### **Appendix C**

# East Portland Active Transportation Survey

Summary Report

May 2011

### Note

This summary report was prepared by Portland State University's School of Urban Studies and Planning in the Nohad A. Toulan School of Public Affairs. To adapt this report for use as an appendix in *East Portland in Motion*, PBOT added a header and footer and renumbered the pages and appendices. Other than these changes (and this note), the report is unaltered. Special thanks are due to Professors Jennifer Dill and Ellen Bassett, their research assistants and their students for preparing this report and all related research and outreach.

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### East Portland Active Transportation Survey

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### 1.0 Introduction

### 1.1 Background

In February 2010, the City of Portland adopted the Portland Bicycle Plan for 2030, which included investments in bicycle facilities in East Portland. However, East Portland community leaders and residents expressed concerns that the City had not sufficiently consulted them and the Bicycle Plan did not reflect their transportation needs.

To address these concerns and to develop a better understanding of residents' attitudes towards active transportation in general, the Portland Bureau of Transportation (PBOT) worked with Portland State University's School of Urban Studies and Planning. In the Fall of 2010, students in a graduate class in qualitative research methods conducted interviews and focus groups with a wide range of residents, business owners, and community groups in East Portland to explore active transportation concerns. Then in Winter of 2011, students in a graduate class in quantitative research methods worked with PBOT to develop and conduct a mail survey to a sample of East Portland residents.

### 1.2 Prior Research Activity

In October and November of 2010, PSU graduate students conducted individual interviews with a range of stakeholders in East Portland. Interviewees included homeowners and renters, business owners, transit riders, bicycle riders, and neighborhood association leaders. Some of the feedback from these interviews suggested that bicycle transportation was not a priority for East Portland, as there are many other issues that might need addressing first – such as road maintenance, crime, or a lack of sidewalks.

Groups of students from the same class also conducted focus groups with communities that often are not represented in traditional planning processes. These groups included Somali and Russian-speaking immigrants living at Lincoln Woods (an income-restricted apartment complex), other recent immigrants in a work program with the Immigrant and Refugee Community Organization (IRCO), high school students from Myanmar, a group of homeless people who are based in East Portland, and older adults gathered at an East Portland Loaves and Fishes lunch. The results from some of these focus groups indicated that many of these residents are more likely to ride transit than they are to walk or bike. However, even transit was not considered ideal compared to personal vehicles, as most transit rides from East Portland to any other part of the Portland region tend to require long trips and multiple transfers. Parents tended to express concern for their children's safety riding or walking next to traffic. Some immigrant groups were more interested in bicycling as they had used bicycles in their old country, but many of them did not have a bicycle or were not familiar with how to ride on American streets.

The information gathered in these individual and group interviews helped inform the survey that was mailed out in February of 2011. The remainder of this report discusses the methodology and results from this survey.

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### 2.0 Methodology

### 2.1 Survey and Sampling

The survey was developed with questions that focused on travel behavior, attitudes towards bicycling and walking, and what changes could be made to make bicycling and walking more attractive. The letter of introduction and survey that were mailed to sampled residents is included in Appendix A.

The survey was mailed to a random sample of 3,000 households in East Portland. East Portland includes the area from 82<sup>nd</sup> Avenue to the eastern city border and from Highway 30 to the southern city border. Each survey was mailed with a postage paid return envelope. Each survey also had a unique identification number so that survey responses could be tracked (see Figure 1 for the approximate locations of households that returned their surveys).

#### 2.2 Response Rates

Out of the 3,000 surveys mailed out, 129 were returned as undeliverable. As of May 1, 2011, there were 339 valid responses returned, resulting in an 12% response rate for the survey. As an experiment in this survey process, respondents were given the option of filling out the survey online, using their survey identification number. Forty-five respondents (13% of the valid responses) chose this option.

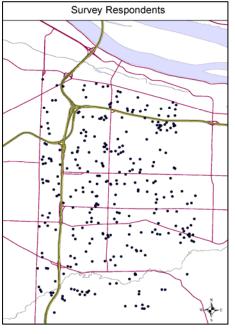


Figure 1. East Portland Survey Respondents

None of the questions had full response rates – in general, most questions had between 320-330 valid responses. In other words, 10-20 of the surveys (3-6%) were blank or invalid due to unclear markings on various questions. This was most likely due to inattention while filling out the survey or a misunderstanding of the instructions. However, some questions had even lower numbers of valid responses. In particular, several of the bicycle-oriented questions had 290-300 valid responses (12-15% of the surveys were blank or invalid for these questions). Unlike the occasional accidentally skipped question, some respondents may have intentionally skipped questions about bicycles because they felt these questions did not apply to them.

There was also a slightly lower response rate for the income question (17% of the surveys were blank or invalid for this question). Researchers commonly find that some people do not wish to report their income. Finally, there was a very low response rate for the question about how many children lived in a household (48% of surveys were blank or invalid). This is likely due to the fact that the paper survey did not have a "0" option (the online version did), and people may have simply skipped this question if their answer was not available. The question about the number of available household vehicles had the same problem, but this question did not have a similarly low response rate, perhaps because most households have at least one vehicle.

### 3.0 Results

The distribution of responses to each survey question can be seen in Appendix B. The sections below discuss the responses.

### 3.1 Respondent Demographics

The majority of survey respondents were female (69%) and white (85%). The average age of respondents was 53 years, and a large number of responses came from people between the ages of 50-70 years, though responses came from people as young as 18 and as old as 93. Reflecting this larger proportion of older respondents, approximately a third of respondents reported that they were retired. These respondent characteristics may not reflect the overall population of East Portland – that is, older women may respond to the survey more frequently than younger men because they have more time or because they have specific concerns. If this is the case (that the survey respondents do not represent the overall population) conclusions about the responses to attitudinal questions about active transportation may be weakened.

The majority of households had one or two people (69%) and had no children (59%)<sup>1</sup>. The majority of the households (60%) had annual incomes of less than \$50,000, and nearly a fifth had annual household incomes less than \$15,000. Also, while the vast majority of respondents had drivers' licenses (90%) and access to one or more household vehicles (95%)<sup>2</sup>, slightly less than half (46%) reported that they had access to a working bicycle. Finally, a slightly larger proportion of respondents said they had a physical condition that limited or prevented them from riding a bicycle (21%) as compared to physical limitations to driving, walking or taking transit (less than 6-9%).

#### 3.2 Pedestrian Attitudes and Behavior

Several questions in the survey asked how people felt about walking, and several other questions asked about people's actual walking behavior. In general, the majority of respondents agreed that their neighborhood was good for walking (76.8%), that transit was an easy walk away (86.5%), and that they felt safe from crime while walking during the daytime (86.1%). They also tended to agree that side streets felt safer for walking more frequently than they agreed that walking along busy arterials felt safe (66.8% compared to 57.4%).

In contrast to these positive attitudes towards walking in general, most respondents did not feel that walking for transportation (such as to run errands) was easy. Overall, about 40% of respondents reported that walking for "non-work" trips was at least somewhat easy. Women reported that walking was easy somewhat more frequently than men did (Table 1).

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<sup>&</sup>lt;sup>1</sup> The paper survey did not include "0" as an option for number of children. Some respondents wrote in "0", but if it was left blank the response was removed from analysis. This may mean there are more no-children households than reported here.

<sup>&</sup>lt;sup>2</sup> The question regarding number of vehicles also did not have a "0" option on the paper survey. It was treated the same as the "number of children" question.

Table 1. Gender by ease of walking for non-work trips

	Difficult	Easy	Total	n	
Male	64.1%	35.9%	100.0%		92
Female	58.5%	41.5%	100.0%		217
Total	60.2%	39.8%	100.0%		309

Lower middle income respondents reported that walking was easy somewhat more frequently than higher income respondents (Table 2).

Table 2. Income by ease of walking for non-work trips

	Difficult	Easy	Total	n
Less than \$15,000	51.9%	48.1%	100.0%	54
\$15,000 - \$24,999	60.0%	40.0%	100.0%	35
\$25,000 - \$34,999	48.6%	51.4%	100.0%	35
\$35,000 - \$49,999	59.5%	40.5%	100.0%	42
\$50,000 - \$74,999	63.1%	36.9%	100.0%	65
\$75,000 - \$99,000	65.2%	34.8%	100.0%	23
\$100,000 - \$149,999	82.4%	17.6%	100.0%	17
Over \$150,000	60.0%	40.0%	100.0%	5
Total	59.4%	40.6%	100.0%	276

Not surprisingly, respondents who were students, not employed outside the home, or worked part time thought walking was easy more often than those who work full time or are retired (Table 3), though the responses from retirees may be more due to age and physical limitations than time constraints.

Table 3. Employment status by ease of walking for non-work trips

	Difficult	Easy	Total	n
Full Time	64.5%	35.5%	100.0%	107
Part Time	52.6%	47.4%	100.0%	38
Student	39.1%	60.9%	100.0%	23
Not employed outside home	50.0%	50.0%	100.0%	24
Retired	67.7%	32.3%	100.0%	93
Other or Multiple	60.9%	39.1%	100.0%	23
Total	60.7%	39.3%	100.0%	308

As one might expect, fewer older respondents felt that walking was easy compared to most younger respondents (Table 4), although it is not a regular downward trend with each decade. Slightly more respondents in the 60-79 year old age groups felt walking was easy compared to the 40-59 year old age groups.

Table 4. Age by ease of walking for non-work trips

	Difficult	Easy	Total	n
18 to 29	54.3%	45.7%	100.0%	35
30 to 39	52.3%	47.7%	100.0%	44
40 to 49	57.9%	42.1%	100.0%	38
50 to 59	64.7%	35.3%	100.0%	68
60 to 69	60.4%	39.6%	100.0%	53
70 to 79	56.7%	43.3%	100.0%	30
80 +	80.0%	20.0%	100.0%	30
Total	60.7%	39.3%	100.0%	298

One demographic comparison that may be somewhat surprising is that larger households (household with four or six or more people) reported that walking was easy more frequently than smaller households (Table 5). This result should be considered critically, however, as the sample size of larger households is very small.

Table 5. Household size by ease of walking for non-work trips

	Difficult	Easy	Total	n
1 - just me	59.4%	40.6%	100.0%	96
2	65.8%	34.2%	100.0%	117
3	59.5%	40.5%	100.0%	42
4	48.5%	51.5%	100.0%	33
5	81.8%	18.2%	100.0%	11
6+	36.4%	63.6%	100.0%	11
Total	60.6%	39.4%	100.0%	310

Very few (4-6%) reported that they would walk to run errands, visit a friend, or go out to a restaurant or coffee shop. Slightly more (15%) thought they would walk to the store to pick up last minute grocery items. Corresponding with this, a large majority of respondents said that they "never" walked to any of these places, but more people did walk to the store a few times a month (33%), and a few walked to coffee shops or restaurants (22%) or to their friend's house (24%) less than once a week. There was one group of people who walked frequently. These were people riding transit to work or school. Of the 13% of transit commuters, almost three fourths typically walked to the stop.

In order to examine reported walking behavior in comparison to demographic attributes, an index was created to combine the responses from each of the questions about how often people walk for specific trip purposes (Questions 5a – 5f). For example, a score of '1' was recorded when people reported that they "never" walked to a store, a score of '2' was recorded when people reported that they walked "less than 1 time a month", and so on. The scores for each of the trip purposes listed in Question 5 (work, a friend's house, etc) were summed for each person. If someone answered "never" for all purposes, he would have the lowest possible sum of 6. If someone answered "5 or more times per week" for all purposes, he would have the highest possible sum of 36. These sums were then grouped in categories of people who walk "never" (6), "infrequently" (7-12), "occasionally" (13-24), or "frequently" (25-36). They are imperfect categories. Someone might report walking every day for one purpose but never walking

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for any other kinds of trips; this would be shown as the same as a person who walks less than once a month for all trip purposes. However, these categories are used to attempt to aggregate the multiple trip purposes and estimate general walking behavior for different demographic groups.

Using these categories, it can be seen that male respondents tend to walk slightly more frequently than female respondents (Table 6).

Table 6. Gender by frequency of walking for transportation

	Never	Infrequent	Occasional	Frequent	Total	n
Male	20.2%	50.6%	25.8%	3.4%	100.0%	89
Female	33.2%	54.3%	10.6%	2.0%	100.0%	199
Total	29.2%	53.1%	15.3%	2.4%	100.0%	288

People in the lowest and highest income categories tend to walk slightly more frequently than middle income groups (Table 7). This may reflect people with more leisure time (higher income residents) or an attempt to reduce transportation spending (lower income residents).

Table 7. Income by frequency of walking for transportation

	Never	Infrequent	Occasional	Frequent	Total	n
Less than \$15,000	18.9%	39.6%	35.8%	5.7%	100.0%	53
\$15,000 - \$24,999	25.0%	53.1%	21.9%	0.0%	100.0%	32
\$25,000 - \$34,999	33.3%	56.7%	0.0%	10.0%	100.0%	30
\$35,000 - \$49,999	32.5%	57.5%	7.5%	2.5%	100.0%	40
\$50,000 - \$74,999	37.3%	54.2%	8.5%	0.0%	100.0%	59
\$75,000 - \$99,000	36.4%	50.0%	13.6%	0.0%	100.0%	22
\$100,000 - \$149,999	23.5%	52.9%	23.5%	0.0%	100.0%	17
Over \$150,000	16.7%	66.7%	16.7%	0.0%	100.0%	6
Total	29.3%	51.7%	16.2%	2.7%	100.0%	259

Corresponding with the responses about whether walking was easy, it is not surprising that students and people not employed outside the home walk more frequently than others (Table 8).

Table 8. Employment status by frequency of walking for transportation

	Never	Infrequent	Occasional	Frequent	Total	n
Full Time	28.4%	57.8%	11.8%	2.0%	100.0%	102
Part Time	35.1%	45.9%	18.9%	0.0%	100.0%	37
Student	20.0%	50.0%	20.0%	10.0%	100.0%	20
Not Employed outside the home	18.2%	54.5%	22.7%	4.5%	100.0%	22
Retired	32.9%	53.7%	11.0%	2.4%	100.0%	82
Other/ Multiple	21.7%	52.2%	26.1%	0.0%	100.0%	23
Total	28.7%	53.8%	15.0%	2.4%	100.0%	286

Also corresponding with the responses from different age groups about whether walking was easy, younger (under 50) and older (60-79) people tend to walk somewhat more frequently than people in their late middle age or in the oldest age group (Table 9).

Table 9. Age by frequency of walking for transportation

	Never	Infrequent	Occasionally	Frequently	Total	n
18 to 29	30.3%	54.5%	9.1%	6.1%	100.0%	33
30 to 39	29.3%	43.9%	24.4%	2.4%	100.0%	41
40 to 49	16.2%	64.9%	18.9%	0.0%	100.0%	37
50 to 59	30.8%	50.8%	15.4%	3.1%	100.0%	65
60 to 69	29.2%	60.4%	8.3%	2.1%	100.0%	48
70 to 79	22.2%	55.6%	22.2%	0.0%	100.0%	27
80 +	48.0%	40.0%	8.0%	4.0%	100.0%	25
Total	29.0%	53.3%	15.2%	2.5%	100.0%	276

Although larger households (4 or more people) gave mixed responses about whether walking was easy, they actually reported walking for transportation more frequently than smaller households (Table 10). This may reflect a lack of resources – for example, a larger family may only have one car, so some household members have to make some trips on foot.

Table 10. Household size by frequency of walking for transportation

	Never	Infrequent	Occasional	Frequent	Total	n
1- just me	31.8%	49.4%	15.3%	3.5%	100.0%	85
2	31.8%	58.2%	8.2%	1.8%	100.0%	110
3	30.8%	48.7%	20.5%	0.0%	100.0%	39
4	28.1%	50.0%	18.8%	3.1%	100.0%	32
5	8.3%	58.3%	33.3%	0.0%	100.0%	12
6+	0.0%	50.0%	40.0%	10.0%	100.0%	10
Total	29.2%	53.1%	15.3%	2.4%	100.0%	288

#### 3.3 Bicycle Attitudes and Behavior

As with the questions about walking, the survey asked a variety of questions about people's perceptions and attitudes towards bicycling as well as about their actual bicycling behavior. The majority of respondents agreed that their neighborhoods were good places for riding a bike in general, and they felt safe riding on local (side) streets. However, the majority disagreed that riding a bike on busy arterials was safe.

There is not a big difference between men and women in how frequently they said bicycling was easy (Table 11). For both genders, slightly less than half of respondents feel bicycling is at least somewhat easy for non-work trips.

Table 11. Gender by ease of bicycling for non-work trips

	Difficult	Easy	Total	n
Male	56.6%	43.4%	100.0%	83
Female	57.0%	43.0%	100.0%	200
Total	56.9%	43.1%	100.0%	283

As with walking, lower-income groups generally responded slightly more frequently that bicycling is easy (Table 12). What may be more surprising is the fact that, for most income categories, respondents said

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that bicycling was easy for non-work trips somewhat more frequently than walking was (refer to Table 2). This may be related to the availability of destinations, which could make walking more difficult.

Table 12. Income by ease of bicycling for non-work trips

	Difficult	Easy	Total	n
Less than \$15,000	54.3%	45.7%	100.0%	46
\$15,000 - \$24,999	44.4%	55.6%	100.0%	27
\$25,000 - \$34,999	51.6%	48.4%	100.0%	31
\$35,000 - \$49,999	56.1%	43.9%	100.0%	41
\$50,000 - \$74,999	60.0%	40.0%	100.0%	65
\$75,000 - \$99,000	63.6%	36.4%	100.0%	22
\$100,000 - \$149,999	64.7%	35.3%	100.0%	17
Over \$150,000	60.0%	40.0%	100.0%	5
Total	56.3%	43.7%	100.0%	254

Students, part time employees and people not employed outside the home more frequently said it is easy to ride a bicycle for non-work trips (Table 13). Again, however, people from almost all employment categories reported that it is easy to bike more frequently than they said it is easy to walk (see Table 3).

Table 13. Employment status by ease of bicycling for non-work trips

Diffi	cult Easy	Total	n
me 58	.5% 41.5%	100.0%	106
me 44	.7% 55.3%	100.0%	38
t 40.	.9% 59.1%	100.0%	22
nployed outside home 43.	.5% 56.5%	100.0%	23
1 69	.9% 30.1%	100.0%	73
or Multiple 60	.0% 40.0%	100.0%	20
57.	.1% 42.9%	100.0%	282

Generally, as age increased, fewer respondents reported that bicycling is easy for non-work trips (Table 14). The one exception to this expected trend is that people over 80 years old said bicycling is easy slightly more frequently than people aged 60-80 years. The sample is small, however, so this may be a self-selecting bias.

Table 14. Age by ease of bicycling for non-work trips

	Difficult	Easy	Total	n
18 to 29	47.1%	52.9%	100.0%	34
30 to 39	52.3%	47.7%	100.0%	44
40 to 49	55.3%	44.7%	100.0%	38
50 to 59	57.8%	42.2%	100.0%	64
60 to 69	67.3%	32.7%	100.0%	52
70 to 79	69.6%	30.4%	100.0%	23
80 +	58.8%	41.2%	100.0%	17
Total	58.1%	41.9%	100.0%	272

Respondents from larger households (5 or more people) less frequently reported that bicycling was easy (Table 15). Compared to how frequently people felt walking was easy (Table 5), people from most household size categories more frequently reported that bicycling is easy. The one exception is that about half as many households with six or more people felt bicycling was easy compared to walking.

Table 15. Household size by ease of bicycling for non-work trips

	Difficult	Easy	Total	n
1 - just me	56.3%	43.8%	100.0%	80
2	59.6%	40.4%	100.0%	109
3	55.0%	45.0%	100.0%	40
4	45.5%	54.5%	100.0%	33
5	72.7%	27.3%	100.0%	11
6+	63.6%	36.4%	100.0%	11
Total	57.0%	43.0%	100.0%	284

Although many people said that bicycling was somewhat or very easy for non-work trips (about 42%), only a few said they were "confident" (9.4%) or "fearless" (1.3%) in riding their bicycles on the streets. The majority of respondents said they either never ride a bike (40%) or have no interest in riding a bike on the street (18%). Another 31% said they were interested in riding bikes on the street but had concerns. Also, the majority of respondents felt it was difficult to bicycle for transportation. Along with the large number of people who rarely or never ride on the streets, this could reflect a common view that bicycling is a recreational activity. It also reflects a disconnect between a person's perception of how easy or difficult bicycling is and his or her actual experience with riding a bike.

This is also reflected in responses to the question of how frequently people rode bikes for transportation. More than 90% of respondents reported that they "never" rode bikes to work or school, or to take someone else to school. A small number of people reported that they rode a bike a couple of times a month to run errands (8%), to visit a friend (12%), to go to a restaurant (12%) or to go to a store (12%).

As with the question about walking behavior, the responses to Questions 8a-f were also combined and categorized to create a variable indicating how frequently people rode bicycles for transportation. The categories are defined in the same ways.

According to these categories, men rode bicycles for transportation more frequently than women (Table 16). This is similar to the gender split for walking frequency (Table 6), although a much larger share of both gender groups reported "never" riding a bicycle for transportation than "never" walked.

Table 16. Gender by frequency of bicycling for transportation

	Never	Infrequent	Occasional	Frequent	Total	n
Male	67.4%	21.7%	9.8%	1.1%	100.0%	92
Female	80.3%	14.8%	4.9%	0.0%	100.0%	203
Total	76.3%	16.9%	6.4%	0.3%	100.0%	295

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More people in the lower (less than \$25,000) and higher (\$100,000 - \$150,000) income groups reported riding a bicycle occasionally for transportation (Table 17). This is also similar to the distribution of how frequently people from different income groups walked (Table 7), but again far more people responded that they "never" bicycled than "never" walked.

Table 17. Income by frequency of bicycling for transportation

	Never	Infrequent	Occasional	Frequent	Total	n
Less than \$15,000	75.0%	13.5%	9.6%	1.9%	100.0%	52
\$15,000 - \$24,999	67.7%	16.1%	16.1%	0.0%	100.0%	31
\$25,000 - \$34,999	84.8%	12.1%	3.0%	0.0%	100.0%	33
\$35,000 - \$49,999	70.0%	25.0%	5.0%	0.0%	100.0%	40
\$50,000 - \$74,999	79.0%	16.1%	4.8%	0.0%	100.0%	62
\$75,000 - \$99,000	69.6%	30.4%	0.0%	0.0%	100.0%	23
\$100,000 - \$149,999	64.7%	17.6%	17.6%	0.0%	100.0%	17
Over \$150,000	83.3%	16.7%	0.0%	0.0%	100.0%	6
Total	74.6%	17.8%	7.2%	0.4%	100.0%	264

Not surprisingly, students rode bicycles more frequently than other groups, and a larger number of retirees said they "never" ride a bicycle for transportation (Table 18). However, it was unexpected that slightly more people who are employed full time would ride bicycles, even infrequently, than people employed part time or not employed outside the home. This may indicate the value some people place on saving time by running errands by bicycle.

Table 18. Employment status by frequency of bicycling for transportation

	Never	Infrequent	Occasional	Frequent	Total	n
Full Time	69.2%	23.4%	7.5%	0.0%	100.0%	107
Part Time	77.8%	13.9%	8.3%	0.0%	100.0%	36
Student	71.4%	14.3%	14.3%	0.0%	100.0%	21
Not Employed outside the home	77.3%	13.6%	9.1%	0.0%	100.0%	22
Retired	90.6%	5.9%	2.4%	1.2%	100.0%	85
Other/ Multiple	56.5%	39.1%	4.3%	0.0%	100.0%	23
Total	76.2%	17.0%	6.5%	0.3%	100.0%	294

More of the younger respondents generally reported riding a bicycle occasionally than older respondents (Table 19). This corresponds with the age distribution of people who felt bicycling was easy (Table 14), but is different than the age distribution of people who reported walking occasionally or frequently (Table 9).

Table 19. Age by frequency of bicycling for transportation

	Never	Infrequent	Occasional	Frequent	Total	n
18 to 29	73.5%	17.6%	8.8%	0.0%	100.0%	34
30 to 39	61.0%	14.6%	24.4%	0.0%	100.0%	41
40 to 49	62.2%	29.7%	8.1%	0.0%	100.0%	37
50 to 59	73.1%	25.4%	1.5%	0.0%	100.0%	67
60 to 69	86.8%	11.3%	0.0%	1.9%	100.0%	53
70 to 79	85.2%	11.1%	3.7%	0.0%	100.0%	27
80 +	96.0%	0.0%	4.0%	0.0%	100.0%	25
Total	75.7%	17.3%	6.7%	0.4%	100.0%	284

In general, more people from larger households bicycled for transportation some of the time than people from smaller households (Table 20). This is somewhat different from how people from different sized households perceived the ease of bicycling (Table 15), where people from larger households more frequently felt bicycling was difficult.

Table 20. Household size by frequency of bicycling for transportation

	Never	Infrequent	Occasional	Frequent	Total	n
1- just me	80.0%	13.3%	5.6%	1.1%	100.0%	90
2	77.7%	18.8%	3.6%	.0%	100.0%	112
3	75.6%	19.5%	4.9%	.0%	100.0%	41
4	67.7%	16.1%	16.1%	.0%	100.0%	31
5	72.7%	9.1%	18.2%	.0%	100.0%	11
6+	54.5%	36.4%	9.1%	.0%	100.0%	11
Total	76.0%	17.2%	6.4%	.3%	100.0%	296

#### 3.4 Attitudes Towards Active Transportation Improvements

Of the suggestions for what might make the respondents more likely to walk for transportation, only one received strong support: more destinations within walking distance. Two thirds of respondents felt this would make it "somewhat" or "much more likely" that they would walk. Some felt that more sidewalks would make them somewhat or much more likely to walk – 42% for side streets and 38% for arterials. More crosswalks and better lighting also received positive responses. Fewer respondents thought that slower vehicle traffic, walking groups, or walking maps would make them more likely to walk. Despite the fact that many respondents seemed unconvinced that sidewalks and crossings would make them more likely to walk, many of them felt that more sidewalks and improved crossings were important priorities for PBOT. More than half the respondents rated more sidewalks as a four or a five (five indicating the treatment was a very important priority), and almost two thirds rated crossing improvements as important or very important.

The majority of respondents did not think that more bike lanes, bike boulevards or traffic calming would make it more likely that they would ride a bike to get around. The majority also did not think that classes or maps would make them more likely to bike. Other suggested improvements seemed more likely to encourage bike riding. Similar to the pedestrian response, a larger proportion of respondents said they

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would be "somewhat" or "much more likely" to ride a bike if there were more destinations in their neighborhood (41%). About a third said they would be somewhat or much more likely to ride a bike on cycle tracks, and nearly half (48%) said they would be somewhat or much more likely to ride a bike to get around on off-street paths. The ratings of which priorities should be most important for PBOT reinforce this. Rating various priorities on a scale of one to five (five being the most important), slightly more than half of the respondents rated the construction of off-street trails as a four or a five. Only about a third of respondents felt that bicycle boulevards and newer or wider bike lanes were an important or very important priority.

### 3.5 Other Questions

Compared to bicycling and walking, more respondents found that taking transit was easier, and more respondents indicated that they were more likely to take transit to work or non-work trips. Eighty-seven percent of respondents agreed that it was generally easy to walk to transit from their home, and about half said that transit was somewhat to very easy to use for running errands or making other non-work trips. More than half (59%) said that it was easy to take the bus for non-work trips, while 47% said it was easy to take the MAX for non-work trips. Slightly more people (9%) said they would take transit to visit a friend than said they would walk, and more people said they would take transit to make a variety of other non-work trips (5-6%) than those who said they would bike As noted before, 13% of respondents typically commuted to work by transit. Also, as noted before, more people said they commuted by transit (13%) compared to walking or bicycling. Reinforcing these positive attitudes towards transit, a majority of people felt that improving sidewalk access to bus and MAX stops was an important or very important priority for PBOT.

A slight majority of respondents were not aware of the Sunday Parkways events (55%), and only a very few (6%) said they had attended a Sunday Parkways event in the past. Of those who said they had attended Sunday Parkways, slightly less than half said that it might cause them to bike or walk more. Finally, as the large majority of respondents traveled by car for all trip purposes, it is not surprising that more people felt that maintaining roads and fixing potholes were an important priority for PBOT (85%) than any other priority.

#### 3.6 Open-ended Comments

Out of the 339 surveys returned, 135 people (approximately 40%) wrote in responses for Question 13, which allowed space for comments and suggestions. Many also wrote in comments or answers for questions that had an "other" category. All these comments are recorded in Appendix C.

Several people who wrote in responses for "other" on questions about how frequently they walked or rode a bike reported that they did so for recreation or exercise. For the "other" category of what would make people more likely to ride a bike, several people reported that they would ride if they had a bicycle. Other responses in the "other" category were widely varied.

A general overview of the comments and suggestions people wrote in for Question 13 suggests that most people feel sidewalks and crossings are higher priority than bicycle facilities. People offered perspectives both as drivers and as pedestrians about unsafe areas. Many of the areas mentioned are,

not surprisingly, on major arterials – Foster, Powell, Division, Glisan, 82<sup>nd</sup>, and 122<sup>nd</sup> are a few that were mentioned several times. In addition to concerns about safe crossings, people often said they would be more willing to walk if sidewalks were available so they wouldn't have to walk in the mud or on the shoulder next to busy traffic. In total, 67 people made suggestions about where sidewalks would make walking safer or more comfortable. Some of these refer to specific areas or blocks, and others refer more generally to neighborhoods or school access areas. Forty-six people made suggestions about specific crossings that they thought needed improvements in some way, whether they were unsafe or inconvenient.

There are also several comments (36) from people that indicate negative or disinterested attitudes towards active transportation. Some people feel that the city should not prioritize bicycle or pedestrian infrastructure at the expense of street improvements that make driving easier. Some respondents worry about safety and convenience, noting that bicycles and pedestrians can be hard to see, particularly when they do not behave predictably. Several noted that pedestrians may cross unsafely or that bicyclists block traffic when they are in the street. Others feel that bicyclists should pay fees to help fund construction of bicycle facilities, and many feel that bicyclists need to be better educated in traffic safety and that traffic laws should be better enforced on bicyclists. Licensing and insurance are both suggested as ways to enforce safer cycling and help fund bicycle infrastructure.

### 4.0 Conclusions

The majority of respondents to this survey did not seem to be as interested in bicycling or bicycle improvements as they were in pedestrian improvements. Some of this may be due to the fact that the responses may have overrepresented older, female, and retired residents. However, the responses also suggest that East Portland residents place a higher priority on several other transportation issues.

One issue is a lack of sidewalks – survey respondents frequently noted that more sidewalks might encourage them to walk more, and many people commented on where sidewalk improvements were needed. Many people also indicated a need for more and safer crossing opportunities. A few respondents emphasized their feeling that these improvements should take priority over bicycle improvements.

The most frequently noted issue for bicycling and walking was a lack of nearby destinations. For the questions about what would make people walk or bike more, a majority of respondents felt that more destinations in their neighborhoods would increase the likelihood that they would walk, and a smaller but still significant majority of respondents said that more destinations would increase the likelihood that they would bike.

Regarding bicycle activity and improvements, a majority of respondents said they had no interest in bicycling on city streets or at all, and about a third were interested but had concerns. These concerns most likely were related to bicycling next to auto traffic, as more people responded positively to the idea of off-street paths or bicycle paths separated from traffic by parking or curbs. More people said that building off-street paths, like the Springwater Trail, would make them more likely to bike than any

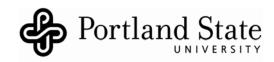
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other improvement; and more people felt that building off-street paths was an important priority for the City of Portland than other kinds of bicycle facilities.

Finally, there is a small number of respondents who used the open comment section to express negative feelings about bicyclists, and to a lesser degree pedestrians. Some of these comments indicated resentment towards any investment that takes priority from auto traffic and gives it to bicycles, but more of the comments seemed to suggest that people were concerned about bicycle and pedestrian safety, and that people did not fully understand how bicyclists and pedestrians and motor vehicles should interact when they are sharing road space. These comments might indicate a need for better education of, and communication between, all types of road users. These comments also correspond with the disconnect between the somewhat large number of people who say bicycling is easy but the small number of people who actually reported riding bicycles to get around.

### Appendix C1. Survey Letter and Form

(Pages C-18 through C-24)





Re: Survey ID «SurveyID»

February 8, 2011

Current Resident
«ADDR»
«CITY» «STATE» «ZIP»

Dear Current Resident,

We are writing to ask for your help with an important study being conducted by urban planning students at Portland State University for the City of Portland to better understand how residents of East Portland get around in their day-to-day lives and how they feel about transportation in their neighborhoods. Your household was randomly selected by our class to participate by completing a brief survey. Your input is important, as it will help inform transportation decisions that will likely affect you and your neighborhood.

We are asking one adult (18 years old or older) in your household to complete a short survey. If there is more than one adult in your household, please have the one with the most recent birth date complete the survey. For example, if you have a birthday in January and your spouse has a birthday in May, we'd like you to complete the survey because your birthday occurred more recently.

#### You have two convenient options for completing the survey:

- Complete and return the enclosed paper survey using the enclosed postage-paid envelope; or
- Complete the survey online at www.PortlandTravelSurvey.org. You will be prompted to enter the following code to begin the survey: **«SurveyID»**. This option will save on postage and increase the efficiency of data collection.

**To say thanks**, all completed surveys returned by mail or online by February 19 will be entered into a drawing to receive one of ten \$10 gift cards from Fred Meyer. Should your survey number be drawn, the gift card will be mailed to the address to which this letter is addressed.

The survey should take only 10-15 minutes to complete, and you may skip any questions you don't want to answer. You do not have to participate, but we really hope you will do so to help us get the best possible information. Your responses will be completely confidential, and it won't be possible in any reports to tell who said what.

We hope you will enjoy the survey and look forward to receiving your responses. If you have any questions about the study, please contact Professor Jennifer Dill at 503-725-4024.

Thank you,

Jennifer Dill, Associate Professor Center for Urban Studies

Low

Ellen Vanderslice, Project Manager Portland Bureau of Transportation

Ellen Vandeki



### **East Portland Travel Survey**

Thank you for taking the time to help us out by answering the following questions. Remember, you can take the same survey online at www.PortlandTravelSurvey.org. Just use this code when prompted: «SurveyID»

1. Below are statements about your neighborhood with which you may or may not agree. Please check the answer that best applies to you and your neighborhood.

	Strongly disagree	Somewhat disagree	Somewhat agree	Strongly agree
a. Stores are within easy walking distance (10-15 minutes) of my home.		2	3	<sub>4</sub> □
b. There are many places to go within easy walking distance (10-15 minutes) of my home.		2	3	<sub>4</sub>
c. There is a high crime rate in my neighborhood	<sub>1</sub>	2	3□	4
d. The crime rate in my neighborhood makes it unsafe to go on walks <b>during daylight.</b>		2	3	<sub>4</sub>
e. The crime rate in my neighborhood makes it unsafe to go on walks <b>when it is dark outside</b> .	<sub>1</sub>	2	<sub>3</sub> 🗖	4 <b></b>
f. My neighborhood is a good place for <b>riding a bicycle</b> .	$_{1}\square$	2	3	4
g. My neighborhood is a good place for walking.	<sub>1</sub>	2	3□	4
h. It is easy to walk (10-15 minutes) to a transit stop (bus, train) from my home.		2	3	<sub>4</sub> □
<ul> <li>i. I feel safe from traffic while walking along side streets (local streets) in my neighborhood.</li> </ul>	<sub>1</sub>	2	3	<sub>4</sub> □
<ul><li>j. I feel safe from traffic while walking along busy streets (arterials) in my neighborhood.</li></ul>		2	3	<sub>4</sub>
k. I feel safe <b>riding a bike</b> on <b>side streets</b> (local streets) in my neighborhood.	<sub>1</sub>	2	₃□	<sub>4</sub> □
I. I feel safe <b>riding a bike</b> on <b>busy streets</b> (arterials) in my neighborhood.	<sub>1</sub>	2	3	4

2. How difficult would it be for you to use the following types of transportation for day-to-day <u>non-work</u> trips from your current home, such as running errands?

	Very difficult	Difficult	Somewhat difficult	Somewhat easy	Easy	Very easy
Car	<sub>1</sub>	2	3	<sub>4</sub> □	5	6
Bus	<sub>1</sub>	$_2\square$	3	<sub>4</sub> □	5	6
MAX	1	2	3	4 <b></b>	5	6
Walk	<sub>1</sub>	$_2\square$	3	4	5	6
Bike	<sub>1</sub>	2	3	4	5	6

providing the first answer that						
			Car	Bus/MAX	Walk	Bike
Visiting a friend			1	2	3□	<sub>4</sub> □
Routine grocery shopping			$_{1}\square$	2	₃□	$_4\square$
Eating in a restaurant			1	2	3	4 <b></b>
Going to a coffee shop			1	2	з□	4
Running errands (bank, dry cle	aners, post	office, etc.)	1	2	3	4
Last minute grocery trip to buy you've just run out of, like brea	•	ery items	<sub>1</sub>	2	3	<sub>4</sub> □
4. On a typical weekday, what t	type of trans	sportation wo	uld you most	likely use to	get to work o	r school?
□Bus or MAX 4A □Walk □Disuste	•					
	or go to sch		following pla 1 to 3	aces? About 1	2 to 4	5 or more
□Walk □Bicycle □Not applicable, I do not work	or go to sch	to each of the			2 to 4 times per week	5 or more times per week
□Walk □Bicycle □Not applicable, I do not work	or go to sch	to each of the Less than 1 time per	1 to 3 times per	About 1 time per	times per	times per
□Walk □Bicycle □Not applicable, I do not work <b>5. How often do you <u>walk</u> from</b>	or go to sch your home Never	to each of the Less than 1 time per month	1 to 3 times per month	About 1 time per week	times per week	times per week
□Walk □Bicycle □Not applicable, I do not work  5. How often do you walk from  a. Work or school  b. A service provider (bank,	or go to sch your home  Never	to each of the  Less than 1 time per  month	1 to 3 times per month	About 1 time per week	times per week ₅□	times per week □
□Walk □Bicycle □Not applicable, I do not work  5. How often do you walk from  a. Work or school  b. A service provider (bank, post office, barber, dentist)  c. A restaurant, bar or	or go to sch	Less than 1 time per month 2 2	1 to 3 times per month	About 1 time per week  4  4	times per week ₅□	times per week 6 □
□ Walk □ Bicycle □ Not applicable, I do not work  5. How often do you walk from  a. Work or school  b. A service provider (bank, post office, barber, dentist)  c. A restaurant, bar or coffee shop	or go to sch	to each of the  Less than 1 time per  month 2 2	1 to 3 times per month	About 1 time per week  4  4	times per week	times per week 6 □
□ Walk □ Bicycle □ Not applicable, I do not work  5. How often do you walk from  a. Work or school  b. A service provider (bank, post office, barber, dentist)  c. A restaurant, bar or coffee shop  d. A store  e. The home of a friend or	or go to sch	to each of the  Less than 1 time per  month  2  2  2  2	1 to 3 times per month  3	About 1 time per week	times per week  5  5  5  5	times per week

3. Listed below are a few activities that you may often do. Assume that you are at your home and decide to do one of the following activities. Which type of transportation would you use? Please respond quickly,

6. To what extent would any of the following make it more likely that you would choose to walk	to get
around in your neighborhood?	

ı:		Not at all more likely	A little bit more likely	Somewhat more likely	Much more likely	
treets		<sub>1</sub>	2	3	4	
orhood st	reets	$_{1}\square$	$_{2}\square$	<sub>3</sub> 🗆	4	
		<sub>1</sub>	2	3	4	
walking di	stance	$_{1}\square$	2	<sub>3</sub> 🗖	4	
across bus	y streets	<sub>1</sub>	2	3	4	
		1	2	3	4	
		1	2	3	4	
_	utes for		2	<sub>3</sub>	4	
		<sub>1</sub>	2	3	<sub>4</sub> □	
i <u>ke</u> trom y			About 1	5? 2 to 4	5 or more	
Navan	time per	times per	time per	times per	times per	
					week	
1 <b>□</b>	2□	3□	4 <b>□</b>	5□	6□	
<sub>1</sub>	2	3	4	5	<sub>6</sub> □	
<sub>1</sub>	2	3	4	5	6	
1	2	3	4	5□	<sub>6</sub> □	
1	2	3	4	5□	6	
<sub>1</sub> □	2	3	4	5	<sub>6</sub> □	
8. Which of the following best describes how you feel about bicycling on streets in the City of Portland?  1 I am not interested in any way and do not ride my bicycle on the streets.  2 I am interested, but have concerns, so I never or rarely ride my bicycle on the streets.  3 I am enthusiastic and confident while I ride by bicycle on the streets.  4 I am strong and fearless while I ride my bicycle on city streets.						
	treets corhood st walking disacross bus ring safe ro ons  Never  1  1  1  1  1  1  1  1  1  1  1  1  1	treets corhood streets  walking distance across busy streets  ring safe routes for ons  Less than 1 time per month  1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Not at all more likely  treets  orhood streets  walking distance  across busy streets  ing safe routes for ons  Less than 1 1 to 3 time per month month  1 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Not at all more likely more li	Not at all more likely more likely more likely more likely treets	

9. To what extent would any of the following make it more likely that you would ride a bike to get arou
---

	Not at all more likely	A little bit more likely	Somewhat more likely	Much more likely
a. More bike lanes on busy streets	<sub>1</sub>	2	3	4
<ul> <li>b. Neighborhood streets that give bicycles and pedestrians priority by reducing vehicle traffic and speeds</li> </ul>	1□	$_2\square$	<sub>3</sub> □	<b>4</b> □
c. On street bike paths separated from car traffic by parked cars or a curb		2	3	4
<ul><li>d. Off-street paths (like Springwater Corridor)</li></ul>		2	3	4
e. Slower vehicle traffic	1	2	3	4
f. More destinations in my neighborhood	<sub>1</sub>	2	3	4
g. More marked crosswalks across busy streets	<sub>1</sub>	2	3□	4 <b></b>
h. Better lighting	<sub>1</sub>	2	3	4
i. Classes where I can learn safe biking skills and basic maintenance	<sub>1</sub>	2	3	4
j. A map from the city showing safe routes to popular destinations		2	3	4
k. Other:	<sub>1</sub>	2	з□	4

### 10. One a scale of 1-5, how important do you think each of the following priorities should be for the City of Portland's Bureau of Transportation?

	<b>1</b> Not at all important	2	3	4	<b>5</b> Very important
a. Building sidewalks on busy streets (arterials)	1	2	3	4	5□
b. Building sidewalks that improve access to bus stops and MAX stations	<sub>1</sub>	2	з□	4	5
c. Installing signals or other improvements to make crossing busy streets safer	<sub>1</sub>	2	3	4	5□
<ul> <li>Retrofitting neighborhood streets to give bicycles and pedestrians priority by reducing vehicle traffic and speeds</li> </ul>	$_{1}\Box$	2	3	4 <b></b>	5□
e. Making wider bike lanes on busy streets (arterials)	<sub>1</sub>	2	3 <b></b>	4 <b></b>	5□
f. Maintaining streets and fixing potholes	<sub>1</sub>	2	3	<sub>4</sub>	5□
g. Putting new bike lanes on busy streets (arterials)	<sub>1</sub>	2	3	4	5□
h. Improving signal timing to prevent delay	<sub>1</sub>	2	₃□	$_4\square$	5
<ul><li>i. Building new trails/multi-use paths separated from traffic</li></ul>	<sub>1</sub>	2	3	<sub>4</sub> □	5
j. Other:	<sub>1</sub>	$_{2}\square$	3	4	5

•	ou aware of the City of Portland's Sunday Parkways events, which close off streets for a day in an ne city for use by pedestrians and cyclists?
¹□Yes □□No	
12. Have	you participated in a Sunday Parkway event?
¹□Yes □□No	If yes
	12a. If you have participated in Sunday Parkways, do you think the event(s) resulted in you walking or riding a bike more for your daily than before?
	₁ ☐ Yes ₀ ☐ No
and bicyc	e identify specific locations and/or problems that you think need to be improved to make walking ling safer. (For example: "need pedestrian signal at SE Main St and SE Umatilla streets" or "need s at NE Multnomah between 119 <sup>th</sup> and 120 <sup>th</sup> ")

Now please tell us a littl	e abou	ıt	20. What is your gender?		
yourself and your house	hold.		$_1\square$ Male $_2\square$ Female		
14. Including yourself, how main your household?	ny peop	le live	21. What is your age?		
$\Box$ 1 $\Box$ 2 $\Box$ 3 $\Box$ 4 $\Box$	5 □6-	ŀ	22. Do you consider yourself either Hispanic or Latino/a?		
15. Of those, how many are ch years old?	ildren u	nder 18	<ul><li>1□Yes □□No</li><li>23. What is your ethnicity or race? (check all that apply)</li></ul>		
□1 □2 □3 □4 □  16. Do you have a driver's licer	□5+ nse?		₁☐ African American ₂☐ Native American		
<sub>1</sub> □Yes <sub>0</sub> □No			$_3\square$ Pacific Islander $_4\square$ Hispanic		
17. How many motorized vehic leased, or available for regular household. Please be sure to it vans motorcycles and mopeds	use by y	your ars, trucks,	<ul> <li>5 ☐ White</li> <li>6 ☐ Asian</li> <li>7 ☐ Other</li> <li>24. Current employment (check all that apply)</li> </ul>		
Zipcar or other carshare vehicl			1□ Employed full time		
□1 □2 □3 □4 □	□5+		2☐ Employed part-time		
18. Do you have regular access bicycle?	to a wo	rking	₃□ Student ₄□ Not currently employed outside the home ₅□ Retired		
₁□Yes ₀□No			6☐ Other		
19. Do you currently have a ph seriously limits or prevents you			25. What is your approximate household income?		
the following?			Less than \$15,000 $_2\square$ \$15,000 - \$24,999		
	Yes —	No —	₃□ \$25,000 - 34,999		
a. Driving a vehicle		0	₄□ \$35,000 - \$49,000		
b. Walking outside the home	<sub>L</sub>	0	₅☐ \$50,000 - \$74,999		
c. Riding a bicycle		0	<sub>6</sub> □ \$75,000 - \$99,000		
d. Using regularly scheduled buses or MAX	1	0	¬□ \$100,000 - \$149,999 ₃□ Over \$150,000		

Thank you! Please remember to return your survey in the postage-paid envelope.

### **Appendix C2. Response Frequencies for Survey Questions**

Question 1: Below are statements about your neighborhood with which you may or may not agree. Please check the answer that best applies to you and your neighborhood.

	Strongly	Somewhat	Somewhat	Strongly
	Disagree	Disagree	Agree	Agree
a. Stores are within easy walking distance (10-15 minutes) of my home. (n=333)	25.8%	14.4%	30.3%	29.4%
b. There are many places to go within easy walking distance (10-15 minutes) of my home. (n=330)	26.7%	24.8%	31.5%	17.0%
c. There is a high crime rate in my neighborhood. (n=317)	18.3%	32.8%	34.1%	14.8%
d. The crime rate in my neighborhood makes it unsafe to go on walks during daylight. (n=328)	55.2%	30.8%	8.8%	5.2%
e. The crime rate in my neighborhood makes it unsafe to go on walks when it is dark outside. (n=329)	19.5%	27.4%	32.2%	21.0%
f. My neighborhood is a good place for riding a bicycle. (n=327)	10.1%	20.2%	47.7%	22.0%
g. My neighborhood is a good place for walking. (n=325)	7.1%	16.3%	42.5%	34.2%
h. It is easy to walk (10-15 minutes) to a transit stop (bus, train) from my home. (n=333)	7.5%	6.0%	21.6%	64.9%
i. I feel safe from traffic while walking along side streets (local streets) in my neighborhood. (n=332)	11.7%	21.7%	34.9%	31.6%
j. I feel safe from traffic while walking along busy streets (arterials) in my neighborhood. (n=328)	18.9%	23.8%	39.3%	18.0%
k. I feel safe riding a bike on side streets (local streets) in my neighborhood. (n=298)	9.1%	18.5%	48.7%	23.8%
l. I feel safe riding a bike on busy streets (arterials) in my neighborhood. (n=297)	31.0%	36.0%	25.6%	7.4%

Question 2: How difficult would it be for you to use the following types of transportation for day-to-day <u>non-work</u> trips from your current home, such as running errands?

	Very	Difficult	Somewhat	Somewhat	Easy	Very easy
	difficult		difficult	easy		
Car (n=325)	3.1%	1.8%	3.4%	3.4%	16.0%	72.3%
Bus (n=331)	10.9%	11.5%	18.7%	25.1%	20.5%	13.3%
MAX (n=327)	16.8%	15.0%	20.8%	22.9%	14.4%	10.1%
Walk (n=329)	22.5%	20.1%	18.2%	15.2%	13.1%	10.9%
Bike (n=303)	16.8%	17.2%	23.8%	21.5%	12.5%	8.3%

Question 3: Listed below are a few activities that you may often do. Assume that you are at your home and decide to do one of the following activities. Which type of transportation would you use? Please respond quickly, providing the first answer that comes to mind.

	Car	Bus/MAX	Walk	Bike
Visiting a friend (n=326)	84.0%	8.6%	5.5%	1.8%
Routine grocery shopping (n=332)	87.7%	5.4%	5.4%	1.5%
Eating in a restaurant (n=326)	88.3%	6.4%	4.6%	0.6%
Going to a coffee shop (n=315)	82.5%	6.3%	8.6%	2.5%
Running errands (bank, dry cleaners, post office, etc) (n=325)	88.0%	6.2%	4.3%	1.5%
Last minute grocery trip to buy basic grocery items you've just run out of, like bread or milk (n=327)	80.4%	2.1%	15.0%	2.4%

### Question 4: On a typical weekday, what type of transportation would you most likely use to get to work or school? (n=315)

Car	Bus/MAX	Walk	Bike	Not applicable, I do not work or go to school
65.1%	13.0%	0.6%	1.3%	20.0%

### **Question 4a: How did you get to stop/station?** (if Bus or MAX was used) (n=40)

Walk	Bike	Car
72.5%	7.5%	20.0%

Question 5: How often do you walk from your home to each of the following places?

	Never	Less than 1 time per month	1 to 3 times per month	About 1 time per week	2 to 4 times per week	5 or more times per week
a. Work or school (n=322)	89.4%	2.8%	2.2%	1.9%	0.6%	3.1%
b. A service provider (bank, post office, barber, dentist) (n=334)	71.9%	13.5%	7.8%	3.6%	1.5%	1.8%
c. A restaurant, bar or coffee shop (n=333)	70.0%	12.9%	9.3%	4.5%	1.8%	1.5%
d. A store (n=333)	48.9%	19.2%	13.5%	7.2%	6.9%	4.2%
e. The home of a friend or family member (n=331)	62.5%	13.6%	10.3%	4.5%	5.4%	3.6%
f. Taking someone else to school or daycare (n=322)	91.9%	1.9%	2.2%	1.6%	0.3%	2.2%
g. Other* (n=79)	62.0%	6.3%	15.2%	1.3%	3.8%	11.4%

<sup>\*</sup>See Appendix B for list of write-in answers/comments

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Question 6: To what extent would any of the following make it more likely that you would choose to walk to get around in your neighborhood?

	Not at all	A little bit	Somewhat	Much more
	more likely	more likely	more likely	likely
a. More sidewalks on busy streets (n=320)	39.4%	22.8%	18.8%	19.1%
b. More sidewalks on neighborhood streets (n=325)	36.6%	21.5%	18.2%	23.7%
c. Slower vehicle traffic (n=324)	40.7%	28.7%	18.8%	11.7%
d. More destinations within walking distance (n=324)	17.6%	15.7%	23.5%	43.2%
e. More marked crosswalks across busy streets (n=316)	38.0%	23.4%	23.4%	15.2%
f. Better lighting (n=317)	35.0%	24.3%	22.4%	17.7%
g. Organized walking groups (n=316)	61.1%	22.8%	10.4%	5.7%
h. A map of the city showing safe routes for walking to	51.7%	25.5%	12.1%	10.6%
popular destinations (n=321)				
i. Other* (n=50)	60.0%	12.0%	4.0%	24.0%

<sup>\*</sup>See Appendix B for list of write-in answers/comments

Question 7: How often do you bike from your home to each of the following places?

	Never	Less than 1 time per month	1 to 3 times per month	About 1 time per week	2 to 4 times per week	5 or more times per week
a. Work or school (n=325)	90.2%	3.7%	1.8%	1.2%	1.8%	1.2%
b. A service provider (bank, post office, barber, dentist) (n=323)	88.5%	4.6%	3.4%	2.2%	0.6%	0.6%
c. A restaurant, bar or coffee shop (n=323)	86.4%	8.4%	3.1%	1.9%	0.0%	0.3%
d. A store (n=320)	84.1%	7.2%	4.7%	2.2%	1.6%	0.3%
e. The home of a friend or family member (n=322)	84.2%	6.8%	6.2%	1.9%	0.3%	0.6%
f. Taking someone else to school or daycare (n=319)	97.5%	0.9%	0.9%	0.3%	0.3%	0.0%
g. Other* (n=97)	81.4%	5.2%	4.1%	3.1%	5.2%	1.0%

<sup>\*</sup>See Appendix B for list of write-in answers/comments

Question 8: Which of the following best describes how you feel about <u>bicycling on streets</u> in the City of Portland? (n=313)

I am not interested in any way and do not ride my bicycle on the streets.	18.2%
I am interested, but have concerns, so I never or rarely ride my bicycle on the streets.	31.0%
I am enthusiastic and confident while I ride by bicycle on the streets.	9.9%
I am strong and fearless while I ride my bicycle on city streets.	1.3%
Not applicable. I never ride a bike.	39.6%

Question 9: To what extent would any of the following make it more likely that you would  $\underline{\text{ride a}}$  bike to get around?

	Not at all	A little bit	Somewhat	Much more
	more likely	more likely	more likely	likely
a. More bike lanes on busy streets (n=296)	55.1%	20.6%	14.2%	10.1%
b. Neighborhood streets that give bicycles and	54.8%	19.2%	15.4%	10.6%
pedestrians priority by reducing vehicle traffic and				
speeds (n=292)				
c. On street bike paths separated from car traffic by	47.4%	15.8%	19.2%	17.5%
parked cars or a curb (n=291)				
d. Off-street paths (like Springwater Corridor (n=290)	36.6%	15.2%	23.1%	25.2%
e. Slower vehicle traffic (n=292)	55.5%	19.2%	17.8%	7.5%
f. More destinations in my neighborhood (n=291)	42.3%	16.5%	18.9%	22.3%
g. More marked crosswalks across busy streets (n=291)	54.3%	19.6%	16.8%	9.3%
h. Better lighting (n=290)	53.4%	17.6%	17.6%	11.4%
i. Classes where I can learn safe biking skills and basic	68.9%	14.9%	7.6%	8.7%
maintenance (n=289)				
j. A map from the city showing safe routes to popular	55.4%	18.7%	15.2%	10.7%
destinations (n=289)				
k. Other* (n=63)	68.3%	4.8%	11.1%	15.9%

<sup>\*</sup>See Appendix B for list of write-in answers/comments

Question 10: On a scale of 1-5, how important do you think each of the following priorities should be for the City of Portland's Bureau of Transportation?

	1	2	3	4	5
	Not at all				Very
	important				important
a. Building sidewalks on busy streets (arterials)	10.5%	12.3%	20.0%	18.2%	39.1%
(n=325)					
b. Building sidewalks that improve access to bus	11.8%	13.6%	23.5%	18.6%	32.5%
stops and MAX stations (n=323)					
c. Installing signals or other improvements to	6.7%	10.7%	19.9%	23.9%	38.7%
make crossing busy streets safer (n=326)					
d. Retrofitting neighborhoods streets to give	25.4%	17.6%	26.3%	15.5%	15.2%
bicycles and pedestrians priority by reducing					
vehicle traffic and speeds (n=323)					
e. Making wider bike lands on busy streets	33.2%	18.0%	18.3%	15.2%	15.2%
(arterials) (n=322)					
f. Maintaining streets and fixing potholes (n=331)	3.3%	2.4%	8.5%	16.9%	68.9%
g. Putting new bike lanes on busy streets (arterials)	30.3%	14.8%	22.1%	15.5%	17.4%
(n=317)					
h. Improving signal timing to prevent delay	8.0%	10.5%	18.8%	25.0%	37.7%
(n=324)					
i. Building new trails/multi-use paths separated	13.4%	12.2%	22.2%	20.6%	31.6%
from traffic (n=320)					
j. Other* (n=51)	37.3%	3.9%	5.9%	13.7%	39.2%
*G		•			•

<sup>\*</sup>See Appendix B for list of write-in answers/comments

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### Question 11: Are you aware of the City of Portland's Sunday Parkways events, which close off streets for a day in an area of the city for use by pedestrians and cyclists? (n=327)

Yes	44.7%
No	55.3%

### Question 12: Have you participated in a Sunday Parkway events? (n=326)

Yes	5.8%
No	94.2%

### Question 12a: If you have participated in Sunday Parkways, do you think the event(s) resulted in you walking or riding a bike more for your daily than before? (n=22)

Yes	40.9%
No	59.1%

### Question 14: Including yourself, how many people live in your household? (n=315)

1 – Just	2	3	4	5	6+
me					
30.8%	38.1%	13.3%	10.5%	3.8%	3.5%

### Question 15: Of those, how many are children under 18 years old? (n=177)\*

-	0	1	2	3	4	5 +
	59.3%	18.1%	14.1%	5.1%	2.8%	0.6%

<sup>\*</sup>The paper survey did not have "0" as an option, so some who left this question blank may have otherwise answered "0".

#### Question 16: Do you have a driver's license? (n=314)

Yes	90.1%
No	9.9%

# Question 17: How many motorized vehicles are owned, leased, or available for regular use by your household. Please be sure to include cars, trucks, vans motorcycles and mopeds. $\underline{\text{Do Not}}$ include Zipcar or other carshare vehicles. $(n=305)^*$

0	1	2	3	4	5 +
4.6%	39.0%	39.3%	10.2%	5.6%	1.3%

<sup>\*</sup>The paper survey did not have "0" as an option, so some who left this question blank may have otherwise answered "0"

#### Question 18: Do you have access to a working bicycle? (n=313)

Yes	46.3%
No	53.7%

Question 19: Do you currently have a physical condition that seriously limits or prevents you from doing any of the following?

	Yes	No
a. Driving a vehicle (n=313)	6.4%	93.6%
b. Walking outside the home (n=309)	9.4%	90.6%
c. Riding a bicycle (n=306)	21.2%	78.8%
d. Using regularly scheduled buses or	8.4%	91.6%
MAX (n=311)		

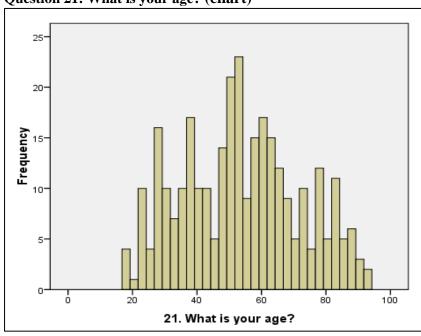
**Question 20: What is your gender?** (n=314)

Male	30.6%
Female	69.4%

**Question 21: What is your age?** 

Age Statistics (n=302)	
Mean	53.6
Median	53
Mode	60
Std. Deviation	18.4
Minimum	18
Maximum	93

**Question 21: What is your age? (chart)** 



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### Question 22: Do you consider yourself either Hispanic or Latino/a? (n=314)

Yes	3.2%
No	96.8%

### Question 23: What is your ethnicity/race? (check all that apply) (n=320)

African American	3.1%
Native American	3.8%
Pacific Islander	1.6%
Hispanic	2.8%
White	84.6%
Asian	8.4%
Other	1.6%

### Question 24: Current employment (check all that apply) (n=321)

Employed full-time	36.2%
Employed part-time	15.3%
Student	7.5%
Not currently employed outside the home	7.8%
Retired	30.2%
Other	7.5%

### Question 25: What is your approximate household income? (n=280)

Less than \$15,000	19.6%
\$15,000 - \$24,999	13.2%
\$25,000 - \$34,999	12.5%
\$35,000 - \$49,000	15.0%
\$50,000 - \$74,999	23.2%
\$75,000 – 99,000	8.2%
\$100,000 - \$149,999	6.1%
Over \$150,000	2.1%

### Appendix C3. List of Responses to Open-ended Questions

### Question 5g. How often do you $\underline{\text{walk}}$ from your home to each of the following places? Other [TEXT]

Response	Frequency
All but convenience store trips	1
barber	1
Caregiver drives me in her car	1
church	3
doctor	1
Doctors appts. Pharacy	1
exercise	1
For exercise along bike path or to walk dog	1
Handicappett [sic] for walking	1
Library	3
mailbox	1
Max Stop	2
Neighborhood club house	1
Park	5
Park community center	1
Partially Disabled	1
Running	1
Shopping/recreations	1
Transit center	1
Walking Dogs	2
walking for exercise	1

## Question 6i. To what extent would any of the following make it more likely that you would choose to <u>walk</u> to get around in your neighborhood? Other [TEXT]

Response	Frequency
A great need for sidewalks and lighting	1
A lot of my day to day things don't happen in my area	1
a more pleasant and no so congested surroundings	1
Additional service providers in close proximity to our home	1
Bars & Grocery Store	1
Better Weather	1
can't walks very far	1
closer parks/playgrounds	1
Crime	1
Feeling of safety against crime	1
I walk all the time	1
In people would actually stop at stop signs and wait till you cross	1
It's not safe to walk anywhere unless in a large group!	1
Law enforcement of dangerous drivers	1
less crime	1
less crime/ safer	1
lower crime rates	1

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More parks	1
Partially Disabled - do not walk	1
people should use crosswalks	1
Playgrounds	1
Street walkers that watch and keep the streets safe	1

## Question 7g. How often do you $\underline{\text{ride a bike}}$ from your home to each of the following places? Other [TEXT]

Responses	Frequency
don't have a bike	1
Bike ride	1
Bike trail	1
Car	1
Exercise on off-street walkways	1
Just for a ride	1
Library	1
Max station	2
Never	1
No bike	1
Not use bike	1
off road	1
Park	3
recreation	1
Springwater trail	1
summer rides for fun	1
volunteer commitment	1

## Question 9k. To what extent would any of the following make it more likely that you would <u>ride a bike</u> to get around? Other [TEXT]

Response	Frequency
(re 9j) Have the maps	1
88 yr old don't bike	1
a good bike mapping app	1
Cars banned	1
Disable so N/A	1
Do not ride a bike	3
Don't have a bike	2
Having a bike	1
Help to buy a bike	1
I don't ride a bike, I would not ride a bike on our city streets.	1
I will not ride a bike	1
if I owned a bike	1
Improve the fake bike lanes, especially at intersections and other	1
suddenly disappearing lanes or crossings.	
Improved sidewalks	1
less crime, saw a woman get attacked for her bike in daylight!	1
Less hills and rain	1
More bike capacity on Max and busses	1
Motor Scooters	1

Never ride a bike	2
no bike	1
Not able to bike because medical reasons I walk	1
Once I buy a Bike	1
our area is good	1
Own a bike	1
Peds walk in bike lane on Powell do to no sidewalks. We would feel	1
better if peds were on a sidewalk.	
secure bike lockers	1
Too legally blind to bike.	1
Transients not living on 205 bike path.	1
Total	332

### Question 10j. On a scale of 1-5, how important do you think each of the following priorities should be for the City of Portland's Bureau of Transportation? Other [TEXT]

Responses	Frequency
1) Speed bumps on residential streets; 2) more stop signs on residential streets	1
bike lockers at parks & public facilities	1
Build pedestrian overpasses	1
building sidewalks on side streets	1
Clackamas County Improvements	1
Creating an Express MAX line from Beaverton/Hillboro to Gresham w/very	1
limited Stops. This trip currently takes 1.5 hours so I don't take it, but if it was	
shorter I would.	
Increasing bike spaces on Max and bus	1
inforce 25 mph in neighborhoods next to high traffic major streets	1
Left-turn light installation on busier intersections currently with only a stop sign	1
Maintaining all streets In city boundry	1
making left turn lanes @ 136th/Powell, 111th Foster	1
more green, less cars	1
more streets and highways	1
neighborhood sidewalks	1
not shafting car traffic by taking away entire lanes for bikes (Holgate)	1
Paving gravel residential streets that have houses on them.	1
reasonable balance of funds and where they are taken from	1
street lighting emergency booths just like the ones on campuses	1_
we have enough!	1
We need more time crossing (Q10h) to prevent accidents. I have come close of people hitting me in crosswalks?	1

# Question 13. Please identify specific locations and/or problems that you think need to be improved to make walking and bicycling safer. (For example: "need pedestrian signal at SE Main St and SE Umatilla streets" or "need sidewalks at NE Multnomah between 119<sup>th</sup> and 120<sup>th</sup>")

Bike lanes on Stark St., especially East of SE 106th Ave to SE 181st Ave. -Speed bumps need to be installed on NE Stanton St. between NE 122nd and NE 117th due to high speed and aggressive drivers. Need sidewalks on NE Morris St. and NE Knott St., between NE 117th and NE 102nd.

"Don't know of any"

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"More care needs on most North - South arterials in Southeast Portland."

"Not everyone has the ability to ride a bike or bus to work. I live in Outer se Portland, everything is far away. I work in Vancouver that's where the jobs are so biking, walking, and even bus is very impractical. I resent urban planners making it harder to move about the city for motorists."

"walking and bicycling are impractical for working people (especially those over 40) to do errands, transport others, buy groceries, particularly if you wish to shop other than at high-priced stores in your neighborhood. With the rain, early winter darkness, both are unsafe or very uncomfortable. . . not everyone has physical stamina to bicycle. If you have to dress up for work biking leaves you sweaty and tired. Biking and walking also take a lot of extra time. I can drive to work in 10 minutes and shop on my way home. Biking takes 1/2 hour. The bus takes 45 minutes because of transfers.

(by Q3) None. I have a caregiver that drives me. (by Q24, other) Disabled.

(Q8, never ride a bike) at this time, I might in near future; 1-Thank you for lighting up NE 102nd. Beautiful job and landscaping. 2-crosswalks need more time? Very dangerous. Thank you :)

(re 12) I work on Sundays :( ; \*Stark street between MLK and Grand: 1) Remove street parking (nearby businesses have lots); 2) add turning lanes for traffic on Stark; 3) add turn ARROWS for traffic on Stark

- 1. Really need a bike/pedestrian crossing signal on 39th/Cesar Chavez at NE Couch (or Davis) like there is on Burnside at 41st. 2. Need at least a marked crosswalk and signage on NE 60th and Davis for bikes and walkers. (Sometimes it take 5-6 minutes witing to cross) 3. West-bound Stark crossing over I-205 usually has a lot of debris in the bike path and many drivers seem unclear on where the bike route crosses the lane for cars trying to go north to Glisan (I've come close to getting hit there)
- 1) Need a pedestrian signal around 139th or 140th and Foster. Car drivers treat Foster like a freeway and honk or give pedestrians a fist or a 'finger' if we dare to cross. 2) For people south of Foster, the only access to the Division-Powell business district is 136th avenue north, and walkers have to risk walking the hill between Mitchell to Holgate Street. the property owners there have never been required to provide sidewalk or 'access' down the hill. It's only a matter of time, but someone will be killed there.
  3) We call it the 'corridor of death': the winding stretch of SE Foster between 148th to Jenne Road (aka 174th). There've been many accidents and bikers have to avoid it. It wraps around a hill, and motorists will honk and gesture at any walker who has the audacity to try to walk along it. the path is muddy 8-9 months of year. But it makes access to Gresham. please help, thank!
- 1) traffic/ped signal on 162nd and San Rafael 2) sidewalks on ne 162nd between glisan and sandy 3) sidewalks on ne 148th between sandy and russell 4) Sidewalks on ne Halsey from 122nd east

122nd & Division - the recent fatality was just waiting to happen, people cross there all the time when it's not safe. Lighting at night is not good enough and although they recently added a cross walk, there needs to be a traffic light there so people can stop traffic to cross safely, it's just too hard to see someone there. Scares the hell out of me when someone stops mid road to let someone cross but there is still another lane and a car there may not stop but the person starts to cross because they think it's safe. I've seen people almost hit because of this. Giving priority to people on bikes??? Are you crazy??? Separate lanes for them are fine, but they are often hard to see if they are riding in the same traffic as cars.

82nd avenue has major prostitution problems, respondent gets 3-4 cars stopping and propositioning her when walking on 82nd also gets propositioned at bus stop on 82nd. Pisses off and scares respondent; need more police around 82nd at all hours.

82nd in general

82ns and Powell Blvd

A signal is needed at NE Glisan at about 90th. There are instances when it is all but impossible to cross Glisan to the other side of the street (where there is a bus stop). Walking across is very tricky. Bicycling across is also difficult. In my car I have waited as much as 12 minutes before access was possible. The only adjacent traffic lights are at NE 82nd and the entrance to the 205 Freeway - an intolerable situation!!! All your talk of east side bike routes are hot air until this problem is addressed. (When expressing this concern at a public meeting, I was fobbed of with "the cost is prohibitive").

All main thoroughfares should have sidewalks - cement or black top paths - to improve safety for pedestrians. Wet, muddy paths along the curbs is NOT inviting or safe. Regardless of how well lit or how many marked cross walks - who wants to twist in ankle or shop in wet shoes.

As a driver I have the following concerns: \*Make pedestrian signal light at 171st and NE halsey larger. The flashing light is difficult to distinguish during daylight hours. \*The bioswales on NE Glisan from

122nd to 148th should be removed. The give the illusion of being in the path of drivers. \*Students are using the new cross walk at about 130th and NE Glisan instead of choosing to use the skybridge crossing to and from the elementary. This cross walk has no signal.

Better bike lane on SE Powell Blvd- Frequently, I have to jump to the sidewalk which at times is not usable or used by pedestrians a better example is SE 82 or SE 39th

Better bike lanes/access on SE 82nd and Foster area; Slow cars down (by Q17, 0 vehicles) "We do exist!"

Better lighting and clearer signage/lights for pedestrian crossings at Foster/I-205 on- and off-ramps. I stopped walking to the Lents MAX stop and starting driving every day to the Powell Park and Ride because I felt like I was taking my life in my hands crossing that onramp after dark!

Between SE 112th and SE 122nd St on Division St. no sidewalks at all! Very difficult fro wheelchairs, walkers.

Bicycle path south of "Gateway Transit Center" is a little scary crossing Glisan with all the cars getting on/off freeway.

bicycles and cars should not share the same lanes

Bicycles are a nuisance and therefore should have to pay a tax to ride them. Need license fees to pay for bike lanes.

Bicyclist need to go to traffic school and pass a test. They do not know or care about traffic safety! Bicyclists Education

Bicyclists need to follow the same miles of the road as cars. If they are riding together: 1. full stop at

stop signs and signals (I rarely see that); 2. full use of hand signals (ditto); 3. defensive riding in general bikes lanes on SE Stark st. and more pedestrian crosswalks

COMMENT on #9 Need the bicyclists to pay for it. Who would pay for these?

Crosswalk @ approx. 128th Division needs flashing yellow signals for pedestrians. Also no parking just west of the crosswalk (when heading west). Cannot see pedestrians because of parked cars.

Crosswalk is needed at 111th and SE Stark

Crosswalk on 82nd & NE Pacific is not well marked.

Crosswalks (?) put in on Glisan recently are in odd places. We all still cross on street - not crosswalks. Many walk Glendoveer golf course - no crosswalks at ends of route on this walk - they are in middle. They also placed "run-off" things along Glisan 122nd-148th if bike riding must go out into traffic to avoid them. Ridiculous!

Destinations in S.E. Portland 150th Division and Stark

Do not use Portland City sewer money for bicycle improvements. License bicycles (tax) to get funding! Lower sewer/water rates. All bicycles should be registered & licensed. Required to fallow stop at stop sign signals!

don't own a bike- not good for my knees!

Faster light on SE Mill at SE 82nd Ave (we wait up to 5 minutes to cross 82nd). Safer crossing on I-205 bike path at NE Glisan Pave streets in our neighborhood (between 82nd and 92nd and SE Taylor and SE Market street). Add sidewalks in the neighborhood

Fix Pothole on side street 119th Avenue and Sandy. Build more bus stop shelters on #12 Sandy Blvd. bus stops between 125th and thru 102nd and Sandy.

Fix roads, sidewalks and crosswalks on Powell, Division, Stark and Burnside

Get rid of, or at least narrow them, with better marking on the silly boxes with weeds, at the side of Glisan, 122nd to 161st-and elsewhere in the city. They are dangerous to cars, pedestrians and bikers.

Glisan is very unsafe for bicycles. Glisan from I-205 and eastwards

Here is my feeling on bike lanes - bicyclists want more bike lanes and places for them to compute. Well the people that have to compute by bicycle need to pay for the improvements. Make them license their bikes and get insurance. The state added a gas tax per gallon of gas to improve roadway etc. That extra money should be used for improving the roadways for motorized vehicles. NOT for making bike paths, bus lanes or sidewalks. I believe that if I have to be a responsible motorists, bicyclists should have to be responsible also. They should be following the laws of the road!! Before we spend more money on lanes, pathways, etc. we need to educate people that want to compute by bicycle and make them get a license to ride, insure that bicycle and license the bike!!! These changes need to happen first!

I am new to Portland, live in the SE quadrant close to mall 205. I don't see many bike riders and I use

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the side streets to walk for exercise, I would love more walking routes

I did not participate in the survey you sent to my home because I feel the results will not reflect the desires of citizens. The questions and the suggested responses are all slanted to provide support for a particular view of how a city should function and how the population should behave. / It reminds me of an earlier Portland State study of the Parkrose area where one criticism from the study was that there were a lot of older buildings in the business area. But isn't that to be expected in a thriving community which has existed since before 1900? Those of us who live in the area know it is not like some other areas where before 1950 there was nothing but open fields. / So after looking over the current survey, I see the goal is to support biking for local travel, shopping close to home, promote the use of subsidized public transport, and discourage use of automobiles. / I choose not to drink the kool aid. / (signed) Michael A. Hemel

I don't believe bicycles and pedestrians should have more priority. They already think they own the road and are some of the rudest people I have ever seen.

I drive a car, everything you change for bikes and pedestrians makes it more difficult to do that, and its being done on purpose. You are not serving the large percentage of the population. Bumps and hard crosswalks area a prime example. Put bikes on the sidewalk (like the Hawthorne Bridge) where possible.

I just moved here and I am still learning about this neighborhood. So far, it looks good. I have been using more public transportation since is winter but I can't wait to use my bike.

I live near 122nd and Fremont. This area is too dangerous for myself as a beginner biker to ride. I think walking is even dangerous.

I live on Sandy and 102nd, to me that place is good and safe for bicycling, though I don't ride a bike, but I might ride a bicycle in the future if the situation in allows me. In general the area I am living is better for activities like bicycling even if it is not best place designed for bicycle. Thank you!

I live on SE 57 division, Bad street very busy all the time. I see people crossing the street where they shouldn't, and same with a lot of bike riders. It happens a lot, night or day. I see why people get hit walking or riding bikes. 1. I see a lot of bike riders, no lights, or poor lights, no helmets or night body reflectors. 2. I have see bike riders not do safe bike riding. They ride through stops, turn in front of people walking. They try to race ahead of people cut in front cars or cross the street in front of them, also seen people walk in front of cars almost asking or dare you to hit them to see if you would stop. There needs to be more cross walks or stop people from unsafe street crossing. some people seem like they just don't care walking or bike riders. They act like they're the only one that they care about. If I had a bike I would not ride in the street, I would ride on path or trail.

I think all bikes should be required to have a license and insurance

I think bicycles already get too much attention. My car was hit by one when its rider flew through an intersection disregarding car traffic. I don't see bicyclists following the same traffic safety considerations as drivers of most cars.

I think cops need to start giving more tickets to jaywalkers and bikers who don't follow traffic laws. I know most idiots riding bikes in PDX assume they can run stop signs etc. hog the road, but they need to make them get a license to ride to help us pay for their bike lanes we waste money on and to educate them on how to ride a bike legally (helmet laws etc.) I really think they should somehow get charged for using roads like motorists do. COMMENT on #9: I DO NOT RIDE BIKES ITS NOT SAFE!

COMMENT on #10: Find out why people assume they can walk in front of cars whenever they want! (Why are all these people getting hit? Suicide? Money?

Improve lighting at all crosswalks, especially ones located away from traffic signals. Pedestrians waiting to cross on crosswalks cannot necessarily be seen in the evening-night time. Pedestrians have the right of way but are not always visible because of darkness.

in general there should be more "flashing crosswalk signals" like the one at university of portland. With all of the inclement weather it makes it difficult to see walkers.

Keep bikes of main roads. Bikers should pay insurance and pass DMV test just like automobiles

Lents area, potholes, no sidewalks, poor lighting yet taxes keep going up. Do not even have gutters to
collect rain water but yet still get charged for this. There are also unpaved areas to this day. Need paved
streets and need sidewalks with handicap help.

Less 6 feet wide bicycle lanes, taking away traffic lanes for cars, especially on roads where bicycle traffic is practically nonexistent.

Life in Portland, Oregon. So much rain and cold days in a year, don't have time to think walking and biking. Being honest with you, really don't know what to tell you.

Live Summerplace- feel fairly safe place to live. Senior Community most still drive. Most do not use public transportation except tri-met pick up service for non-drivers. No interest in bike traffic or lanes. Cyclist make me nervous when driving. Never sure what they will do Thank you. Mrs. R.

Marked Crosswalk on 82nd and Brazee. Sidewalks on Tillamook between 82nd and 92nd

Maybe speed signs that tell you how fast you are going so maybe there won't be so many speeders on our street, 162nd Ave, or more police presence during commute times to slow people down. Thanks for asking.

More marked pedestrian crossings on SE Stark + SE Division between 102nd + 160th Aves. People regularly cross mid-blocks + wait in the middle of streets, especially near bus stops. I get frustrated when bikers ride on SE Burnside St during rush hour (using the rush hour lanes) when there are bike route alternatives a few blocks away. Any other time I'd say "more power to you" and wish them well. But from 7 am-9 am, during rush hour, when the parking lane is designated as a second driving lane, it's very frustrating to see traffic bottlenecked by a single biker. How can we curtail this?

#### More off street bike lanes

More pedestrian crossings on Halsey between 102nd and 122nd especially in front of 117th ave. AND Pedestrian and Bicyclist access from Gateway area, 102nd and Halsey to 102nd and Prescott (MHCC college)

More sidewalks in Hazelwood neighborhood between Glisan and Halsey, west of 122nd.

More sidewalks in my neighborhood-not safe to walk on the back streets ( I live between 82nd Ave + 92nd - just off Sandy Blvd)

More Signals on 82nd for people to cross. Example: the cross light on 82nd/Otty Road and the next light is too far. I ride the MAX/bus everywhere and crossing 82nd Street between lights/crosswalks is very scary. I'm on disability and can't run & dodge cars as well as I used to.

Most of Powell need sidewalks.

Mt Scott Boulevard

My neighborhood has no sidewalks, or inconsistent sidewalks.(Between 82nd + 92nd, NE Tillamook and Fremont)

My wife is disabled and does not drive. We drive to a MAX Park and ride and ride MAX when going to Portland. We live on the side of a steep hill and it is difficult to ride bikes, it has to be pushed. Telling pedestrians they have the right of way is killing people. People step in front of cars without looking some with bicycles. They think that if they get hurt they can sue someone and get rich. They could be dead right.

NE Corner of SE 82nd and Division - there is a very narrow sidewalk with no curb and exposed to very busy traffic

NE Prescott from I205 to 122 need sidewalks.

Need "No Turn on Red" and "No U-turn" sign at 205 North off-ramp at SE Division. Cars often turn right to head West on Division without looking at the cars coming off of SE 96th. This turn also makes it dangerous for cars attempting to come out of SE 98h or bicycles on the road.

Need a crosswalk between Powell and Holgate on 122nd.

Need a paved road with sidewalks on 117th and Burnside

Need add light (drawing of traffic light) at S.E. Powell and S.E. Naegeli Dr. Hard to turn left on that. Too many traffic. (Drawing for Naegeli Dr. intersection with Powell, with arrow turning left across lane of traffic to go left on Powell)

Need bike lane(s) on the 70+ blocks of Sandy Blvd, 82nd Ave, + Glisan. (My commute is pretty heartraising in my neighborhood.):)

Need crosswalk on Midland Library 122nd Avenue.

Need crosswalks on E. Burnside, 82nd and east from there. Need a stop sign at 84th and Burnside. Blind intersection approaching 84th (hill ascending from 82nd) from either direction creates accidents. Several accidents and near accidents have occurred a this intersection.

need less rain

Need more crosswalks on Division Street between 82nd Ave and 122nd Ave.

Need more crossways on busy streets. Especially Stark Street between 130th & 139th, and 139th and

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148th.

Need more lighting around 12th and Fremont NE because its dark in that area.

Need more sidewalks & bicycle lanes on Powell between SW 122nd and SE 172nd (ish)

Need paved streets and pot holes filled in streets between 90th + 94th near Glisan. (in the neighborhoods surrounding the area)

Need pedestrian signal at SE 148th and Main. Add audio signal to all crosswalk lights - for the blind - whenever this crossing button is pushed. 148th & Stark, 148th & Burnside, 148th & Division are all examples and especially at ALL MAX crossings.

Need pedestrian sign & crosswalk on NE Halsey between 102nd & 111th & 122nd on NE Halsey

Need road repair and wider lanes on Ne 162nd Ave

need safe walking area on NE 128th between Halsey and Glisan for school children. Need sidewalks on Halsey between NE 132nd and 122 for pedestrians. Need crosswalks where apartment dwellers cross Halsey and Glisan east of 122nd.

Need sidewalk along 136th Ave from powell to harold in order to get to spring water corridor more easily and safer

need sidewalk between ne 99th + pacific + ne 102nd ave

need sidewalks all the way up NE 102nd Ave. Need slower traffic exiting the 102nd Freeway exit into our neighborhood. Need safer community and lower crime rate in this area. Feels very unsafe from person-person crime and high speed vehicles.

Need sidewalks along 136th from Foster to Powell. We love walking and biking along the Springwater Corridor, but lately it's not as safe as past years.

Need sidewalks along NE Sacramento St Betw. 102nd + 106th

Need sidewalks along the south side (Glisan) of Glendovere golf course

need sidewalks and lighting on se 122nd ave south of foster and on side streets. Very unsafe to walk to bus stop at foster and 122nd ave from neighborhood by leach botanical gardens

Need sidewalks at NE 155th between Halsey and Glisan. Also speed bumps, too many people driving way too fast. Very unsafe for kids.

Need sidewalks between 122nd and Boise and 116th and boise. This is a busy street for foot traffic since there is a bus station at 122nd and Boise.

Need sidewalks between 151st and 148th on Powell on both north and south sides. At least 3 people have been killed "out there" in last 20 years

need sidewalks between NE Glisan & Burnside between 87th & 90th need a better crosswalk for I205 bike trail crossing NE Glisan & NE Division in general, bike lanes on busy streets should be separated from cars by curbs or even better - concrete barriers

Need sidewalks from neighborhoods to Parkrose Schools. Too many children walking in streets due to muddy conditions ALL Fall and Winter! Especially NE Prescott from 102nd to 122nd

Need sidewalks from 148th and Mill all the way east to the Parklane Park. Also need speed bumps to slow down the vehicle traffic on this street

Need sidewalks in all of Gateway Urban Renewal Area. Need better timing on max crossings (reset) signals at crossings. Longer walk signals in all of Gateway! Slow down traffic on SE and NE 102nd Avenue! More crossings @ and on 102nd Avenue

Need sidewalks in neighborhoods and cyclists need to be fined when they ride their bikes through crosswalks as if they are pedestrians

Need sidewalks on 136th between Foster and Powell. Very dangerous to ride a bike on.

Need sidewalks on Division 117 to 113

Need sidewalks on Powell from trimet station to end of city limit. We like to walk up powell to 122nd often but when it rains to avoid walking in the mud we have to walk in the bike lane. And in winter time when it gets dark early. There are times we have come close to getting hit. We feel we live inside the city limits, but city does not give this part of town like it is in city limits. We need good sidewalks on 112th from Holgate to Division.

Need sidewalks on Prescott Nowhere to walk for children after school to go home ~ Before as a child walks to school. [sic]

Need sidewalks on SE Harold Ave from SE 122nd ave to SE 136th ave. Need sidewalks on SE 128th Street and SE 136th Street. Need sidewalks on SE Ramona Street from SE 122nd ave to SE 136th ave

since there are two schools located on this street without neighborhood sidewalks. Need to address street parking on SE Ramona Street from 122nd ave to 136th ave since it is unsafe for bicyclists and pedestrians to navigate around parked cars considering there are no sidewalks.

Need sidewalks on SE Knap between Mt Scott Blvd & Rex

Need sidewalks on SE Mill St between 122nd and 130th. Very unsafe.

Need sidewalks on SE Powell between SE 122nd and 138th

Need sidewalks on south side of Division Street between 156th and 162nd.

Need sidewalks or paved shoulders on streets that are busy enough to have a dotted white line or yellow lane for traffic control i.e. SE 117th between Stark and Division. Need flashing lights for pedestrian crosswalks. As a driver, hard to see pedestrians crossing at night if there's no flashing lights. Also make cyclists, pedestrian required to use crosswalks...many of them just cross the streets without looking expecting cars to stop immediately. It's VERY unsafe for everyone. Problem streets are on SE Division and SE Stark from SE 180th to I-205 junction.

Need sidewalks starting from 122nd and Division up to 112th and Division for one area. For some reason there are no sidewalks making it difficult for people to walk anywhere on Division. There are also no sidewalks on the side streets on either side of Division. It would not hurt to have some kind of traffic light or walkway between 112th and 119th and Division to make it easier for people to cross the street. The speed for this area is 35, which I think is fine.

Need speed bumps and marked crosswalks on NE san Rafael between 148th and 162nd. Need sidewalks and added lanes on 162nd NE between Glisan and Halsey. Also need potholes repaired.

Need speed bumps on San Rafael between 148th + 162nd.

Need speed humps on NE Oregon between 122nd Avenue and NE 125th. Many cars speed through here and there are children in the neighborhood.

Need street bike paths along Foster Road and 82nd Ave.

Need street paved or regraveled between 110th + 111th on Oregon Street. It is dangerous to walk as the gravel + potholes are deep! Also would make walking better as it is a nice walk if that was done! Shirley French

Need to clear the brush on the southeast corner of 122nd and Freemont streets.

Need to fix traffic light sensors at 162nd and SE Division. Right now it always cycles through the left turn signal even though no one is turning left.

Need to have separation between bicycling and street lane on NE Fremont between 102nd and 122nd.

Need to improve sidewalks along 82nd Ave between Woodstock and Flavel and Flavel and Johnson Creek Blvd. Does Transportation Dept. have bicycle helmets to give away?

Need to pave SE 171st ave between SE stephenson and SE harrison...it's more a collection of potholes than a road. Continuous sidewalks on smaller streets.

Needs sidewalks on SE 148th from Powell south to end of street at Powell Butte and from 148th to 136th on street at end of 148th. Needs adequate street lighting so person walking/biking can see obstacles in the way.

no bus service to 141st and clatsop

no idea...i just know that i am not brave enough to go by bike through the busiest areas of Portland...or anywhere\ere else...i don't believe that ANYone (the biker or the driver) are aware enough of each other to make things work well

none

NONE that I can remember

none

Not in favor of crosswalks-often a very dangerous place to cross, because I think drivers are used to looking for signals. Have witnessed quite a few crosswalk mishaps. The most dangerous place for pedestrians and cyclists that I know of is trying to get in and out of Midland Library on 122nd. Have seen many people hit here-one place I walk to and always feel like it could be my last trip to the library. My husband and I love to walk, but must drive somewhere to take a walk because 122nd is a very unpleasant street to walk (or drive) or live near. In fact we are seriously considering a move because of how congested and unpleasant it's become.

On 205 bikeway between Division and Glisan there are too many crossings and in the same area and just to the north there are too many transients.

People should use walkways. I am from LA and people get tickets if they jaywalk. For the safety of everybody strict compliance is necessary. People at night wearing black outfit just cross wherever they feel like it.

People who walk in street, very danger, they just walk without stop? Very never seen people walk. It is very do something about it. Who walk cross street either walk or bike, seems walking people are title to walk cross street anytime they want? That's very dangerous to think. [sic]

Poor walking access across Sandy to Parkrose Transit Center. AND Sidewalk falling apart in areas on Prescott between Sandy and 122nd; some businesses on this stretch allow customers to park on sidewalk; also cars pulling in and out of these businesses do not watch for pedestrians.

possibly sidewalks where there is just mud/dirt now on 86th St between SE Powell and SE Rush St. Intersection of SE 86th and Powell- left turn signal (westbound)- fix huge dip in the pavement- cars bounce all over the place/ drop off. Also (above) true RE: several spots on SE Burnside

Pot holes on Kelly street. 125th. All of SE Portland. Its so bad, it makes this area look trashy

Powellhurst-Gilbert - paved roads and sidewalks - get the basics first! Then add special accommodations for others. (by Q24) Full Time (student)

put in light signals at crosswalks not at a traffic light. Stop wasting money of new bike lanes

Repair SE 82nd from north to south before wasting money on bike paths, bioswales, etc.

Replace the current traffic planners-especially those responsible for closing down Holgate from four vehicles to two with the lost vehicle lanes now unused super bike lanes (82nd to 122nd). Simple, cheap solutions need implementation first. Replace those officials responsible for the incredibly overpriced and meaningless "Chevron" marking program.

Roadway resurface NE 162nd Ave. Between Halsey & Gleason streets. Make road way NE 162nd wider with sidewalks. 162nd gets lots of use from cars, walkers, and bikes. Very dangerous road way. It is like a wash board and has been that way a long time.

SE 103rd Street between Foster and Harold needs sidewalks. There is a lot of foot traffic towards bus stops. I don't feel safe on that street walking

SE Portland -Need sidewalks along Powell-26. around the area of Powell Nat. Park on 162nd & Powell - Also trim several overgrown bushes & branches along Powell-26 & 162nd Ave. -Better lighting on Powell-26 -Need sidewalk on 162nd. Between Division and Kelly.

SE Portland 82nd SE division

Sidewalk on Jenne Road between Foster and Powell.

Sidewalks in the Parkrose neighborhood. Between 102nd and 122nd and between Fremont and Sandy. Sidewalks needed, potholes are dangerous and need to be fixed and more visible pedestrian signals are needed.

Sidewalks of ne siskiyou between 82nd and fremont. (as long as homeowner/taxpayer doesn't have to pay out of pocket; use my tax dollars then at least I could see some value/return)

Sidewalks on 102nd south of I-84

Sidewalks on 130th from Holgate to Powell

Sidewalks on both Glisan and Halsey from 122nd to the city limits at 162nd. Sidewalks were completed on the south side of Glisan from 122nd to 148th, however, to arrive at the Glendover Walking Path, there are no sidewalks on the north side of Glisan nor on 148th, between Glisan and Halsey. Between Halsey and Glisan on 162nd there are no sidewalks. That same street is in terrible condition and in need of repair. My wife and I walk a lot and use the path around Glendover quite often. It is necessary for us to either walk in the street or in mud/gravel/grass to walk to the path. We also walk the neighborhoods and many of the streets are in need of sidewalks and repair south of Summerplace. Along Glisan, north side of the street, between 148th and 162nd, it is necessary to walk in the street as hedges from some yards are overgrown and block the ability of people to remain on the grass or gravel paths that can be used. The same can be said of several locations on Halsey St between 148th and 162nd. I also find it incredible that the city put in crosswalks on Glisan, painted and fixed up crossing areas between 122nd and 148th. Now the city has removed the pavement which means that within the year twice the amount of money will be spent to delineate the crosswalks on the pavement by having to repaint. Hmm...my tax dollars at work.

Sidewalks on Powell blvd east of 205 all the way to Gresham.

Sidewalks/bike lane on Harold to connect to max station on 92nd ave. Bike lane down Powell to ease

commute from downtown to East side.

speed bumps on se 136th - cars way too fast, don't obey speed limit

Speed bumps on NE Fremont between 122nd & 145. COMMENT on #9: I am 72 year old and unlikely to start riding a bike to the grocery store.

Street lights too dim at night on 8200 SE Rhone Street. (82-84)

The city needs to maintain the sidewalk on 122nd AVE. between NE Fremont ST. and NE Stanton ST. It is hard to walk without bending or going around debris and wild plants growing onto the sidewalk. Also on a rainy way, dirt from the slope of the I-84 bridge slides onto the sidewalk, which creates a big mess. The nearest catch-basing is clogged, and its been that way throughout the whole rainy season. This forces the muddy water to run down the sidewalk all the way down to Fremont st. The pedestrians are forced to walk in the mud. This problem could be easily fixed in a day or two by trimming the wild plants once in a while or de-grubbing them completely to replace them with bark dust which doesn't require any maintenance. I believe doing this would attract more people to walk there.

The city shouldn't close off streets. Hardship on those who live there!

The corner of Knott and NE 33rd street is very dangerous for pedestrians. Cars make illegal left turns and don't watch the crosswalk. The corner of SE 174th and Kelly has a lot of neighborhood traffic trying to get out without a stop or signal on 174th. SE 170thst comes off Division and makes a V that is a blind spot [diagram drawn]

The crosswalk on Foster just west of 82nd (across the street from Fred Meyer) is dangerous. There needs to be a light or at least better lighting in the area for pedestrians.

The crosswalk on Glisan St. and 118th, could be improved. It is a busy street and if there was a lighted and flashing sign for pedestrians to push, to indicate they need to cross, it would make it much safer for the people who wish to use this crosswalk (similar to the set up on Division by the Max station). There aren't any other crosswalks between 102nd and 122nd Avenue on Glisan that are marked crosswalks, and this crosswalk is in a heavy traffic area. Thank you for asking this question!

There is a need for sidewalks on many streets in my neighborhood. There are 4 schools in the Parkrose Area. (Diagram of 122nd, Siskiyou, 127th, Morris Ct, NE 132, San Rafael, Halsey, and 148th all as streets that school children have to walk.) Get out and see for yourselves! COMMENT on #7: I quit riding at age 83

There needs to me street lights and more and larger bike lane signs.

Think we need to stop wasting money on pigs giving tickets to no seat belts and spend more time on crimes.

Too many busy intersections in neighborhood area. 102nd, Stark, Washington-lots of vehicle accidents. Speed is not enforced regularly on Stark St. My neighborhood side streets have no sidewalks and the streets are used to park "excess" cars that won't fit in driveways. This only allows one vehicle through at a time, let alone bikes or pedestrians.

Too much attention given to bikers and not enough to peds and drivers.

we are over 60. Get off the importance of bicycle.

we need more pedestrian crossings on 148 and lower speeds. More police in the area to give tickets. School zone is never recognized at 148 and Division. North side.

would like sidewalks on SE 104th between Powell and Holgate

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