

# PORTLAND BUREAU OF TRANSPORTATION

## LLOYD TO WOODLAWN NEIGHBORHOOD GREENWAY

### Listening and Learning Open House

### Summary Report

April 2018

Prepared for:



Portland Bureau of Transportation  
1120 SW Fifth Ave, Suite 800,  
Portland, OR 97204

Prepared by:



JLA Public Involvement, Inc.  
1110 SE Alder Street, Suite 301  
Portland, OR 97214



# PUBLIC FEEDBACK SUMMARY

## Listening and Learning Open House and Online Open House

### Overview

The Portland Bureau of Transportation (PBOT) kicked off the Lloyd to Woodlawn Neighborhood Greenway project with a Listening and Learning Public Open House and Online event. The purpose of these events was to introduce the project purpose and gather feedback on the potential route options for the greenway and other potential enhancements to NE 7<sup>th</sup> and NE 9<sup>th</sup> Avenues.

The goals for both events were to:

1. Introduce the project and options being considered to stakeholders.
2. Learn more about the community's safety concerns and opportunities for the project.
3. Gather feedback on neighborhood greenway options for the project area.
4. Identify neighborhood groups, businesses and organizations that should be briefed on project progress.
5. Communicate about project purpose, goals and policy requirements.
6. Be transparent about what is being considered.

The purpose of this summary is to provide overall key themes from feedback gathered at each event and to help inform further analysis of the route options as the project moves forward.

*Note: For a more detailed review of the public feedback, refer to the raw results, which include all individual results from survey questions, map comments, general comments, and demographics of participants.*

### Event Notification

The events were promoted in several ways, including:

**Postcard:** A postcard announcing the launch of the project and the first public Open House was mailed to the carrier routes for all properties within the project area. Approximately 11,000 postcards were delivered to neighbors.

**Canvassing** – PBOT and consultant staff went to businesses and residences in Lloyd District, Irvington, Alberta, and Woodlawn neighborhood to share information about the project and inform people about the Open House and Online Open House events.

**Email invitations:** An email was sent to project stakeholders to inform them of both the in-person event and online event.

**Social media** – PBOT's Facebook, Twitter, and Next Door pages were used to generate interest in the project, drive traffic to the project website, and remind followers of the Open House and Online Open House events.



## About the Listening and Learning Events

### Open House Event

The Listen and Learning Open House was held on February 27, 2018 from 5 pm to 7 pm at King Elementary which is located on one of the two potential greenway routes. Over 160 people attended the event. Participants could drop-in at any time during the scheduled event hours. Participants were encouraged to sign-in as they arrived and were given an event guide and a survey to fill out as they browsed through the event.

The Open House was organized in a series of stations. Each station provided an overview of the project, information about neighborhood greenways, what the project team learned from previous outreach efforts and existing conditions analysis, and the route options being considered. Participants were asked to add general comments on flip charts about each route option display. A large map of the project area with route options was also available for participants to provide input and highlight concerns or opportunities about specific locations in the project area. PBOT staff was present to guide participants through each station, answer questions, and listen



### Event Highlights

- Event date: February 27, 2018, 5-7 pm
- Event location: King Elementary School
- 161 participants
- 147 written comments on maps, flip charts, and comment cards

### Survey Highlights

- 121 surveys and 60 demographic forms completed
- 41% travel within the area, 28% live within the project area, 19% live on NE 7<sup>th</sup>, 8% live on NE 9<sup>th</sup>, and 4% own a business in the project area.
- 34% travel by bike, 27% travel by car, 27% walk, and 12% travel by transit as their primary way of getting around in the project area today.



to feedback.

### Online Open House Event

The purpose of the Online Open House event was to provide community members who were not able to attend the in-person event an opportunity to participate and provide feedback. The online event mirrored the in-person event and was organized in a series of stations with the same information and questions asked in the survey. The Online Open House included an interactive map and comment wall where participants could post and see the responses of other online participants.

The Online Open House had over 700 unique page views and 201 participants in the 21 days the event was open.

### Online Event Highlights

- Open from February 27 – March 19
- 201 responses
- 111 map comments
- 721 unique page views

### Survey Highlights

- 45% travel within the area, 31% live within the project area, 16% live on NE 7<sup>th</sup>, 7% live on NE 9<sup>th</sup>, and 1% own a business in the project area.
- 35% travel by bike, 29% travel by car, 26% walk, and 9% travel by transit as their primary way of getting around in the project area today.

## Combined Feedback from Events

Surveys were provided to each participant with an optional demographics form. The survey asked attendees to:

- Indicate their level of support or concern about each route option and potential enhancements;
- Indicate issues and opportunities that should be considered for each route option;
- Indicate their interest in the project;
- Indicate how they travel in the project area; and
- Provide any other general comments they have about the project.

A total of 121 surveys were collected at the Open House and 201 people participated online, providing the project with **322 total survey responses for these events**.

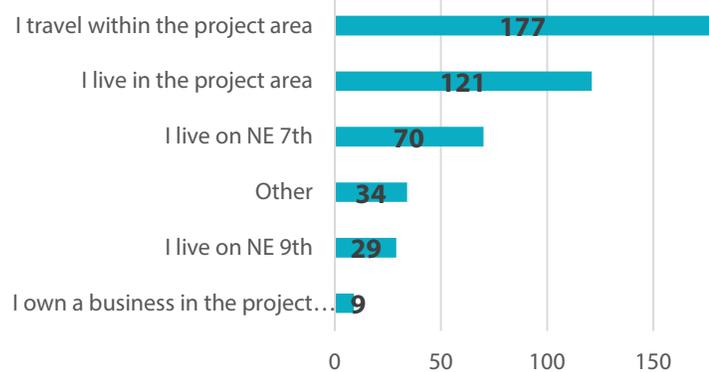
## Overall Key Themes

Participants at the in-person Open House and Online Open House made comments about their support, concerns, and general thoughts about each route option. The overall key themes of all comments received from both events are below. Key themes from individual survey questions and map comments are included below.

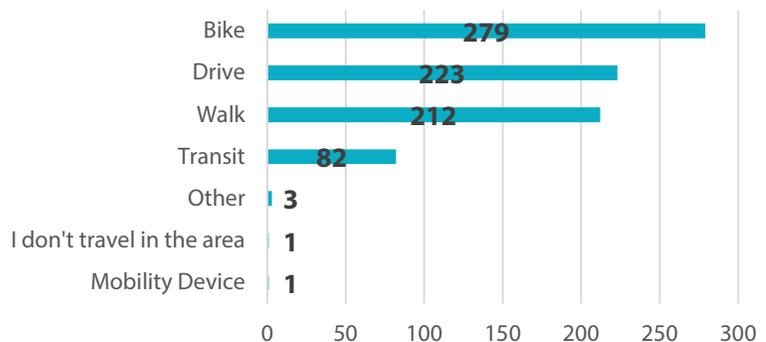
The vast majority of people were very supportive of Option 2: Greenway on NE 7<sup>th</sup> Plus Area Mitigation while Option 1: NE 9<sup>th</sup> & NE 7<sup>th</sup> showed mixed results.

- Many participants indicated they would still bike on NE 7<sup>th</sup> if NE 9<sup>th</sup> was a designated greenway, but there is also some agreement that an improved bikeway on NE 9<sup>th</sup> would be great for the neighborhood as well. Those that prefer NE 9<sup>th</sup> like this option because there are less existing traffic issues compared to NE 7<sup>th</sup>, and it's already a safe, slow and quiet environment. The major issues participants indicated about NE 9<sup>th</sup> are the poor pavement conditions and steep hills.

### What's your interest in this project?



### How do you travel in the project area today?



- Many participants indicated that it makes more sense for the greenway to be on NE 7<sup>th</sup> because of it's a direct connection to Lloyd District, the new I-84 pedestrian bridge, and other destinations, and addresses traffic issues on NE 7<sup>th</sup>, i.e. reduces cut-through traffic and speeding drivers.
- There's substantial concern around integrating bike traffic with Irving Park. Many participants are concerned that it will disrupt the existing pedestrian activity, i.e. children and unleashed pets, and riding around the park is too inconvenient.
- Traffic diverters on NE 7<sup>th</sup> and signal timing improvements on MLK is very much supported. However, some respondent expressed concern about traffic spilling over to other side streets to avoid MLK and NE 7<sup>th</sup> and how that will be mitigated.
- There's concern about not having safe crossings for children and families when Harriet Tubman Middle School opens as well as other schools in area such as King Elementary School and Irvington Elementary School. Many advocated for Option 2 because it would address the dangerous traffic condition for pedestrians and children on NE 7<sup>th</sup>. However, some mentioned safe crossing concerns between NE 8<sup>th</sup> and NE 15<sup>th</sup> streets if diverters on NE 7<sup>th</sup> push traffic to adjacent streets.

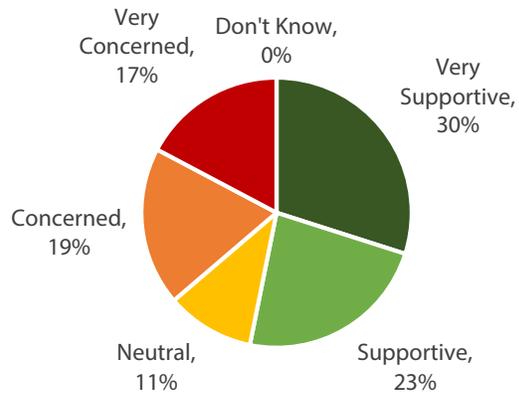
**Survey Question: Level of support for Option 1 & Option 2**

Participants were asked, "How do you feel about each potential enhancement?" for each option, and "How do you feel about each option overall?" The answer choices were on a Likert scale of "very supportive", "supportive", "neutral", "concerned", "very concerned", and "don't know".

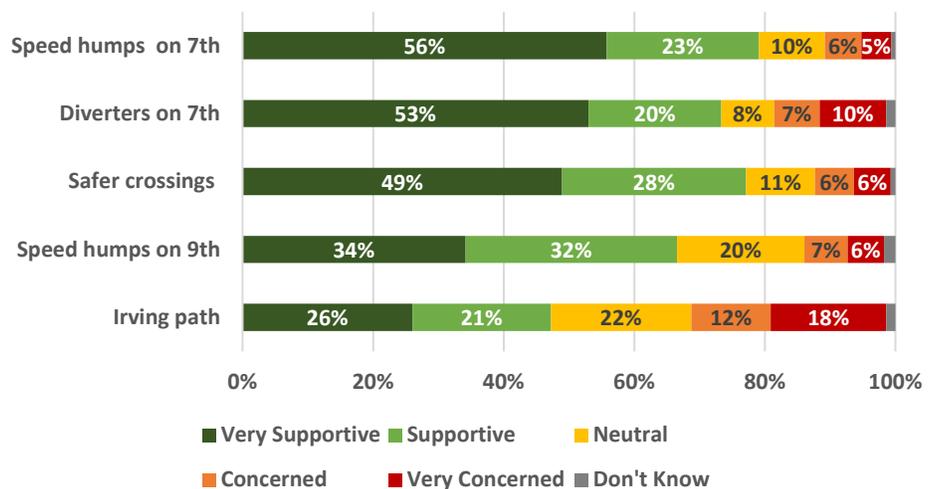
**Key Themes – Option 1: NE 9<sup>th</sup> & NE 7<sup>th</sup>**

- Overall, the NE 9<sup>th</sup> and NE 7<sup>th</sup> option show mixed results. Out of nearly 300 responses, 53% are either "very supportive" or "supportive" of this option, while 36% are either "concerned" or "very concerned." 11% of responses feel neutral about Option 1.

**Option 1: NE 9th and NE 7th OVERALL**



**Option 1: Potential Enhancements**

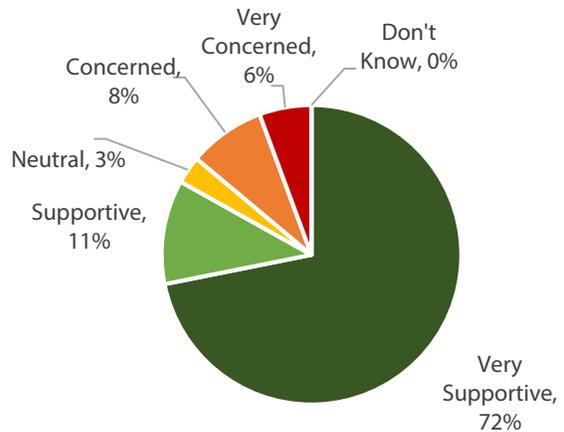


- However, responses are generally supportive of the potential enhancements except for the new Irving Park path: 47% are either “very supportive” or “supportive” and 52% are “neutral”, “concerned”, and “very concerned”.

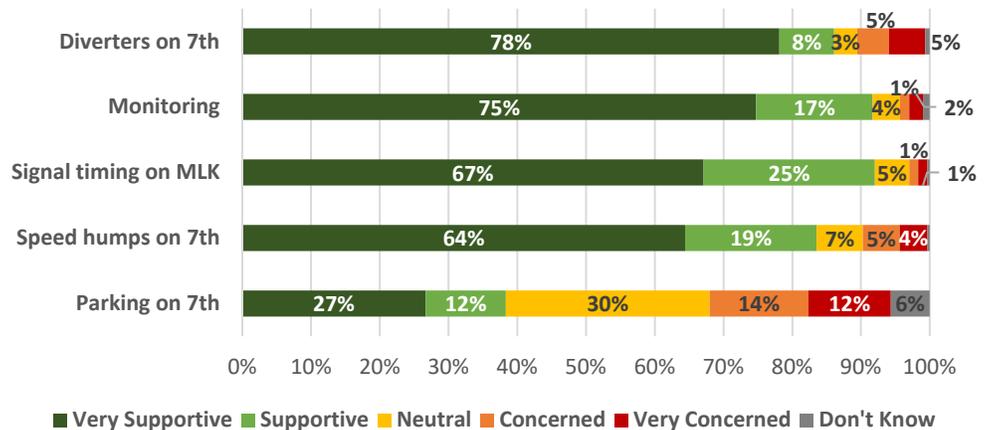
**Key Themes – Option 2: Greenway on NE 7<sup>th</sup> Plus Area Mitigation**

- Overall, the majority of responses for Option 2 (83%) are either “very supportive” or “supportive”.
- The majority of responses to each potential enhancement for this option are also “very supportive” or “supportive” except for “Addition of on-street parking to NE 7<sup>th</sup> north of Fremont”.
- Less than 40% of responses are favorable towards additional on-street parking on NE 7<sup>th</sup>. Most responses are “neutral” to this option while over a quarter of the responses are either “concerned” or “very concerned”.

**Option 2: Greenway on 7th Plus Area Mitigation OVERALL**



**Option 2: NE 7th & Area Mitigation**



**Survey Question: Issues and Opportunities to Consider for Option 1 & Option 2**

To gain more nuanced feedback on each route option, the survey asked participants, “What issues or opportunities should we consider as we explore Option 1/Option2?”

**Key Themes**

- Those that preferred NE 9<sup>th</sup> as the greenway indicated that NE 9<sup>th</sup> already has the attributes for a neighborhood greenway, however NE 7<sup>th</sup> should be improved as well including traffic calming, safe crossings, and diverters. Many responses expressed that issues on NE 7<sup>th</sup> need to be addressed regardless of where the greenway is ultimately designated.
- Those that were opposed to a greenway on NE 9<sup>th</sup> cited reasons due to steep hills, poor pavement conditions, and an indirect route to destinations compared to a NE 7<sup>th</sup> greenway.
- Many respondents who supported a greenway on NE 7<sup>th</sup> expressed that this option made more sense because it is a more direct route with closer proximity and connections to destinations, it’s already heavily used by bicyclists, and it addresses dangerous traffic conditions.

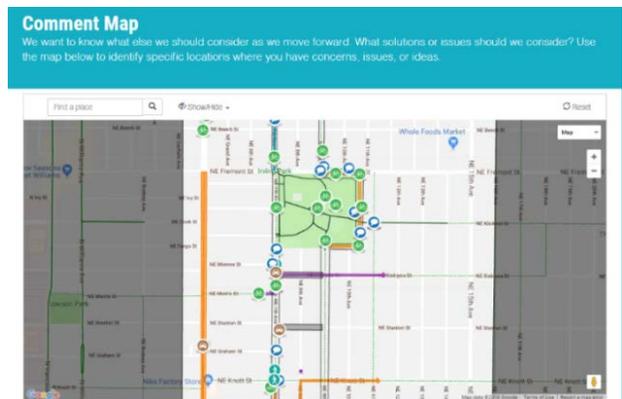
- Those that were opposed to a NE 7<sup>th</sup> greenway were concerned about diverting more traffic onto adjacent streets to avoid the greenway and MLK Blvd. Others expressed that NE 7<sup>th</sup> has become too automobile-oriented or too narrow to become a bikeway, and a greenway on NE 9<sup>th</sup> would be an easier improvement. However, most agree that traffic calming and safety improvements are needed on NE 7<sup>th</sup> regardless.
- Many respondents expressed opportunities to use some portion of both NE 7<sup>th</sup> and NE 9<sup>th</sup> as a greenway.
- Going around the perimeter of Irving Park is largely not favored for reasons including interference with park users (i.e. pedestrians, pets, children, sport activities, etc.), it's not a direct route, and riding through the park feels unsafe at night.
- Some respondents expressed concern about spillover traffic due to traffic calming and mitigation of cut-through traffic on NE 7<sup>th</sup> and NE 9<sup>th</sup>, and what this will mean for providing safe routes to schools in adjacent neighborhood streets.
- Some respondents suggested extending the NE 7<sup>th</sup> route further north to Dekum and connect to Woodlawn Park and Woodlawn Elementary School.
- Some respondents expressed that there are too many stop signs on NE 7<sup>th</sup>.

### Map Comments

Feedback received through the comment map activities were similar to the themes listed above.

#### Key Topics and Themes:

- **NE 7<sup>th</sup> and Area Mitigation Option** - Most respondents expressed they prefer a NE 7<sup>th</sup> greenway because it is a more direct route with less hills and easy access to the future I-84 pedestrian bridge. The route also avoids Irving Park.
- **NE 9<sup>th</sup> and 7<sup>th</sup> Option** – Those that prefer 9<sup>th</sup> expressed that NE 9<sup>th</sup> is a more pleasant street to bike on. NE 9<sup>th</sup> is calmer, slow, feels wider and used frequently despite the steep grades and poor pavement conditions. There is overall agreement that the pavement will need to be improved if NE 9<sup>th</sup> is a designated greenway.
- **Alternate Route Suggestion** – Some comments suggested extending the overall route further north past NE Dekum Street (as far as NE Lombard Street or NE Marine Drive).
- **Safe Routes to School** – In general, respondents expressed a need for safer crossings on both NE 7<sup>th</sup> and NE 9<sup>th</sup> near King Elementary and the new Harriet Tubman Middle School.
- **Traffic Calming, Cut Through Traffic, and Safer Crossings** – There is a general consensus that traffic calming, safe crossings for both bikes and pedestrians, and traffic diverters are necessary for NE 7<sup>th</sup> to be a successful greenway. Major streets intersecting MLK Jr. Blvd., NE 7<sup>th</sup>, and NE 9<sup>th</sup>, such as Ainsworth,



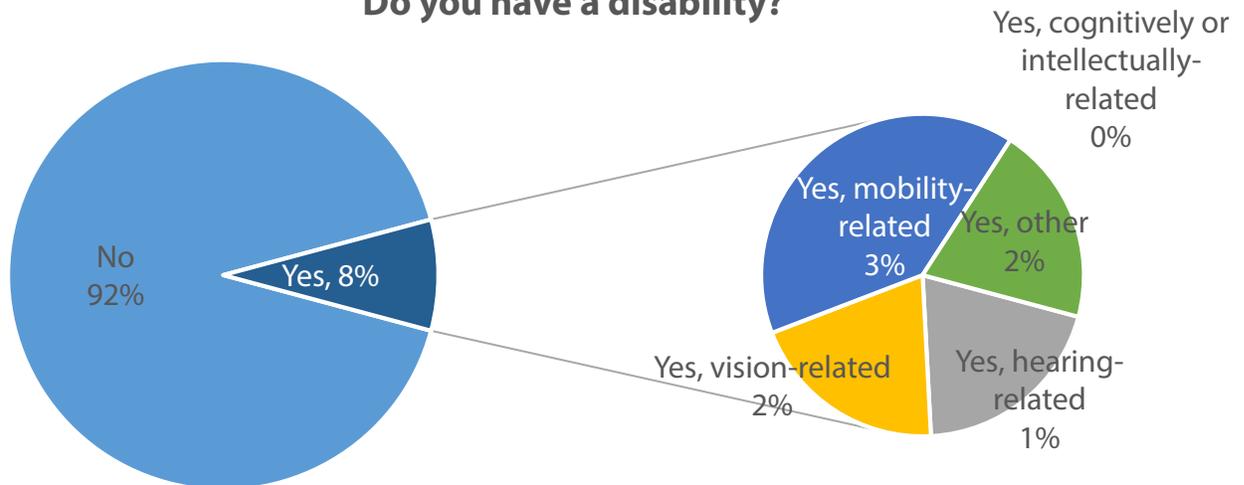
Killingsworth, Sumner, Webster, Alberta, Going, Prescott, Fremont, Knott, Broadway, and Weidler were widely mentioned as dangerous intersections to cross for both bikes and pedestrians.

- **Irving Park** – Most respondents considered the jog around Irving Park as an inconvenience and would rather ride on NE 7<sup>th</sup> to avoid the diversion. Some expressed concern about bikes impeding on existing park users and pedestrians, particularly if bicyclists ride through the park to avoid going around the park.
- **Street Parking** – Comments regarding street parking were mixed. Some respondents expressed that additional parking could calm traffic while others felt additional parking would leave less room for bicyclists to travel comfortably.
- **Spillover traffic to other streets** – There is some concern that adding diverters to either NE 7<sup>th</sup> or NE 9<sup>th</sup> will cause traffic to spillover onto adjacent streets, and what could be done to mitigate more cars in neighborhood streets.
- **Roundabouts** – Roundabouts were widely unpopular among bicyclists citing low visibility and speeding drivers.

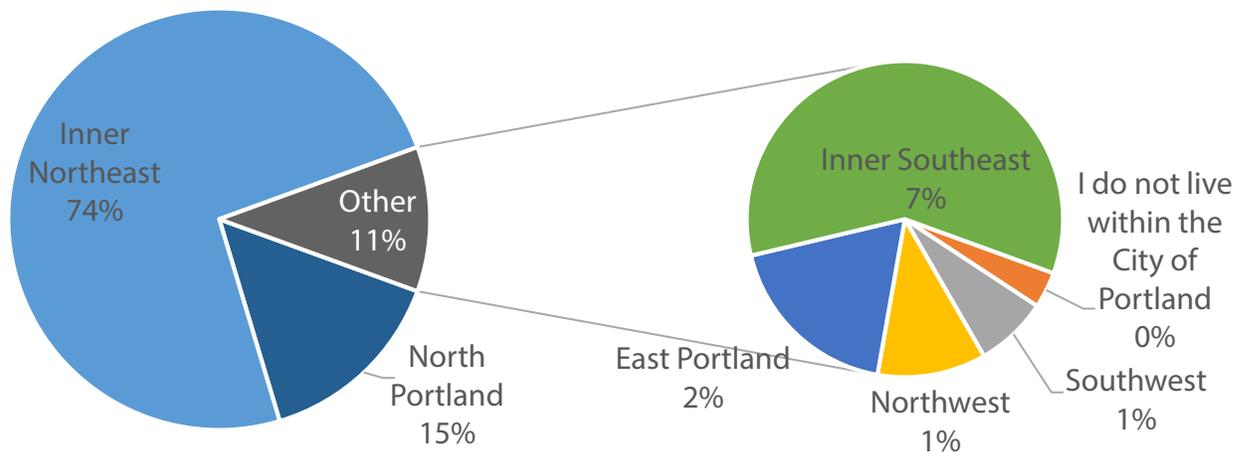
## Demographics

The following is a summary of the demographics information collected from 261 event participants.

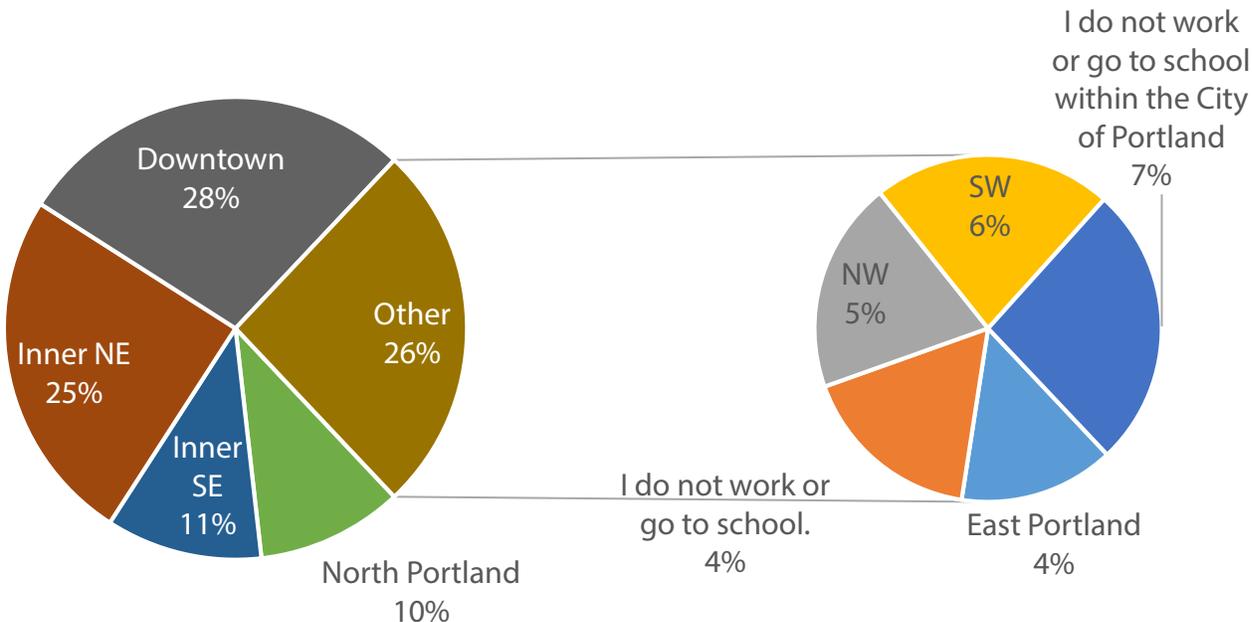
### Do you have a disability?



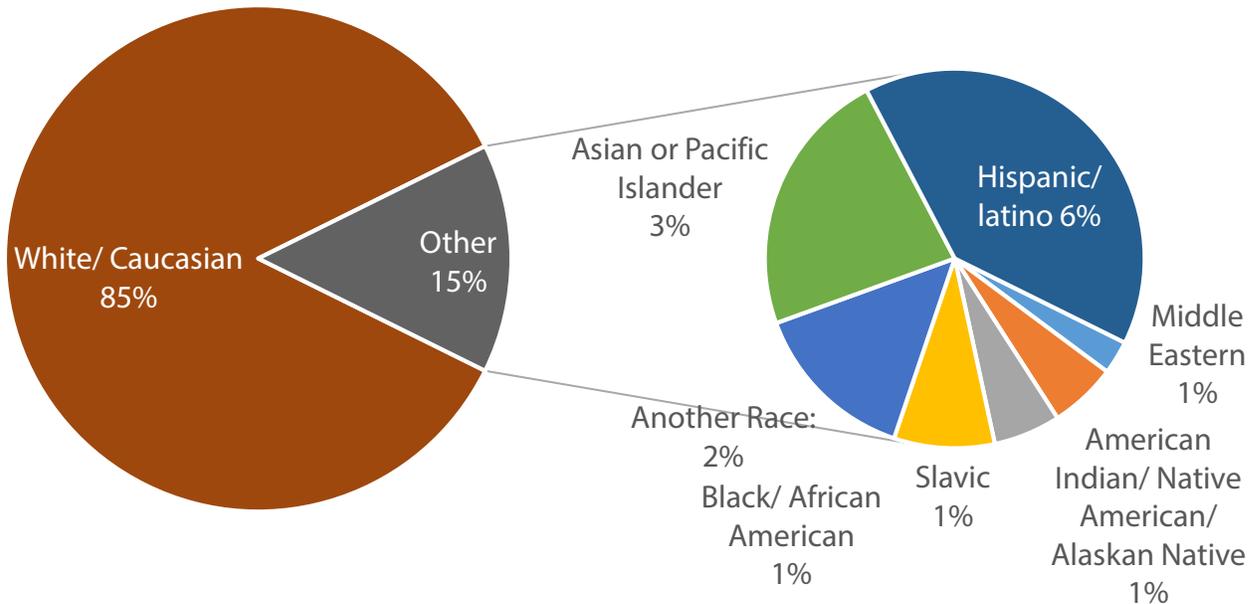
### In which area of the city do you live?



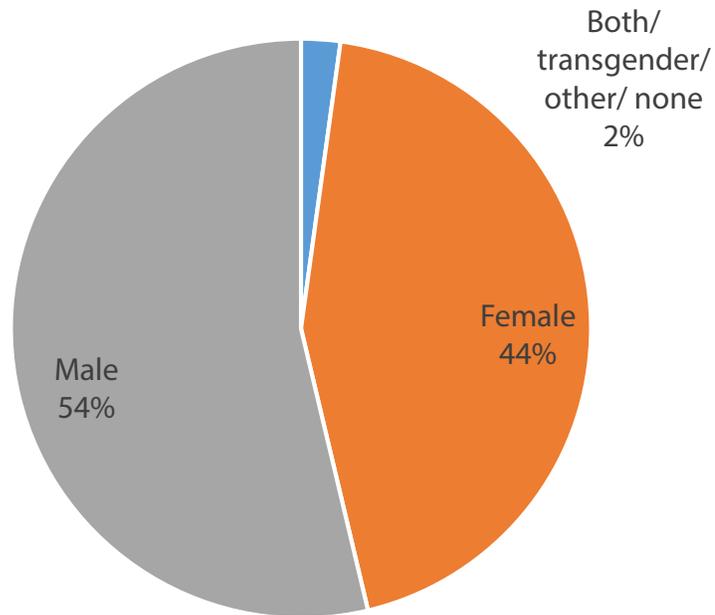
**In which area of the City do you work or go to school?**



**What is your Race or Ethnicity?**



### What gender do you identify with?



### What is your age?

