walk the corridors.	5/20/2022 1:40 PM
123	Scenario 1 seems like a progression of status quo. Not much business within walking/biking distance. Scenario 2 seems like an acknowledgement of the best parts of the neighborhood and fosters what is currently here. Scenario 3 seems like a burdening change, but comes with a lot of benefits that I would appreciate. Scenario 4 seems like a larger burden to with the same amount of benefits so it is pretty concerning. Basically, 3&4 have a blue bubble over the house I bought this year. I cannot imagine how that would affect my life and that worries me.	5/20/2022 1:38 PM
124	Thats what we already have	5/20/2022 12:40 PM
125	I	5/20/2022 11:48 AM
126	This area is badly in need of improvement in terms of roadways, bike lanes, businesses and accessibility. Doing the bare minimum would not improve anything in the long run.	5/20/2022 11:25 AM
127	Just a surface level cleanup will not address the long lagging needs of both residents and business owners. Specifically as a business owner looking to expand in the area it is hard when we don't have adequate infrastructure to meet basic needs of many businesses- like help for houseless so that they aren't left sleeping on our stoops	5/20/2022 10:12 AM
128	I would like to see 52nd enhanced, but my concerns in my above comments need to be addressed.	5/20/2022 10:09 AM
129	We need more than basic.	5/20/2022 9:38 AM
130	I would need to see more information to fully understand this choice, but just from a population density standpoint, this may be cramming too many people into the existing infrastructure.	5/20/2022 9:07 AM
131	If pedestrian safety is not addressed (speed bumps, crosswalks, stop signs) this could lead to more traffic and increased risks to walkers and bikers.	5/20/2022 6:48 AM

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132	Scenario 1 is more or less what we've been running under, and clearly it isn't moving very fast to address issues in the area. We have empty lots, vacant houses and areas that could be better utilized for a mix of market rate and affordable housing.	5/20/2022 6:13 AM
133	Too much	5/19/2022 11:59 PM
134	This community has been hugely underserved forever.	5/19/2022 11:48 PM
135	I felt like option one didn't go far enough to address the issues of our neighborhood. It just felt like more of the same, which isn't good enough.	5/19/2022 11:40 PM
136	I don't like the idea of building a bunch of apartment complexes along here without commercial. Dumping multiple low income buildings into neighborhoods can create issues, mixed use is much better	5/19/2022 11:06 PM
137	If we had everything we needed right here in Brentwood, we wouldn't have to travel as far to Woodstock/foster. They have enough amenities!	5/19/2022 10:10 PM
138	I feel scenario one is essentially ignoring Brentwood Darlington as it has always been. Forgotten and unimportant.	5/19/2022 9:31 PM
139	While I support the vision of additional neighborhood centers, scenario 4 proposes a lot of new residential building development in an area that is already severely lacking in infrastructure to support the existing population. In particular, SE 72nd south of Flavel street doesn't have sidewalks, bike lanes, or particularly reliable public transportation. Increasing population density in this area would create additional challenges.	5/19/2022 8:19 PM
140	Concern for expanding apartments too much.	5/19/2022 8:02 PM
141	The lack of development along 52nd and 72nd results in cars driving too fast. It is currently dangerous to cross on foot and most of my daily errands need to be completed by car. Adding new centers and corridors will increase access to amenities and make our streets safer by slowing down traffic and encouraging more walking, biking, and public transportation.	5/19/2022 6:04 PM
142	I worry that congestion would have commuting basically impossible, because the biking and public transportation utopia is just not realistic for this far out at this time. I realize you plan for 20 years from now, but the burden you create NOW pushes out the people who don't just work from home (aka live here and work in CA).	5/19/2022 5:08 PM
143	too much woodstock focus	5/19/2022 4:45 PM
144	It's not enough. Why not go with the plan with the most effect(4)?	5/19/2022 4:44 PM
145	This would put too much new development into the area and change its overall character.	5/19/2022 4:38 PM

Q16 How supportive would you be of public and private investment and land use changes along 52nd Avenue? (0 not at all supportive, 5 very supportive)

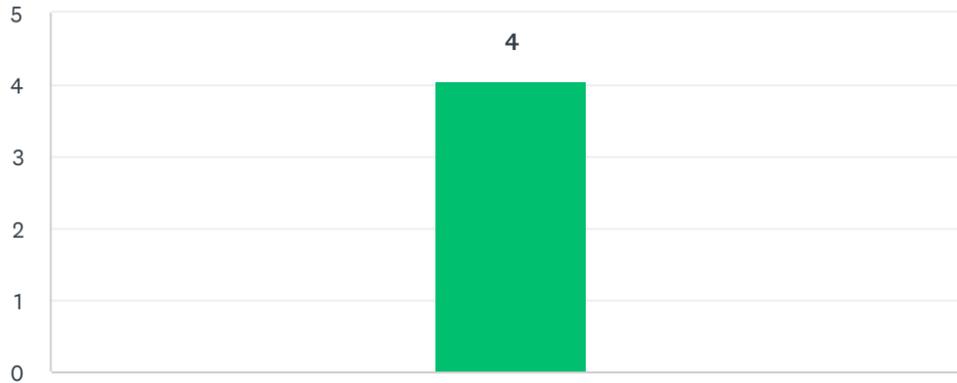
Answered: 380 Skipped: 137



ANSWER CHOICES	AVERAGE NUMBER	RESPONSES
	4	380
Total Respondents: 380		

Q17 How supportive would you be of public and private investment and land use changes along 72nd Avenue? (0 not at all supportive, 5 very supportive)

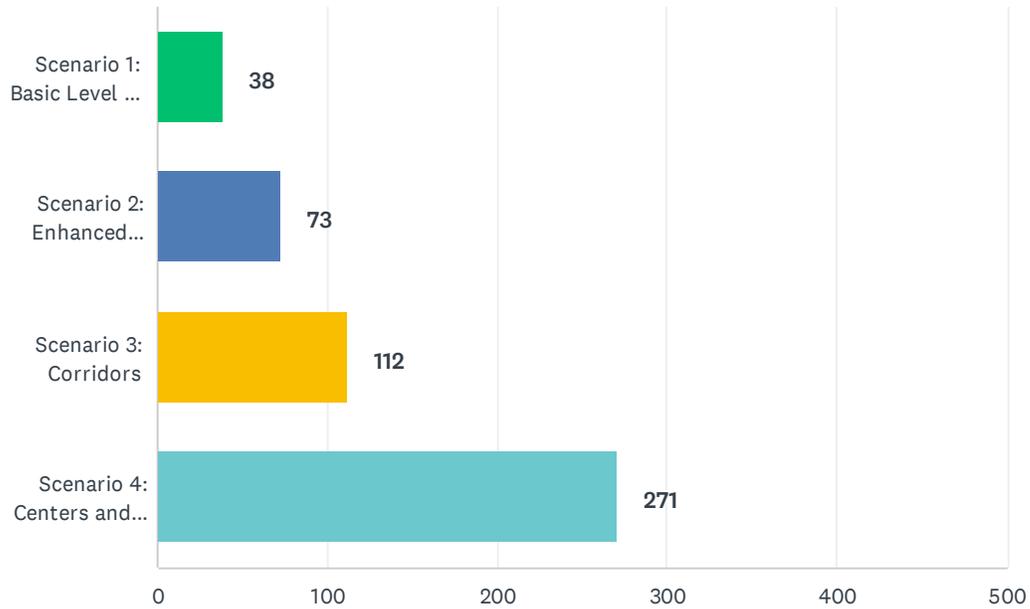
Answered: 377 Skipped: 140



ANSWER CHOICES	AVERAGE NUMBER	RESPONSES
	4	377
Total Respondents: 377		

Q18 In your opinion, which scenario(s) do you feel are the most appropriate for the Lower Southeast Rising project area?

Answered: 386 Skipped: 131



ANSWER CHOICES	RESPONSES	
Scenario 1: Basic Level of Service	9.84%	38
Scenario 2: Enhanced Commercial Intersections	18.91%	73
Scenario 3: Corridors	29.02%	112
Scenario 4: Centers and Corridors	70.21%	271
Total Respondents: 386		

Q19 Anything else you'd like to add about the Community Development Scenarios?

Answered: 114 Skipped: 403

#	RESPONSES	DATE
1	To reiterate, corridors should prioritize moving people, not cars. Any focus on increasing driving speeds or ease of driving comes at the price of safety and exacerbates poverty by making these areas thoroughfares from one neighborhood to the next rather than calm spaces for those of us living in these communities.	7/3/2022 11:08 AM
2	Provide enhanced crossings along the 60s Greenway (Tabor Trail) particularly at the intersections along Woodstock and Flavel corridors. E.G. Pedestrian refuge median island crossing with rapid flashing beacons and chicane parking patterns along said corridors to slow unsafe drivers.	6/30/2022 9:31 PM
3	If RIP 1 and 2 are significantly trimmed and targets for maintaining existing housing stock are set, only then consider scenario 2	6/29/2022 11:43 PM
4	I really want to see improvements for bicycling and pedestrian sidewalks.	6/27/2022 10:47 PM
5	What se portland needs in this area is cleaning up the tents and mobile homes from shared spaces like the parks. Green spaces put in on gravel toads that are common walk ways. Cooper street as a prime example has been made worse by the gravel project the traffic has increased by more than 1000%. The traffic is almost all ups, fed ex, amazon and garbage trucks and people drag racing or dumping stolen cars. When it isn't raining it is almost a constant cloud of dust. This is. Major walk way for the residents it would be nice if it could be blocked every block to prevent it being used like a major artery for commercial traffic who often exceeds 20mph.	6/27/2022 9:18 PM
6	Favor mixed use development with commercial/community spaces on ground floor and housing above. Adopt design guidelines to preserve greenspaces, canopy, and pedestrian-friendly streetscapes along commercial centers & corridors. Redefine "home-based businesses" to include telecommuting. Incentivize telecommuting to create a more vibrant 20-minute neighborhood and reduce reliance on transit. Add enhanced intersection at 45th & Harney Drive to Scenario #4 - builds off of existing commercial/industrial uses at that intersection as well as leveraging recent public sector investments in Errol Heights Park and BES environmental reclamation projects. Demographics at this intersection are more likely to attract private investment i.e., appropriate commercial development would likely draw customers from Eastmoreland, Woodstock, Ardenwald-Johnson Creek & Brentwood-Darlington. Would support extension of Scenario #4's proposed commercial corridor to its natural terminus at 52nd & Harney Drive.	6/26/2022 4:43 PM
7	Make 52nd a safe street for walkers and bikers. Cars and motorcycles drive like maniacs on the hill between Flavel and Harney. Looking forward to seeing improvements to the neighborhood!	6/23/2022 3:49 PM
8	When you talk about "private investment" and "land use changes" it is difficult to understand what that might mean when there are no specifics. We can't support (or "not" support) something if we don't know what it is. We are supportive of investing in traffic improvements, sidewalks and the slowing down of traffic as well as improving the intersections (i.e. Flavel and 72nd) with trees and other improvements. However, anything more than that seems to be giving the beauty of our neighborhood away to the unknown of investment and land use change and we are against the vagueness of those topics as laid out in these scenarios	6/21/2022 5:10 PM
9	Brentwood Darlington and surrounding areas are also in need of more frequent street-cleaning and trash/litter mitigation. There is a large amount of non-biodegradable litter finding its way into the watershed, seeing it accumulate on street corners, gutters/drains, etc. Could the plans include more public trash cans? It is particularly an issue on SE 60th between the corner store and Lane Middle School.	6/21/2022 12:04 PM
10	This is a quiet (formerly) affordable area of the city, reasonable mid priced homes are being	6/18/2022 8:46 PM

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leveled for massive homes at double and triple the price. Focus on sidewalks and shade along 52nd and 72nd, speed and safety, and crime reduction and the neighborhood will be greatly improved and development can come slowly and sustainably. Talks of 'affordable housing' are lip service, new apartments built along Woodstock with one market rate unit are not adding to affordability of the city. Cuts to bus service does not allow those working in nontraditional hour, service/hospitality jobs, options for getting to work.

11	I'd especially love to have more third spaces in the neighborhood: places that are neither home nor work, but where we can spend time with each other.	6/15/2022 6:41 PM
12	Please see above comments. We need sidewalks = the biggest critique of these scenarios. Our neighborhood isn't accessible for folks who need sidewalks to get around. Why isn't this a priority or mention?	6/15/2022 10:31 AM
13	When adding multi dwelling buildings, include condos and townhomes that can be bought, not rented. Most of the new high rise feeling in SE are apartments. Increase in home/condo/townhome ownership fosters care and respect in the neighborhood.	6/15/2022 9:07 AM
14	I'd love to see more investment into nearby parks like Woodmere Elementary and Brentwood City Park—both of which are rather bare-bones compared to nearby parks	6/14/2022 10:49 PM
15	I like the idea of public-private partnerships, but I'm also beginning to wonder if this is just another way to save money. And if it saves money, who specifically isn't benefitting?	6/14/2022 3:52 PM
16	Speed bumps on Ogden Street !!!	6/14/2022 1:21 PM
17	No	6/14/2022 7:32 AM
18	Currently 52nd avenue lack fluidity and consistent sidewalks for becoming a safe walkable space. Residential streets lack safety barriers for pedestrians making walking or biking to potential shops on 52nd undesirable, especially on wider streets where drivers exceed speeds of 50mph.	6/13/2022 10:55 PM
19	The neighborhood would be best left as is.	6/13/2022 10:01 PM
20	Please sweep homeless from neighborhood, clean up trash , and stop street racing /noise	6/13/2022 9:09 PM
21	I am really sad that there is no legend to go with these maps, so I find them incredibly confusing and impossible to properly distinguish. What do all of those colored circles signify?	6/13/2022 8:56 PM
22	even level 4 does not seem to increase commercial businesses on Duke or Flavel, More police response to complaints about safety and noise - how are you going to control the shootings and high speed car races and theft in our community, are you going to clean up the RV - motorcycle camp at Cooper near Brentwood Park?	6/13/2022 4:29 PM
23	It would be helpful to see renderings of what the corridors and centers might look like.	6/13/2022 3:21 PM
24	Sidewalks and paving the roads would be really great.	6/13/2022 1:53 PM
25	It would be nice to have a neighborhood police presence (station) in the neighborhood.	6/13/2022 7:23 AM
26	SHOW us how, specifically, each of these scenarios would change the affected areas. What does 'enhanced intersections' mean? What does changing zoning on SE 52nd mean ... from what to what? Are sweet little affordable houses being ripped out for massive apartment buildings that don't require parking, for instance?? Yes. That is what I am certain you mean and I can't support that. However, my input has never made a whit of difference as the city asks for input because the city has already decided the outcomes. Why do I bother to take these surveys??? Masochism and a desire to be frustrated I suppose	6/11/2022 4:50 PM
27	more greenspace and communal space built in	6/11/2022 12:04 PM
28	If multi dwelling units are build to encourage more affordable housing, please provide better transit AND parking. It's frustrating how clogged the streets are in Woodstock and there are so many more apartment buildings being crammed in a tiny lot with no parking. We need more opportunities for people to BUY housing, whether a single family home or a condo, and provide the means for better public transportation AND business opportunities.	6/11/2022 10:09 AM
29	I'm not very familiar with SE 72nd so leave that to people who are.	6/11/2022 8:58 AM
30	see comment above, which unfortunately clouds my excitement for any of these plans	6/9/2022 3:07 PM

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31	This growth is impactful. Professionally, I wish that you could consult with a firm like Pyatok= Architecture and Urban Design, a group that is nationally recognized for their lead in affordable= housing based on community engagement www.pyatok.com	6/8/2022 9:47 PM
32	Again, please always remember where the NEED is... not just community input. Woodstock,= Arleta, Mt. Scott will often have more advocates and community input than Brentwood- Darlington. That should NOT drive any decision. The decision should be based on logic and= need and always keeping Brentwood-Darlington residents in the forefront of choices and how to= best serve the majority of the residents, which in this case, is SE 72nd.	6/8/2022 11:30 AM
33	Would help provide more housing in the city at a lower cost to developers I imagine.	6/7/2022 7:08 PM
34	Focus on transportation. Line 14 was cut, bus stops are now 5 blocks apart to make Foster= more "Pedestrian Friendly", but how friendly is it to those who have mobility problems? They= have to walk farther to access public transportation. This does not create an Age Friendly City.	6/4/2022 11:10 PM
35	we need to make it possible for folks to get out of their cars and that it is more convenient to= walk to the store. at some point give away shopping cards that enable folks to walk to the= store and bring their groceries home in a personal cart.	6/3/2022 10:08 AM
36	Plant more native trees and plants!!!	6/2/2022 4:23 PM
37	I am optimistic to see change happen along 52nd and 72nd, but wary for any unforeseen= impacts like increased reckless driving or decreased neighborhood walkability.	6/1/2022 9:32 PM
38	Loft over retail with parking. PLEASE.	6/1/2022 8:27 PM
39	The apt. Set to go in at 52 & cooper use to have retail on the bottom. What happened? Why= the review change?? We need more businesses not less.	6/1/2022 5:22 PM
40	I live on Ogden. We already have problems with people cutting through at=high, dangerous speeds. I am fully supportive of 52nd being a corridor but I want it paired with=effective speed abatement measures. Ideally I hoped Ogden would be the greenway or=otherwise blocked from through traffic.	6/1/2022 7:39 AM
41	What will the cost be to property owners? Raising taxes to fund "affordable housing" is= counter-intuitive, imo.	6/1/2022 6:41 AM
42	Small change isn't enough: we need bold action, grand vision, big plans, and lots of buy-in.	5/31/2022 10:27 PM
43	Building an accessible, walkable community with many different housing options will create a= stronger community and better serve the people	5/30/2022 9:49 PM
44	I'm unclear on possible benefits or problems that might come with public and private= investment and land use. Do not approve of many examples of private development that over= shadow existing private investment or ownership.	5/30/2022 1:35 PM
45	We need to go through the zoning with a fine tooth comb. There are so many illegal chop= shops. Yet people can't open a legal business like a hair salon. There are building from 50= years ago that are places were people leave stolen cards and dump trash. I grew up in Detroit,= Michigan and I have never seen so much garbage and abandoned cars. Shameful because= Portland used to be clean.	5/30/2022 12:20 PM
46	I would like to preserve our mobile home parks and low income housing. Could we have fewer= convenience stores and smoke shops? I wish the smoke shop on 72nd and Flavel was not= such a blight so close to the school.	5/29/2022 8:08 PM
47	Would be good to have more nearby, independently owned businesses, while helping the= businesses that are already here. And need more affordable housing throughout the= neighborhood.	5/28/2022 2:33 PM
48	I'm getting excited just thinking about all the opportunities to make this a better place to live,= work, and play in a more ambitious scenario like 4!	5/27/2022 10:19 PM
49	Again, please remember that there are a lot of people biking with kids, so please give us= protected bike lanes. All of these new businesses will be in easy biking distance for us, but I= can't take my kids there if I don't think they will be protected from speeding/distracted drivers! Please create a bike lane that allows families to bike around safely- paint is not enough!	5/27/2022 9:37 AM
50	Invest in remodeling current single family homes for working class families and stop allowing	5/27/2022 8:08 AM

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the selling of large lots to developers to pack multiple giant homes on no blue collar worker can afford all while killing off all the green space to do so. Trees are the best way to combat the rising temperatures and the rising tempers. Stop "development". This is just gentrification. You will force working class out of houses and into "affordable" apartments. Before the developers got here, the houses were actually affordable.

51	Speed bumps on Woodstock between 72nd and 82nd	5/26/2022 8:40 PM
52	I do not want faith based investors in the area. However, I do want to see more investment in build city centers and making our streets safer.	5/26/2022 8:17 PM
53	Doesn't seem like adding commercial without the housing makes sense, wouldn't improve the lives of folks who live or would live here. I don't feel like I don't have enough commercial opportunities.	5/26/2022 7:19 PM
54	It is important to invest in past, present, and future generations of Portlanders, not potential out of state developers. Allowing the community to truly work together to keep and grow this community is what is best.	5/26/2022 7:04 PM
55	So excited to see positive changes in our neighborhood!	5/26/2022 6:24 PM
56	I'm glad you are doing this and thinking big. I love seeing people walking in my neighborhood, and welcome more of it	5/26/2022 5:56 PM
57	More development will support needed infrastructure upgrades.	5/26/2022 4:25 PM
58	No development/upzoning/improvement of the neighborhoods without community stabilization so that people who call this place home are able to benefit from the improvements.	5/26/2022 2:41 PM
59	IIRC, the rule about developers installing a sidewalk is currently not used for our region because the funds will go to the city to allocate where needed. However, this means building is occurring that results in little to no space left for a sidewalk if and when one is installed. I feel like developers should have to include sidewalks, AND we should have a way to fund additional sidewalks for existing, owned properties, and to incentivize owners to have a sidewalk without being a substantial financial burden to them. I would like to address the heat issue with street trees being planted by the city (or via Friends of Trees if funded), without the property owners having to initiate this process or pay for it directly. We have so few trees or older trees and have higher temps in heat waves as a result, and our solitary trees are more likely to die in storms without "neighbors". As it currently stands, we are disincentivized to plant trees because of the cost, permitting, and knowing from neighbors who've had trees who have died (from whatever cause - including the ice storm and the heat dome) where they then have to go through the permit process and an arborist to replace it. I would rather that we fund placing trees as a community - which is the city's property regardless and who specifics which trees where - without having this process be placed on homeowners affected by needing trees. This would provide vital shade as well as wild spade for birds, etc, and we could see our neighborhoods have benefits from decades to come. Those of us of lower income are not necessarily motivated to invest in an "elective" type of feature that may present a future additional cost should a tree fail to thrive.	5/26/2022 12:30 PM
60	Avoid excessive height development	5/26/2022 9:23 AM
61	We need more walkability as well.	5/25/2022 8:50 PM
62	Scenario 4, while my preferred option, is the one that I see receiving the most pushback. Folk, particularly those living in the neighborhood, will fear that their neighborhood is about to become the next Alberta, Mississippi, Division, Stumptown, etc. And no doubt, scenario 4 will change the neighborhood. But it is also the scenario that most actively addresses all of the issues facing the neighborhood and the city as a whole	5/25/2022 5:15 PM
63	The rest of the city is being built out and completely changed -- make sure the entire city is equally affected by massive build outs and huge growth in population	5/25/2022 4:33 PM
64	Plans are capital improvements with no parallel investment in maintenance or law enforcement	5/25/2022 4:30 PM
65	Let's make these neighborhoods full and complete walkable neighborhoods. And lets make them as safe as possible for children and elderly folks who want/ need to walk/ bike/ take transit. Lower speed limits, buffered and protected bikes lanes, trees, etc.	5/25/2022 4:26 PM
66	North/South Max line between orange and green lines	5/25/2022 3:57 PM

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67	I have lived here since 1988 and honestly am wistful about losing some of the unsaved streets and quasi-rural feel in my neighborhood. Preserving and enhancing the treescape is important to livability no matter which option we choose.	5/25/2022 3:57 PM
68	Make sure appropriate amount of parking spaces are included in any development and do not reduce streets.	5/25/2022 3:55 PM
69	There's a need to have more and better connections to biking routes and roads in outer SE Portland.	5/25/2022 7:55 AM
70	I've noted my opinions above. Thankyou.	5/25/2022 6:33 AM
71	PLEASE do not equate future investment with gentrification. If you build enough affordable housing in tandem with investment, then the neighborhood can hold both. In many ways, it's already too late... my house is worth 500,000 now. It's already been gentrified to some degree. Since the day I moved here I envisioned 72nd as a thriving corridor. I've honestly been shocked that it's taken the city this long to recognize it. I appreciate that you are now.	5/24/2022 9:05 PM
72	Suggest adding a center at Harney and 45th (existing commercial activity) and a center at Flavel and 60th (commercial, school, community center) In all the scenarios there's also a dead zone of activity between Flavel and Harney/Clatsop and between 52nd and 72nd. Would be great to add commercial activity along Harney/Clatsop in there.	5/24/2022 6:55 PM
73	Hopefully scenarios 2-4 includes better traffic control options at major intersections, as well as crossings along Woodstock 52nd-72nd.	5/24/2022 8:45 AM
74	build more housing	5/24/2022 7:34 AM
75	Houseless, safety,	5/24/2022 7:32 AM
76	This part of the SE really need developments like Scenario 4 to make the neighborhoods thrive. Currently there is a severe lack of accessible commercial areas nearby and we need to drive everywhere when our preference is to be able to walk, bike or safely take public transportation.	5/22/2022 9:09 PM
77	Scenario 4 would bring the study area up to par with some of the other more desirable neighborhoods across Portland. The study area is made up of Portland's most diverse ethnic groups, and it would be a wonderful privilege to provide the same amenities and opportunities to this community as they are offered elsewhere. Make it happen!	5/22/2022 9:08 PM
78	I would love to see empty lots and abandoned buildings along 72nd and 52nd put to use for community building, such as commercial use and medium-density, low-cost, family-appropriate housing (ie: 3-4 bedroom apartments instead of studio, 1, or 2 bedrooms). New apartment structures should have community spaces built in, such as playgrounds, gardens, or gathering spaces.	5/22/2022 4:53 PM
79	You never listed NO CHANGE as a survey answer option.	5/22/2022 11:24 AM
80	I would love to improved livability by increasing businesses to walk to in the neighborhood, but I hate traffic and reckless drivers.	5/22/2022 1:11 AM
81	Emphasize commercial and maybe more apartment rental options helpful too to support commercial. I don't understand the townhouse proposal on 52 and 72. Didn't the RIP proposal essentially rezone the entire neighborhood to allow for townhouse, attached house style development? Aren't townhouses, in general, better suited to be on quieter side streets?	5/21/2022 9:34 PM
82	just make all of 52nd mixed use. let the developers decide what comes next. stop trying to force town homes in one lot and businesses in another because you never know when a lot will go for sale. just maximize flexibility	5/21/2022 4:15 PM
83	I think Scenario 4 is the most interesting option but I do have the concerns mentioned. I think images would have been helpful. For a lot of residents, this might sound like a lot of word salad if they aren't familiar with the terminologies used, etc.	5/21/2022 11:45 AM
84	what are you proposing?? Public what? Private what?	5/21/2022 7:06 AM
85	Quit cramming more & more people into the city. Don't issue building permits.	5/21/2022 7:00 AM
86	Hope there will be funding for sidewalks in surrounding neighborhoods. It's awesome if 52nd	5/21/2022 6:19 AM

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becomes a destination I actually want to walk to from my house (truly it is), but not awesome if= I break an ankle waking on pocked gravel roads to get there.

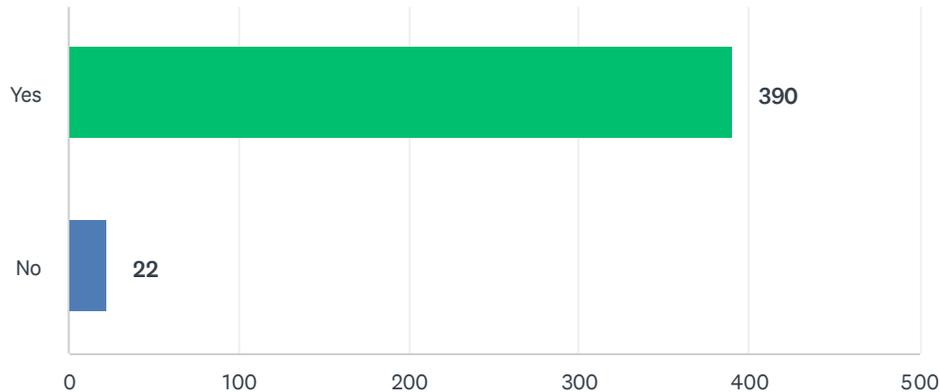
87	NONE OF THEM.	5/20/2022 10:57 PM
88	I think we should maintain our areas that are dedicated to the wildlife and the environment.	5/20/2022 3:26 PM
89	You can't just create a neighborhood corridor where there isn't one. You can't do it with zoning= changes, or with private investment, or with tax right offs. The capitalist world will create= cookie cutter bullshit as it has done elsewhere in the city.	5/20/2022 2:14 PM
90	People treat flavel like a highway from 52nd to 82nd consistently speeding and even passing= other drivers using the opposing lane. This makes for a dangerous situation because of flavel= Park and Whitman elementary. We request that measures be put in place to ensure the 25mph= limit is followed.	5/20/2022 1:49 PM
91	I walk to the dogpark at Brentwood Park and it is the furthest I would walk. I really like the businesses at the corner of 72nd and Flavel, but I feel=there is not much beyond that in our area. Also, I am a novice biker and would really=appreciate a safer path to the Springwater Trail.	5/20/2022 1:38 PM
92	We really really need sidewalks & speedbumps on 62nd avenue between Flavel & Johnson= Creek	5/20/2022 1:37 PM
93	I'm not in favor of anything that will raise my already exorbitant property taxes. Fix some basic= services, like sidewalks and potholes first.	5/20/2022 12:59 PM
94	Every neighborhood I have been to that has a center is so nice. Centers help build community= and are walkable. They attract local businesses and they attract investors. 72nd and Flavel= needs mix used buildings. There is a grocery store and a school that would greatly benefit from= the slowing down of this intersection.	5/20/2022 12:40 PM
95	It would be amazing to see green spaces, parks, community gardens, green roofs, along with= easily accessible public bathrooms, and trash and recycling spots so that it will be easy for the= community to gather and maintain the spaces.	5/20/2022 11:25 AM
96	The customers that use my business come from every single aspect of the demographic pie= including BIPOC. My business is not retail nor is it a place that adds crime like a cannabis= shop or glass shop. My business meets the basic level health needs of everyone. It is true of= my business would be more heavily used with a more dense population. It is also true based= on my studies while getting two degrees in areas of biological science, including social= studies, that crime, overall health and general quality of life, are a function of population= density, specifically lower density.	5/20/2022 11:15 AM
97	Please invest in the main roads above all else. Not being able to cut thru certain streets that= just got gravel (Errol heights got no gravel, can you imagine trying to get emergency services= here, much less trying to drive your Prius home) is not at all an issue. It's a good deterrent to= help keep those streets safer. Invest in 52nd, invest in 72nd, invest in Flavel. Bring private= money and businesses by allowing positive denser zoning changes, not be forcing affordable= housing. Thank you	5/20/2022 10:41 AM
98	traffic/parking/ and pedestrian safety needs to be addressed in side streets should= commercial/residential be expanded.	5/20/2022 10:09 AM
99	I would like sidewalks in the neighborhood and less focus on improvements on busy streets= and intersections that are dangerous for pedestrians. Cars speed and swerve and change= lanes and run red lights. Also 2 and 3 story house are being crammed into small lots, blocking= sun and privacy and tree and vegetation loss with more on street parking and increased traffic,= noise and air pollution. Business's buying whole blocks and tearing down small homes and= yards like "the Joinery" plans to do. Cramming us in, narrowing our streets is NOT what we= want.	5/20/2022 10:02 AM
100	Thank you for taking the time and effort to invest in our community. I appreciate any thought= and investments that can be made to improve our neighborhood.	5/20/2022 9:07 AM
101	Ranking of scenarios 4,3,2,1 in that order. Something has to be done about 72nd and= Woodstock. Beyond investment and such we could really use traffic light fix for that= intersection, left turn arrow. It would greatly improve safety and flow of traffic.	5/20/2022 9:04 AM

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102	If you want affordable housing, make it easier for people to build housing. If you want nicer streets, make it easier for people to build things along them.	5/20/2022 8:34 AM
103	A strong effort needs to be made to not push out low income homeowners and renters. Some of the older housing stock provides homes for people who would be priced out of other parts of the City.	5/20/2022 6:13 AM
104	Rather than just apartments along 72bd & 52nd, I'd like to see more mixed use buildings go in, like the one that was built on the corner of 72nd & foster - it provides housing, and business opportunities, as well as food and drink options for locals to enjoy. It's a win win win. More of this please.	5/19/2022 11:40 PM
105	Thoughtful development please.	5/19/2022 11:06 PM
106	Invest now! We must go big for the neighborhood as we have been ignored here for too long.	5/19/2022 10:10 PM
107	Please, please make scenario four happen. We need it terribly.	5/19/2022 9:31 PM
108	I'd love to see a push towards scenario 4 after initial investment in neighborhood servicing businesses, transportation improvements, and infrastructure improvements are made.	5/19/2022 8:19 PM
109	We need more shops and services within walking and biking distance, I do not think just connecting to other areas in the city will be very helpful. We need better food and grocery stores within walking distance.	5/19/2022 8:13 PM
110	If Portland hopes to meet it's climate, housing, and transportation goals then scenario 4 is the only way to go. It's time for Portlanders to support the infrastructure that we need to make Portland the most livable city in America.	5/19/2022 6:04 PM
111	Stop with the making every neighborhood the same and basically unaffordable with what type of business go in. Grocery Outlet is a huge asset to the people here. A Green Zebra is not! If you make it hard to commute by vehicle and turn us into every other once-cute-but-now-just-mini-California neighborhood in Portland you're doing the VERY DIVERSE population out here and huge disservice, REGARDLESS of how much affordable housing you put in. Affordable housing surrounded by \$50 pizzas and \$17 cocktails should never be what happens out here. Go a different direction by FOCUSING ON THE CURRENT COMMUNITY NOT WHAT WILL BE HERE 20 YEARS FROM NOW. You have the power to ensure that population is not all rich and white in 20 years so wield your power well.	5/19/2022 5:08 PM
112	This area needs so much. Bring it on!	5/19/2022 4:44 PM
113	I would like to see grants and support for existing buildings and commercial property owners.	5/19/2022 4:38 PM
114	I think it's important to make sure that development is focused to Woodstock, 52nd, 72nd, the 52nd and Flavel intersection, and the 72nd and Flavel intersection. Vertical development along Duke is less of a priority for me and I think would be preferred if Woodstock, 52nd, and 72nd were nodes of development focus.	5/14/2022 8:14 AM

Q20 Would you like to answer questions and provide feedback on transportation issues and needs, and possible improvements?

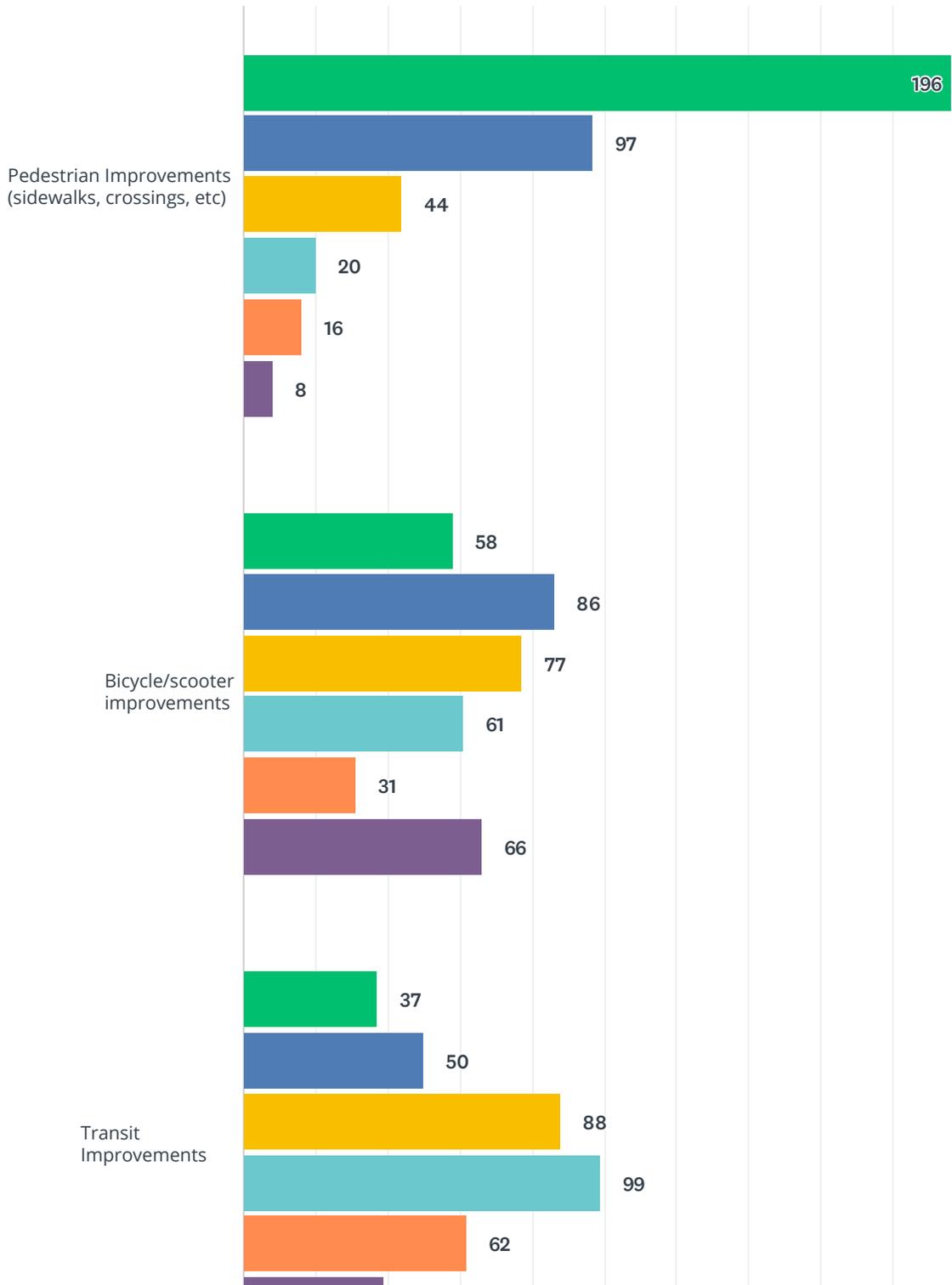
Answered: 412 Skipped: 105



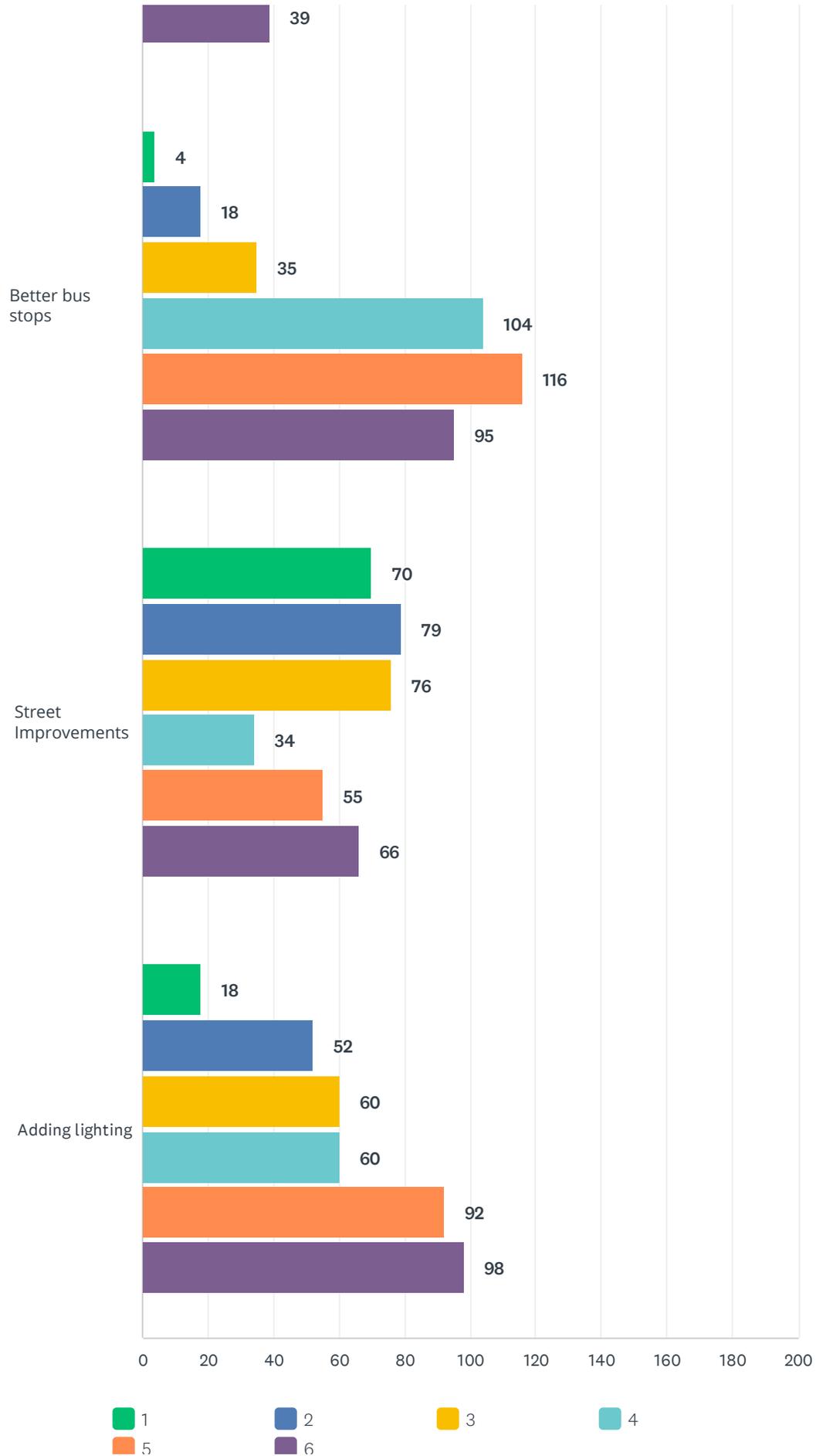
ANSWER CHOICES	RESPONSES	
Yes	94.66%	390
No	5.34%	22
TOTAL		412

Q21 First, considering overall transportation needs in the Lower SE Rising plan area, please rank from most important to least important what you think the Portland Bureau of Transportation (PBOT) should prioritize in the Lower SE Rising plan.

Answered: 388 Skipped: 129



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	1	2	3	4	5	6	TOTAL	SCORE
Pedestrian improvements (more sidewalks, crossings, etc.)	51.44% 196	25.46% 97	11.55% 44	5.25% 20	4.20% 16	2.10% 8	381	5.08
Bicycle/scooter improvements (more/improved bike lanes and neighborhood greenways, expanding BIKETOWN/scooter service)	15.30% 58	22.69% 86	20.32% 77	16.09% 61	8.18% 31	17.41% 66	379	3.69
Transit improvements (more service/routes)	9.87% 37	13.33% 50	23.47% 88	26.40% 99	16.53% 62	10.40% 39	375	3.42
Better bus stops (more space on the sidewalk, shelters or benches)	1.08% 4	4.84% 18	9.41% 35	27.96% 104	31.18% 116	25.54% 95	372	2.40
Street improvements (resurfacing streets, paving gravel streets)	18.42% 70	20.79% 79	20.00% 76	8.95% 34	14.47% 55	17.37% 66	380	3.68
Adding lighting	4.74% 18	13.68% 52	15.79% 60	15.79% 60	24.21% 92	25.79% 98	380	2.82

Q22 Is there a category of transportation improvement not listed above that you feel should be a priority? If so, please describe.

Answered: 110 Skipped: 407

#	RESPONSES	DATE
1	Clearing streets of homeless camps.	7/7/2022 8:16 AM
2	I think there needs to be traffic slowing in intersections that are designated bike routes. For example the big planters in between lanes on SE 50th at Lincoln. Those should be included on bike routes in this project. Some gravel roads like Tolman are already narrowed so if they are paved and converted to bike routes I would NOT want the road expanded but designed to be bike and pedestrian only.	7/3/2022 3:35 PM
3	Slowing traffic speeds on neighborhood streets	7/3/2022 1:42 PM
4	Improving bike infrastructure also improves pedestrian safety, so you can kill two birds with one stone there. Please do not pave neighborhood streets... The gravel roads are the only thing keeping drivers from blasting down them at high speeds and endangering our kids' (and other pedestrians') lives.	7/3/2022 11:13 AM
5	I would NOT support paving of gravel roads that run through residential neighborhood, which would make them less permeable to rainwater, and encourage more car traffic through them at higher speed, making them less safe for walking.	7/3/2022 8:37 AM
6	Mitigating urban heat island and integrating traffic calming would be very welcome. An example is the evergreen growing on Duke St. near 51st Ave. I would encourage reducing hardscape outside of greenways and collectors and using climate change resilient trees (i.e. ponderosa pines, white oaks, etc.) on local service streets to reduce urban heat island effects and calm traffic.	6/30/2022 9:35 PM
7	More marked crosswalks between Duke and 52nd. Traffic calming on 52nd, especially south of Woodstock.	6/28/2022 8:56 PM
8	Continue installation of curb cuts for disabled access. Also aids families with strollers.	6/27/2022 10:50 PM
9	Clean up the parks so that parents can feel safe with their kids	6/27/2022 9:20 PM
10	Traffic Calming-Install speed bumps (cushions) on SE Steele bet. SE 40th and SE 52nd	6/27/2022 7:19 PM
11	Last mile connectivity to light rail stations e.g., jitneys or public subsidies for ride-sharing services (Lyft, Uber etc.) Again, incentivize telecommuting to create a more vibrant 20-minute neighborhood and reduce reliance on transit service to distant points outside of study area. Conduct a transportation study of Johnson Creek Blvd to reduce neighborhood cut-through traffic, especially along Harney Drive & Flavel Drive. Perhaps Johnson Creek Boulevard west of 45th should be local access only with alternative routes to McLaughlin Blvd (downtown) & Sellwood Bridge. Expand definition of Street Improvements above to include conversion of current gravel streets to play streets and greenspaces.	6/26/2022 4:53 PM
12	More flashing crosswalks for students crossing 72nd Avenue, Only the corners of Flavel and 72nd and Duke and 72nd have crosswalks. There is nothing in between those corners. 72nd Avenue needs bike lanes as well as bike lanes to cross 72nd Avenue.	6/21/2022 5:16 PM
13	TriMet transportation between Southeast 52nd and Southeast 92nd	6/21/2022 7:51 AM
14	Speed and safety monitoring along key roadways. Especially early morning and dusk when bikes and pedestrians are still out, cars can be heard roaring down 52nd and 72nd.	6/18/2022 8:49 PM
15	Car-free streets and public areas/centers. Many more traffic-slowing tactics as Uber/Wayz/etc brings reckless drivers through neighborhood streets especially to avoid the 52nd/Powell/Foster triangle	6/16/2022 9:53 AM
16	We are a neighborhood filled with pleasure-walkers. Please be sure that transportation	6/15/2022 6:44 PM

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improvements don't cut parts of the neighborhood off from other parts!

17	Traffic calming!!!	6/15/2022 6:37 PM
18	More incentive for Lyft/Uber out here. They constantly cancel and it can make it difficult to rely on for getting to places like the airport or to get to places where public transit would take too long (more than 1 hr, or more than 1-2 transfers)	6/15/2022 10:33 AM
19	All of these are very important categories. The number of unimproved roads, dangerous bike lanes, and randomly ending sidewalks is ridiculous.	6/14/2022 10:52 PM
20	Speed Bumps and green lanes on Ogden Street !!!	6/14/2022 1:23 PM
21	City could create asphalted sidewalks, similar to a project completed by city of Milwaukie recently, or protected pedestrian paths	6/13/2022 11:00 PM
22	traffic calming, reducing speed on neighborhood collectors	6/13/2022 5:46 PM
23	ADD street signage at 'S' curve stop lights such as 52nd and Steel and especially at 72nd and Holgate	6/13/2022 4:52 PM
24	We frequently have flooded intersections due to clogged storm drains - maybe this will be addressed by paving some of the unimproved roads, but it should be a consideration because it makes it really difficult for kids trying to walk to school.	6/13/2022 4:44 PM
25	repave the numbered streets between 52nd and 72nd. More trees in BD Park and Lane School, trees to combat the warming of our area along Cooper which is now a haven for RV's and motorcycle camps	6/13/2022 4:32 PM
26	We need help preventing traffic from outside the area commuting through to downtown, rather than using the freeways and other high-volume corridors.	6/13/2022 3:23 PM
27	Sidewalks and paved streets would be great! It also would help to add some more options for biking in addition to the bike boulevards.	6/13/2022 1:55 PM
28	It is not honest to paint a white or green line or put up a plastic post and say a bike lane has been created. The words and deeds of pbot concerning bike safety are not aligned.	6/12/2022 8:44 AM
29	DO NOT PAVE unpaved roadways. Instead, level, regrade, and re-gravel them every few years. Remember, we want to calm traffic, not create more of it. And as you slow busy streets from 35 to 30, or 30 to 25, and as more narcissistic assholes move here and choose to turn this city into the very place they fled, there is more traffic and more road rage. Gravel streets are also less likely to become speedways for those jackasses who get impatient and cut through neighborhood streets. But your only 'solution', as counter to what you say you want, is to PAVE and create more roads. Isn't that the most ridiculous thing you've thought of? You provide only one option: Leave as-is or pave. Fucking asinine to not include the option of leveling and re-graveling. Short-sided and counter to what your stated goals. Asinine	6/11/2022 4:59 PM
30	Hoping crossings along SE 45th by Errol Heights Park is included, as well as ways to slow traffic heading South along 45th from Flavel. Could not tell from the maps. And a sidewalk from Crystal Springs to Johnson Creek market.	6/11/2022 9:02 AM
31	if you want people to walk/bike more, invest in sidewalks and bike lanes. We have children walking in the street in my part of woodstock because there are no sidewalks. how could that be safe?	6/10/2022 3:14 PM
32	You didn't specify a scale of what 1 is and 5 is.	6/9/2022 7:39 PM
33	Traffic calming is the top concern with immediate safety implications. It can be done physically by building mid-road green isles, modulating the width of the street or by radar (speed) enforcement with videocams etc. Street signage is next: one sided and one per intersection street name signs are outdated, frustrating to find, when even present.	6/8/2022 9:47 PM
34	Is 1 most important, or 6?? I'm answering as though it's 6.	6/5/2022 7:33 PM
35	Under Bus Stops, put back in stops along Foster between 52nd and 92nd like there used to be before that stretch of Foster became one lane each way. Improve buses to become more ADA friendly. Wheelchairs and walkers cannot access the front ramp from the side, a person has to be straight in front of the ramp in order to access it because the ramps on buses has sides.	6/4/2022 11:16 PM

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Wheelchairs cannot easily enter the bus after paying, because the entrance is so narrow= before getting to the front priority seating.

36	Light Rail and/or Streetcars. Let's plan for an auto-free future. Start making more streets auto-free. More streets pedestrian only.	6/4/2022 4:51 PM
37	A note about street improvements here, I love the gravel streets in our neighborhood and= surrounding neighborhoods and I wouldn't want them all paved over. They are great for walking= with young children, dogs, strolling, etc However, I do think some of the main streets could use= some resurfacing.	6/3/2022 8:25 PM
38	Pedestrian improvement including sidewalks or paths on gravel streets, more safe crosswalks= and lighting, which is a pedestrian safety improvement. The neighborhood is DARK at night= especially south of Duke	6/3/2022 8:17 AM
39	cul-de-sac on ogden and 50th	6/1/2022 9:36 PM
40	Lighting and pedestrian safety should be priorities, although more bus service would be helpful.= Lighting in particular is an immediate need to address evening and nighttime violence.	6/1/2022 5:46 PM
41	Speeding is a huge problem in our neighborhood, on the main streets but also on the back= streets. I live on Ogden and cars routinely use our street as a cut-through=and the average speed is noticeably higher than the posted limit. There are intersections=without stop signs in any direction. It makes walking and biking unsafe. The visibility is also=bad at road crossings (e.g. Ogden and 52nd) due to parked cars and other obstacles. With=traffic moving so fast it is dangerous for pedestrians, cyclists, and motorists.	6/1/2022 9:48 AM
42	Maintaining existing residential streets (grading, filling potholes, paving over dirt and gravel).= Unacceptable that Portland residents aren't equally serviced. Some neighborhoods get= prioritized (bike lanes, sidewalks, pretty greenspaces, etc), while other neighborhoods still don't= have pavement or sidewalks! We all pay taxes, yet folks in inner-SE are not getting basic= quality streets or sidewalks. Bike lanes should be secondary, imo.	6/1/2022 6:48 AM
43	Continued establishment of lower speed limits, and enforcement of current speed limits. Or= other traffic slowing techniques.	5/30/2022 1:39 PM
44	Need more cross walk available on Woodstock where people cross to access Mt scoot park.= Also speed bumps to slow down traffic near the park and Woodstock blvd.	5/29/2022 11:18 AM
45	no	5/28/2022 2:33 PM
46	General traffic calming. I work on the corner of 52nd and Duke, and see/hear lots of cars= cutting through the bike lanes to turn right, and tearing down the long straightaways at high= speed along 52nd (especially going South of Duke)	5/27/2022 10:23 PM
47	we need a true city grid that creates more mixed use activity - yes, another Pearl District!	5/27/2022 11:37 AM
48	Please remember: so much of this city has bike lanes, but they are NOT SAFE for families.= So it's not just about adding more lanes, it's about adding protected lanes that will keep biking= families safe from distracted drivers.	5/27/2022 9:39 AM
49	Please don't pave the gravel roads. They are the best places to walk without traffic.	5/27/2022 8:10 AM
50	Speed bumps or other design elements to slow traffic. Islands, mid street planters. Specifically= on Woodstock. Some one has got to do something. We have kids all up and down this block.= My neighborhood is nearly perfect except for that!	5/26/2022 8:20 PM
51	Speed bumps on SE Woodstock blvd to slow down dangerous drivers	5/26/2022 6:26 PM
52	I miss the days when Portland was all about creating world class bike-ability. SE Rising is wide= and flat and perfect for biking. We Portlanders should focus on what we're good at (bikeability= and livability), rather than just complain about homelessness all the time.	5/26/2022 5:59 PM
53	All of these things are important, which makes it difficult to rank them.	5/26/2022 4:27 PM
54	The bike/scooter improvements category is problematic — better bike lanes, etc is desirable.= More accommodation for electric scooters is not.	5/26/2022 1:10 PM
55	Re street improvements/resurfacing - partly for cars, but partly as a pedestrian on these roads.= We're more willing to walk on a well paved sidewalkless road than a potholed graveled one.	5/26/2022 12:32 PM

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56	Pedestrian safety, especially 52nd and flavel. Speeding on flavel is now common occurrence.	5/26/2022 12:17 PM
57	No, however the ordering I chose for prioritization is directly supported by the transportation hierarchy codified in the 2035 Comprehensive Plan and 2035 Transportation System Plan further supported by PedPDX on the topic of lighting as a pedestrian safety issue. Resurfacing of streets should be on the table where bicycle facilities are going to be designated and the pavement is in poor condition however this does not mean in a financially constrained environment that the entire street needs to be repaved.	5/26/2022 9:14 AM
58	A network of protected bike lanes with protected intersections.	5/26/2022 2:42 AM
59	Sidewalks. Ensuring they are passable, safe from trip hazards and but overgrown with hedges and the like. Curb ramps and adequate margins. Also please fill the potholes and keep the gravel streets maintained. As soon as they were graded, they were potholed and nasty again... such a waste of money	5/25/2022 10:55 PM
60	Protected bike lanes, bike lanes that are fully separated from car traffic are the upmost importance. Painted bike lanes and lanes separated by plastic wands are not enough separation. Car-free plazas should also be a priority. Car lanes should be minimized and no center turn lanes like the renderings show.	5/25/2022 10:30 PM
61	Driving and parking. There are plenty of reasons people cannot be fully dependent on biking walking or mass transit. Don't discriminate by taking away the option to safely and easily drive and Park	5/25/2022 4:35 PM
62	Let's make these neighborhoods full and complete walkable neighborhoods. And lets make them as safe as possible for children and elderly folks who want/ need to walk/ bike/ take transit. Lower speed limits, buffered and protected bikes lanes, trees, etc.	5/25/2022 4:27 PM
63	North/South MAX line between orange and green lines	5/25/2022 3:59 PM
64	Remove cars entirely from neighborhood.	5/25/2022 12:06 PM
65	NO MORE BIKE LANES	5/25/2022 11:05 AM
66	More native planted trees to provide shade for pedestrians, bike riders and transit users	5/25/2022 10:41 AM
67	Sidewalks, street Greenway- dog park at Harney Park in the old unused parking lot.	5/25/2022 6:36 AM
68	Traffic calming -- safer speeds on streets	5/24/2022 1:58 PM
69	diverters and speed bumps along frequently used cut-throughs (SE 80th between Woodstock/Duke, SE 60th between Woodstock/Flavel)	5/24/2022 7:36 AM
70	Sidewalks 6-8 ft wide like on crystal springs / 82 is a total waste of earth.	5/24/2022 7:35 AM
71	We need to address the lack of parking and streets where cars can safely maneuver. Make more streets one way or eliminate parking on one side. Stop or yield signs at all intersections. No parking near intersections. Pruning of street trees and bushes to improve sight at intersections.	5/23/2022 11:28 AM
72	Prioritizing completion of existing greenways: Knapp, 62nd, etc	5/23/2022 8:36 AM
73	People often speed, so more speed bumps would be be ideal.	5/22/2022 9:12 PM
74	traffic calming is priority #1 for me	5/22/2022 7:18 PM
75	Connecting the green line to the orange line is worth considering.	5/22/2022 3:25 PM
76	More lower speed limit/Shared Street options.	5/22/2022 11:26 AM
77	Light rail	5/22/2022 11:14 AM
78	Change woodstock bus to Woodstock not the weird jog onto Duke . Nobody rides the 10 on Harold, take away the 52nd to 72nd leg	5/22/2022 8:40 AM
79	There is a bus stop on my street that homeless people routinely take over and live their life under the shelter and sleeping on the bench and abandoning their belongings. I feel like increasing access to public transportation also needs improved safety and garbage clean up and enforcing basic laws of civility.	5/22/2022 1:16 AM
80	Portland is a very dark place in the winter. In other northern climates that snow, the whiteness	5/21/2022 9:38 PM

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of the snow reflects light and aids visibility. Portland is just dark, and the rain makes visibility more difficult. It's strange how little lighting there is here for such a wet place with short winter days and so many bicyclists.

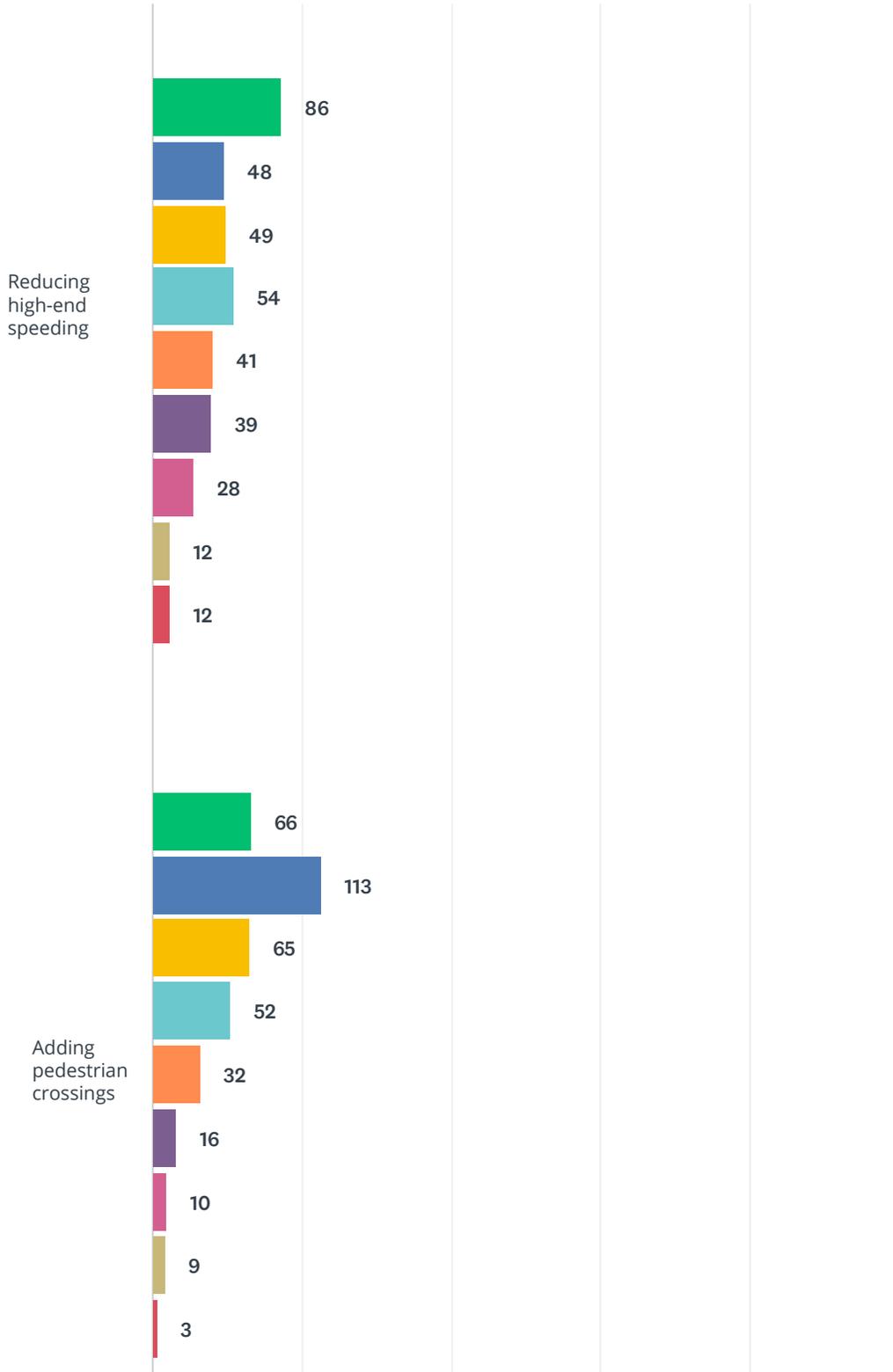
81	Anything to reduce speeding and reckless driving.	5/21/2022 8:42 PM
82	Motorcycle parking near retail.	5/21/2022 12:09 PM
83	On 72nd and Woodstock. Add a camera, make some money on tickets?, stop the insanity speeding shootings. Speed bumps would help also.	5/21/2022 7:10 AM
84	Crosswalks across Flavel Dr to Hazeltine Park. Speed bumps are helping (yay!) but that area still needs more visibility as a caution zone to make it safer for neighborhood children to access the park.	5/21/2022 6:23 AM
85	Remove the island of trees and tall shrub/grass/plants on Woodstock in front of pappacinos as it is a pedestrian crossing and one cannot see pedestrians!!! It is UNSAFE	5/20/2022 11:04 PM
86	More street trees for heat island prevention	5/20/2022 8:39 PM
87	Sidewalks should not be a priority, moving pedestrians away from the roadways emboldens drivers to drive faster and act more recklessly on neighborhood streets. I also feel that the unpaved streets are a good car reduction strategy and encourage bikes and pedestrians to feel more comfortable.	5/20/2022 5:33 PM
88	It would be nice if the bus stops on 52nd had seating or were covered. Not all of them do/are. Also, it would be really great if there was a crosswalk across 52nd at Crystal Springs.	5/20/2022 3:28 PM
89	Pave the side streets!	5/20/2022 3:18 PM
90	I feel that the streets lack major care. There are many potholes, worn lines and terrible lighting.	5/20/2022 1:57 PM
91	Speedbumps on 62nd ave, south of Flavel. People are racing down that street.	5/20/2022 1:38 PM
92	ADA consideration. It is so sad watching ppl in wheelchairs ride on the street because there are no sidewalks, mainly Flavel	5/20/2022 12:43 PM
93	Added stop signs on neighborhood streets. (SE 78th Ave and Crystal springs). Lots of speeding traffic coming from 82nd Ave. Traffic light at 72nd Ave and SE Clatsop St. Speed humps along SE Harney street between 72nd and 82nd.	5/20/2022 12:21 PM
94	Trash and recycling stations should be installed at regular intervals along 72nd and 52nd to prevent litter.	5/20/2022 11:27 AM
95	For cycling, I really hope there's a focus on truly safe cycle routes that you'd feel comfortable letting your 8 year old child ride on rather than painted gutters next to car traffic that require a high risk tolerance!	5/20/2022 11:26 AM
96	Instead of having a ranked choice set up for these issues that forces people to assume they all have some value you should use the 1-10 method which would allow audience to tell you if they have ANY value to them. Your method is called gaslighting.	5/20/2022 11:23 AM
97	Safer sidewalks. It's bad enough having to walk in mud everywhere, but to then have to walk up a hill on a busy street with no sidewalks because the bus won't come down that far. It isn't safe to walk in some of these areas.	5/20/2022 10:44 AM
98	streetsweeping	5/20/2022 10:11 AM
99	Paving the streets and adding sidewalks.	5/20/2022 9:39 AM
100	We have a chicken-and-egg problem with transit. I don't use it because it's inconvenient, and you can't add service without ridership. "Better bus stops" aren't the issue.	5/20/2022 8:36 AM
101	Under pedestrian improvements- ensuring that people using mobility devices can navigate the area. The lack of corner ramps off the main streets creates hazards for people needing to roll.	5/20/2022 6:15 AM
102	More speed humps please, and crossing lights paths like what went in on Hawthorne please - with the raised up curbs in the center lane.	5/19/2022 11:45 PM
103	It's already listed but why isn't there sidewalks on 45th and 52nd south of Duke? These are Bus routes, and the hill has dangerous lack of clearance south of flavel	5/19/2022 11:10 PM

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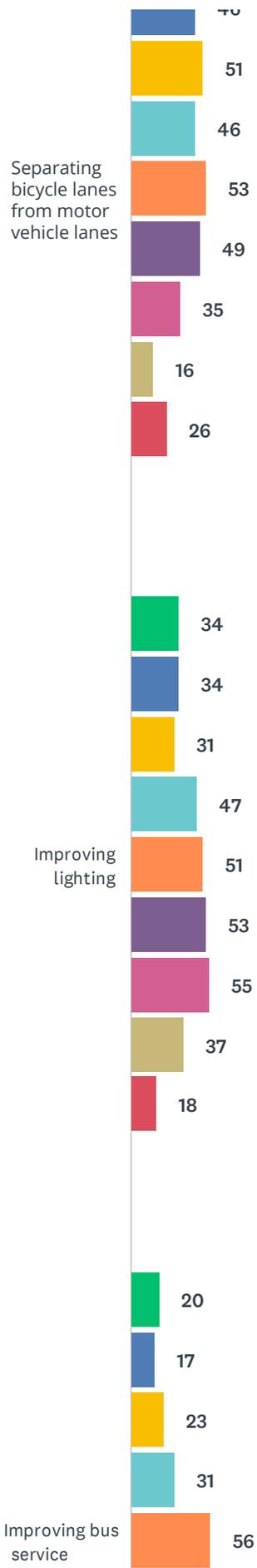
104	Rain water runoff mitigation. This area is always flooding.	5/19/2022 8:21 PM
105	It would be nice to have more speed humps and traffic calming implemented in more places.	5/19/2022 8:15 PM
106	Streets near commercial centers need to be paved. All the streets up to 6 blocks off of Woodstock need to be paved to accommodate increased traffic from businesses and new apartment buildings.	5/19/2022 7:40 PM
107	Need left turn signals at all intersections along 72nd, 52nd, and 39th	5/19/2022 6:10 PM
108	I don't want sidewalks on my street. The narrow streets on the other side of 52nd are virtually one way.	5/19/2022 5:11 PM
109	sidewalks in general would be a huge improvement. just walking down Harney street to Cartlandia is a total dangerous nightmare for hundreds of people every week.	5/19/2022 4:47 PM
110	No.	5/19/2022 4:39 PM

Q23 Focusing specifically on these major/busier streets, please rank from most important to least important what you think the focus of the plan should be for these streets.

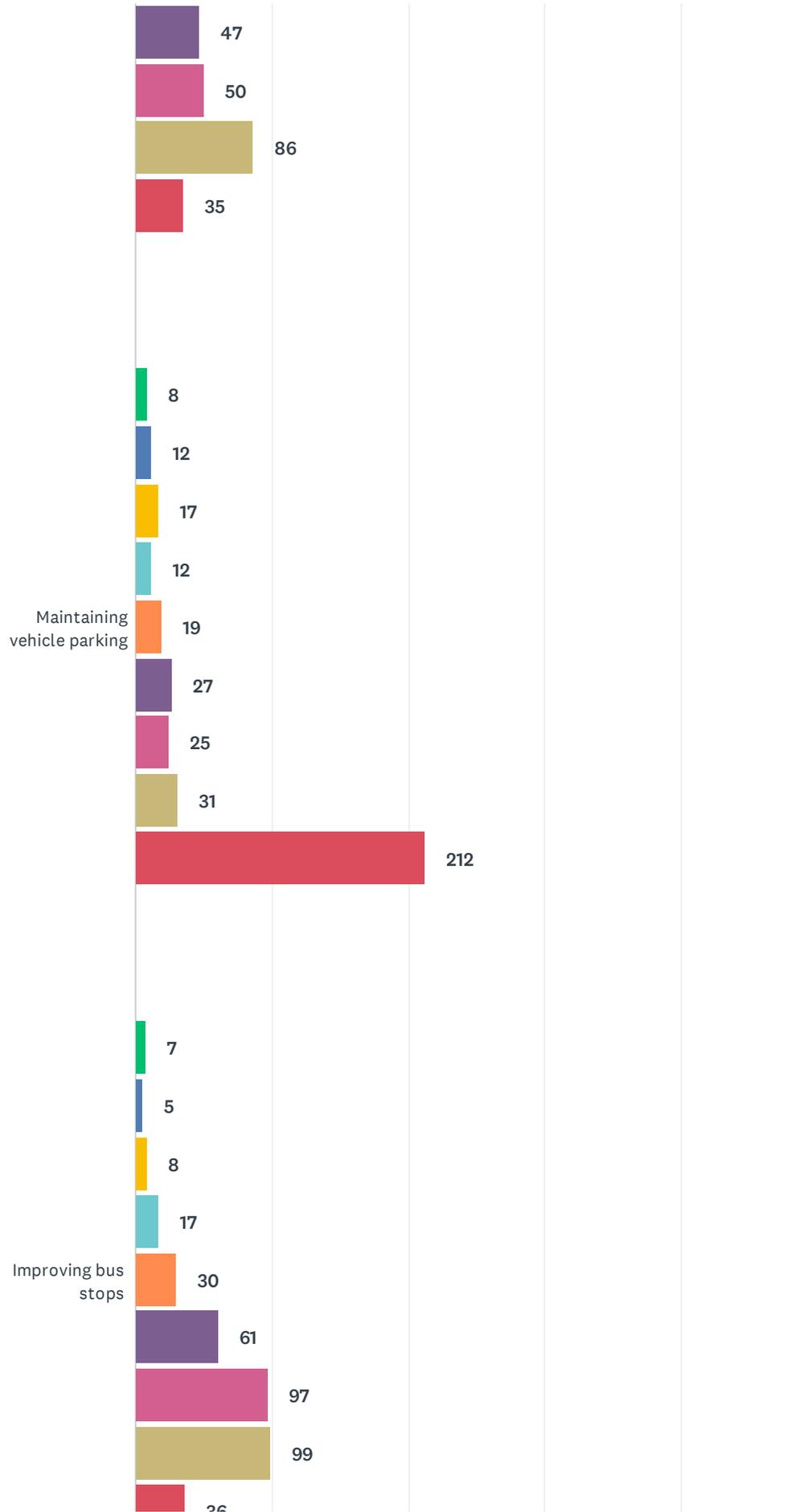
Answered: 374 Skipped: 143



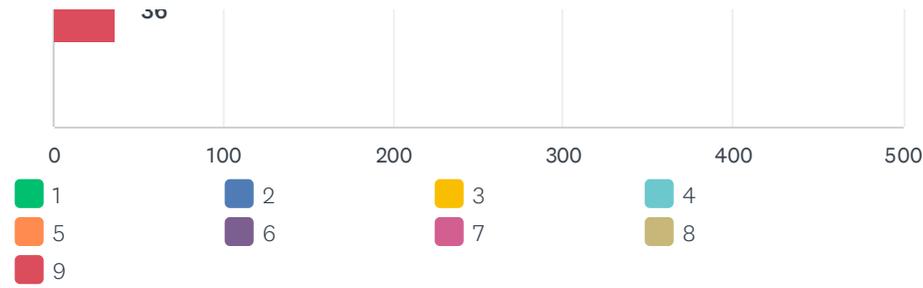
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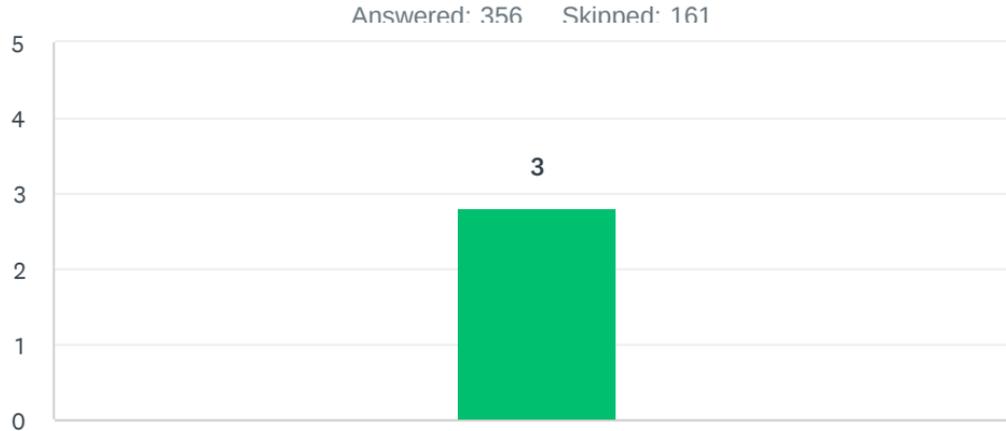


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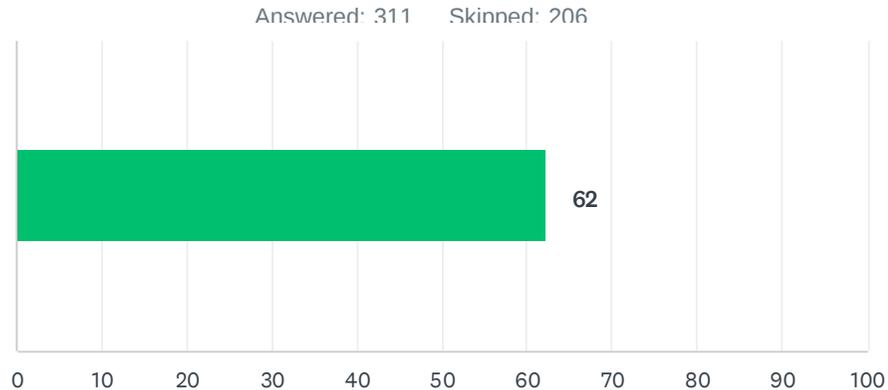


	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
Reducing high-end vehicle speeding	23.31% 86	13.01% 48	13.28% 49	14.63% 54	11.11% 41	10.57% 39	7.59% 28	3.25% 12	3.25% 12	369	6.25
Adding pedestrian crossings	18.03% 66	30.87% 113	17.76% 65	14.21% 52	8.74% 32	4.37% 16	2.73% 10	2.46% 9	0.82% 3	366	6.94
Improving the condition of streets (paving)	16.57% 60	6.91% 25	8.29% 30	9.67% 35	11.88% 43	12.71% 46	13.26% 48	16.85% 61	3.87% 14	362	5.08
Improving safety at intersections	12.88% 47	19.18% 70	25.48% 93	19.73% 72	10.14% 37	6.30% 23	3.01% 11	2.19% 8	1.10% 4	365	6.56
Separating bicycle lanes from motor vehicle lanes	11.78% 43	12.60% 46	13.97% 51	12.60% 46	14.52% 53	13.42% 49	9.59% 35	4.38% 16	7.12% 26	365	5.51
Improving lighting	9.44% 34	9.44% 34	8.61% 31	13.06% 47	14.17% 51	14.72% 53	15.28% 55	10.28% 37	5.00% 18	360	5.00
Improving bus service (having more frequency and/or different routes)	5.48% 20	4.66% 17	6.30% 23	8.49% 31	15.34% 56	12.88% 47	13.70% 50	23.56% 86	9.59% 35	365	4.08
Maintaining vehicle parking	2.20% 8	3.31% 12	4.68% 17	3.31% 12	5.23% 19	7.44% 27	6.89% 25	8.54% 31	58.40% 212	363	2.51
Improving bus stops	1.94% 7	1.39% 5	2.22% 8	4.72% 17	8.33% 30	16.94% 61	26.94% 97	27.50% 99	10.00% 36	360	3.28

Q24 On many of these streets, there are large gaps between formal pedestrian crossings. Do you think this plan should prioritize adding more crossings on a few select streets with the highest need, or spreading out the crossings on a greater number of streets? (0 is more crossings on fewer streets, 5 is crossings on a greater number)



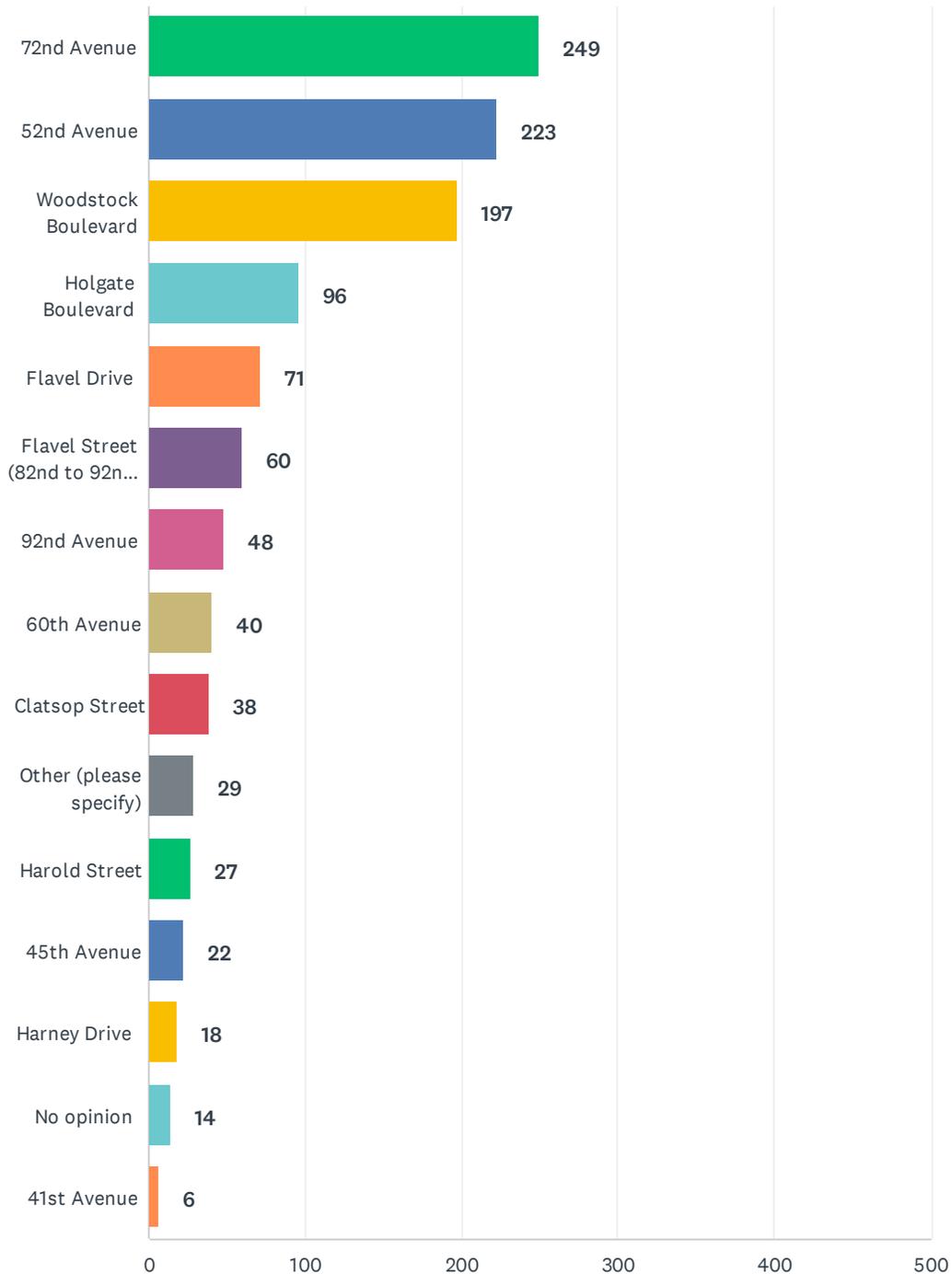
Q25 With limited funding to make improvements, do you think the plan should recommend more lower-cost “paint and post” improvements on more streets or do permanent improvements on less streets? (0 is "paint and post", 100 is permanent improvements)



#		DATE
1	3	7/10/2022 7:30 AM
2	87	7/7/2022 8:19 AM
3	0	7/3/2022 3:59 PM
4	29	7/3/2022 3:39 PM

Q26 Please choose the three major/busier corridors you think are most important to improve (note that Duke Street, Foster Road, Flavel Street (52nd-82nd avenues) and 82nd Avenue are not included as they were recently improved and/or have funded improvements):

Answered: 374 Skipped: 143



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ANSWER CHOICES	RESPONSES	
72nd Avenue	66.58%	249
52nd Avenue	59.63%	223
Woodstock Boulevard	52.67%	197
Holgate Boulevard	25.67%	96
Flavel Drive	18.98%	71
Flavel Street (82nd to 92nd avenues)	16.04%	60
92nd Avenue	12.83%	48
60th Avenue	10.70%	40
Clatsop Street	10.16%	38
Other (please specify)	7.75%	29
Harold Street	7.22%	27
45th Avenue	5.88%	22
Harney Drive	4.81%	18
No opinion	3.74%	14
41st Avenue	1.60%	6
Total Respondents: 374		

#	OTHER (PLEASE SPECIFY)	DATE
1	Duke and Flavel bad for biking; need improvement	7/10/2022 7:30 AM
2	All of the above!	6/30/2022 8:29 PM
3	Cooper st	6/27/2022 9:23 PM
4	SE Steele bet. SE 41st-SE 52nd	6/27/2022 7:21 PM
5	Ogden Street !!!	6/14/2022 1:25 PM
6	77th	6/14/2022 11:40 AM
7	SPEEDING ON 62ND AVE	6/14/2022 10:26 AM
8	none	6/13/2022 10:04 PM
9	Steele Street	6/13/2022 5:54 PM
10	Steele	6/3/2022 10:13 AM
11	42nd	5/26/2022 4:31 PM
12	Sidewalks needed on flavel	5/26/2022 12:19 PM
13	Tolman (as a greenway for bike users going E-W)	5/26/2022 8:46 AM
14	SE 80th	5/24/2022 7:39 AM
15	se steele between se 52nd and se cesar e chavez	5/22/2022 7:23 PM
16	HELP US!!	5/21/2022 7:14 AM
17	Depends on your definition of IMPROVE. HOLGATE NEEDS TO BE RESURFACED THATS ALL IT NEEDS. THE ROAD IS IN HORRIBLE DISREPAIR. LEAVEWOODSTOCK ALONE	5/20/2022 11:15 PM

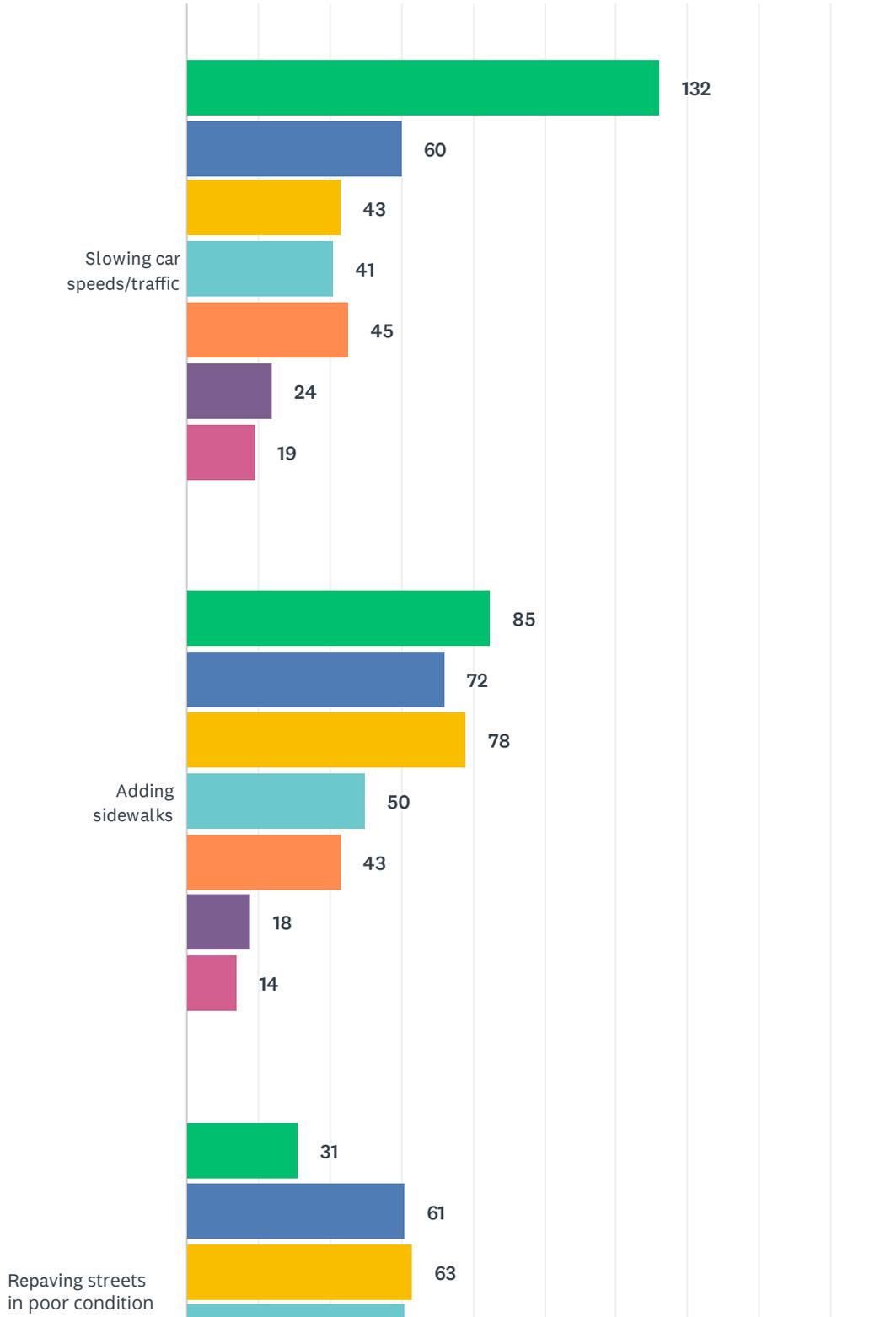
Lower Southeast Rising Area Plan: Online Open House Survey

AND REMOVE THE HORRID SPEED LUMPS ON FLAVEL DRIVE BRING THE SPEED BACK TO 30 NOT ANYBODY DRIVESV20!!!!!! They speed instesd!!!!!! And speed through the residential areas out of FRUSTRATION!!!!!! Flavel drive is WIDE and kept the traffick out of the residential bBEFORE YOU RUINED IT

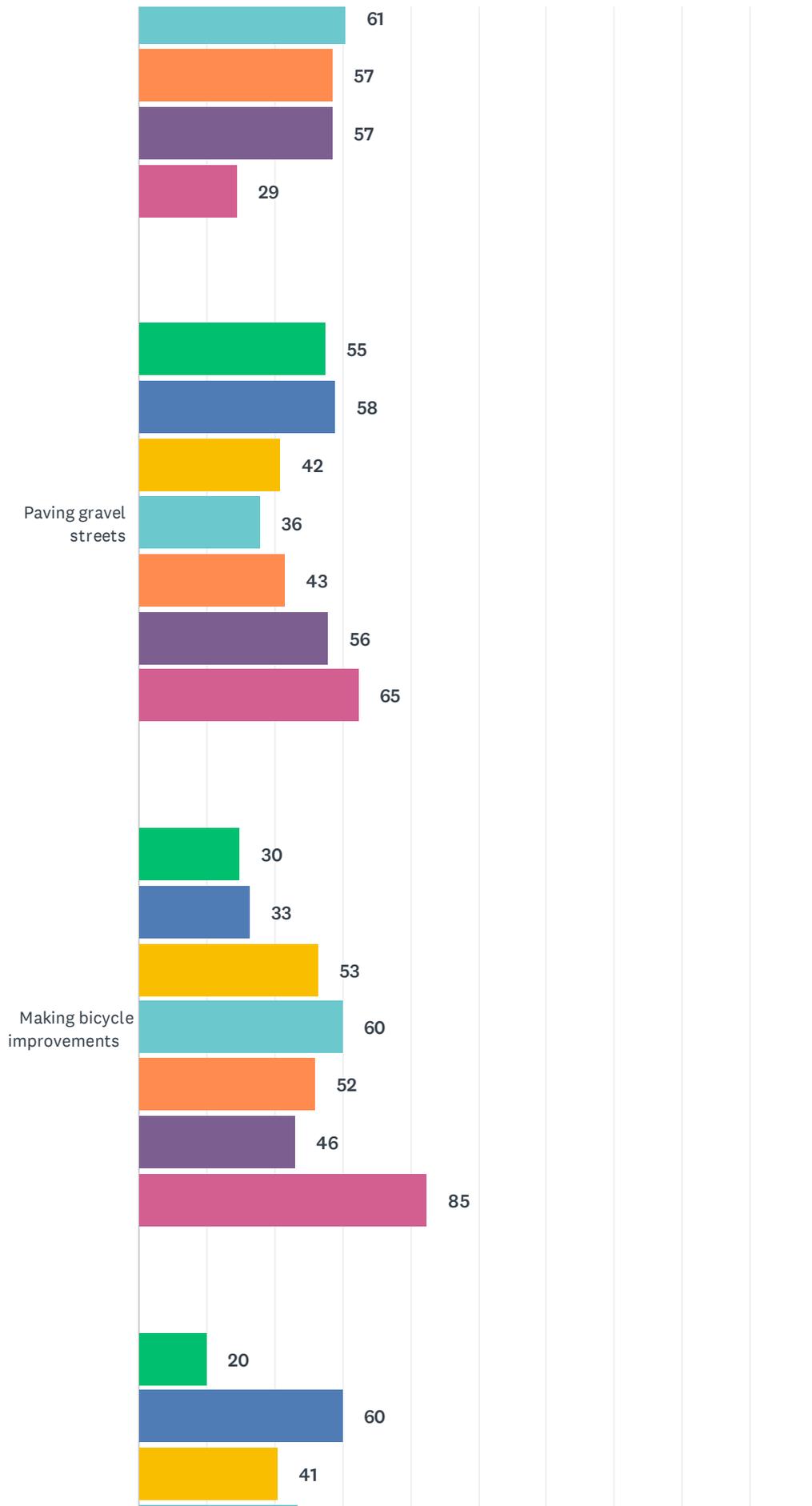
18	Steele St.	5/20/2022 2:33 PM
19	Can I choose 92nd 3 times?	5/20/2022 2:01 PM
20	62nd Ave - Needs Sidewalks & Speed bumps	5/20/2022 1:41 PM
21	Flavel St between 52nd and 82nd	5/20/2022 12:46 PM
22	SE Harney Street (between 72nd and 82nd)	5/20/2022 12:26 PM
23	Ogden street	5/20/2022 11:54 AM
24	Duke	5/20/2022 10:12 AM
25	Please pave se 80th from Flavel to Lambert, this street is SO busy and so bad.	5/19/2022 9:37 PM
26	The new speed humps on Flavel Drive are poorly done and not well installed. Should be fixed.	5/19/2022 6:35 PM
27	Woodstock from 82 to 205	5/19/2022 5:15 PM
28	Harney Street- connects to springwater and Cartlandia	5/19/2022 4:50 PM
29	Johnson Creek Boulevard	5/19/2022 4:41 PM

Q27 First, thinking specifically about local/neighborhood streets, please rank from most important to least important what you think the focus of the plan should be on these local streets?

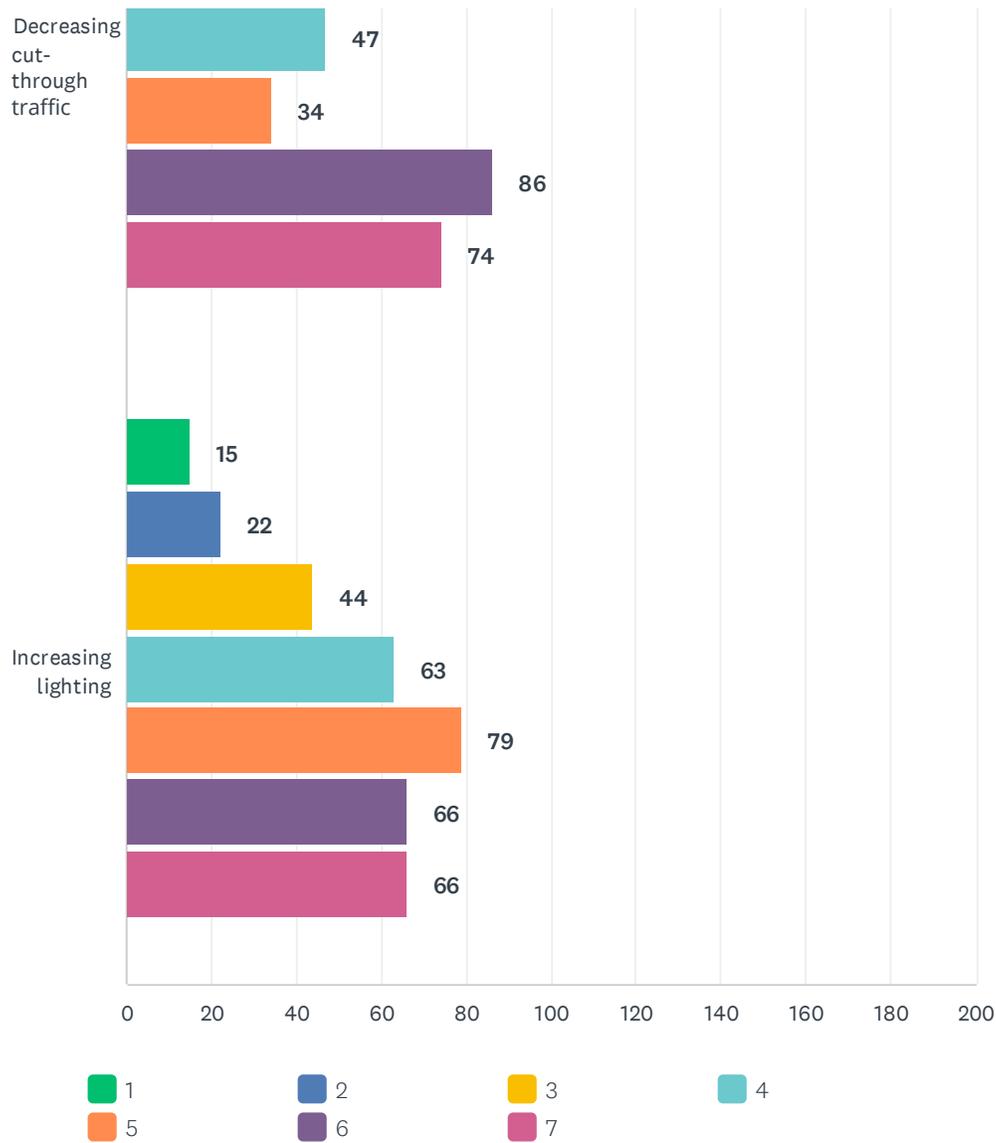
Answered: 372 Skipped: 145



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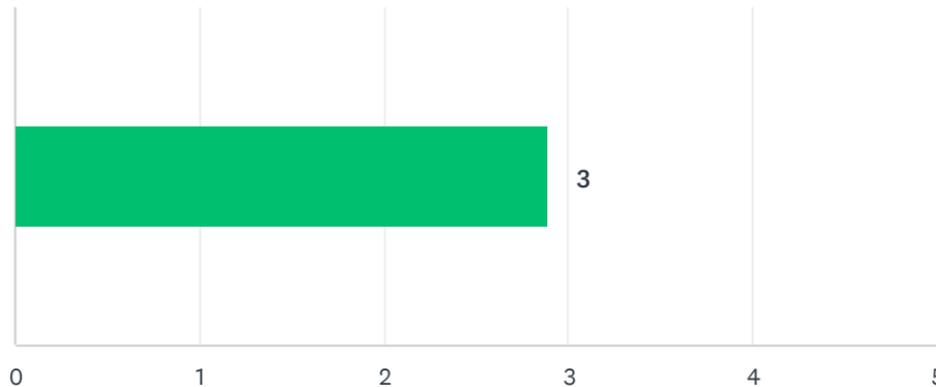
Lower Southeast Rising Area Plan: Online Open House Survey



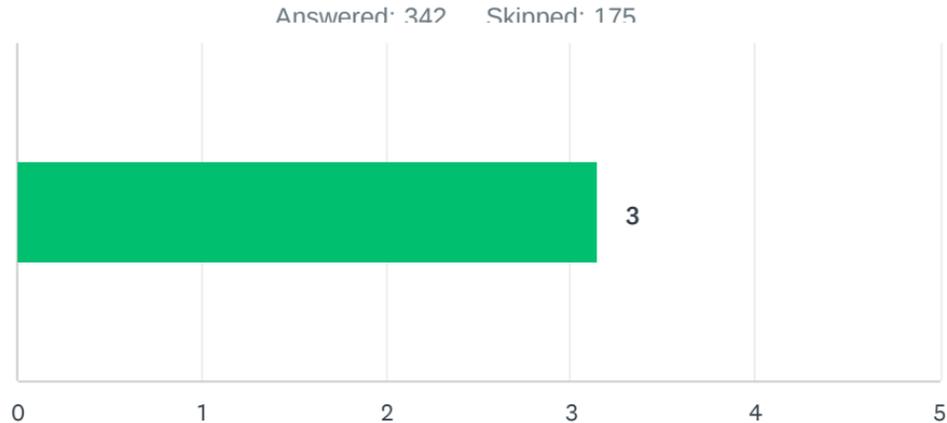
	1	2	3	4	5	6	7	TOTAL	SCORE
Slowing car speeds/traffic calming	36.26% 132	16.48% 60	11.81% 43	11.26% 41	12.36% 45	6.59% 24	5.22% 19	364	5.12
Adding sidewalks	23.61% 85	20.00% 72	21.67% 78	13.89% 50	11.94% 43	5.00% 18	3.89% 14	360	4.99
Repaving streets in poor condition	8.64% 31	16.99% 61	17.55% 63	16.99% 61	15.88% 57	15.88% 57	8.08% 29	359	4.06
Paving gravel streets	15.49% 55	16.34% 58	11.83% 42	10.14% 36	12.11% 43	15.77% 56	18.31% 65	355	3.92
Making bicycle improvements/adding wayfinding signage	8.36% 30	9.19% 33	14.76% 53	16.71% 60	14.48% 52	12.81% 46	23.68% 85	359	3.47
Decreasing cut-through traffic	5.52% 20	16.57% 60	11.33% 41	12.98% 47	9.39% 34	23.76% 86	20.44% 74	362	3.43
Increasing lighting	4.23% 15	6.20% 22	12.39% 44	17.75% 63	22.25% 79	18.59% 66	18.59% 66	355	3.22

Q28 In prior rounds of engagement, we heard a desire for more sidewalks on local streets. However, sidewalks can be very expensive to construct compared to adding traffic calming elements to slow motor vehicle speeds and reduce the number of cars. Given this, do you think the plan should recommend adding sidewalks (typically very expensive) on less streets or add traffic calming elements on more streets? (0 is for sidewalks on less streets, 5 is for traffic calming on more streets)

Answered: 338 Skipped: 179



Q29 To reduce non-local vehicle traffic volumes, diverters like shown below can help reduce cut-through traffic. However, they can impact circulation and add more traffic to major/busier streets. Given this, how supportive would you be of diverters on local streets? (0 is not supportive, 5 is very supportive)



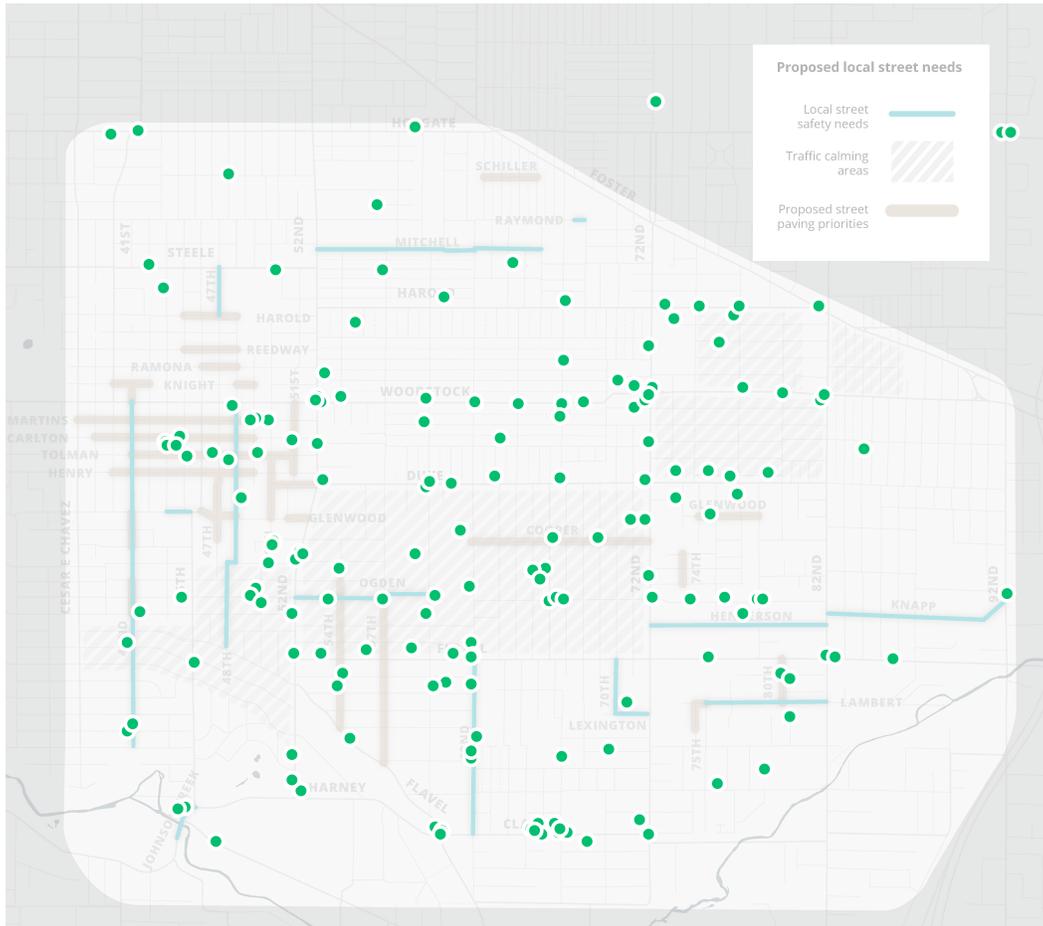
Q30 In the past, PBOT received many requests for gravel streets in the project area to be paved. However, Portland's Gravel Street Service has improved the condition of many of these streets. Currently, how much of a priority should paving gravel streets be in the plan? (0 not a priority, 10 a very high priority)



BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
	0.00	5.00	3.00	2.47	1.85

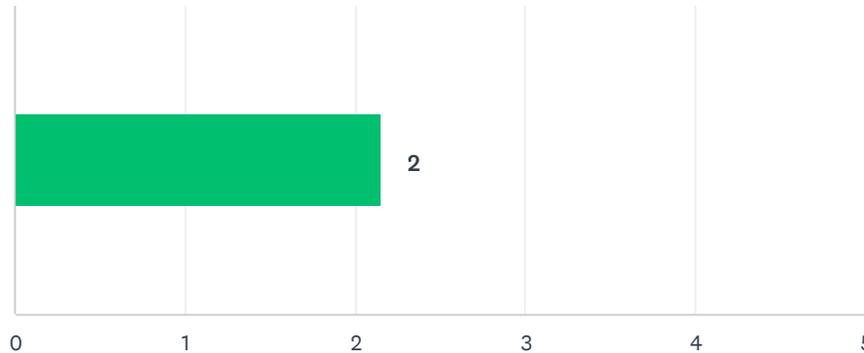
Q31 The map below illustrates streets identified in prior engagement as high priorities for improvement and/or traffic calming. Is there an area or location you feel should be a higher priority, or a street/area missing? If so, please note the location by clicking on the map.

Answered: 177 Skipped: 340



Q32 Do you think the plan should prioritize the development of neighborhood greenways on local streets, or adding/improving bike lanes on busier streets? (0 is for neighborhood greenways, 5 is for bike lanes).

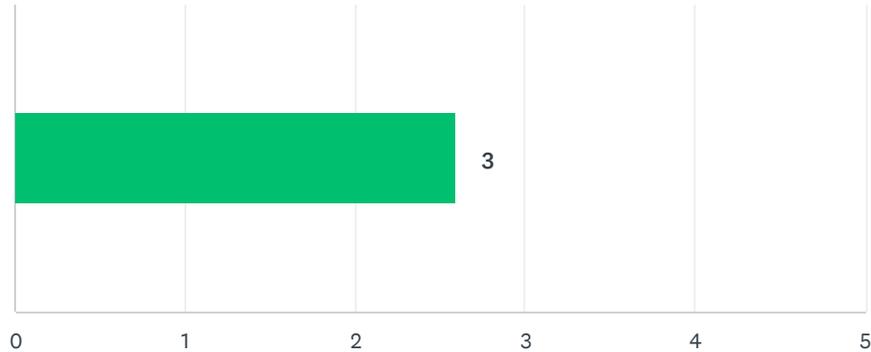
Answered: 319 Skipped: 198



BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
	0.00	5.00	2.00	2.15	1.88

Q33 Do you think the plan should focus on making upgrades to existing bike lanes, or on expanding the network by adding bike lanes to more streets?

Answered: 304 Skipped: 213

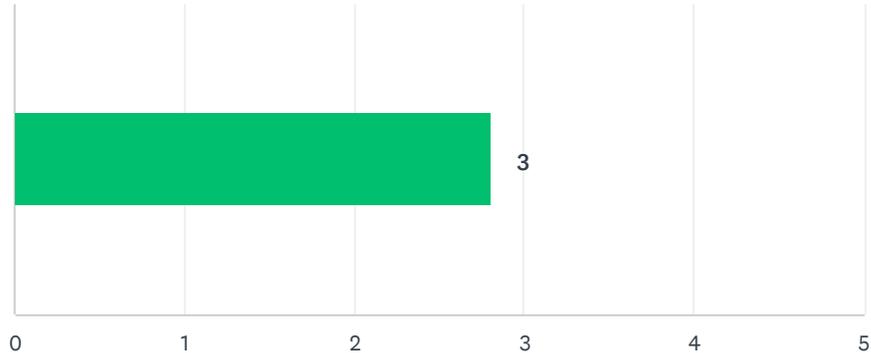


BASIC STATISTICS

MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
0.00	5.00	3.00	2.60	1.75

Q34 Do you think the plan should focus on developing of longer, direct routes serving longer distance trips, or focus on routes improving access to nearby local destinations?

Answered: 275 Skipped: 242



BASIC STATISTICS

MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
0.00	5.00	3.00	2.80	1.67

Q35 Is there a route missing, or anything else you'd like to mention about the proposed bicycle routes?

Answered: 105 Skipped: 412

#	RESPONSES	DATE
1	Improve biking on major streets; most direct and visible	7/10/2022 7:32 AM
2	The routes along gravel roads do not appear to look at how much impact it will have to the people living on those streets (having yards consumed to fit a wider road and sidewalks, trees cut down, etc.).	7/3/2022 4:06 PM
3	The unpaved part of Tolman would be great as a neighborhood greenway but only if the road is NOT expanded. The blocks between 42nd and 50 have a lot of narrowing and could not support two lanes and sidewalks as they are so please please don't widen the road. Keep them one lane but add barricades to stop cut through traffic.	7/3/2022 3:51 PM
4	Map won't let me click... please prioritize bike lanes on 52nd to connect neighborhoods for cyclists. I've never had a problem biking around within neighborhoods, as traffic is already calm on neighborhood streets. I have more problems when I need to bike farther (like NE Portland or downtown) or cross major roads (like Woodstock, Steele or Holgate). The bike lane on 52nd could also be improved by adding a buffer, as traffic moves pretty fast along 52nd and makes me nervous when I bike along it (and crossing Foster and Powell on 52nd is a nightmare).	7/3/2022 11:39 AM
5	It won't allow me to click on the map, but the routes in 41st and 52nd should be improved. I also DON'T support paving in Tolman.	7/3/2022 9:56 AM
6	Bike crossings on busy streets like 52nd and 45th with turns like on Tolman and Knapp are very difficult to navigate with children. They led to avoiding the routes.	7/1/2022 9:17 AM
7	Top priorities are bike lanes along 72nd Ave and designation of Tolman from I-205 to 32nd Ave as Major City Bikeway. Enhanced crossings at Tolman + 72nd Ave are needed. A traffic fatality occurred here in 2011 and neighbors express a desire for improved crossing of 72nd Ave away from collectors and traffic calming improvements along 72nd Ave (e.g. curb extensions, chicaned parking to accommodate curbside bike lanes. //Map would not allow me to click and designate this.// Recommend routing Ogden from the east through Brentwood City Park and Lane Middle School in anticipation of a redeveloped Lane School and connect to PSU Learning Garden Labs and re-route Major City Bikeway Knapp-Ogden onto Ogden until past the crossing of 45th Ave (to address the dangerous sight line limitations presented by the hill to the south at Knapp).	6/30/2022 9:54 PM
8	Greenway on 57th and 62nd	6/30/2022 8:34 PM
9	Do them all, why not???	6/30/2022 8:34 PM
10	More signage is needed on E side of 52nd, N of Woodstock, to keep cars from parking in the bike lane. It has been a traffic and bike safety issue ever since the bike lane was put in there several years ago.	6/28/2022 9:10 PM
11	Extend proposed new bike lane on Flavel Drive south to Johnson Creek Blvd to connect to Springwater. Add bike lane on Harney Drive (currently many bikes with little or no shoulder) & extend south to Springwater trailhead at 45th & Johnson Creek Blvd. Extend upgraded bike lane on Woodstock to close gap between 52nd & 45th. Prioritize bike & pedestrian access & safety over cars & parking throughout study area.	6/26/2022 5:20 PM
12	Improvements are needed to 52nd Ave bike lanes. They are unprotected and unsafe. Cars frequently drive in bike lanes to pass slower cars on the hill between Flavel and Harney.	6/23/2022 4:03 PM
13	Please enhance diverter at SE Crystal Springs and SE Cesar Chavez. The flimsy plastic wands have not reduced traffic or speeding....this is still a cut through.	6/23/2022 6:00 AM
14	The route of Ogden Street from 82nd to 52nd needs special attention. Due to the direct route to	6/21/2022 5:38 PM

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82nd Avenue, the area is a thoroughfare for speeding traffic looking to avoid Flavel and Duke throughways

15	I definitely think the new bike lane on Flavel Drive should connect to Clatsop/Luther going east to 82nd Avenue.	6/20/2022 10:24 PM
16	When I click on map, nothing happens. Woodstock through the town center is a nightmare for cyclists. Of possibilities shown, I think 72nd Avenue should be prioritized.	6/15/2022 9:25 PM
17	I take the bike lane all the way up foster from 77th to 50th daily. The pavement is in terribly shape. The bike lane is virtually unprotected from parked car doors on one side and speeding traffic on the other. Please prioritize this route! Cement or plant barriers, reduced parking. Block some places where a left turn dangerously exposes a cyclist, because cars can't get all the way into the middle lane after a pedestrian crossing. Reinstall the broken reflective wands at key intersections. This area is ripe for new development. Please do not half-ass it. True bike infrastructure will bring more people out to enjoy se foster.	6/14/2022 11:07 PM
18	The neighborhood streets are easy to ride but as soon as the streets get busier it becomes more difficult to manage	6/14/2022 8:12 PM
19	it wouldn't let me choose, but I'd 72nd from Harney to Steele.	6/14/2022 4:02 PM
20	Speed Bumps and walking/biking lanes on Ogden Street.	6/14/2022 1:29 PM
21	72nd greenway should be prioritized	6/14/2022 11:48 AM
22	Get bike lanes off main streets. FYI I do not see a lot of bike riders in my area. Spend the money on lighting and solar cross walks. Quit pushing bikes!!	6/14/2022 11:08 AM
23	The 19 bus winds through the rich areas near Reed College - and takes too long to get to downtown. Do those rich people really need so many stops? the 19 bus should be routed straight into downtown or add another bus route that does	6/13/2022 4:42 PM
24	Woodstock seems like the logical place for improvement. Lots of fast moving traffic and dangerous for cyclists.	6/13/2022 7:30 AM
25	Adding more low quality bike lanes is a waste of funds and it gives false re-assurance to people that it is safe to bike. Commit to fewer bike lanes on lower traffic streets and design build these lanes to physically protect bicyclists. Foster blvd. was a lost opportunity to create physically separated bike lanes with raised curb. It demonstrates that the city is not truly committed to safe biking- and there is no two ways around that. I repeat painting white line on a road and calling it a bike lane does not make a safe bike lane and you know that. Check out bike lanes from cities that are taking the safety of their riders seriously.	6/12/2022 9:07 AM
26	The map doesn't work	6/11/2022 5:06 PM
27	It's terrifying to ride a bike in this area. Bike lanes are not obvious. They're very narrow and compete with the glut of on street parking. It is not safe. Pedestrians need better safety, too. Why don't we have the opportunity to press a button to flash lights on the crossing sign?	6/11/2022 10:15 AM
28	The Greenway along Crystal Springs ends at SE 45th Ave. Traffic speed is fast along SE 45th from Flavel to Johnson Creek Mkt due to a significant downhill stint. Slowing traffic on SE 45th should be a priority, as well as Crosswalks and sidewalks to protect walkers and those on bikes.	6/11/2022 9:18 AM
29	It won't let me click on the map. I'd like to prioritize 62nd ave and Tolman as greenways	6/10/2022 5:06 PM
30	Nothing happens when I click on the map Also, use proper grammar: it's fewer streets, not less streets.	6/9/2022 11:23 AM
31	Bike lanes not physically separated from main street motor traffic (like with a raised curb) and being defined only by a painted line on the pavement cannot offer much protection or safety. Woodstock Blvd. seems too busy a street for safe biking. Better invest in greenways.	6/8/2022 9:48 PM
32	It won't let me add to the map. I was trying to click on SE 72nd.	6/8/2022 12:09 PM
33	Can't select on map; 72nd bike lanes sorely needed. Have witnessed several car-cyclist near collisions.	6/5/2022 4:44 PM
34	Do not add any more bike lanes to streets that also go to the Freeway. It creates more traffic within neighborhoods because people, like myself, will avoid sitting in traffic going to the free	6/4/2022 11:28 PM

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way. I now find streets with lower traffic to get myself to the freeway, but that means going through neighborhoods. That is why Woodstock is so much busier from 60th to the free way. All those people are avoiding taking Foster Rd because it is now one lane each way, and there is a bike lane.

35	Prioritize protecting bike lanes	6/4/2022 10:37 AM
36	(Commenting on last section re: diverters and paving gravel streets because I did not see a field for comments) Gravel roads keep traffic from cutting through in our neighborhoods already, and in essence are a form of diverters, traffic calming measure, and help to keep our neighborhoods as neighborhoods. My opinion on it is that if the general public/people who live on gravel roads like their gravel roads then maybe it's just a matter of maintaining them better (more frequent gravel dumps during rainy season, some leveling where needed, etc) rather than paving them and then needing to put in traffic calming measures/diverters (which honestly, if you don't "live in the neighborhood" driving down or near Division is a challenge to say the least. Giving pedestrians the freedom to stop traffic at any moment in some ways is more dangerous and creates frustration for some types of drivers.	6/3/2022 9:03 PM
37	Steele needs to be safer for bikes and pedestrians, currently a thru way by cars at elevated speeds	6/3/2022 10:22 AM
38	Great map! I love the Tolman Greenway concept...the sections that need to be paved could just be shared use paths to discourage cut through car traffic from Woodstock. Suggest continuing the Reedway greenway on paths through Mt Scott Park and Woodstock Park, if possible, providing greater connection to the rest of the network. Also noting the potential for encouraging recreational family riding along the ridgeline at Flavel Drive and neighboring streets	6/3/2022 8:23 AM
39	I think that it is folly to make Knapp the greenway from 62nd across 45th. I think crossing 45th on Knapp is dangerous as there is a blind spot at the top of the hill where people notoriously speed. I think it would be better to have Ogden be the greenway because it crosses 45th at a safer point.	6/1/2022 9:56 PM
40	Bike lanes should be added to sidewalks everywhere possible. The bike diverters on 45 get run over & make everything look like shit. People drive up/down "bike lane" all day. Move bike lanes to sidewalks.	6/1/2022 5:28 PM
41	The problem I see with the Knapp greenway is how close it is to the top of the hill at 45th. I understand that it's a direct route from 62nd all the way down to 32nd but the crossing at 45th is not safe. I think Ogden should be the greenway from Lane Elementary across 45 and down the hill into Eastmoreland.	6/1/2022 10:32 AM
42	Please, no more bike routes! While narrowing car lanes in order to encourage bicycling sounds like the green thing to do, the population is growing quickly, and you'd be creating more stand-still traffic and congestion (look at Foster Rd)....	6/1/2022 7:20 AM
43	I would like to ask why bike lanes on the commercial stretch of Woodstock are not being considered? It is a wide street, and parking on street is not necessary since most businesses there have off-street parking lots. Please add bike lanes to Woodstock! (The map above does not do anything when clicked)	5/30/2022 8:52 PM
44	Strongest support for routes away from busy roads in order to avoid direct exposure to vehicle exhaust; and more spokes to get to commercial hubs from small side roads, especially challenging now to access Woodstock (eg hardware/bakery/farmer's market/coffee) from south and east via side roads.	5/30/2022 1:53 PM
45	Harney Ave around Harney Park (67th) - Clicking map didn't work	5/30/2022 12:54 PM
46	Extend bike safety lanes from 82nd and Duke to 92nd and Duke.	5/29/2022 11:26 AM
47	too many	5/28/2022 2:39 PM
48	are the streets going to be wider? i'm 64 and im not riding a bike there is barely enough room to drive	5/28/2022 9:52 AM
49	Providing alternative ways to access businesses on Woodstock via Tolman or Ramona is essential. Currently the neighborhood is a very stressful place to ride. I would love to see more easy-to-follow north-south options in the neighborhood--like the indicated routes on 42nd or	5/27/2022 10:57 AM

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62nd. I get lost every time I try to follow the 70s bikeway south of Flavel, and the existing lanes on 45th and 52nd can be intimidating.

50	Please add Protected bike lanes. We would love to bike to restaurants and businesses in Woodstock (we live right next to it), but we can't because there are no protected bike lanes. We have two daughters and, while they love to bike, it is too unsafe for them to be in the road with cars. Give us a protected bikelane or just raise the bikes up on to the sidewalks - anything! But neighborhood greenways are NOT working because cars speed through those all the time (we live next to one, and the wider street seems to encourage more cars and people driving fast). Please give us protected lanes!	5/27/2022 9:54 AM
51	60th from Woodstock to duke and further south for Lane Middle school students	5/26/2022 8:51 PM
52	Specifically addressing the previous page about traffic calming... my area is designated as a traffic calming area and it is not working. I LITERALLY just heard a car speed by at EXCESSIVE speeds. Whatever is said to have been done in my area has not worked.	5/26/2022 8:32 PM
53	It won't let me choose a route but I choose Tolman Street.	5/26/2022 6:53 PM
54	I love the idea of new greenways and bike-priority routes, but I was unable to click on the above map	5/26/2022 6:08 PM
55	It seems like there's a relationship between bike lanes and gentrification/displacement which makes me generally hesitant about them	5/26/2022 2:59 PM
56	I couldn't click, but wanted to specify 72nd & Woodstock	5/26/2022 1:11 PM
57	Clicking on the map does not seem to work on mobile.	5/26/2022 12:39 PM
58	Protected bike lanes please.	5/26/2022 11:49 AM
59	72nd should be a robust bike route to calm speeding and provide an enhanced pedestrian & neighborhood experience.	5/26/2022 9:32 AM
60	One of the three core areas in the 2030 Bicycle Master Plan is access to commercial areas. This has been ignored at every turn. This project needs to center easy and comfortable access to commercial area by bike, scooter, skateboard, and any other mode that doesn't involve a multi-ton steel cage tearing up the pavement. The routes marked as "upgraded" need to be great or excellent, not just better than a 4" wide strip of paint. We know what works but generally lack the conviction or will to follow through.	5/26/2022 9:23 AM
61	Add concrete or steel bollard barriers to existing bike lanes. Plastic wands and paint do not offer protection.	5/26/2022 9:02 AM
62	Im all for a NG on Tolman for E-W connection (and business access for Woodstock) and installing PROTECTED-buffered bike lanes on 72nd/52n for N-S bike users and business access.	5/26/2022 8:51 AM
63	I can't click the route but vote for 67th/65th be prioritized	5/26/2022 4:34 AM
64	Network. Network. Network. Very little of this matters without a network of protected bike lanes. If you want to make an impact, remove parking and build a safe network.	5/26/2022 2:48 AM
65	Fill the Woodstock bike lane gap in the neighborhood center.	5/25/2022 10:40 PM
66	I could not click on the map. Prioritize 72nd.	5/25/2022 6:16 PM
67	You are dithering about low priority issues while the city is a squalid mess. Prioritize law enforcement and mental health services and get people off the streets	5/25/2022 4:39 PM
68	Of everything in the survey so far, this page is THE most important. These neighborhoods need to focus and prioritize bicycle safety need. Skimp elsewhere. Make this the best neighborhood to ride bikes in. On commercial streets AND greenways.	5/25/2022 4:34 PM
69	The "50s Bikeway" south of Division is pathetic. Take away the other side of on-street parking between Holgate and Woodstock and give my kids a real bike facility.	5/25/2022 2:45 PM
70	I think the N-S bike lane for 72nd is a really important improvement	5/25/2022 11:14 AM
71	I couldn't click on the map: would prioritize 72nd and Reedway, assuming the 67th greenway is for sure going to be constructed.	5/25/2022 10:58 AM

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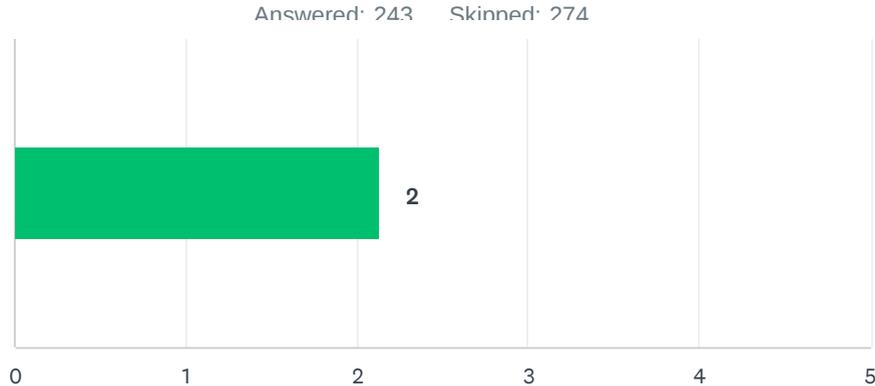
72	I think the routes are good but if we can protect cyclists from cars that would be the greatest priority in my opinion.	5/25/2022 10:49 AM
73	Se Clatsop St., this is a major high traffic cut thru area without traffic calming from se 52nd to se 72nd.	5/25/2022 6:49 AM
74	-Connect Harney thru to Flavel (would require paving 2 blocks of gravel street). Avoids need to jog to Nehalem, that small section could be removed. -Harney and Clatsop should be bike routes with bike lanes, they connect to Springwater Corridor and serve as the most direct connection along the southern boarder of the neighborhood. If built east of 72nd as well, it would connect to grocery and services on 82nd Ave, like the Fred Meyer. Would also serve the huge housing/apartment complex that opened on Clatsop east of the Springwater. Work with the County if City don't own all of it. -Flavel from 45th to 52nd should be designated as NG or bike lane, one of the best connections thru the neighborhood. Needs diversion. -Isn't Harold a greenway? Feels like it. If we could divert some vehicle traffic it would be perfect. One of the only smooth roads in the neighborhood! -I think it's more important here than in most neighborhoods to invest in bike lanes on busy streets because of the terrible connectivity thru the neighborhood, please prioritize protected bike lanes on streets.	5/24/2022 7:21 PM
75	Lit, protected crossings with flashers are BADLY needed along Woodstock between 72nd and 82nd. The existing crossings have poor visibility to cars and exist along a stretch of road with no stop signs/lights so cars don't slow down.	5/24/2022 7:43 AM
76	SE Woodstock Blvd from SE 41st to 52nd. It's a pain that the bike lane goes away for those 11 blocks, and there's really no good alternative route.	5/23/2022 9:50 PM
77	I think the busy roads need protected bike lanes, like 72nd. (The map wouldnt let me select 72nd)	5/23/2022 8:31 PM
78	Many undeveloped streets, such as SE Tolman east of 41st, are wonderful pedestrian greenways. PLEASE DO NOT PAVE THESE!	5/23/2022 2:01 PM
79	I couldn't click on the map, but new facilities on 72nd and Steele would be my choice for new bike lane priority. bike lane upgrade priority to 52nd. 46th greenway priority.	5/23/2022 1:32 PM
80	I'd love to see streets that bikes can't use. If there is a nearby bike route, keep bikes off major car-use streets.	5/23/2022 11:37 AM
81	I'm on mobile and can't click the map, but the Knapp greenway should be prioritized	5/23/2022 8:40 AM
82	Would like to see more signage and wayfinding for Knapp St greenway.	5/22/2022 9:28 PM
83	I'd love to see safer intersections for bikes on busy roads, mostly on 52nd and Duke, 52nd and Woodstock, and 52nd and Holgate.	5/22/2022 8:06 PM
84	I am unable to click on the map. I would like to see 72nd Ave and the disruptions to service on Woodstock prioritized.	5/22/2022 5:01 PM
85	map clicking didn't work	5/21/2022 9:42 PM
86	Would like to see harder separations on busier streets where speeding and reckless driving are known issues.	5/21/2022 8:51 PM
87	The light green new route looks best to me	5/21/2022 11:46 AM
88	Sorry we have bike lanes that are hardly used!!	5/21/2022 7:18 AM
89	Bike routes on 52nd could be brighter, more visible, to signal to drivers to slow down and be more cautious. As a sometimes bike rider, I barely feel comfortable riding on 52nd. I definitely don't feel comfortable sending my kid down 52nd.	5/21/2022 6:37 AM
90	Get rid of the bike routes . they ride as if entitled without stopping at stop signs/red lights....whip out into traffic without looking if it is safe there are far to many bike lanes now and are intensely UNDER USED where you have installed them	5/20/2022 11:25 PM
91	Would be great to have BIKetown service out here, electric bikes would make longer commutes much more feasible on bike	5/20/2022 5:42 PM
92	Harold St - it has a ton of bikes and is wide enough to accommodate cars, buses and bikes.	5/20/2022 2:51 PM
93	Does the proposed greenway on 62nd Ave (between SE Flavel & Clatsop) include sidewalks?	5/20/2022 2:24 PM

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because we're in dire need of sidewalks, speed bumps and or concrete planters that slow traffic.

94	Should new bike lanes continue down 72nd to Clatstop and Luther to connect Flavel and 72nd Aveue to the Springwater Trail?	5/20/2022 2:07 PM
95	Please make it safe to cross from the laundry mat to where the franz outlet just closed. It is so dangerous and plenty of people go from the laundromat to the convenience store.	5/20/2022 10:51 AM
96	clicking on the mat does nothing. Bike routes have taken to much priority over pedestrians so greenways (and sidewalks) are my priority in every area on map	5/20/2022 10:22 AM
97	It is very unfortunate the commercial corridor of Woodstock is not accessible by bike. It is the main destination for my every day needs and I would love to be able to go by bike.	5/20/2022 9:16 AM
98	there is no safe way to navigate east to west on Woodstock by bike with kids.	5/20/2022 9:11 AM
99	A bike lane shared w/ a 40mph highway (Woodstock) isn't something I'll ever use, that's just terrifying. Upgrade all you want, but if it isn't separated by more than paint and a prayer, then it isn't suitable for families to use.	5/20/2022 8:42 AM
100	Doing nothing to downtown Woodstock is a mistake	5/20/2022 7:23 AM
101	Upgrade existing routes, flavel and 72nd is still scary to ride a bike on.	5/19/2022 9:44 PM
102	We always take 48th from Bybee to Ellis, and then Ellis from 41st to 48th. Would love to see those streets prioritized. Would love to have a crosswalk across Woodstock on 48th too!	5/19/2022 5:50 PM
103	the harney street section from 78-82nd gets nonstop use for the cartlandia and route to 82nd and is DANGEROUS for the way it currently is for people/cars/bikes. it's a small stretch that would make a HUGE impact if you improved it just a little.	5/19/2022 4:56 PM
104	Add: SE Schiller/Long between Cesar Chavez and 52nd	5/19/2022 4:55 PM
105	SE Ogden from 52nd to the middle school	5/14/2022 8:30 AM

Q36 In your opinion, do you feel it's more important to provide continuous service on Woodstock from the Woodstock Main Street to Lents Town Center (52nd-92nd), or to keep service on Duke Street? (0 is for continuous service on Woodstock, 5 is for Duke service)

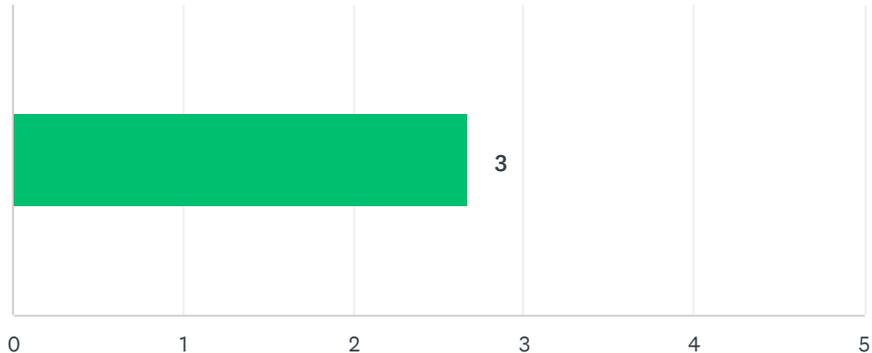


BASIC STATISTICS

MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
0.00	5.00	2.00	2.13	1.94

Q37 Do you feel it's more important to provide continuous east-west service on Flavel Street from 52nd to 92nd or service north-south on 72nd Avenue between Harold (Line 10) and SE King (Line 33).

Answered: 213 Skipped: 304

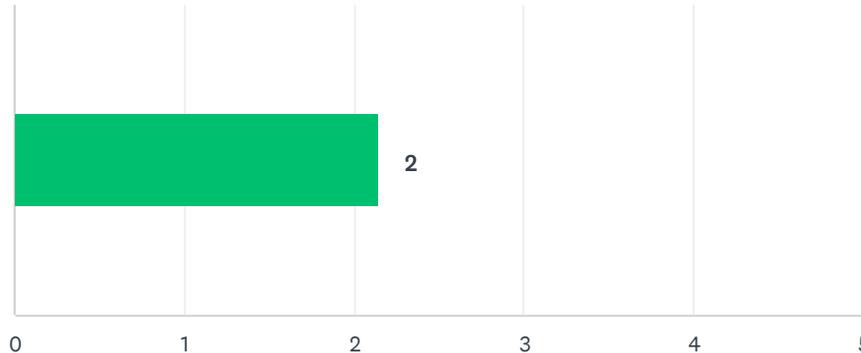


BASIC STATISTICS

MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
0.00	5.00	3.00	2.68	1.73

Q38 Should the plan recommend increasing service on existing routes (having the bus come more frequently), or adding new/revised routes within the project area?

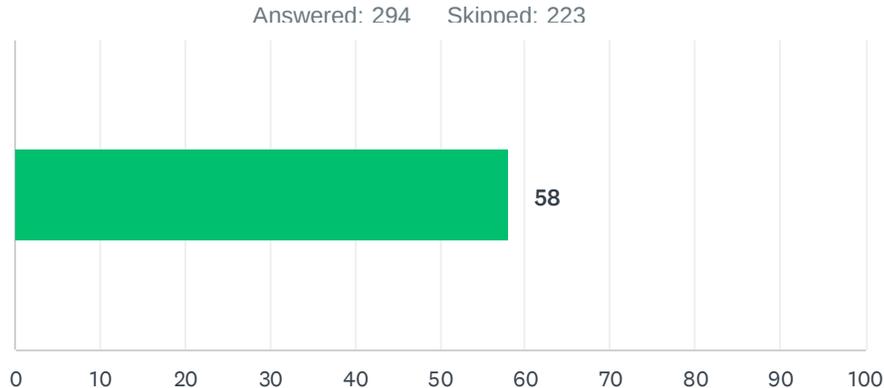
Answered: 252 Skipped: 265



BASIC STATISTICS

MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
0.00	5.00	2.00	2.14	1.68

Q39 Should service prioritize local trips (i.e. around the neighborhood or to nearby destinations like store, parks, and schools centers) that require transfers to other transit lines or longer trips (i.e. to downtown or north/NE Portland) that don't require transfers? (0 is for local trips, 100 is for longer trips)



BASIC STATISTICS

MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
0.00	100.00	52.00	57.96	29.40

Q40 Are there places/areas not currently on a bus line that you would like to see buses serve? If so, please identify the location.

Answered: 45 Skipped: 472

#	RESPONSES	DATE
1	Mt Scott Community Center from the southern approach	6/30/2022 9:58 PM
2	Prioritize pedestrian, bike, & last mile solutions light rail connectivity (e.g., jitneys, subsidized= ride-share services) over buses. Incentivize telecommuting and adding amenities to study area= to create a vibrant 20 minute neighborhood.	6/26/2022 5:26 PM
3	Southeast Woodstock from Southeast 52nd to Southeast 92nd	6/21/2022 8:07 AM
4	Harney from 45th going east to Clatsop/Luther/Clatsop to Fuller Rd.	6/20/2022 10:30 PM
5	Provide regular accessible service to Mt Scott Community Center.	6/18/2022 9:00 PM
6	I don't know that this is a high priority but it can be very difficult to get to and from the airport= from this part of town by mass transit, I usually end up walking a scary couple miles from my= last transfer (sometimes already of three train/bus transfers)to the finish line.	6/16/2022 10:10 AM
7	Residents in the southern portion of Brentwood-Darlington cannot reach Mt. Scott Community= Center and park via transit.	6/15/2022 9:31 PM
8	I'd like to see a route from our neighborhood to OHSU or the waterfront	6/15/2022 6:54 PM
9	Why isn't there a bus line on Woodstock between 52nd and 72nd?	6/14/2022 8:13 PM
10	some of the current east/west routes should be brought to frequent service. this is a HUGE= area for only one frequent service route (14). bus route 17 should be frequent service as well,= and 10 should be moved to prioritize north south--something that's sorely missing in our transit= system, and now that the "core" needs to be re-thought, we're going to need more service to= areas that are not spoke-and-wheel. And then 10 would need to be frequent service and= operate on weekends to accommodate going to services and grocery shopping. and retail= work.	6/14/2022 4:07 PM
11	Have 19 bus go directly to downtown, or have line north and south.	6/13/2022 9:20 PM
12	Route19 to go straight downtown without winding through Reed college suburbs, and add a= route that goes straight up to NE Portland without going downtown first	6/13/2022 4:45 PM
13	I live on SE tenino and bus service is essentially useless for me. If I want to go=downtown, it's a long walk to a bus stop, sometimes with a transfer. I end up just wasting= money on a Lyft	6/11/2022 10:16 AM
14	Suggestion for line 19 (Woodstock - Duke): from Woodstock Blvd. turn R on 52nd, L on Duke,= L on 72nd and R on Woodstock. The rest of the route to be as proposed. Reason: this route= seems to be geographically better spaced between line 10 and line 71 and would relieve some= of the traffic (congestions) already happening (esp. during commute hours) on Woodstock=Blvd.	6/8/2022 9:53 PM
15	A major priority should be a bus line that allows people that live on or near SE Flavel to take= one bus to the Flavel Max station. It is a little ridiculous how hard it is to get to that Max=station when it is only 20-30 blocks away from a lot of people but there is no direct bus to it! It=seems a relatively easy and logical fix and would give B-D residents easier access to the Max,=which opens up so many other possibilities for destinations.	6/8/2022 12:12 PM
16	Bus service between here and downtown is too slow because of the circuitous route through= Westmoreland and around the senior center. Make it more direct.	6/5/2022 9:44 AM
17	Bus service down part of 92nd Ave from Holgate to Monterey Court. There are many low= income housing and apartments on 92nd south of Foster that do not have adequate access to= more transportation. As someone who relies on public transportation and had to walk a long	6/4/2022 11:34 PM

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ways on 92nd for working with low income families, transportation would greatly benefit this population and open them up to accessing services

18	Bus routes to Cleveland should be a priority during school.	6/1/2022 5:29 PM
19	I think there aren't a lot of places to go TO in our neighborhood currently. Maybe rerouting the 75 line (or adding a line) to go into Sellwood instead of down 32nd at Johnson Creek.	6/1/2022 10:38 AM
20	Some things about this plan are good but this plan does very little to mitigate the lack of East/West service to the central downtown core for the southern portion of the project area. Only lines 10 and 19 go downtown. Lines that go North/South are great and I'm sure useful to some people, but asking people to transfer buses to go to work in the downtown core is one of the reasons more people in this neighborhood currently choose to drive instead. The other reason people choose to drive is lack of bus service in this area compared to the frequency and saturation of bus lines in other parts of the Eastside. I take the 19 bus to go to work at PSU and live near Duke St. so for me it is very convenient. Therefore I am very conflicted about the first question about the 19. I think there definitely needs to be continuous service along Woodstock, it just makes logical sense, but I would hate to lose the 19 on Duke, without a good alternative that connects to South of downtown (PSU). I would have to walk 1/2 mile to the new 19 on Woodstock if that was the case, or walk to/from the 10 on 72nd which is not very convenient to my work location either, or transfer between bus lines. Here is my suggestion: in addition to line 71 going east/west on Flavel btw 52nd and 92nd we need to have another line that continues going through Eastmoreland, past the Orange Max stop at Bybee, and to downtown. Currently the way the 19 runs a loop through Eastmoreland is not the optimal routing. It would make more sense, in my opinion, to have a line running East/West through that neighborhood, so you could eliminate the 19 loop if you added a new East West line. Please also consider synchronizing the 19 bus arrival/departure times with the Max lines it intersects, so make it easier for people to connect.	5/30/2022 9:23 PM
21	Seems like there was a gap, forgotten, I gave up on public transportation to work years ago (75 minute commute, one-way, too much time from my day as a professional with multiple work sites)	5/30/2022 2:01 PM
22	Harney and 72nd	5/30/2022 12:57 PM
23	no	5/28/2022 2:41 PM
24	I am done with this wonky self indulgent navel gazing. Go back to your committees and focus groups and other fanciful do-nothing governance	5/25/2022 4:42 PM
25	No	5/25/2022 6:50 AM
26	Flavel to Clatsop Harney to Clatsop 52nd South of Flavel	5/24/2022 7:28 PM
27	Flavel 82 to 72 And Woodstock	5/24/2022 7:47 AM
28	10 and 19 would be too close if you move 19 to woodstock harming people in brentwood	5/21/2022 9:44 PM
29	Routes between the more southern part of Brentwood-Darlington to downtown as well as to Woodstock area would be great.	5/21/2022 11:47 AM
30	I understand it's difficult, but from 52nd and Flavel Dr, there's currently no easy access to "frequent service" lines. You can bus it to 72nd and transfer, which is a weird route if you are heading westbound. There's no easy access to 45th. Giving 52nd frequent service that easily connects to downtown and/or MAX line as a to minimize transfers would be ideal.	5/21/2022 6:45 AM
31	What on earth are you asking in the last question convoluted jumble of local transfers longer destinations within small area section UNCLEAR WHAT YOU ARE ASKING. CLARITY IS NOT PRESENT	5/20/2022 11:30 PM
32	I live in Lents and shop in Woodstock. You want to get me out of my car? Give me a bus line that makes that viable.	5/20/2022 8:42 PM
33	The new/reassigned routing is cut off. Does new 10 go to Downtown Milwaukie? Where is new 71 going, Happy Valley?	5/20/2022 2:28 PM
34	I don't use the bus.	5/20/2022 1:14 PM
35	I do want to make sure there continues to be bus service to Brentwood City Park (if the bus line is moved off of Duke) to serve the many sports teams that use the park.	5/20/2022 11:42 AM

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36	Se 52nd and harney	5/20/2022 10:53 AM
37	a more frequent (during school hours) and direct line to Cleveland HS please!	5/20/2022 10:24 AM
38	SE 72nd & Woodstock. Maybe reroute line 10 down 72nd to Woodstock, Woodstock between 72nd and 82nd, then up 82nd to the current routing on Foster/Ellis.	5/20/2022 2:03 AM
39	I don't use trumpet typically, so I have no opinion	5/19/2022 11:55 PM
40	There needs to be a bus that runs from 92nd/Johnson creek down to sellwood. The families in west BD that I know including myself make this drive multiple times a day as kids in BD go to school at Sellwood Middle and have many friends and activities there. This could reduce traffic on Johnson creek from 45th to 30th and could connect the two max lines.	5/19/2022 11:26 PM
41	I agree with changing the 19 to stay on Woodstock, but The current 71 route does not provide easy access to downtown. It would be more effective to have a quicker transit to the orange line from flavel.	5/19/2022 11:13 PM
42	Clatsop between Flavel and 72nd	5/19/2022 8:35 PM
43	Se 72nd ave from foster south	5/19/2022 5:43 PM
44	Please KEEP DUKE service route.	5/19/2022 5:41 PM
45	72nd, but I don't think there should be a tradeoff between flavel and 72nd. Both need service	5/14/2022 8:36 AM

Q41 Is there something that you feel should be a priority in the plan that was not asked in this survey? If so, please share.

Answered: 117 Skipped: 400

#	RESPONSES	DATE
1	If neighborhood streets (like Tolman) are going to be paved, please keep them narrow (large enough for bikes and peds only) so as to discourage driving and to not reroute non-local traffic away from streets like Woodstock. Widening these neighborhood streets will only make them attractive to impatient drivers looking to avoid traffic on the bigger thoroughfares. As a cyclist, I'd rather bike along a gravel road with no (or a few slow-moving) cars than bike on a paved road with fast-moving cars.	7/3/2022 11:55 AM
2	Expanding the development opportunities beyond the collectors / corridors. Liberalizing development options provides increased opportunities for housing and mixed use options. I would love to see the plan encourage limited commercial opportunities along the greenways (i.e. 60s/Tabor Trail, Knapp-Ogden, Tolman) to allow cornerstores and home-business storefronts.	6/30/2022 10:01 PM
3	I feel like the area is incredibly unfriendly to pedestrians and bicyclist. All focus is on cars and that needs to change. It's dangerous walking and biking as there is not enough infrastructure and cars speed on all streets!	6/30/2022 8:37 PM
4	CALM TRAFFIC, whenever and however possible, by any means necessary.	6/30/2022 8:37 PM
5	Except option 1, all are overly ambitious and should be scaled to a very gradual rollout over 50-100 years.	6/30/2022 12:08 AM
6	Yes. Creative public/private funding to expedite proposed changes e.g., Prosper Portland Neighborhood Initiative designation. Consideration of changes on 82nd Ave (our eastern boundary) & how they will impact the study area. Planning coordination with Clackamas County & the City of Milwaukie which will be necessary to address identified issues e.g., cut-through traffic on our southern border, transit lines etc.	6/26/2022 5:42 PM
7	Diverter on neighborhood greenways should not be flimsy plastic wands but made of more substantial materials. Be bold and make cycling and pedestrian friendly decisions.	6/23/2022 6:03 AM
8	More curb cuts for ADA compliance on local streets.	6/22/2022 8:53 AM
9	I would like to see more streets dead-ended to prevent cut through traffic from 82nd Avenue	6/21/2022 5:43 PM
10	1. Mitigation of trash/litter - would not be hard for the city to add more municipal garbage cans to get more of this increasing litter out of roads, yards, wastewater 2. More trees! This neighborhood is hotter, has less shade and tree canopy than much of the surrounding areas. Would love to see a plan that addresses this somehow.	6/21/2022 12:17 PM
11	Move cut through traffic from SE 77TH to SE 80th, which is wider, better paved and less housing dense.	6/21/2022 8:16 AM
12	Maybe something can be done to seamlessly connect Clatsop and Luther at 72nd and 82nd Avenues?	6/20/2022 10:35 PM
13	Focus on paving areas just off Woodstock that are required to access library and businesses based on Woodstock. Pave Cooper.	6/18/2022 9:06 PM
14	I think it's addressed but I'll emphasize that I feel mixed use multi-unit including affordable is where it's at. I think of European models that can support mixed use like this in with single family structures without sacrificing the "personality" of the neighborhood.	6/16/2022 10:14 AM
15	Community-building should be a definite part of this project!	6/15/2022 6:56 PM
16	Any street repaving should not be with solid asphalt/concrete. Pavers/bricks instead should be used to improve rain water catchment back into the water table.	6/15/2022 9:30 AM

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17	Better bike infrastructure along North-South 72-77th corridor. Improve upon the simplistic bike infrastructure currently along se foster with better physical barriers protecting cyclists	6/14/2022 11:14 PM
18	Speed Bumps and walkways/bikeways on Ogden Street. It is a major dog-walking street and a major hazard for pedestrians.	6/14/2022 1:32 PM
19	72nd greenway needs better infrastructure and no street parking on narrow street portions	6/14/2022 11:51 AM
20	quit ignoring the county line of clatsop st. its a damn racetrack since its a straight line st. 22 years of racing EVERYDAY no sherriff, or portland police EVER around to hand out tickets.....never in 22 years. how about a flashing yellow light strung acrosss at se 66th which is the middle and a speedbump there too	6/14/2022 9:23 AM
21	Get homeless encampments out of streets and off sidewalks. Do NOT accommodate homeless encampments in ANY aspect of street planning	6/14/2022 12:03 AM
22	The need for sidewalks and ways to slow down traffic is a major concern. Circles in the road could also reduce crime by limiting speeding. This shouldn't be overlooked.	6/13/2022 10:21 PM
23	The Brentwood Darlington is better not being developed.	6/13/2022 10:08 PM
24	Have police/ response to shooting s/street racing, clear out RVs and trash from cooper and 62 nd. Also plants trees wherever possible to reduce heat island risks.	6/13/2022 9:23 PM
25	New affordable housing in this area seems empty, or mostly empty. If you are going to build more apartments, they need to be NICE not the ugly steel buildings with teeny tiny balconies that nobody wants to live in. Those are not good for children/families as they are all concrete and steel, and they also do not appeal to young people/college age people. It feels like our area is being filled with empty concrete buildings. Maybe more money toward restoring old buildings and improving business fronts.	6/13/2022 5:03 PM
26	Deal with the Clatsop Street area 72nd to 75 Don't leave out the area on 82nd from Clatsop to Lindy for improvement.	6/13/2022 4:12 PM
27	I would like to see unpaved streets like Cooper considered for paving but also specifically as a greenway for cyclists. I think it's safer for children to access Brentwood Park AND for cyclists vs Flavel and Duke.	6/13/2022 7:32 AM
28	Brentwood Darlington (and areas south of Woodstock in general) still require car heavy commutes and a lack of local services don't encourage walking. More local commercial opportunities would allow people to walk nearby instead of driving to other neighborhoods, reducing traffic and allowing existing transit to be safer and more effective.	6/11/2022 8:14 AM
29	Stop trees from being cut down. Heat islands are terrible.	6/10/2022 5:07 PM
30	There's a disconnection of bike lanes on Woodstock. The protected bike lane stops at 52 and doesn't pick back up until Caesar Chavez. Cars often don't know how to handle people biking to the farmers market and stores etc and it feels really unsafe. There's room for a lane without sacrificing much and it's very needed.	6/10/2022 4:56 PM
31	the elephant in the room is that investment into these amenities and changes encourages DISPLACEMENT of long time and low income neighbors, many of whom have no where else to go and end up on the streets that we want to improve.	6/9/2022 3:17 PM
32	I am very opposed to paving east-west streets without resident input. (Gravel is a different issue.)	6/9/2022 11:26 AM
33	All scenarios need to encourage a) a mix of residential types (by size, appearance and function too--for example live-work units), b) mixed use (commercial/ artisan/ local services at street level combined with residential floors above), and c) provide a healthy proportion of rentals (with lease option to buy) and owned units to attract diversity in the neighborhood. The four scenario descriptions suggest only rental housing.	6/8/2022 10:06 PM
34	Keeping poorer people in their homes, whether rented or owned.	6/7/2022 7:09 PM
35	Mention of climate change and carbon impacts of each choice	6/5/2022 7:39 PM
36	It is short sided that housing should be along main streets such as 52nd, 72nd, 60th, Woodstock etc. Just because there is a greater chance of having mixed use spaces more readily available, it still doesn't help low income individuals or families stay within their	6/4/2022 11:40 PM

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neighborhood to seek affordable options. More adult children are living with parents to save up money, and they still cannot afford to move out. Cities should plan these situations out and think about themselves as they are aging. Are these proposed solutions going to be beneficial to the aging and elderly adults in the future, near or far? Short term piecemealed solutions do not have long term benefits for the aging community. These solutions should improve the future of the majority of the population

37	In planning for the future, we can be more bold. All the proposed changes are excellent, but really are only incremental changes. Let's really step up as we change to adapt to a carbon-free future.	6/4/2022 5:01 PM
38	pedestrian and bike safety is paramount.	6/3/2022 10:29 AM
39	noise pollution seniors ability to walk without fear of traffic or harm	6/3/2022 8:23 AM
40	There is a major issue of noise along 52nd. Something to address speeding and enforcement of illegal noise (I.e.modified tail pipes and motorcycles) would be great.	6/3/2022 7:09 AM
41	Plant more native trees and plants!	6/2/2022 4:49 PM
42	cul-de-sac Ogden and 50th	6/1/2022 10:06 PM
43	Pave streets & install sidewalks. Brentwood pays higher taxes than most other neighborhoods & have less amenities for their \$\$\$. It's about time the City fulfill it's obligation & promise's made when they annexed BD in late 80's...	6/1/2022 5:32 PM
44	I think increased commerce on the identified corridors could make a huge difference to our neighborhood, provided it attracts businesses that are useful and promote all-day activity. I want to see apartment buildings with ground floor retail more than anything else on 52 and 72. And I want to trust that simultaneous measures are being put in place to address existing crime and safety issues, and to manage the considerations that come with increased population density.	6/1/2022 10:45 AM
45	First and foremost, pave residential streets that have never been paved. We deserve equality!	6/1/2022 7:29 AM
46	Please add bike lanes to Woodstock (the commercial center)! Please add more bus East/West bus service that connects to downtown and Orange Max line! Please add more connections to the Springwater trail too or improve the existing ones.	5/30/2022 9:27 PM
47	Tree protection, addition of space for trees, and reduction of heat-sinks (aka buildings, roofs, asphalt)	5/30/2022 2:11 PM
48	The more frequent gravel on our I paved roads is good for a few weeks but the potholes come right back.	5/29/2022 8:17 PM
49	As a property management employee, i need to not loose on street parking due to adding bike lanes, like you did on S.E. 52 ND near Division.	5/28/2022 9:58 AM
50	More housing for people, less housing for cars (parking)!	5/27/2022 10:41 PM
51	Please focus on greenspaces and heat islands. This area is greatly lacking. Also garden mini roundabouts on bike routes and busy streets like SE Harold to avoid speeding cars. Please please please more trees and parks!	5/27/2022 11:07 AM
52	More street safely around the neighborhood school. Kids do not have safe routes to get to school near lane middle school and Woodmere elementary.	5/26/2022 8:54 PM
53	Traffic calming on Woodstock between 82nd and 72nd. It's just not safe	5/26/2022 8:35 PM
54	The gravel pavement service certainly helps in many areas but all too often the giant potholes reappear, sometimes within weeks!	5/26/2022 6:54 PM
55	Speed bumps and other measures to slow down Woodstock blvd	5/26/2022 6:36 PM
56	I have a hard time feeling safe when crossing Woodstock on foot or on bike. The wide straight lanes encourages cars to speed while ignoring roadside pedestrians. Instead, squeeze Woodstock traffic through bulb-outs at intersections such as 60th, and 62nd. Continue to allow parallel parking along Woodstock, but not at intersections. Bulb-outs would give pedestrians a safe and visible place to stand, and cars entering onto Woodstock (me, everyday) would have a line of sight without needing to put their (aka my) nose into traffic to see if anyone is coming down the Boulevard	5/26/2022 6:21 PM

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57	More funding for affordable housing. Nothing in this survey seems like it would stabilize communities or prevent displacement	5/26/2022 3:01 PM
58	Specifically, I think it's important to get lighting on the streets around Mount Scott Park & Harold st where all the shootings have been happening. Also, I would like to see more green areas around commercial buildings, streets, stop signs, etc. A lot of what makes the SE look crappy is a lack of evergreens to keep things beautiful, even in winter.	5/26/2022 2:41 PM
59	making bike lanes protected whenever possible	5/26/2022 9:19 AM
60	Improvements to existing sidewalks. Accessibility should not have to rely on homeowners to maintain sidewalks!	5/26/2022 9:08 AM
61	Stop light or stop sign to cross Woodstock on 67th	5/26/2022 4:39 AM
62	Why is there no plan for a protected bike network? There is a reason why we did not build a few short segments of non-connected interstate. This planning process is utterly flawed already from the outset.	5/26/2022 2:51 AM
63	Many of these areas are already highly walkable due to lower neighborhood traffic except in key corridors. Please don't mess this all up by increasing density, traffic and bikes. It's a quiet pedestrian area.	5/25/2022 11:20 PM
64	Thank you for asking for feedback. It's so important to feel heard.	5/25/2022 10:14 PM
65	Use this opportunity to construct nice sidewalks with trees lining the street. This may be more expensive, but it really truly improves the livability of a neighborhood	5/25/2022 4:40 PM
66	Huge need for safer bicycle routes on commercial streets. buffered and separated from autos.	5/25/2022 4:37 PM
67	Do not reduce car lanes	5/25/2022 4:01 PM
68	fixing/repairing roads in all areas of the SE	5/25/2022 1:42 PM
69	Remove car dependence.	5/25/2022 12:11 PM
70	PAVE THE DAMNED STREETS	5/25/2022 11:11 AM
71	Create new connections to and thru parks for bikes Strengthen connections to Springwater corridor (Clatsop, Harney, Bell, Flavel, 45th, Johnson Creek) Are there ways to regain connectivity? Easements for path cut-thrus? So many dead end roads.	5/24/2022 7:32 PM
72	I didn't see it specifically called out, but protected turns in all directions at 52nd and 72nd are in dire need.	5/24/2022 9:02 AM
73	Safety routes around schools and parks.	5/24/2022 7:50 AM
74	Lit, protected crossings on Woodstock between 72nd and 82nd, and diverters and speedbumps on 80th between Woodstock and Duke	5/24/2022 7:46 AM
75	Traffic on Woodstock between 52nd and 72nd is too fast. Needs speed bumps.	5/24/2022 7:32 AM
76	Many unimproved streets in the area have become places for people to grow food and garden. They are great pedestrian environments and are generally car-free. Please do not pave these for the relatively few people who bike there.	5/23/2022 2:04 PM
77	More common sense used in making the improvements. The street in front of my house was "improved." Most of the candlesticks put in have been knocked completely off. Some are too near the intersection causing people to pull into on-coming traffic to make the turn. The ones near our driveway make it dangerous to enter or leave it. Making limited access streets just increases the traffic on nearby streets. I feel it is better to have more streets available to handle the traffic rather than forcing all to use one route, particularly for very local trips. Also remember that not everyone CAN ride a bike.	5/23/2022 11:45 AM
78	Trash service for bus stops. Bus users on flavel/60th leave garbage all over the place because there's no trash can nearby for example	5/23/2022 8:42 AM
79	Safety and crime issues.	5/22/2022 9:34 PM
80	NO CHANGE added to all future surveys.	5/22/2022 11:30 AM

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81	I hope the plan will address the drive by shooting and speeding we have had between Woodstock and Harold on 72nd	5/22/2022 9:01 AM
82	I think it is very important that there be safe, walkable routes from neighborhood streets to neighborhood schools. For many families whose kids attend Whitman, for instance, any route requires kids to bike or walk along roads with no sidewalks. If the city added sidewalks on a few north/south running neighborhood streets that connect with sidewalks on more major streets, that would be great and would give kids a safer route to school! Also - Clatsop street at the southern edge of Brentwood Darlington is very unsafe. People use it as a major artery to get to back routes to downtown. People drive at high speeds. There are very few traffic calming elements and no sidewalks. I think this street should be a priority too.	5/21/2022 11:50 AM
83	Please! barrels great for side streets, but still not addressing the big problems of violence on 72nd and Woodstock. They know they can SPEED SHOOT here and get away. They can circle, cut through church parking lot , the store parking lot.	5/21/2022 7:28 AM
84	Keep every square foot now covered with green plants that way!!! Do not build or pave any more square footage.	5/21/2022 7:20 AM
85	The intersection of SE Flavel Dr and SE 52nd is very dangerous. I think a stoplight here would resolve many of the issues. Currently, due to the hill and speeding cars, pedestrians risk their lives to cross here. Stopped at the stop signs while driving on Flavel Dr, it can take a very long time to cross or turn to to 52nd. I knows it's tricky because of the hill and the existing stoplight at Flavel St, but something needs to be done to improve that intersection.	5/21/2022 6:54 AM
86	Quit trying to force people on to bikes and bus. Quit thinking EVERYONE is single, young, doesn't need a car and wants a crowded high priced neighborhood with nothing to offer but high priced millennial style eateries	5/20/2022 11:38 PM
87	Not creating too much public space that can be used for camping. As much as we like sidewalks, we hate tents	5/20/2022 8:42 PM
88	Main streets like SE Flavel dr and Clatsop st, are in absolute need of a major change including full sidewalks and bike lanes.	5/20/2022 4:30 PM
89	More police presence to help with all the gunshots and gang (s) around Woodstock and 72nd	5/20/2022 3:43 PM
90	I really wish that you would call our neighborhood by its name. We're Errol Heights. It would just be so nice and courteous if you would at least mention the name.	5/20/2022 3:34 PM
91	Safety! We are dealing with a gun violence issue in this neighborhood. That should take priority over everything else!	5/20/2022 3:26 PM
92	Increase methods of enforcing the speed limit on Woodstock	5/20/2022 11:30 AM
93	Making that crossing from Jumbo to the conscience store safe. 45/46th and harney. It is not safe at all as it is. Also make it safer for cars at the 52nd and harney. It always feels like an accident waiting to happen. It also seems to attract LOUD street racers that echo thru the neighborhood and set off the peacocks.	5/20/2022 10:57 AM
94	Advance green/turning lane at 52nd/woodstock, desperately needed!	5/20/2022 10:24 AM
95	Decreasing crime	5/20/2022 9:44 AM
96	Make speed bumps harsher so people actually slow down. The current ones are easier to speed on.	5/20/2022 9:25 AM
97	please consider adding a solution for bikes on the business district of Woodstock. It is a major hotspot for the neighborhood and the current set up allows for walking, driving or going by bus but certainly not to by bike.	5/20/2022 9:19 AM
98	Perhaps address businesses that seem to be at least complacent in crime, or addressing crime in the area. Make them improve lighting, safety and security. Ensure they are not selling prohibited products to underage patrons, or encouraging loitering after hours.	5/20/2022 9:14 AM
99	I recognize that you have downplayed the need for sidewalks because of the expense. Considering the decades of neglect and underinvestment this neighborhood has seen, it's time that you pour money here. It's inexcusable to see disabled people, children having to walk in the middle of the road with people speeding by. A little paint that tells people to slow down is not enough. We need sidewalks!!!!!!!!!!!!	5/20/2022 8:56 AM

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100	Please prioritize bike safety. We need to get more people out of cars. Also consider striping all stop intersections so cars actually stop.	5/20/2022 7:31 AM
101	Enforcement of existing parking regulations and traffic laws.	5/20/2022 7:15 AM
102	Add lots of foliage and trees to lents please	5/20/2022 2:00 AM
103	Investment in the area at the base of Errol height spark at the intersection of 45th and Johnson creek would be beneficial to the area. Where the old Franz bakery outlet, Johnson creek rentals, etc are. That area could be a great hub as well.	5/20/2022 12:54 AM
104	Safety of the hills south of flavel on 52nd and 45th. Cars speed, visibility is dangerous and we still didn't get sidewalks! These are school routes	5/19/2022 11:28 PM
105	Converting the temporary Greenways to permanent. A traffic cone doeth not a Greenway make.	5/19/2022 11:15 PM
106	Why is your mom so fat?	5/19/2022 10:52 PM
107	need bike light cross walk on se 67th on woodstock. Need pedestrian crossing at se 62nd on woodstock. Need cross walk, and improvements on se knight st and woodstock.	5/19/2022 6:31 PM
108	People are taking over the pubic right of way on unfinished streets and preventing access for pedestrians and cyclists by parking their cars or in many cases landscaping or fencing spaces that should be public. It isn't fair and it creates less safety and access for everyone else in the community. I hope the city of Portland paves and adds sidewalks to unfinished streets so that our neighborhoods are safe and accessible for all.	5/19/2022 6:25 PM
109	We would love to have a PICKLEBALL court in the neighborhood! Preferably at Brentwood Park. The tennis courts need some love and everyone wants PICKLEBALL!	5/19/2022 5:53 PM
110	More sidewalks in residential areas	5/19/2022 5:42 PM
111	Don't just let CA and TX developers throw in a bunch of mixed use that get filled with overpriced shops. Focus on who lives out here NOW and focus on keeping those people able to afford to live here so in 20 years it's not YET ANOTHER inner division, Hawthorne, Belmont, etc.	5/19/2022 5:23 PM
112	Yes. You should also identify locations where there is a lot of daily traffic and help to design structures to help slow the traffic down. For example, a gas station or a fast-food joint	5/19/2022 5:07 PM
113	the infrastructure around Cartlandia is a hazard for all the traffic that comes through. it's such a great spot but so unsafe to get to. and yes.... sidewalks are expensive, but we pay some of the highest taxes in the city relative to home values. so yes... spend our money on our community!	5/19/2022 5:01 PM
114	Absolve crime. With virtually no law enforcement, crime is huge. I walk by chop shops every day. There are lots of vehicle break ins. Also, illegal dumping. Folx don't have a convenient means of disposing large items like furniture, so we see a lot of mattresses and old couches littering the sides of the roads.	5/19/2022 4:54 PM
115	Improved corners with more ramps	5/19/2022 4:50 PM
116	Johnson Creek Boulevard should me included as a major arterial street needing improvement. It already has bus service, yet lacks sidewalks and lighting. Clackamas County is even planning on improving its section of this important road.	5/19/2022 4:47 PM
117	Climate adaptation/resiliency. Whether investment in parks will be needed as a result of the plan. Safe routes to school and to business corridors for kids	5/14/2022 8:42 AM

Q42 Anything else you'd like to share with the project team?

Answered: 125 Skipped: 392

#	RESPONSES	DATE
1	Paving gravel roads is not preferred by many that live on those streets or use them frequently for walking or biking.	7/3/2022 4:10 PM
2	Thanks for all the hard work and for listening to us.	7/3/2022 3:52 PM
3	I'm very concerned about the idea of paving gravel streets below Woodstock, especially Tolman, because it is currently used as a pedestrian walkway and bike path. By paving the street, it would encourage more car traffic at higher speeds. The immediate impact of paving the street can be gauged by the increased speeds and traffic that happened just after the street had gravel redone. As a home owner living in Woodstock, I would much rather the street stay narrow and unpaved to discourage excess car use and speeding.	7/3/2022 2:08 PM
4	I'm very concerned about the idea of paving gravel streets below Woodstock, especially Tolman, because it is currently used as a pedestrian walkway and bike path. By paving the street, it would encourage more car traffic at higher speeds. The immediate impact of paving the street can be gauged by the increased speeds and traffic that happened just after the street had gravel redone. As a home owner living in Woodstock, I would much rather the street stay narrow and unpaved to discourage excess car use and speeding.	7/3/2022 1:52 PM
5	I understand wanting community engagement, but I'd rather have PBOT consult with and listen to experts in active and public transportation to determine what routes and frequencies will have the most impact and increase bus riding, walking and cycling the most. Whatever you do, please don't make it easier and faster for cars to blaze down the street. It increases driving rates, which increase air pollution and CO2 emissions and endangers those of us trying to walk and bike more. Paving and parking lots also induce demand for driving. As someone who walks, bikes and drives, I would prefer to see a shift toward safe streets for the former two modes (walking and biking), even if it comes at the expense of driving speed and convenience.	7/3/2022 11:55 AM
6	I do NOT support paving on Tolman. We live in that neighborhood. Even when the gravel is re-leveled, car traffic increases on Tolman, usually at high speed, as people are trying to find a shortcut past traffic on Woodstock. It becomes dangerous to local residents walking around the neighborhood, especially our children. The only paving I would support on Tolman is if was purely a walking or biking path.	7/3/2022 10:06 AM
7	Thank you!	6/30/2022 10:01 PM
8	I think it's important to add more commercial business areas between 52nd and 72nd.	6/30/2022 8:37 PM
9	Consider vehicular access needs in and out of the study area not just transit and bikes. Density increases under RIP 1 and RIP 2 will have highly unpredictable impacts on the these neighborhoods. Woodstock town center 52nd to CCB is already a significant if desirable bottleneck.	6/30/2022 12:08 AM
10	The intersection of Tolman and 52nd is a frequent pedestrian crossing, due to the bus line transfers at that point. The 19 and 71 are both very important and are the only lines that serve that area. There really should be a marked pedestrian crossing at that intersection.	6/28/2022 9:17 PM
11	The orange cones "Local Traffic only" do not seem to be effective. Folks who race on local streets/fire guns are unlikely to pay attention. Since they are inconvenient, it does slow local traffic.	6/27/2022 11:04 PM
12	More outreach to Ardenwald-Johnson Creek & Eastmoreland neighborhoods. Partner with existing social service agencies, faith communities, and other governmental jurisdictions e.g., Impact NW, Apostolic Faith, Multnomah County, PPS on anti-gentrification/displacement plan as well as community building efforts that will attract private investment sooner rather than later. Make Brentwood-Darlington & Lower SE an area that attracts private investments. Create a distinctive brand for Brentwood-Darlington e.g., urban greenspaces/CSAs, emphasis on	6/26/2022 5:42 PM

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sustainability in the face of climate change (solar panels & storage, rainwater harvesting, etc.)=
Access to Springwater, Errol Heights Park, & BES/Johnson Creek Watershed.

13	If I haven't made it clear, my most important issue is cutting down on speeding traffic= everywhere, however, especially on residential side streets whose streets go all the way to= 82nd Avenue.	6/21/2022 5:43 PM
14	Post speed limit sign on SE 77TH between Duke and Woodstock. It is highly used and has no= signage	6/21/2022 8:16 AM
15	As far as traffic-calming measures, I'm definitely in favor of chicanes over speed bumps.= When considering zoning changes, let's ensure that multi-level buildings have adequate secure= parking for cars so that surrounding neighborhoods aren't overrun with parked cars.	6/20/2022 10:35 PM
16	The environment needs to be prioritized over the economy. Trees need to be preserved with= any development. Cutting down trees to add sidewalks takes away nesting places for birds,= eliminates shade for pedestrians/bikers, and adds noise to the neighborhood by removing the= sound buffer trees provide, and takes away roots and shade that keep moisture in the ground.= More businesses and homes means more cars, deliveries, and trucks polluting the air. A hotter= drier SE with more asphalt and cars is not an improvement.	6/18/2022 9:06 PM
17	add speed bumps on Woodstock. add a turn signal/lane at 52 and Woodstock.	6/18/2022 3:29 PM
18	Thanks for the huge important work you do helping make my neighborhood better!	6/16/2022 10:14 AM
19	Thanks for all your work.	6/15/2022 9:32 PM
20	Thank you! I'm so excited about the upcoming improvements	6/15/2022 6:56 PM
21	The speed bumps along SE Duke from 72-82nd were needed. Thank you! But, the middle= cutout causes every driver to swerve into the middle of the road and play chicken with= oncoming traffic. Please fix the middle section of all these speedbumps	6/14/2022 11:14 PM
22	Sidewalks!!!! There's a traffic calming measure on 52nd between Duke and Flavel right where= there's no sidewalk. So essentially you're forcing cars and bikes closer to the only place where= it's easy to walk (especially in the rain). Flavel doesn't have few good sidewalks between 52nd= and 72nd and it's dangerous to attempt to run on it. I think more neighbors want to get outside= to walk and bike but there are so few routes where you can cover any distance.	6/14/2022 8:15 PM
23	Thank You !!!	6/14/2022 1:32 PM
24	Orange barrels don't work (traffic calming)	6/14/2022 11:51 AM
25	Increased lighting, solar lighted crossings and sidewalks should be a high priority. Identify= school safety and parks first. Trimet/housing and business can wait.	6/14/2022 11:17 AM
26	Es la primera vez que se de este proyecto y no tengo idea de cuáles son los cambios que la= ciudad quiere cambiar	6/14/2022 7:34 AM
27	Thank you for your hard work.	6/13/2022 9:23 PM
28	I hope you listen to these recommendations - I don't have a lot of hope that we will get service= to our area And Plant more Trees Trees Trees	6/13/2022 4:46 PM
29	Commit to safe bike lanes. Abandon use of plastic pipes as safety barriers for bike lanes such= as the project on 45th between harney and woodstock. That project may look good to a= designer in a photo but ride your bike through there with cars wizzing by and a battered plastic= pipe as seperation. A commitment to pedestrian and bike safety involves substantial physical= changes to the street layout with physical barriers that are actually barriers. The solutions= PBOT is currently using white, green paint, plastic poles demonstrates a lack of real= commitment to bycycle safety and a lack of honesty in admitting that the commitment is not= really there. So get real on this!!!!	6/12/2022 9:18 AM
30	Your maps and scenarios DO NOT provide enough information. What will ACTUALLY happen= in each scenario?? What does it, in real terms, mean to have 'higher density' or more 'affordable housing' or 'improved intersections'???. Will our neighborhoods look like NY City= with density so thick we'll have no parking and more pollution? Will additional people per= square inch simply be the next big thing that continues to bring in the hordes? And why does= this city prioritize the 'needs' of newcomers over the needs of this once-clean, litter-free, quiet= and walkable city we once had? Most of your city planners — the people who create these	6/11/2022 5:18 PM

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scenarios and surveys — came here from somewhere else, and have already made up their minds about how this city should look. There's a great mistake in believing that homeowners are the enemy and that huge development with no parking is the goal. AND this survey is so generic and non-specific that it is useless

31	The new style of speed bumps are too severe.	6/11/2022 12:16 PM
32	Please consider the safety of bicyclists and pedestrians. Please stop allowing massive housing projects to build huge apartment buildings with no parking. Too much congested street parking makes for cramped streets and people aren't looking for bicyclists and pedestrians. With poorly marked and unsafe bike lanes and poor bus routes, not having enough parking isn't going to force people to take public transit. It just makes it more dangerous. I wish to see improvements and rezoning in the areas between 52nd and 72nd. Let BD have cool neighborhood cafes and breweries. Have better bus routes to these areas.	6/11/2022 10:19 AM
33	I am neutral regarding the bus routes as I am not that familiar with that issue. Needed to use a magnifying glass to see the small print on the maps.	6/11/2022 9:21 AM
34	Thanks for doing this outreach.	6/11/2022 8:14 AM
35	It would be nice to have a small area zoned for businesses centered around a street that is closed to vehicle traffic completely.	6/10/2022 5:13 PM
36	thanks for working to improve our community! we deserve investment!	6/10/2022 3:22 PM
37	i cannot stress enough the need to understand and incorporate plans that will NOT ultimately DISPLACE the neighbors you are trying to serve. look at Albina, Division, Williams, etc and you will find a pattern. it may be outside your charge, but the fact that Southeast Rising is framing itself as a "by the people, for the people plan" without any mention of strategies to keep neighborhoods affordable, belies the reality that our neighborhoods are turned into investment property and no one without any means can afford to keep living there.	6/9/2022 3:17 PM
38	Lower SE will not rise if RVs, tents and abandoned/stolen cars continue to be ignored by the city.	6/9/2022 11:26 AM
39	Thank you for your caring and methodic work! I hope you engage top professionals committed to quality, respecting Portland's needs by taking time to integrate life at the confluence of water, winds, embers and nurturing land. Honoring all who contributed...	6/8/2022 10:06 PM
40	Again, I just want to urge people analyzing this survey to not only rely on "squeaky wheel" data because that often comes from more affluent neighborhoods and to please look at need. Decisions should be made based on what is best for Brentwood-Darlington and which choices will positively affect the MOST B-D residents.	6/8/2022 12:14 PM
41	Thank you!	6/5/2022 9:45 AM
42	Our decisions today can really help us deal with racial and economic disparity we have brought about because of our past lack of planning. We can break down inequalities while better managing climate change. Let's make change happen, but we first have to start drastically reducing carbon emissions from our transportation system.	6/4/2022 5:01 PM
43	Thanks for asking all these questions.	6/3/2022 10:29 AM
44	Thanks for all the work. This area is long overdue for attention from the city and I'm excited for its future.	6/3/2022 8:25 AM
45	please put your ideas in basic, plain language. most scenarios are like "rocket science" to the average person.	6/3/2022 8:23 AM
46	This looks awesome, thanks! I'm excited to see the Mt.Scott-Arleta and Brentwood-Darlington neighborhoods have improved business, housing, and biking/pub-transit opportunities	6/1/2022 8:38 PM
47	Thank you for your time.	6/1/2022 10:45 AM
48	Before all the fun, pretty projects are planned, please give local residents their basic transport needs of paved residential streets. Sidewalks second. Please. Pretty please.	6/1/2022 7:29 AM
49	PBOT has been dismissive of the concerns of people in this area in the past, so I do hope to see changes in the future!	5/30/2022 9:27 PM
50	Not a fan of being in area termed 'lower' SE, 1) parallel negative connotation of 'felony flats', 2)	5/30/2022 2:11 PM

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high concentration of low income, 3) high concentration of lower equity for BIPOC, 4) north-centric. (SSE would have been fine, even if folks thought 2 S's was a typo. I've been calling the area SE prairie.)

51	Yes, adding paint, posts and sidewalks naturally slows down traffic. Some of the questions asked either / or regarding priorities. For example, more bike lanes or more traffic slowing initiatives... However they both achieve a slowing of traffic because painting a bike lane naturally causes drivers to slow down.	5/30/2022 12:58 PM
52	Excited to see our neighborhood get some help! Want to preserve the strongest parts of our community - BDNA, our Buy Nothing group, BD Connected Neighbors. We do look out for each other.	5/29/2022 8:17 PM
53	Traffic on SE Duke between 82nd and 92 is dangerously fast, especially between 82nd and 86th. Lack of speed bumps/traffic calming measures has made it very dangerous for cyclist.	5/29/2022 11:30 AM
54	Don't like the cookie cutter approach with the corridors. Don't like being called "lower."	5/28/2022 2:42 PM
55	Dream big!	5/27/2022 10:41 PM
56	Anything that helps prevent gun violence, homelessness, drug use, and speeding cars is much needed in this area.	5/27/2022 11:07 AM
57	I know that I've already mentioned this, but just to be clear: please remember that there are so many families in Portland who want to ride bikes with their kids and use our bikes to go to restaurants and stores. For us, safety and separation from cars is the top priority. Yes, the lance armstrong speedy bikers might like the painted paths in the road, but please plan transportation around families too! Drivers are speeding, distracted, and even sometimes angry at bikers for blocking their way on shared streets- please protect biking families from them by giving us protected bike lanes!	5/27/2022 9:58 AM
58	No more over night camping around Mt. Scott park and Glenwood park	5/26/2022 8:54 PM
59	Please help our neighborhood. We need islands or planter or cut through a to slow traffic, provide safe passage from S side of Woodstock to the park, and divert traffic away from our area.	5/26/2022 8:35 PM
60	It would be helpful to provide more renderings of proposed improvements and an action plan of how the project will be carried out (funding, phasing, etc.) to understand the gravity of the proposals.	5/26/2022 8:31 PM
61	Crosswalks and sidewalks are a must and greatly improve livability. Paving gravel roads not important - they slow traffic and work just fine as is with a little maintenance and don't present a safety risk. Vocal people are just bothered by appearance of pot holes on gravel streets when they don't really affect livability - while we have livability issues, we should focus on those issues instead. I don't see a big issue with bike lanes currently - I bike now all over and feel safe but crossing the street on Woodstock or 52nd is ridiculous as no one stops, folks drive fast and you can't see around parked cars.	5/26/2022 7:37 PM
62	Thank you!	5/26/2022 6:21 PM
63	The phrasing of the sidewalk question (it's expensive and should we do it) seems to sway the reader to accept not having sidewalks: it did not appear impartially written. Having sidewalks versus slowing cars should not be an either or we have to make. Even if a car is going 20, collision with a pedestrian is catastrophic. Not everyone will follow the rules regardless. Not having sidewalks makes the neighborhood less walkable. We have all been sped past by a car too close on these smaller streets that are already supposed to be slower, or carefully and nervously walking around an occupied car pulled on the side of the road (people park anywhere without a physical barrier).	5/26/2022 12:45 PM
64	Concrete sidewalks instead of dirt and mud, safety at crosswalks near Whitman elementary, paved roads, time to catch up city of Portland and stop ignoring the poor masses.	5/26/2022 12:23 PM
65	The question about sidewalks being very expensive and needing to choose between sidewalks and something else (sorry I don't remember). I wonder if there isn't a less expensive way to make walking safer on some of these streets without sidewalks. I walk this neighborhood a lot. Walking on the gravel streets feels very safe (cars can't tear through or sneak up on you), but thinking about SE 60th and 62nd between Clatsop and Flavel....these streets are SO wide. Would it be any less expensive to put in a protected shared walking / biking lane, like out in	5/26/2022 12:01 PM

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Hillsdale (hwy 10 area)? The other thing I'd like to add, and you probably already know this, but I want to provide "on the ground" feedback is that the traffic calming bumps that went in on Flavel drive... because these have the emergency service cut outs (one in the center, one in the shoulder), cars still drive fast down this street. They just swerve into the shoulder to do it. As a person who bikes on this street, it almost feels more dangerous than before.

66	The ability to more easily access the Springwater trail would be a benefit to all in the neighborhood. Making this area more accessible with this plan would help not only for residents to access this facility, but be a stronger community over all.	5/26/2022 9:36 AM
67	The unimproved roadways (gravel streets) are the only safe way to bike through Woodstock. Paving them without creating fully protected bike infrastructure would make things drastically less safe. After the last gravel street service we noticed a huge uptick in cars using the gravel streets (and driving over the speed limit on them). They're *the* only way my kids can safely get around the neighborhood.	5/26/2022 4:39 AM
68	Why do we think of streets as a network for people in cars, but not for people on bikes?	5/26/2022 2:51 AM
69	The gravel streets program was a disaster so but sure why PBOT wants to say they are a success. We were super excited initially but the repairs lasted almost no time so now it feels like a lie of money just for show. Quit patting yourselves on the back and actually take care of SE streets. Do proper sidewalk posting and inspection too!	5/25/2022 11:20 PM
70	The rendering for the most ambitious scenario seemed to be very regressive. You should get rid of center turn lanes, make all bike lanes actually protected (not just with plastic wands), make sidewalks nice and wide, prioritize public transit	5/25/2022 10:51 PM
71	Thanks for the survey!	5/25/2022 7:20 PM
72	Make this an example of the most bike friendly neighborhood in portland.	5/25/2022 4:37 PM
73	Please take this opportunity to finally upgrade the bike facilities on SE 52nd between Holgate and Woodstock to a worthwhile, 8-80 bikeway.	5/25/2022 2:46 PM
74	Street trees instead of street parking.	5/25/2022 12:11 PM
75	PAVE THE STREETS. NO BIKE LANES.	5/25/2022 11:11 AM
76	Please more native green spaces!	5/25/2022 10:54 AM
77	Harney Park is a high use park with lots of loose uncontrolled dogs and an attached, unused parking lot. Please consider converting that parking lot to a fenced dog area.	5/25/2022 6:52 AM
78	72nd is desperate for anything. While much of what was offered in this survey already has existing bike lanes, crosswalks, etc. 72nd has NONE of this except at major intersections. We are also dealing with weekly shootings at this point. 72nd should be your highest priority. Changes to 72nd could potentially transform this entire area. I strongly feel this way after living here for 12 years.	5/24/2022 9:15 PM
79	Thanks for your work! Look forward to the improvements.	5/24/2022 7:32 PM
80	I would like to see more safety and sidewalks a 4 ft wide with green space. Cut down on the wider sidewalks	5/24/2022 7:50 AM
81	I'm glad you're doing this because my friends who live on Woodstock are about to start mining the street to stop the assholes doing 70 and passing in the bike lane	5/24/2022 7:46 AM
82	Traffic on Woodstock between 52nd and 72nd is too fast. Needs speed bumps.	5/24/2022 7:32 AM
83	Please calm traffic around areas with shootings :(5/23/2022 8:35 PM
84	I appreciate the effort you are making to get community feedback. We were not consulted when our street was "improved." Perhaps the input of our neighbors would have improved the results of that project. As it is, many are not happy with the results.	5/23/2022 11:45 AM
85	Would like to consider taking more public transit but safety is too big of a concern at the moment and safety of bus stops while waiting as well.	5/22/2022 9:34 PM
86	Anytime lighting is improved, please use lights that shine downwards instead of up. Lighting that shines into the sky instead of towards the ground contributes to light pollution and is less beneficial to people. I was very disappointed to see all the new lighting along Foster be globe	5/22/2022 5:05 PM

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lights instead of downward shining light structures. I am excited to see the progress in our long-deserved neighborhood!

87	I moved from Arbor Lodge that was impacted by several of the improvements you are listing here. I moved to Brentwood darlington because I like the area. Yes, some improvements can and should be made but please don't ruin it by trying to create another Division, Williams, or parts of Interstate. Also, I moved from Arbor Lodge because you took away parking on Rosa Parks, forcing more cars onto the side streets. Yes, I hear the argument about it not being a given to park in front of your house, but I don't buy into it. I'm not going to get rid of my car and I don't have off street parking, so stop taking away parking. I have lots of friends and family who bike commute, but they all own at least one car. Thinking otherwise is folly.	5/22/2022 3:40 PM
88	Thank you for finally recognizing these needs and I truly hope they become a reality.	5/22/2022 9:02 AM
89	Harold needs more stop signs especially at 65th Lighting and safety at Mt.Scott park are a concern	5/22/2022 9:01 AM
90	city's affordable housing is not affordable and infill is ruining neighborhoods	5/21/2022 5:27 PM
91	(excuse my typos typing on phone) extending woodstock mixed use area from woodstock down 52 to flavel makes most sense and will be most successful in short term. the flavel & 52 intersection has nice sw views for taller mixed use. the 52nd and bybee cluster is already doing well with local commercial, just need improvements for street crossing/traffic calming to feel less like a highway (traffic feels fast on 52 for pedestrians) and high speed police chases occur at night. the area around mehris bakery, however, feels like a quant area that is ready for investment with a friendly tavern and a great tatoo and quilting shop. maybe the tavern people would make a nice food cart pod if the street lighting looked nicer and the area felt a bit more invested in. the flavel-52 intersection seems perfect for larger muxed use, but who knows when those property owners will sell. 52 and and bybee is already a success by area standards, just beautify it a bit so owners feel more comfortable investing. also, why is there a plan for town homes above or at the location of mehris on most plans? there is already 25 unit apt going in, dont need zoning changes to get residential use. in fact. the problem now is noone wants to build commercial, so increasing flexibility via mixed use is the obvious choice to ensure we get any, ever. dont start trying to dictate this lot is r2 or this one is cm1. that works on a city wide basis over thousands of lots, but to target one small area like this its best to be flexible or risk stiffling development altogether	5/21/2022 4:42 PM
92	I think that improving the neighborhood parks should also be a priority. Kids in this area deserve safe, well-maintained parks to play and gather in.	5/21/2022 11:50 AM
93	Never ask the folks that live here! Marwood apartment complex has elderly and disabled living here.	5/21/2022 7:28 AM
94	Keep the houses with yards!!!! Do not build more density & more people per square foot!!! It will not improve the neighborhood!!	5/21/2022 7:20 AM
95	Absolutely please prioritize sidewalks on Flavel Dr and/or paving SE 54th. Flavel Dr is the main connector of the southernmost portion of Brentwood-Darlington to 52nd, and it currently feels very unsafe to walk of bike on to access 52nd, even with the wonderful recent addition of speed bumps (thank you!). Alternatively, paving 54th and 57th allows for a safe alternative bike and/or walking path. I know my family would be walking to 52nd much more if we didn't have such unsafe walking conditions to contend with.	5/21/2022 6:54 AM
96	Leave small quiet neighborhoods alone. Not every inch NEEDS to be RUINED. There is plenty you've already RUINED . look at the nightmare tunnel you created on division, foster is a joke, Hawthorne is now the target of ruination.....the busy streets do not need to be bike RUINED. The busy streets were to keep the traffic out of the residential areas now autos race through residential to avoid the messes you've created oof the main streets. THERE WILL BE MORE DEATHS	5/20/2022 11:38 PM
97	I do not think paving streets and adding sidewalks make pedestrians safer, they only encourage drivers to not be concerned about pedestrians except at intersections and encourage reckless driving	5/20/2022 5:46 PM
98	I would like to see speed bumps along the entire stretch of Duke street to reduce traffic flows and decrease speeding. The current speed bumps that were just installed are dangerous as they encourage drivers to weave in and out of lanes in order to avoid the bumps. I have nearly been side swiped multiple times because of this behavior.	5/20/2022 4:30 PM

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99	Please at least add the name Errol Heights to your forms and communications. It's a courtesy to those who live there.	5/20/2022 3:34 PM
100	Sidewalks, speed bumps on SE 62nd Ave, as well as concrete planters in the middle of the streets to prevent speeding & drive-by shootings. Thank you,	5/20/2022 2:26 PM
101	Please don't make things worse.	5/20/2022 1:14 PM
102	As a resident on 72nd Ave, the thought of adding bike lanes and bus service to an already overly busy street is very unappealing. I already can't send my kids out to play and that would make our community feel even less of a neighborhood.	5/20/2022 12:28 PM
103	Thanks for making it safer. Sidewalks and safe crossings are a top priority. Next would be making sure the bigger roads are safe to drive on. People swerving potholes make for unsafe road conditions.	5/20/2022 10:57 AM
104	More services in the local area would be great. Need more places to be able to walk/ride bike to, at least one more shopping option other than Grocery Outlet.	5/20/2022 9:44 AM
105	Thank you for taking the time to focus on our community. Any improvements at all are welcome.	5/20/2022 9:14 AM
106	Get us sidewalks!	5/20/2022 8:56 AM
107	Great questions, good job on the survey. The gravel paving seems like it would just increase traffic volume there, do the neighbors actually want that? maybe we could just make those good for biking, since that would be smaller and nobody could say you're removing car infrastructure? I don't live near one so I'm not sure.	5/20/2022 8:46 AM
108	Please use real traffic calming features instead of the ridiculous and ugly orange barrels. Those are not helpful and add to the feeling that we've been dismissed by the City.	5/20/2022 7:54 AM
109	Great job so far! Thank you for being thorough.	5/20/2022 7:15 AM
110	I'm making one last plea for changed to the intersection at Harney and 52nd. Changing this to an All Way stop and adding a crosswalk would greatly reduce safety. I often hear and see accidents and have had crashed cars parked in front of my house for weeks. Dropping the speed to 25 on 52nd Ave has made ZERO difference. If I drive the speed limit on my street, it's not uncommon to have people use the bike lane/shoulder to pass and speed up the hill. Making the intersection an all way stop would force people to slow down. From my house there are no safe places to walk but in Errol Heights. I have to cross this street daily to access any walkable streets. I have a small child and it is really scary! With the new park going in across the street is even more important to find an EFFECTIVE way to slow traffic on lower 52nd and improve pedestrian crossing and overall safety. I love my home and this community but have often seriously considered moving because the street is so dangerous. The dangers are well known and most neighbors refuse to walk on this street. I have no choice and would really appreciate a change to the intersection along with speed bumps, crosswalks and sidewalks in this street. Thank you!	5/20/2022 7:07 AM
111	Thank you for doing this, and it's about time. 😊	5/19/2022 11:55 PM
112	I filled out the initial survey last fall and am very impressed with the work you all have done putting this proposal together. Top notch! I look forward to the improvements coming to life!	5/19/2022 11:15 PM
113	On bus service, if the 19 were moved from Duke, that would create a pretty large area within 52nd/Woodstock/72nd/Flavel that would have very limited service. I don't think that would be an improvement.	5/19/2022 10:27 PM
114	This survey is biased against adding more sidewalks and paving streets. Most people want this and it's critical. Few people in the most impoverished areas of SE, off of Duke and Flavel and in the Lents neighborhood, are focused on bike lanes. This is a city priority, not a resident priority.	5/19/2022 7:54 PM
115	Add a stop sign on SE Clatsop St at the intersection of SE 67th Ave for safe crossing and pedestrian access to Harney Park	5/19/2022 7:17 PM
116	I think the speed limit should be reduced to 20mph on 72nd between foster and woodstock, Need crosswalks at knight st, reedway st, romona ave	5/19/2022 6:31 PM
117	Thank you for the work you're doing, our neighborhood is in desperate need of safer	5/19/2022 6:25 PM

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infrastructure and I hope you can continue to focus on what's best for the community rather than the complaints of a few selfish residents who feel entitled to the public spaces in front of their properties. And we need some pickleball courts! ;-)

118	We support development and infrastructure, greenways, crosswalks, businesses, all of that good stuff, so we appreciate this project and welcome all of the changes! Thank you!	5/19/2022 5:53 PM
119	Thanks!	5/19/2022 5:42 PM
120	Thanks for finally putting some Love towards more eastern neighborhoods. Think really hard about gentrification and what's best for keeping this one of the most diverse areas of the entire city. Thank you.	5/19/2022 5:23 PM
121	Please don't add sidewalks in neighborhoods.	5/19/2022 5:22 PM
122	Woodstock doesn't need any more focus. and really, Foster doesn't either. move south into the neighborhoods and focus on underserved communities and connecting to springwater. and can we please clean up the springwater bike path? it's one of the best parts of the city and it's ruined more every year.	5/19/2022 5:01 PM
123	Thank you!	5/19/2022 4:54 PM
124	Overall, project seems to be headed in the right direction. Excellent work.	5/19/2022 4:47 PM
125	Please post a schedule of where you'll be over the summer so folks can better engage with this project. Surveys and project advisory committee meetings are great, but don't provide a super meaningful way to engage and discuss about the project. It would be super helpful to know about a diversity places/times where I can engage so I can choose the one that fits best with my life/schedule. Finally, great work! This project is super exciting.	5/14/2022 8:42 AM