

SE Quadrant Plan Summer 2014 Public Involvement Summary

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1. Introduction

As a part of the public involvement process for the Southeast Quadrant Plan, City staff held a public open house event from 4 - 7 p.m. on July 8th at the Oregon Rail Heritage Center in Southeast Portland. Oregon Rail Heritage Foundation staff recorded 123 attendees during the three hour event. A “virtual open house” was conducted using the project’s website for more than one month from Monday, July 14th through Monday, August 25th. The virtual open house included all posters from the event along with an interactive map application and feedback forms. Approximately 2,500 original visitors were recorded for the virtual open house. The goal of these events was to inform the public about the status of the project and to seek input on the path forward that would then be related to the Stakeholder Advisory Committee.

In addition to these events, staff presented project updates at the Buckman Community Association, Kerns Neighborhood Association, Hosford-Abernethy Neighborhood District Association, and Brooklyn Action Corps representing the neighborhoods within or directly adjacent to the Southeast Quadrant study area. This memo summarizes the feedback received through these activities. Attachments to this memo provide the full, unedited input received.

2. Physical and Virtual Open House Feedback

At the open house we provided attendees with a variety of ways to record their feedback in addition to speaking with staff from the various bureaus (BPS, PBOT, PDC, BES, PP&R):

1. **Handouts:** Written comments were collected at the event as people exited.
2. **Map based comments:** A large aerial map with post-it notes for attendees to highlight specific uses by location.
3. **Comments on Chart Packs:** A chart pack was provided at each station for free form comments.
4. **What Did We Miss? Boards:** The last station at the open house provided concept maps and blank space for people to record elements that we may have missed.

The Virtual Open House was designed to mirror the format of the physical open house including the use of feedback forms for each station similar to the use of chart packs at the physical event. Separate feedback forms were provided for the What We Know, What We Heard and Emerging Concepts virtual stations with questions as follows:

- **What We Know:** What do you do in the Central Eastside? Do you work, play or live there? You can use the SE Quad Map App to identify specific places and then write about them here.
- **What We Heard:** Please share your input on different topics within the district.
- **Emerging Concepts:** Here questions from each of the Emerging Concepts boards (i.e., Land Use, Transportation, River, Open Space & Green Systems) were reproduced and numbered to allow attendees to reference them in their response.

Feedback from both physical and virtual open houses are summarized below by topic.

A. How Do You Use the Central Eastside?

Over 100 responses were recorded to this question. These were categorized based on common themes that emerged from reviewing the responses. The results show that open house attendees primarily use the Central Eastside for its paint, hardware, and construction related businesses and also for the restaurants, distilleries, bars and coffee roaster/shops.

Category	Count	Percent of Comments	Examples
Attraction	9	9%	OMSI (6) and ORHC (2)
Business Service	5	5%	Sanderson Safety (4)
Employment	3	3%	OMSI (1), Cheap industrial space (1)
Entertainment	2	2%	Entertainment (1), Concerts (1)
Food and Drink	19	19%	Water Ave Coffee (5), Coava Coffee (4), Boke Bowl (2)
Other	11	11%	Architectural Heritage (4), Willamette Riverkeeper (1)
Outdoor/Nature-Oriented Activity	13	13%	Eastbank Esplanade (3), Access to the River (2), Kayak/canoe launch (1)
Paint, Hardware and Construction	21	21%	Miller Paint (5), Winks Hardware (4), Pratt & Larson (4)
Retail Shopping	4	4%	Shops (2), Antiques (1), Groceries (1)
Transportation - Active	11	11%	All biking
Transportation - Transit	1	1%	Transit (1)
Live (Resident)	2	2%	Live (2)
Total	101	100%	

Note: Top categories are bolded.

B. Land Use

This station received relatively few comments compared to other stations. A number of comments registered concern that the district's supply of affordable housing was being reduced when it should be increased. Another attendee suggested that the City establish a new Central City Industrial Mixed Use zone. A comment from the Virtual Open House suggested that too much transit oriented development at station areas will chip away at the industrial sanctuary and that the OMSI Station area should be developed to fit "conservation aspects" of OMSI's mission that would also close the gap between the Springwater Corridor trail and the Eastbank Esplanade.

C. River, Open Space, Green Systems

This station received a large number of comments, many of which had circles or checkmarks next to them signifying agreement between multiple attendees. Attendees wanted to see:

- Increased amenities (specifically restrooms/Portland Loos) along the riverfront and support for more recreation activities including rowing, kayaking, festival space and recreation courts,
- Improved connections to the river and between open spaces,
- Additional places protected from the sun and rain at bus stops and in general for employees and visitors of the district to rest and eat lunch,
- Additional parks and plazas to serve the growing employee and resident populations in the district including a vegetated public park space at the ODOT blocks site,
- Food carts to serve employees at lunch, and
- Improvements for children along the entire length of the riverfront (not just at OMSI).

D. Transportation

Many of the comments at this station focused on bicycle improvements and conflicts between bicycles and other users of the roads and paths:

- Attendees had concerns about a transportation alternative presented that included adding bicycle lanes to SE Grand and SE MLK Jr. Bld because of the high speed automobile traffic on the street and the potential for conflicts with streetcars and their tracks,
- Concerns about conflicts between bicycles and pedestrians, particularly on the Eastbank Esplanade with many suggesting the need to separate pedestrian routes from bicycle routes or pedestrian and slow bicycle traffic routes from high speed bicycle routes,
- SE Madison St was highlighted repeatedly as an important bicycle route that needs improvements,
- One comment asked for better bus stops on the Hawthorne Bridge, and

- Many noted that more trees were needed in the Central Eastside as a way to improve parking lots and separate pedestrians from exhaust and trucks in addition to providing shade.

E. What Did We Miss?

As one might expect, this station had the largest variability in responses. Feedback for this station was organized based on topics that arose at a public design charrette the City held June 3-4 (e.g., MLK/Grand Corridor, Station Areas, Riverfront, etc.). Comments did not seem to follow the suggested theme and are summarized below as one group of items attendees felt were not adequately addressed by the open house materials.

- Discussion of height limits
- What happens to the homeless and related services currently provided by organizations within the Central Eastside
- Discussion of tourism and historic landmarks
- The need for large amounts of bike parking at station areas
- Conflicts between bicycles and pedestrians on the Eastbank Esplanade
- City should be discouraging driving, not considering providing more parking within the Central Eastside
- Discussion of artwork as it relates to open spaces and green systems
- Discussion of providing pocket parks and spaces for concerts
- Discussion of foodcarts
- Pedestrian overpasses at the new Clinton MAX Station and over the rail lines in the district in general

3. Neighborhood Association Feedback

During July and August, staff were able to visit all neighborhood associations with in or adjacent to the Southeast Quadrant study area. We presented briefly on the nature of the project including the timeline, what we have heard through the Stakeholder Advisory Committee and charrette, as well as ways that residents could get involved in the project. There was good discussion at all meetings. In general, we found residents to be very interested in the project and in the future potential of the Central Eastside We specifically asked residents to voice their questions, comments and concerns. These are included in the table below, broken down by neighborhood.

Neighborhood	Questions & Comments
Buckman	<ul style="list-style-type: none"> • Related to the potential that four blocks between 11th and 12th Avenues could be rezoned from industrial to mixed use residential, attendees expressed concerns about what heights were possible for future buildings that would be allowed through this zoning and what parking would be required. • Concerns about safety at crossings of 11th and 12th Avenues. • Need a crosswalk on Grand Avenue near I-84. • Attendees were supportive of increase employment density, but were

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	<p>concerned about the height of employment buildings and where employees would park.</p> <ul style="list-style-type: none"> • How many freight trains travel through the district?
Hosford-Abernethy	<ul style="list-style-type: none"> • What does it mean to have the Clinton Triangle area brought into the Central City? (“Clinton Triangle” refers to the area bound by Powell Blvd to the south, SE 17th to the west and the new MAX Orange Line to the north and east.) • The Central Eastside should house the foodcart pods that are being moved from sites along Hawthorne and Division St. Employees could use them for lunch. • Hosford-Abernethy residents are owed a pedestrian bridge over the new MAX line at the Clinton Station. • Need to provide affordable housing for the industrial workers the City is creating policies to support/generate. • Need to pay attention displacement, both of lower revenue industrial businesses that are being replaced by new higher revenue businesses and also the non-industrial uses that are being forced out of the district as rents increase (e.g., an aikido school). • Need to ensure that the discussion of redevelopment in areas does not assume service jobs are equivalent to industrial jobs they may replace.
Kerns	<ul style="list-style-type: none"> • There is a funding gap between potential rents and the costs of rehabilitating older buildings due to the costs of making seismic upgrades. • Need more green/open spaces and innovative solutions for adding them such as converted triangles along Sandy Blvd to open space. • There was a question about how the project is defining “traditional manufacturing” and whether this means “dirtier” forms of heavy industry or newer “cleaner” craft manufacturing? • Need more safe bike routes through the district. • Like the idea of improving bike lanes on 7th Avenue. • Need padding or other protection to prevent bicyclists from having accidents when crossing the streetcar rails. • There was a question about remaining urban renewal funds available to the Central Eastside and how they might be spent. • What happens to existing residential buildings/homes in the industrial areas? Would more flexible industrial allowances such as the Employment Opportunity Subarea result in these being redeveloped?
Brooklyn	<ul style="list-style-type: none"> • There is interest in what happens at the Clinton Station area and working with the Hosford-Abernethy neighborhood association (HAND) on how the area could develop and contribute to the surrounding community. • The neighborhood is very supportive of potential improvements at the intersection of SE Milwaukie Ave and SE Powell Blvd being discussed through the Central Eastside Urban Renewal Area.

Attachment A: Full Open House Comments

Every attempt has been made to summarize these in the body of this report, but inevitably important details are lost in this process. Therefore, all comments from the open house are presented below by the method they were received.

Handout Responses

Attendee 1

Topic Area and Questions	What do you think?
<p>Land Use:</p> <ul style="list-style-type: none"> Should incentives be established to create ground floor industrial space for manufacturing, distribution and industrial services? Are there specific areas of the district where this type of development should be encouraged? Should there be incentives to rehabilitate older multistory industrial buildings for industrial office uses? 	<p>Yes</p> <p><i>Between tacks and 12th</i></p> <p><i>For multi-use, not only office</i></p>
<p>Transportation:</p> <ul style="list-style-type: none"> Can the MLK/Grand Corridor be enhanced to include lane-separated bike and pedestrian routes? What are the best potential alignments for a pedestrian/cycling green loop that connects the Central Eastside with the South Waterfront and the Lloyd District? 	<ul style="list-style-type: none"> <i>For MLK and Grand to really be used the scale needs to change. No one wants to sit next to 4 lanes of traffic.</i> <i>Bike and ped need to be developed along the river.</i>
<p>River:</p> <ul style="list-style-type: none"> What opportunities exist to improve river health? What kind of amenities can improve public enjoyment of the Willamette River? Where are the best opportunities to create new open space? 	<ul style="list-style-type: none"> <i>We can improve the river health by improving the banks both with the right planting and shoreline.</i> <i>Open space along the river for sitting, eating and also gathering spaces further in - Southern Triangle</i>
<p>Open Space:</p> <ul style="list-style-type: none"> What types of open space amenities would you like to see in the district? What kinds of recreational activities you are interested in using in the 	<ul style="list-style-type: none"> <i>Outdoor parks</i> <i>[Unreadable]</i> <i>Mixed use with residential for 24 hour use</i>

district?	
<p>Green Systems:</p> <ul style="list-style-type: none"> • Where in the Central Eastside are there good locations for green facilities (e.g. trees, ecoroofs, green walls, streets, etc)? • Who are some potential partners the City or other groups should work with to create these facilities? 	<p><i>Everywhere</i></p> <ul style="list-style-type: none"> • <i>Along river</i> • <i>OMS</i> • <i>Along water</i>

Attendee 2

Topic Area and Questions	What do you think?
<p>Land Use:</p> <ul style="list-style-type: none"> • Should incentives be established to create ground floor industrial space for manufacturing, distribution and industrial services? • Are there specific areas of the district where this type of development should be encouraged? • Should there be incentives to rehabilitate older multistory industrial buildings for industrial office uses? 	
<p>Transportation:</p> <ul style="list-style-type: none"> • Can the MLK/Grand Corridor be enhanced to include lane-separated bike and pedestrian routes? • What are the best potential alignments for a pedestrian/cycling green loop that connects the Central Eastside with the South Waterfront and the Lloyd District? 	<ul style="list-style-type: none"> • Alternative A is better but needs to not add all the lights on MLK. • Model of traffic volumes for 2013 looks like it under-represents traffic flow.
<p>River:</p> <ul style="list-style-type: none"> • What opportunities exist to improve river health? • What kind of amenities can improve public enjoyment of the Willamette River? • Where are the best opportunities to create new open space? 	

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<p>Open Space:</p> <ul style="list-style-type: none"> • What types of open space amenities would you like to see in the district? • What kinds of recreational activities you are interested in using in the district? 	
<p>Green Systems:</p> <ul style="list-style-type: none"> • Where in the Central Eastside are there good locations for green facilities (e.g. trees, ecoroofs, green walls, streets, etc)? • Who are some potential partners the City or other groups should work with to create these facilities? 	

Attendee 3

Topic Area and Questions	What do you think?
<p>Land Use:</p> <ul style="list-style-type: none"> • Should incentives be established to create ground floor industrial space for manufacturing, distribution and industrial services? • Are there specific areas of the district where this type of development should be encouraged? • Should there be incentives to rehabilitate older multistory industrial buildings for industrial office uses? 	<p>I think it could help</p> <p>Near food/bike path/bus</p>
<p>Transportation:</p> <ul style="list-style-type: none"> • Can the MLK/Grand Corridor be enhanced to include lane-separated bike and pedestrian routes? • What are the best potential alignments for a pedestrian/cycling green loop that connects the Central Eastside with the South Waterfront and the Lloyd District? 	<p>I hope so</p>
<p>River:</p> <ul style="list-style-type: none"> • What opportunities exist to improve river health? 	<p>Remove cement! More plants!</p> <p>More sculptures, access points to the river, beach</p>

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<ul style="list-style-type: none"> • What kind of amenities can improve public enjoyment of the Willamette River? • Where are the best opportunities to create new open space? 	would be awesome
<p>Open Space:</p> <ul style="list-style-type: none"> • What types of open space amenities would you like to see in the district? • What kinds of recreational activities you are interested in using in the district? 	<p>Beach, concert space</p> <p>Open space for creative teams</p>
<p>Green Systems:</p> <ul style="list-style-type: none"> • Where in the Central Eastside are there good locations for green facilities (e.g. trees, ecoroofs, green walls, streets, etc)? • Who are some potential partners the City or other groups should work with to create these facilities? 	<p>OMSI/PSU/PCC</p> <p>Universities</p>

Chart Packs & Boards

What We Know: How Do You Use the Central Eastside? (Includes map items, text from the box on the map board, and associated chart pack.)

Station Source	Category	Comment	Count	Category Totals	% of Total
What We Know - How Do You Use the Central Eastside?	Attraction	OMSI	6	9	8.9%
What We Know - How Do You Use the Central Eastside?	Attraction	ORHC	2		
What We Know - How Do You Use the Central Eastside?	Attraction	Culture	1		
What We Know - How Do You Use the Central Eastside?	Business Service	Sanderson Safety	4	5	5.0%
What We Know - How Do You Use the Central Eastside?	Business Service	Machine shops for special projects	1		
What We Know - How Do You Use the Central Eastside?	Employment	OMSI	1	3	3.0%

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What We Know - How Do You Use the Central Eastside?	Employment	Work	1		
What We Know - How Do You Use the Central Eastside?	Employment	Cheap industrial workspace	1		
What We Know - How Do You Use the Central Eastside?	Entertainment	Entertainment	1	2	2.0%
What We Know - How Do You Use the Central Eastside? MAP	Entertainment	Concerts	1		
What We Know - How Do You Use the Central Eastside?	Food and Drink	Restaurants	5	19	18.8%
What We Know - How Do You Use the Central Eastside?	Food and Drink	Coava	4		
What We Know - How Do You Use the Central Eastside?	Food and Drink	Water Ave Coffee	5		
What We Know - How Do You Use the Central Eastside?	Food and Drink	Boke Bowl	2		
What We Know - How Do You Use the Central Eastside?	Food and Drink	6 breweries	1		
What We Know - How Do You Use the Central Eastside?	Food and Drink	Coopers Coffee	2		
What We Know - How Do You Use the Central Eastside?	Other	Not friendly for walkers - too many bikes = pedestrians at risk for hit and run	3	11	10.9%
What We Know - How Do You Use the Central Eastside?	Other	Architectural Heritage	4		
What We Know - How Do You Use the Central Eastside?	Other	Waiting for the trains to go past	1		
What We Know - How Do You Use the Central Eastside?	Other	Walk, think and ponder the Missoula Flood	1		
What We Know - How Do You Use the Central Eastside?	Other	Social	1		

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What We Know - How Do You Use the Central Eastside?	Other	Willamette Riverkeeper	1		
What We Know - How Do You Use the Central Eastside?	Outdoor/Nature-Oriented Activity	Access to the river	2	13	12.9%
What We Know - How Do You Use the Central Eastside?	Outdoor/Nature-Oriented Activity	Springwater Corridor	1		
What We Know - How Do You Use the Central Eastside?	Outdoor/Nature-Oriented Activity	Eastbank Esplanade	3		
What We Know - How Do You Use the Central Eastside?	Outdoor/Nature-Oriented Activity	Walk down to watch fireworks	2		
What We Know - How Do You Use the Central Eastside?	Outdoor/Nature-Oriented Activity	Watch Dragon boat races	1		
What We Know - How Do You Use the Central Eastside?	Outdoor/Nature-Oriented Activity	Watch Christmas boat parade	1		
What We Know - How Do You Use the Central Eastside?	Outdoor/Nature-Oriented Activity	Canoe/kayak launch	1		
What We Know - How Do You Use the Central Eastside? MAP	Outdoor/Nature-Oriented Activity	Goat Blocks: Goat cuddling (seriously)	1		
What We Know - How Do You Use the Central Eastside?	Outdoor/Nature-Oriented Activity	Can't swim easily but would be great	1		
What We Know - How Do You Use the Central Eastside?	Paint, Hardware and Construction	Winks	4	21	20.8%
What We Know - How Do You Use the Central Eastside?	Paint, Hardware and Construction	Pratt & Larson (Tile and Flooring)	4		
What We Know - How Do You Use the Central Eastside?	Paint, Hardware and Construction	Rhodda (Paint)	4		
What We Know - How Do You Use the Central Eastside?	Paint, Hardware and Construction	Miller (Paint)	5		
What We Know - How Do You Use the Central Eastside?	Paint, Hardware and Construction	Simon and Toney (keeps my paper cutter sharp)	2		
What We Know -	Paint, Hardware	Remodeling products and	2		

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How Do You Use the Central Eastside?	and Construction	services			
What We Know - How Do You Use the Central Eastside?	Retail Shopping	Antiques	1	4	4.0%
What We Know - How Do You Use the Central Eastside? MAP	Retail Shopping	Groceries	1		
What We Know - How Do You Use the Central Eastside?	Retail Shopping	Shops	2		
What We Know - How Do You Use the Central Eastside?	Transportation - Active	Biking	4	11	10.9%
What We Know - How Do You Use the Central Eastside? MAP	Transportation - Active	Madison: Prime bike corridor	1		
What We Know - How Do You Use the Central Eastside? MAP	Transportation - Active	SE 4th Ave (Water Ave south of Caruthers): Bike commute and recreation corridor	1		
What We Know - How Do You Use the Central Eastside?	Transportation - Active	Bike access to Hawthorne Bridge	5		
What We Know - How Do You Use the Central Eastside?	Transportation - Transit	Transit	1	1	1.0%
What We Know - How Do You Use the Central Eastside?	Live (Resident)	Live	2	2	2.0%

What We Heard: Land Use: Thoughts, Comments?

- How will we activate the use of the District beyond a-5?
- They need to look at EOS verbiage and what it allows or restricts. Do we want it to be more broad or specific? More retail allowance?
- Do we need a new core comprehensive industrial zone? IX? That can replace IG1 and address changing nature of industrial increases?
- High density housing concentrated along edges of district. SE 12th-east side (maybe west side at places?) to preserve industrial space in district.
- If we bring in new housing, crucial to prioritize its affordability. There is plenty of shiny new expensive housing going up in inner SE, really need some options for the unwealthy. (Check out the TUK (Toshiro-Kaplan) project in Seattle - affordable housing for artists and musicians? Great thematic tie-in potential with museums, opera in nbhd!)

What We Heard: River, Open Space, Green Systems: Thoughts, Comments?

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- Interest in continuing waterfront trail with open spaces to sit in sun and relax.
- Would like to have restrooms/loos ✓✓
- Dual/multi-use spaces, e.g., festival space and rec courts
- Connections to rec spaces, e.g., connection from Esplanade to Skate Park
- Rowing and kayaking access to river ✓✓
- Connection between rest of district and existing rowing and kayaking ✓✓
- Ross Island Bridge bike/ped connections
- Improved signage and wayfinding access to Ross Island Bridge
- Places to sit outside and eat lunch, especially closer to restaurants
- Recreation/public spaces for kids and teenagers so they have somewhere to go/something to do, especially considering kids are attracted to museums
- Need for outdoor spaces to go and be inspired (especially for creative industries)
- Access across river
- Muscle-building - physical activity programs for kids
- Concern about safety and environment (air quality concerns) of kids living too close to RR - No multifamily housing or schools
- Industrial sanctuary - keep as is
- Revisit restrictions on in-water work and impacts on fish → Cost to development may not match the benefit to fish
- No more traffic lights on MLK
- No bike lanes on MLK, yes bike lanes on 7th
- Parking is important - need parking near destination
- Tree canopy is great (e.g., in stormwater treatments) - please keep doing this!
- Food and ice cream carts in Portland Spirit parking lot - contingent on Springwater Path connection
- Environmental learning center open to public related to the river (could be shared with local education institutions)
- More active connection to and relationships to river ✓✓ → Could involve partnership with other institutions (e.g., OMSI)
- Rain/sun shelter at bus stops and along the Esplanade so can be outdoors in all weather - trees lose their leaves in the winter
- On Clay Street, the bioswale/curb bump outs force cyclists into car lane. Way to avoid this on the bikeway?
- Protecting character around “Mom & Pop” places
- Protecting views
- Increased canopy/shade along sidewalks
- Need for outdoor spaces to sit/relax/eat lunch
- Drinking fountains needed

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- Open spaces to recreate, especially for kids, that are safe (i.e., away from traffic)
- Regularly spaced seating along Esplanade (needed for youth, seniors, ADA)
- More affordable light water craft activities/tours - general public experience in H2O
- Access to river/in-river use for people with disabilities
- Shuttle buses to Sellwood PK beach (e.g., from OMSI) or the other areas
- Open space/picnic area/shelter from weather outside OMSI (a public space)
- Issues of sound near Marquam (and other locations) from traffic - too loud, too constant
- Concern about trains crossing other modes (vehicle, bike, ped) and safety
- Highlight (with signage) alternative routes that bikes and peds can use to bypass stopped trains
- Benches for peds at intersections frequently blocked by trains (e.g., Clay and Water, 8th and Division)
- Bike/ped bridges over railroad tracks (make it easy for people to choose to walk and bike)
- Tribute to Hawthorne Asylum (Oregon Hospital for the Insane) / urban park/plaza at 11th and Madison

What We Heard / Emerging Concepts: Transportation: Thoughts, Comments?

- Green streets need to happen without a loss of parking for retail uses
- Look at 1st Ave ROW for elevated bike/transitway
- Big trees
- Parking lot design competition with trees! Oaks
- Evergreens to counteract engine exhaust
- Bring Hawthorne Bridge viaduct to grade at 2nd Ave instead of MLK/Grand
- No bikes on MLK and Grand, more accidents in streetcar rails
- Dreyfus Storage Mill needs to be rezoned to mixed use or CX
- Where is the future passenger rail or high speed rail concept corridor? Do we pass up this planning opportunity again as the N/NE Quadrant story?
- Better warning signs at alley-thoroughfare intersections. E.g., Stark, coming from alley at rush hour, can't see, was in car, got hit. Yield sign warning traffic on Stark doesn't stop.
- Bikes in this area are not pedestrian friendly, too much traffic, they don't yield
- Can you move freight off 12th? Trucks don't use 11th because of funny intersection at Sandy/11th. Can we direct freight off 12th toward 7th at Division? Bike/ped interaction is dangerous on 12th with 10-wheelers.
- Need Clinton-to-Greenway bike access that avoids Division
- Where is the loading zone plan? This is a very difficult area to load/unload trucks. This is a business/transportation need.
- Alternative B would better concentrate bikes near the retail businesses on MLK and Grand where they are needed
- Restructured intersection near Division and 8th with the 3 rail tracks - lots of cars back up there due to short spaces between lights and I see folks regularly stop cars on tracks due to impatience. Really concerned about freight/auto collisions there!

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- Better bus stop at Hawthorne Bridge, stairs are hard, dark/dangerous at night and at day as people with people camping out there. ✓ Location is key though because otherwise too far to walk to OMSI. Streetcar does not connect well with other buses, schedule is off.
- Improve Madison as westbound cycle track 12th to Grand. Fix Madison/12th so bikes can cross westbound on Madison.
- Improve Madison 12th to 30th as a low-level alternative to Salmon with less hills to cross
- 7th Ave can be really hard to cross when heading E/W on bike → Especially near Post Office. Clearer alternative routes?
- FROM HOW DO YOU USE THE CENTRAL EASTSIDE MAP:
 - Comment that Clinton Triangle is bad for bicycles and they avoid it
 - Comment that Madison is a prime bike commute corridor
 - Comment that SE 4th Ave (Water Ave south of Caruthers) is a bike commute and recreation corridor

What We Heard: What Did We Miss? (Board with input organized through vignettes and boxes)

- MLK/Grand Corridor
 - Height limits ✓
 - Where will the homeless go? Is there a plan to build shelters so they have access to services?
 - And who will pay for maintenance? Security - protection of these areas?
 - Tourism? Historic landmarks, access to cultural activities, etc.
- Station Areas
 - More bike parking
 - Station area for high speed rail at Rose Quarter on banks of Willamette River
 - “Rent a bike” access (Colorado does this)
 - ¼ mile high density (radius) around station areas
 - More employment and/or housing near Clinton Station
 - Multi-story housing along Powell
- Riverfront
 - Design way for bikes and peds to co-exist
 - Yes! Lots of tension between tourists/families/toddlers vs. “lycronaut” fast bikes on narrow mixed-use trails
 - Plan for “scenic routes” distinct from fast bike lanes?
 - Maritime Heritage Center ✓
 - Connect Springwater ✓
 - Division St/Pl connect to River from Ladd’s
- New Employment Centers
 - Prioritize minority owned businesses
 - Prioritize minority owned and existing businesses

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- Yes, flexible IG overlay
- Can we leverage educational resources of PCC and OMSI as part of this?
- Industrial Core
 - Car trips = Parking → Is there enough?
 - Create 3-4 large public parking structures
 - Bond finance
 - Payback with tax increment
 - Shouldn't we discourage employees driving to work in this transit-served district?
 - Save valuable close-in space for employment, not parking
- Open Space & Green Systems
 - Green roofs / decks
 - Pocket parks / open spaces for concerts
 - Artwork? ✓✓
 - Plan to incorporate/involve indigenous history ✓
 - Habitat
 - Rain/sun shelter
 - More water fountains along Esplanade (SE side)
 - Restroom facilities ✓ Portland Loo perhaps?
 - Picnic areas near museums and opera
 - Foodcart pods as “anchors” for hangouts?
 - Goats
- Freight
 - Designate freight and bike paths → Don't override the two
- Active Transportation
 - Pedestrian overpass at Clinton Station?
 - Sullivan's Gulch Trail can be built between 21st or 28th to the Willamette River without being in UP's right-of-way
 - ISE BREW
 - If bikes and peds have easy safe ways to get past freight trains, that would encourage folks to bike/walk instead of driving!
- Added outside of provided boxes
 - Affordable housing ✓ - Density bonus/commercial/residential for low income housing
 - Preserve and expand supply