Appendix B: Sidewalk & Bicycle Priorities Survey Results

PBOT staff encouraged participants at seven public events or community meetings to complete a two-page Sidewalk and Bicycle Priorities Survey for *East Portland in Motion*. The survey asks advice on overall policy and facility preferences for new sidewalks and bikeways in East Portland. PBOT received 88 surveys, including 12 completed on the web. Paper surveys were administered at the following events and meetings in 2011:

- Portland Transportation Safety Summit, February 9 at Marshall High School
- East Portland Neighborhood Office Land Use & Transportation Committee meeting, March 9 at the EPNO office
- Portland Plan Fair, March 12 at the Immigrant & Refugee Community Organization
- Outer Powell Conceptual Design Plan Open House, March 16 at Ron Russell Middle School
- Portland Committee on Disability Access in the Built Environment Subcommittee meeting, April 11 at the City of Portland 1900 Building
- Pedestrian Advisory Committee meeting, April 19 at Portland City Hall
- Parkrose Farmers Market, May 7 at Parkrose High School

Results and findings from the survey are presented below. A copy of the survey instrument can be found at the end of this appendix.

Section 1: Sidewalk Infill Policy

In the first section, PBOT hoped to gain policy guidance regarding sidewalk infill construction in East Portland. Specifically, PBOT needs to decide whether to build curb-tight sidewalks (which are relatively cost efficient, but not to city standard), higher quality sidewalks with a furnishing zone (which can more than five times as costly), or a mix of both. Additionally, there is a choice between building sidewalks on one side of the street (thus saving money for more projects) or on both sides (providing safer access to all destinations). Survey results are as follows, with percentage responses in **bold** and top scoring responses highlighted.

1) Build sidewalks on streets with existing curb or streets without curbs?

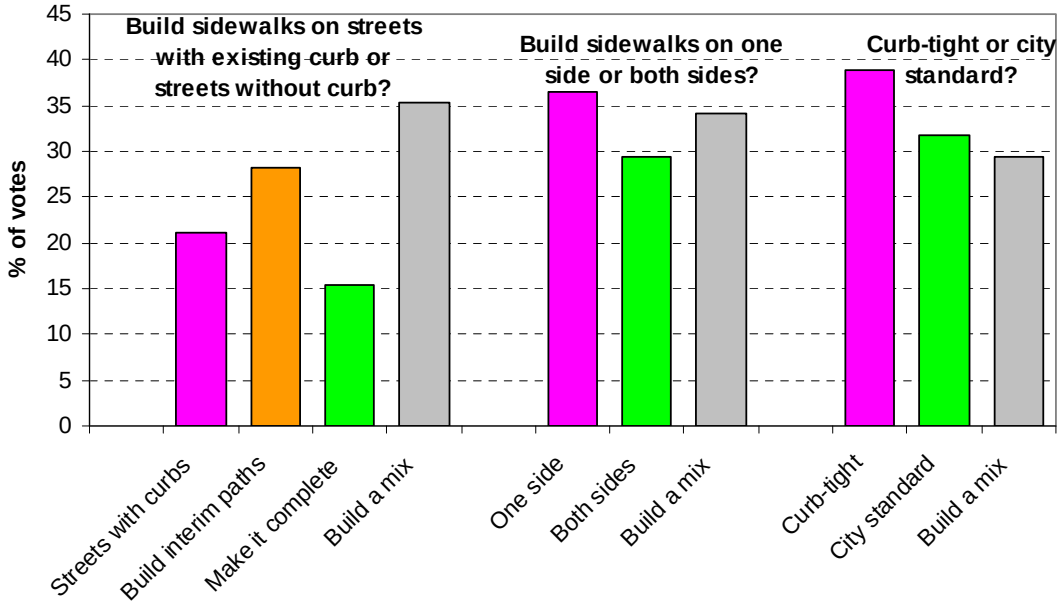
- **21%:** Stretch the money. Build sidewalks and stormwater facilities only on streets with existing curb but missing sidewalk, to build the most sidewalks where it costs least.
- **28%:** Make the worst somewhat better. Build interim paths and stormwater facilities along the shoulders of streets with no curb and no sidewalk, because these are the worst places to walk, even if it is more expensive and means building fewer projects.
- **15%:** Fix the worst and make it complete. Rebuild the street to include curbs, sidewalks, bike facilities and stormwater facilities, even if all the money goes to only one or two short projects.
- **35%:** Build a mix of the above.

2) Complete sidewalks on only one side of the street, or both sides?

- **37%:** Stretch the money. Complete sidewalks on only one side of the street, to build more sidewalk in more places.
- **29%:** Fix both sides. Try to complete sidewalks on both sides of the street, to build more sidewalks in more places.
- **34%:** Build a mix of both above.

3) Build narrow, curb-tight sidewalks or full "City standard" sidewalks?

- **39%:** Stretch the money. Build 6-foot narrow, curb-tight, substandard sidewalks that fit in the existing public right-of-way, with ADA clearance around poles and signs, to build more sidewalks in more places.
- **32%:** Build it complete the first time. Try to build 6-foot sidewalks separated from the road by a buffer with room for trees, poles, signs, bike racks, bus shelters, etc., even if it is more expensive, requires buying private land, and means building fewer projects.
- **29%:** Build a mix of both above.



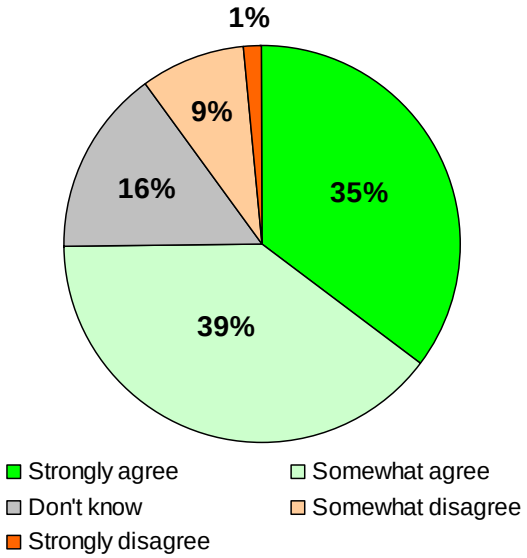
While results are very mixed, respondents leaned toward cost-saving methods – building six-foot, curb-tight sidewalks and interim paths – rather than building more expensive, "city standard" sidewalks with more amenities. Respondents also slightly favored completing sidewalks on only one side of the street. Many respondents felt that building a mix of options is most appropriate.

Section 2: Bikeway Facilities and Phasing

The original purpose of East Portland in Motion was to take a finer-grain look at the East Portland-focused recommendations of the Portland Bicycle Plan for 2030. This includes both the *type* of bikeway facilities as well as their *location*. Survey respondents were asked to review PBOT's work, based on a map of neighborhood greenways proposed in East Portland – the result of over a year of collaboration between PBOT and the East Portland Action Plan Bike committee. Respondents also provided ratings for ten possible bikeway facility types, based on pictures and descriptions provided at each event and on the web. Results are as follows.

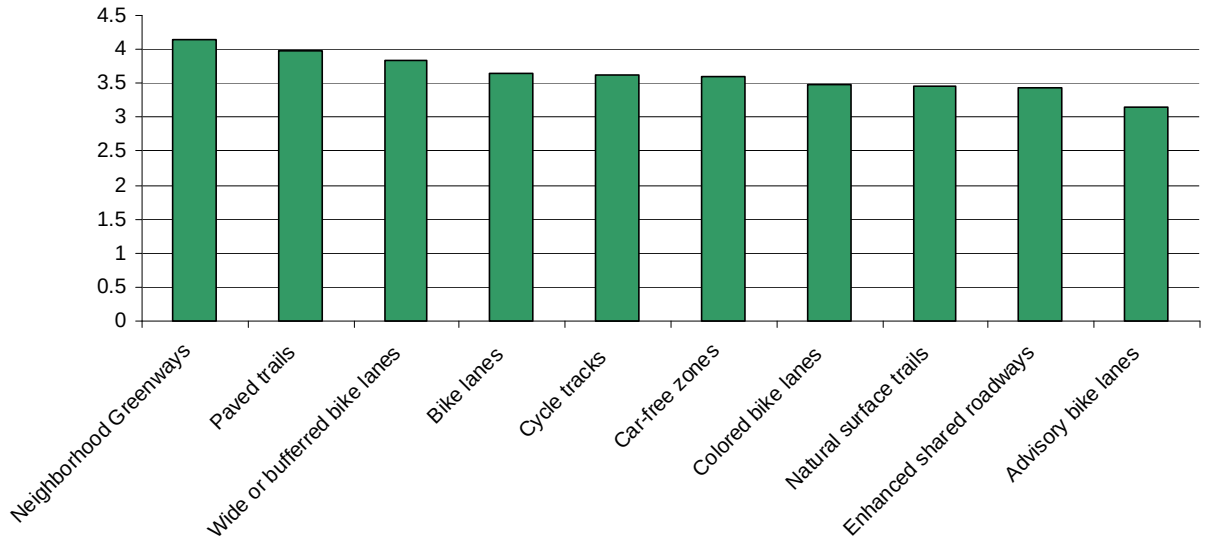
4) Do you generally agree with the location and phasing of new neighborhood greenways shown on Board 6?

- **35%:** Strongly agree
- **39%:** Somewhat agree
- **16%:** Don't know
- **9%:** Somewhat disagree
- **1%:** Strongly disagree
- Likert mean: **3.98**



5) The City is considering a variety of bicycle facilities in East Portland, as shown on Board 5. Please indicate your level of approval for each facility type below.

Facility type	1 (Do not approve)	2	3	4	5 (Strongly approve)	Likert mean
Neighborhood greenways	9%	1%	12%	19%	59%	4.13
Bike lanes	12%	10%	9%	29%	40%	3.65
Wide or buffered bike lanes	11%	4%	17%	22%	46%	3.83
Colored bike lanes	16%	5%	22%	20%	37%	3.49
Cycle tracks	15%	7%	18%	18%	43%	3.63
Advisory bike lanes	13%	22%	22%	19%	22%	3.14
Enhanced shared roadways	14%	8%	19%	26%	32%	3.44
Paved trails	8%	4%	19%	18%	51%	3.97
Natural surface trails	12%	12%	23%	18%	35%	3.45
Car-free zones	17%	9%	14%	13%	47%	3.60



Three quarters of respondents strongly or somewhat agree with the proposed location and phasing of neighborhood greenways in East Portland. Only 10% disagree. The most favored bikeway facility type is the neighborhood greenway. Other popular facilities include paved trails and wide or buffered bike lanes. Advisory bike lanes received the lowest average approval rating, potentially due to lack of familiarity with the facility.

Section 3: Demographics and Travel Behavior

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

6) I consider myself (select all that apply):

- **72%:** East Portland resident
- **18%:** East Portland worker/business owner
- **7%:** Person of color
- **4%:** Speak a language other than English primarily
- **7%:** Person with a disability
- **55%:** Advocate (for neighborhoods, pedestrians, safety, health, equity, etc.)
- **13%:** Transportation professional
- **23%:** Representative of [fill in the blank]
- Represented groups included Powellhurst-Gilbert N.A., Lents N.A., Lents Town Center Urban Renewal Advisory Committee, EPN Inc, Portland State University, Wilkes N.A., Central Northeast Neighbors, IRCO and students.

7) I walk (select all that apply):

- **0%:** Not at all
- **33%:** Sometimes
- **49%:** Often
- **51%:** For recreation and exercise
- **36%:** For fun with family/friends
- **47%:** To get to transit
- **15%:** To work
- **3%:** To school
- **41%:** For occasional trips to the store
- **10%:** I need to as my main means of transportation
- **16%:** By choice as my main means of transportation

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

- **67%:** Paths or trails away from the road
- **53%:** In the street if it's quiet with few cars
- **77%:** Busy streets only with sidewalks
- **13%:** Busy streets with curbs but no sidewalks
- **5%:** Busy streets on shoulder with no sidewalks
- **21%:** Pretty much anywhere

9) I consider myself (select one):

- **14%:** A strong & fearless cyclist
- **43%:** An enthused & confident cyclist
- **27%:** Interested but concerned
- **16%:** Not interested in bicycling

10) I ride a bike (select all that apply):

- **11%:** Not at all
- **19%:** Infrequently
- **56%:** For recreation/exercise
- **37%:** For fun with family/friends
- **27%:** Only in good weather
- **42%:** For occasional trips to the store
- **34%:** As main means of transportation

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

- **72%:** Paths with no cars
- **82%:** Quiet streets with a few cars
- **55%:** Busy streets with bike lanes
- **13%:** Busy streets without bike lanes
- **23%:** Pretty much anywhere

12) Gender: **48%** male, **52%** female

13) Mean age: **44.3**. Median age: **40.0**.

A majority of respondents (72%) live in East Portland. (Those who do not live there most likely participated during the Transportation Safety Summit or in meetings with the Pedestrian Advisory Committee and Portland Committee on Disability.) Most respondents walk for recreation and exercise, though nearly half also walk to access transit or go to a store. Few (13%) are willing to walk on busy streets without sidewalks. Respondents ride bicycles mostly for exercise, and prefer quiet streets with a few cars over other facilities.

Section 4: Write-In Comments

Space was provided at the end of the survey for write-in comments. Comments were wide ranging, with most respondents supporting investments in active transportation, especially sidewalks. Many advised the city to spend dollars wisely and efficiently. A general frustration is

also evident, in the form of perceived infrastructure neglect in this part of the city. The most common type of comment is a request for improvements in a specific location.

Comments – presented verbatim except for spelling and grammar corrections – are organized below into the following categories:

- Sidewalks: General
- Sidewalks: Specific Locations
- Bicycling
- Crossing Improvements
- Access to Transit
- Unimproved Streets
- Overall Policy
- Other

Sidewalk Comments: General

- When building sidewalks, focus on major transportation corridors first.
- Do not forget about schools when prioritizing where to build sidewalks and bikeways.
- I prefer gravel shoulders along streets except main streets such as 122nd, Stark, Division, Glisan, Halsey, Powell, etc. All of that concrete is impervious to drainage, is a heat soak in the summer and becomes slippery when iced up in the winter.
- Sidewalks are desperately needed in Outer East Portland – but please only sidewalks in areas where people want them. Example – some areas of SW and NE don't want them.
- We are in Cully – appreciate the sidewalk expansion. Thanks for making walkability a priority!
- Please no "enhanced" versions. Only benefits a very few but impacts many. These are tough times; show us fiscal responsibility for once.
- Be sure to inform property owners that their property tax assessments will not go up as a result of city-built sidewalks.
- Please research alternate/cost effective paving types for sidewalks- like the permeable asphalt they've been using on the South Waterfront. Also, we need to be sure we're making good connections across barrier facilities/streets like I-205 and 82nd Avenue. These barriers prevent a lot of local circulation that's necessary to connect residents to business districts, parks, trails and healthy lifestyles.
- My opinion is that you can stretch budget by building sidewalks on just one side of road <u>as long as</u> you provide frequent crossings! And best to build streets/sidewalks complete the <u>first</u> time you have a chance. They'll never get completed if we do it in phases, and we'll settle for "good enough" for our neighborhoods.
- Car-free zones: only in current high pedestrian areas.

Sidewalk Comments: Specific Locations

- South of Washington on 106th Ave – east side of the street (the side the community center is on) does not have sidewalks between the corner and the community center parking area (for people walking to Community Center).

- SE 111th Ave between Harold and Foster: There are no sidewalks, and lots of blackberries along the shoulder. At the very least, trimming the blackberries could provide a safer walking area.
- SE Harold St between 131st and 136th: another blackberry hazard.
- SE 122nd Avenue sidewalks should connect from Foster Rd to Leach Botanical Garden.
- If a sidewalk on 136th between Powell and Division will prevent a left turn lane from ever being put in…forget it. 136th at Powell needs left turn lanes north and south too.
- We live off Center St between 148th & 136th. Many of the David Douglas Schools are off of 136th – Alice Ott, Gilbert Heights, Gilbert Park, Arthur Academy, David Douglas HS. I think many more students could walk and bike to school of 136th was safer – i.e. wider curb/shoulder, or slower speed, bike lane or sidewalks. Thank you.
- 115th Ave between Powell and Division should have sidewalks and curbs due to West Powellhurst School K-5 dead ends on 116th Ave. You have a tremendous amount of little kids walking to school.
- I wish that 117th would have sidewalks from Stark to Division.
- Please build sidewalks on SE Harold Street, which connects many of our communities. (Nick Sauvie, president of Rose CDC)
- Please build sidewalks on NE Prescott St, which connects several schools in the Parkrose School District. (Lynn Knox, Portland Development Commission)
- Please add sidewalks on NE 92nd Ave between Halsey and Fremont.
- Sidewalks have been promised along SE 104th Ave in Lents URA for over twelve years.
- The Parkrose Heights area horrible for pedestrians. My children attended Sacramento Grade School and it is impossible to walk to the school completely on sidewalk. We are talking elementary school age children expected to walk in the street or in the mud... the worst streets are NE San Rafael and NE 111th. They both have high foot traffic and very very unsafe places to walk.
- As one of the few through-streets for the Parkrose Heights neighborhood, NE 111th (north of Halsey) is heavily used by pedestrians even though the lanes are narrow and there are no pedestrian amenities of any kind. The Sacramento Elementary School is located just east of NE 111th Street, yet the children walking to school have to do so in the street. There are also public bus stops as well as a major high school bus stop on NE 111th. All of these folks are forced to walk and stand in the street itself or in the muddy boundary of the street.
- I would love to have some sort of sidewalk on the street outside of my house (Main Street between 162nd and 182nd. I am pleased to see that it has been designated a phase 2 neighborhood greenway, but there need to be sidewalks. In the winter you choose between walking through puddles or risking your life on the street. Drivers speed and are not courteous of walkers on Main Street. Hopefully the greenway upgrades will help address some of those issues.

Bicycling Comments

- I believe it is more important to have a connected system than exactly what kind of facilities are available. For me a neighborhood greenway is just as good as a buffered bike lane as long as I can get to where I need to. I do bike “pretty much anywhere” but I wouldn’t say I’m “comfortable” doing so.
- Make east end of bike path safer.
- Bike lanes are not adequate on busy, traffic heavy arterials.

- I like all of the proposed greenways. Major roads need to be designed with bikes/pedestrians in mind, especially pedestrians. An island system in the middle of the road is a good approach.
- Neighborhood greenways: It would be preferable to prioritize projects connecting SE to downtown rather than planning to do N to S first. Any connectivity between bike roads is great! This will allow me to move my bike to my main means of transportation!
- Highly prefer new bike lanes and expansion of paved biking trails. Thank you!
- Neighborhood greenways would make a big difference in my desire to bike commute. It doesn't feel safe to me riding on Powell or Division or 122nd.
- Bush Greenway: Why does it just end at 148th on your map? You should show connections to Powell Butte and Powell Boulevard.
- Neighborhood greenways seem more important to bicyclists and less favorable to improving the ped environment.
- The only time I see adults riding bikes in my neighborhood they are pulling little trailers collecting cans and look like tweekers not cyclists commuting to and from work.
- Need a bike lane on Stark. It's scary to bike that street and I occasionally have to for work.
- Put bike lanes on the rest of Holgate (west of I-205).
- Making Prescott Street between Sandy and 122nd a more bike and pedestrian friendly street would make me very happy.
- I feel that buffered bike lanes can be pretty confusing. When they went in near my work downtown (SW Oak/SW Stark) even as a cyclist I did not understand their purpose until some marking went in. I still regularly see drivers use these as turn lanes or pick-up/drop-off lanes.
- I would also love to see some improvements to the bike routes West of Rocky Butte. NE 72nd from Tabor to Columbia Blvd, NE Klickitat from 82nd to 70th). These are great roads for bicycling but drivers also tend to use these areas adjacent to 82nd Sandy as cut throughs and attempt to get around signals by using these side street. I'd love to see Klickitat (again, between 70th and 82nd) receive the full bicycle boulevard treatment!!!

Crossing Improvement Comments

- Build pedestrian crossings at NE Halsey/Weidler and 106th Avenue.
- East Portland does not have a comfortable feel for pedestrians. MLK with islands in middle, such as in NE is a good example of a friendly inviting environment for all modes of transportation. NO MORE UNFRIENDLY 5 LANE ROADS!!!
- No flora & fauna in medians. No one maintains it and ends up a safety issue (tall grass blocks visibility as seen on 52nd – 80th & Powell). Ends up being less attractive than plain concrete median. Show your practical side, Mayor!
- Particularly interested in seeing good street crossings on Division.
- Schiller and Raymond crosswalks on SE 122nd Ave are duplicative.
- Count-down crosswalk signs are the best improvement I've seen in a long time and I'm looking forward to the day those at NE Glisan and I-205 Bike path are changed. This is a dangerous crossing both from traffic turning right off of Glisan and for traffic turning right onto Glisan. I would like to see additional signage at this location such as in-pavement flashing lights when the crosswalk sign is illuminated. See www.xwalk.com or www.lightguardsystems.com for examples. These or similar systems should be incorporated throughout the city, especially in light of all the pedestrian fatalities this past year or so.

Access to Transit Comments

- I walk to the #17 bus stop on 136th Ave and the #9 on Powell. There are no sidewalks on 136th Ave, but lots of mud puddles. Traffic goes very fast. I have low vision. Husband rides bike.
- Please improve deficient bus stops. Some stops, including those on NE Sandy Blvd, are in very bad shape.
- Bus shelters are needed on NE Shaver St by Parkrose High School.

Unimproved Street Comments

- SE Market Street, between SE 148 and SE 146 St, is a mud hole, impassible in wet weather. Not even walkable! This is a pleasant neighborhood, but not high income, where residents cannot afford the increased assessment to pave the street. The grant for East County discussed at this 3/16/2011 community meeting as Ron Russell School. Would be well spent on making this street accessible and usable. If the City of Portland is sincere about making East County livable, please consider improving this street under the grant – or by other means than taxing abutting residences.
- Money should go to complete the little one-block streets that are unimproved. They are full of major potholes and difficult to navigate. These should be done before any new sidewalks.
- There are a number of unfinished streets in East Portland that, if finished, would be an improvement for all types of transportation. Some low traffic streets are extremely rough when biking and I try to avoid them which means I have to ride on busier streets.
- We need curbs & sidewalks NOT spending money on bike right-of-ways and paths in SE Portland. Some streets aren't even paved.

Overall Policy

- Do not forget about schools when prioritizing where to build sidewalks and bikeways.
- Do not stop at cheap, paint-based fixes.
- East Portland needs economic vitality in order to promote walking and biking.
- I would not necessarily want to "stretch the money" if I knew without a doubt the City of Portland was not going to make traffic conditions worse for basically non-existent peds and bikes.
- Please continue to look for ways to leverage Lents TC URAC monies.
- Excited about renewing Powell. Make it safe for pedestrians and kids. Eliminate bars, nude bars, poor business structures. Bring attractive grocery stores. Build/encourage art sites. Please decentralize downtown and invest our taxes here in our own community. Build green areas / picnic areas for all disabled community members. Build community centers to bring community together. Build safe pathways for kids biking to Ron Russell School. Make Powell an attractive, energetic, safe, colorful, alive road. Discuss this plan with residents by segments. Now or never.
- Outer East Portland could benefit from a Community Repair project like those found in inner Southeast.

- On block-long stormwater management improvements, recommending that raingardens and bioswales be designed in such a manner that allow people who drive their own wheelchair vans to parallel park AND ALSO EXIT THEIR OWN VEHICLES. Not to be confused with access for TriMet vans.
- Grid is too large for ped based neighborhoods.
- Pedestrian amenities in East Portland (east of 82nd Ave) are abysmal and are sadly emblematic of the City's general disregard for East Portlanders. Inner NE and SE have facilities that are constantly getting upgraded whereas East Portland has little to begin with and receives nothing ne in the way of pedestrian amenities. It's awful - and it's the reason why I always set people straight when they say Portland is a pedestrian-friendly city --- not so much if you live east of 82nd Ave.
- I'll believe that Portland will spend money east of 82nd when I see it.

Other Comments

- Land uses in the approach to PDX are incompatible. We should not be increasing residential density where planes are landing.
- There are visibility issues at NE 122nd & Fremont due to an embankment and retaining wall. Especially dangerous when turning right on red.
- NE Sandy & 141st: Difficult to turn because there is no signal here.
- Have paperwork with approvals for speed bumps on Russell Street. Was told no way by city – program over. Did not complete before because of illness. Please contact me.
- Arco gas station at 92nd & Holgate – driveways are dangerous. Allow right turns only?