

East Portland in Motion

A Five-Year Implementation Strategy for Active Transportation

Project Summary and Public Feedback from the 2011 Transportation Safety Summit

About *East Portland in Motion*

The Portland Bureau of Transportation (PBOT) is developing a five-year implementation strategy for active transportation projects east of 82nd Avenue, to be completed in summer 2011. We are gathering information from the East Portland community and analyzing project data to develop recommendations about which projects to build first to improve conditions for walking, biking and taking transit.

What is active transportation?

Active transportation is daily travel powered by human energy. Walking, biking and taking transit (which often involves walking) are all means of active transportation. Encouraging active travel means creating seamless networks of accessible trails, sidewalks and bikeways.

Promoting active transportation can:

- help create safer streets
- help reduce the causes of global climate change
- promote a healthy environment
- limit adverse health impacts related to inactivity
- provide equity and access to viable, affordable transportation options
- support local businesses

What we hoped to learn at the Transportation Safety Summit

PBOT wanted to share the work done thus far on *East Portland in Motion* and get feedback from the public. In particular, PBOT hoped to receive guidance on the following questions:

- What types of sidewalks should PBOT build in East Portland?
- Out of a list of 46 potential sidewalk construction projects, which are most important?
- Is the proposed East Portland Neighborhood Greenway Network – developed through collaboration with East Portland residents over the past year – planned in the right places and phased at the right times?
- What types of bikeway facilities are most desirable in East Portland?

Sidewalk & Bicycle Priorities Survey

Participants answered most of the questions above by completing a two-page survey. PBOT received 28 surveys at the Safety Summit, and plans to make the survey available to a wider audience in coming weeks. Results from the Safety Summit are summarized below. The numbers in bold are the number of people who marked that particular response, with top scoring responses highlighted.

Sidewalk Quality:

Should PBOT build sidewalks on streets with existing curb or streets without curbs?

- **6:** Stretch the money. [Build sidewalks only on streets with existing curb.]
- **9:** Make the worst somewhat better. [Build interim paths on streets with no curb.]
- **4:** Fix the worst and make it complete. [Completely rebuild streets.]
- **9:** Build a mix of the above.

Should PBOT complete sidewalks on only one side of the street, or both sides?

- **8:** Stretch the money. [Complete sidewalks on only one side of the street.]
- **12:** Fix both sides.
- **8:** Build a mix of both above.

Should PBOT build narrow, curb-tight sidewalks or full “City standard” sidewalks?

- **13:** Stretch the money. [Build 6’ curb-tight sidewalks.]
- **9:** Build it complete the first time. [Build 6’ sidewalks with buffer amenities.]
- **6:** Build a mix of both above.

Respondents generally favored cost-efficient sidewalks – building six-foot, curb-tight sidewalks on streets where curbing exists, as well as interim paths on streets without curbs – rather than building more expensive, City standard sidewalks with more amenities. However, more respondents would like to see sidewalks on both sides of the street rather than just one side.

East Portland Neighborhood Greenway Network:

Neighborhood greenways are low-traffic, low-speed neighborhood streets where bicycles and pedestrians are given priority, safety is improved and the natural environment is enhanced. Safety Summit attendees were shown a [map of neighborhood greenways](#) proposed in East Portland – the result of over a year of collaboration between PBOT and the East Portland Action Plan Bike committee (EPAPbike).

Do you generally agree with the location and phasing of new neighborhood greenways shown on Board 6?

- **12:** Strongly agree
- **11:** Somewhat agree
- **3:** Don't know
- **0:** Somewhat disagree
- **0:** Strongly disagree

Nearly 90% of respondents agree with the location and phasing of neighborhood greenways.

East Portland Bicycle Facilities:

Survey respondents were asked to rate their preference of ten different bikeway facility types that could be used in East Portland, using a [display board](#) as a guide.

Please indicate your level of approval for each facility type below:

Facility type	1 (Do not approve)	2	3	4	5 (Strongly approve)	Likert mean: "average approval"
Neighborhood greenways	2	0	0	7	15	4.27
Bike lanes	1	3	3	8	11	3.96
Wide or buffered bike lanes	1	1	7	3	14	4.08
Colored bike lanes	2	2	9	2	11	3.69
Cycle tracks	1	3	4	4	14	4.00
Advisory bike lanes	1	6	7	5	4	3.22
Enhanced shared roadways	1	4	7	7	5	3.46
Paved trails	2	2	4	4	14	4.00
Natural surface trails	1	4	12	3	6	3.35
Car-free zones	5	3	2	4	12	3.58

The most favored bikeway facility type is the neighborhood greenway. Other popular facilities include wide or buffered bike lanes, cycle tracks and paved trails. Advisory bike lanes, which have not yet been tested in the United States, received the lowest average approval rating.

Demographics and Travel Behavior:

The last section of the survey asked about the respondents themselves, including information on when and why they walk or ride bikes.

I consider myself (select all that apply):

- **14:** East Portland resident
- **2:** East Portland worker/business owner
- **3:** Person of color
- **1:** Speak a language other than English primarily
- **3:** Person with a disability
- **21:** Advocate (for neighborhoods, pedestrians, safety, health, equity, etc.)
- **5:** Transportation professional
- **6:** Representative of [fill in the blank]. Represented groups included Powellhurst-Gilbert N.A., Lents N.A., Lents Town Center Urban Renewal Advisory Committee, EPN Inc, West Portland Park N.A. (SW Portland) and Portland State University.

I walk (select all that apply):

- **0:** Not at all
- **8:** Sometimes
- **14:** Often
- **5:** For recreation and exercise
- **6:** For fun with family/friends
- **15:** To get to transit
- **5:** To work
- **1:** To school
- **10:** For occasional trips to the store
- **4:** I need to as my main means of transportation
- **3:** By choice as my main means of transportation

I'm comfortable walking on (select all that apply):

- **16:** Paths or trails away from the road
- **12:** In the street if it's quiet with few cars
- **23:** Busy streets only with sidewalks
- **5:** Busy streets with curbs but no sidewalks
- **3:** Busy streets on shoulder with no sidewalks
- **7:** Pretty much anywhere

I consider myself (select one):

- **6:** A strong & fearless cyclist
- **11:** An enthused & confident cyclist
- **7:** Interested but concerned
- **2:** Not interested in bicycling

I ride a bike (select all that apply):

- **1:** Not at all
- **6:** Infrequently
- **9:** For recreation/exercise
- **6:** For fun with family/friends
- **7:** Only in good weather
- **11:** For occasional trips to the store
- **12:** As main means of transportation

I'm comfortable riding on (select all that apply):

- **15:** Paths with no cars
- **19:** Quiet streets with a few cars
- **15:** Busy streets with bike lanes
- **4:** Busy streets without bike lanes
- **8:** Pretty much anywhere

Gender of survey respondents: **13** male, **11** female

Median age of survey respondents: **34**.

As the survey sample contained a number of transportation advocates and professionals, the above results leaned toward heavy participation in active transportation. These results should not be interpreted as representative of East Portland nor of the City as a whole. This survey will be made available online in March (check the [East Portland in Motion](#) website), and at future public events related to transportation in East Portland, after which more meaningful results will be available.

Additional Comments:

Write-in comments at the end of the survey included the following recommendations for PBOT:

- Build pedestrian crossings at NE Halsey/Weidler and 106th Avenue.
- When building sidewalks, focus on major transportation corridors first.
- Do not forget about schools when prioritizing where to build sidewalks and bikeways.
- East Portland needs economic vitality in order to promote walking and biking.
- Do not stop at "cheap, paint-based fixes."

Sidewalk Project Rankings

Participants were asked to rank a list of 46 potential sidewalk projects in East Portland, including streets with and without curbs. Participants were each given five sticky dots to place next to the projects of their choice, using [a map](#) as a guide. Below are the numbers of votes each project received, in descending order (winner at top left).

SE 122 nd Ave: Holgate – Foster	11	SE 160 th Ave: Burnside – Stark	3
SE Holgate Blvd: 99 th – 122 nd	10	NE Fremont St: 112 th – 122 nd	2
SE 122 nd Ave: Powell – Holgate	8	NE Halsey St: 134 th – 148 th	2
NE Sandy Blvd: 85 th – 91 st	7	SE Stark St: 126 th – 143 rd	2
SE Division St: 101 st – 145 th	7	SE 99 th Ave: Main – Division	2
NE 102 nd Ave: I-84 – Weidler	6	NE Prescott St: 102 nd – 121 st	2
SE Cherry Blossom Dr: Mor. – Market	6	NE Fremont St: 102 nd – 112 th	2
SE 117 th Ave: Burnside – Market	6	SE Harold St: 102 nd – 111 th	2
NE Weidler St: 99 th – 112 th	5	SE 104 th Ave: Holgate – Harold	2
NE Prescott St: Sandy – 102 nd	5	SE 136 th Ave: Powell – Holgate	2
SE Holgate Blvd: 122 nd – 136 th	5	SE 136 th Ave: Holgate – Foster	2
SE Foster Rd: 103 rd – 122 nd	4	NE Halsey St: 85 th – 92 nd	1
SE 117 th Ave: Stark – Market	4	NE Halsey St: 126 th – 132 nd	1
SE 136 th Ave: Division – Powell	4	NE Glisan St: 135 th – 148 th	1
SE Flavel St: 84 th – 92 nd	3	SE Stark St: 148 th – 160 th	1
SE Mt Scott Blvd: I-205 – 98 th	3	SE Division St: 148 th – 171 st	1
SE 92 nd Ave: Lincoln – Powell	3	SE Harold St: 111 th – 122 nd	1
SE 112 th Ave: Market – Holgate	3	SE Harold St: 122 nd – 136 th	1
NE 122 nd Ave: Marine – Shaver	3	SE 104 th Ave: Bush – Cora	1

The following projects received no votes. Please keep in mind that the event was held at Marshall High School, in the southwestern portion of the *East Portland in Motion* study area.

- NE Halsey St: 148th – 162nd
- NE Glisan St: 148th – 162nd
- NE 148th Ave: Rose – Halsey
- NE 148th Ave: Halsey – Glisan
- NE 162nd Ave: Stanton – Russell
- SE 162nd Ave: Taylor – Powell
- NE 112th Ave: Marx – Fremont

Next Steps

East Portland in Motion will be presented to City Council as a report in the summer of 2011. The report will outline community participation, list active transportation project priorities as developed with the community, and make recommendations on improvements to programs to promote active transportation.

As PBOT collects community input we are integrating it with geospatial analysis to determine where the greatest benefit for the greatest number of residents can be achieved with the funding available.

In order to avoid losing a year of investment during the development of the East Portland in Motion report, the City is continuing to move forward with projects that are already underway, as well as developing additional near-term projects that appear to have broad community support.

To learn more about East Portland in Motion, and to view digital versions of the six display boards presented at the Transportation Safety Summit, please visit the project website:

<http://www.portlandonline.com/transportation/index.cfm?c=54306>

Also feel free to contact project manager Ellen Vanderslice with any questions, comments or concerns:

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