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The Green Loop SWPDX Workshop Project

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Green Loop SWPDX



PORTLAND STATE UNIVERSITY

MASTERS OF URBAN AND REGIONAL PLANNING

WORKSHOP PROJECT – 2015

The Green Loop SWPDX Team



Brian Gunn

Kate Washington

Jake Adams

Ashley Eaton

Mohd Meidiansyah



Our Clients



Bureau of Planning and
Sustainability Urban Design
Studio

- City of Portland



Campus Planning Office

- Portland State University

Portland State University



Topics to Cover

The Green Loop

Data Collection


Who is it For?

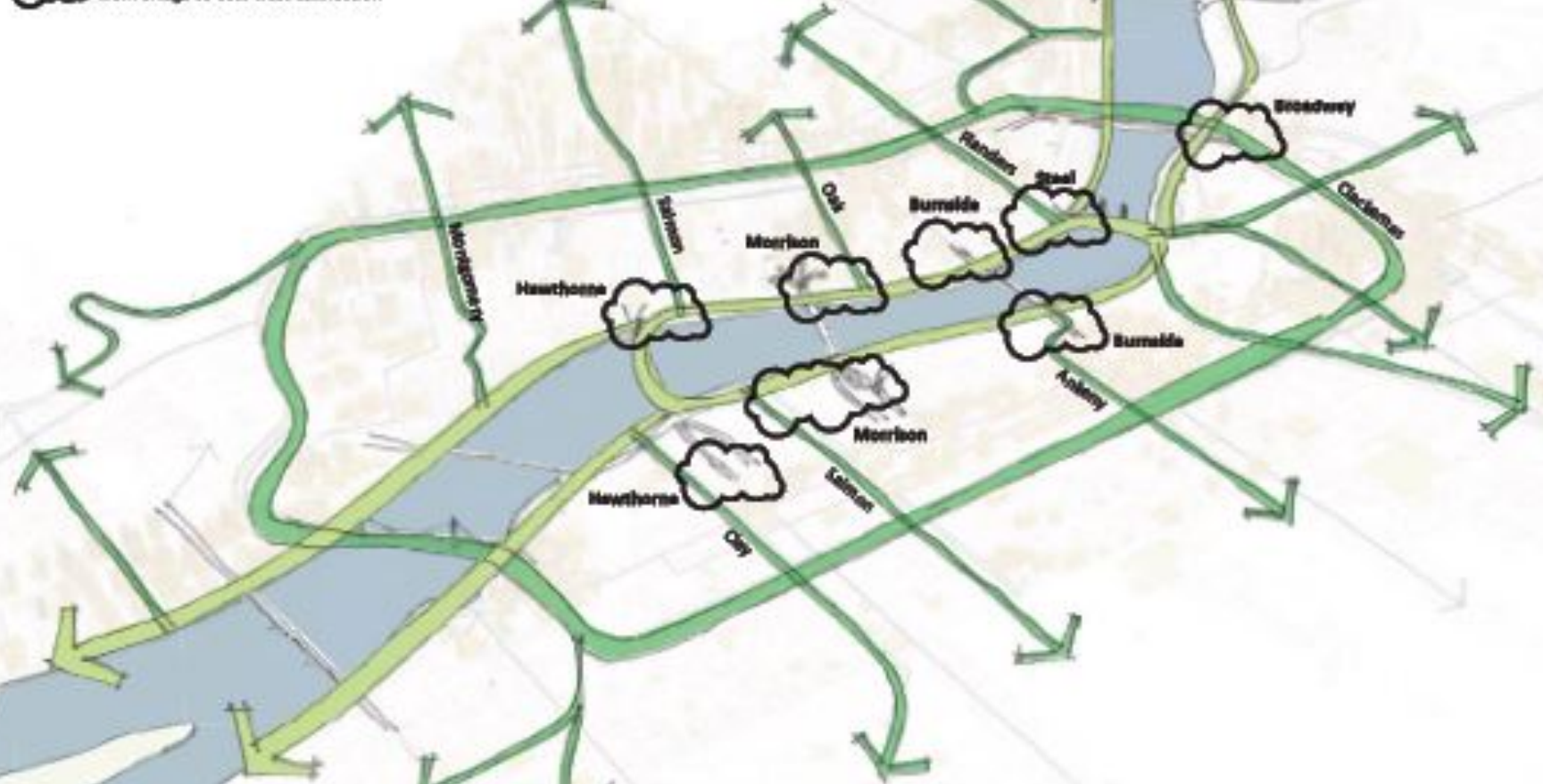
Recommendations



The Green Loop

WHAT IS THIS LOOP, AND WHY IS IT GREEN?

 Transition improvement needed from bridges to east-west connection

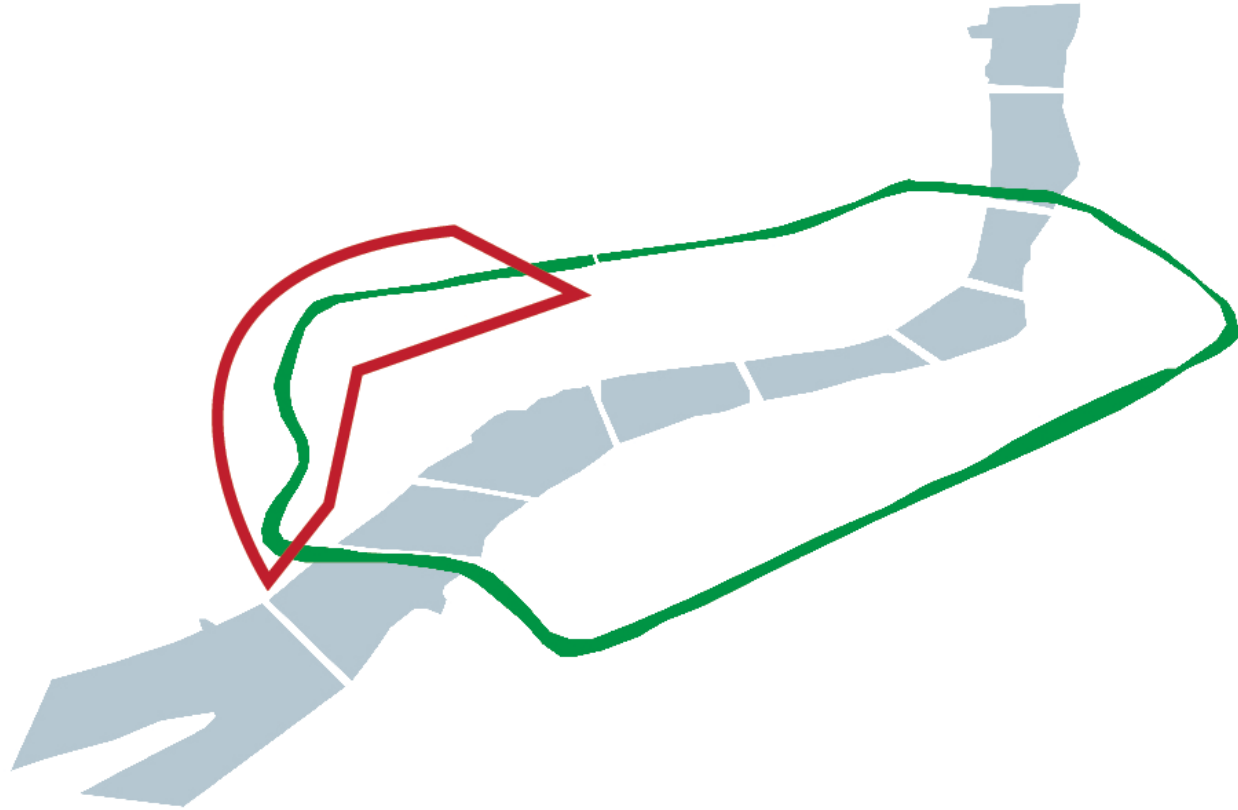


Green Loop Concept

An active transportation route that links both sides of the Central City

Study Area

- SW Central City
- South Park Blocks
- PSU Campus
- S. Waterfront



Goals

- Safety
- Environment
- Identity
- Efficiency



Data Collection

WHAT DO PEOPLE WANT? WHAT'S ALREADY
ON THE GROUND?

Existing Conditions

- 1% Bike mode share for area residents (source:ACS)
- Lowest transparency on SW Caruthers
- Highest bike counts on SW Moody cycle track
- Limited bike parking
- Businesses on Park Blocks, SW College



Demographics



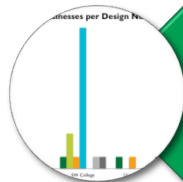
Walkability Audits



Bicycle and Pedestrian Counts



Parking Counts



Business Inventory

Public Engagement

- Physical separation of pedestrians, cyclists, and cars is imperative
- Comfortable doing anything downtown but biking
- Bike parking is a key concern
- Worried about “anti-social behavior”



Interviews



Surveys



Public Events



Who is it For?

AND HOW DO WE MAKE THE GREEN LOOP
ATTRACTIVE TO THEM?

Types of Cyclists

Geller's four types of Cyclists:

1. Strong and Fearless
2. Enthused and Confident
3. Interested but Concerned
4. No Way, No How

TABLE 1 Distribution of Survey Respondents by Cyclist Type

Type	Description	City of Portland ^a (%)	Rest of Region ^b (%)	All ^c (%)	Geller's Estimate for City ^d (%)
Strong and the fearless	Very comfortable without bike lanes	6	2	4	<1
Enthused and confident	Very comfortable with bike lanes	9	9	9	7
Interested but concerned	Not very comfortable, interested in biking more Not very comfortable, currently cycling for transportation but not interested in biking more	60	53	56	60
No way, no how	Physically unable Very uncomfortable on paths Not very comfortable, not interested, not currently cycling for transportation	25	37	31	33

NOTE: Weighted data may not total 100% as a result of rounding.

^an (weighted) = 436.

^bn (weighted) = 479.

^cn (weighted) = 915.

^dGeller, 2012(4).

Source: Dill, J., & McNeil, N. (2013). Four Types of Cyclists?. *Transportation Research Record: Journal of the Transportation Research Board*, 2387(1), 129-138.



Impact of Facilities

Interested-but-concerned group expresses more comfort with separated facilities

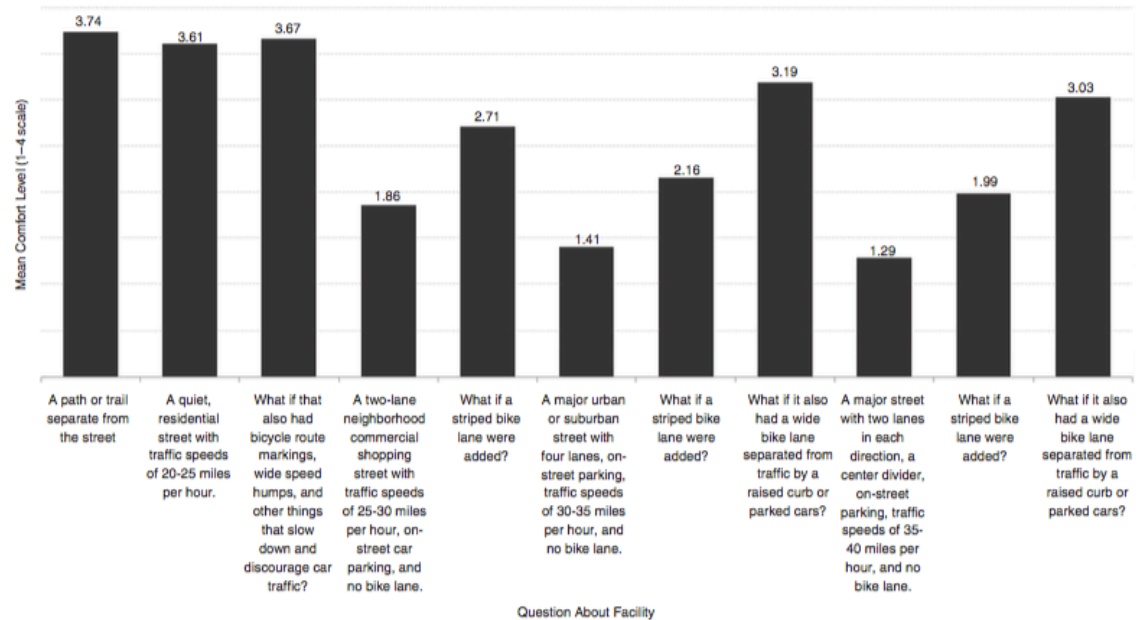


FIGURE 2 Average level of comfort cycling on various facilities: interested but concerned group.

Dill & McNeil (2013)



Recommendations

HOW DO WE CONNECT THE TILIKUM
CROSSING?

Route Alternatives

- Three separate alternatives
- A: Quick on-the-ground alternative
- B: More complicated but safer
- C: Most ambitious alternative

A



B



C



Recommended Alternative

- Alternative C is best, but must overcome obstacles to implementation
- Three-phase approach:
 1. Alternative B
 2. Flyover and ramp
 3. Alternative C

B



C



General Recommendations

- CPTED principles, especially lighting and natural surveillance
- Physical separation of pedestrians, cyclists, and cars
- The rule of 10: Any great place needs to offer at least 10 different things to do or reasons to be there.



Personal Safety



Physical Safety



Placemaking

General Recommendations

- Clear signage that links the Green Loop with surrounding area
- Planter boxes protecting bike lanes, bioswales, and green walls
- “Friends of” program to care for Green Loop



Wayfinding and Branding



Green Infrastructure



Stewardship & Maintenance



This, But Better



Acknowledgements

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Thank You

