

APPENDIX A

ENGAGEMENT SURVEY

SURVEY AND RESULTS

The following survey is one example of a variety of surveys developed for public engagement. This particular version was printed out, and used if people preferred to answer the questions in person rather than online. Summary results of each individual question, and well as respondent comments, are included after the survey and are ordered by question.

SURVEY

The North Portland Greenway is a proposed bicycle and pedestrian trail to connect the Eastbank Esplanade with Kelley Point Park (highlighted below), for a total of nearly 11 miles. The trail is expected to include both off-road and on-road segments and provide views of the riverfront. Students at Portland State University have partnered with npGreenway, a North Portland organization promoting awareness of the trail, to better understand the potential uses this trail can provide to both local and regional communities.

For use in the survey, a multi-use pathway is physically separated from motor vehicle traffic. Multi-use pathways include bicycle paths, or other facilities built for bicycle and pedestrian traffic.

Please take a few minutes to answer the following questions.

Map of the potential Willamette Greenway Trail route

1. What is the primary purpose of your current trip?

- ☐ Recreation
- ☐ Exercise
- ☐ To enjoy nature
- ☐ Socialize
- ☐ Commute (to school, work, etc.)
- ☐ Other (please specify)

2. When you typically use the multi-use paths in Portland, what is the primary purpose of the trip?

- ☐ Recreation
- ☐ Exercise
- ☐ To enjoy nature
- ☐ Socialize
- ☐ Commute (to school, work, etc.)
- ☐ Other (please specify)

3. In what ways do you use the multi-use paths in Portland? (check all that apply)

- ☐ Walking
- ☐ Biking
- ☐ Running
- ☐ Skateboarding
- ☐ Other (please specify)

4. Over a one-week period, how often do you use existing multi-use paths in Portland?

- ☐ Never
- ☐ 1-5
- ☐ 6-10
- ☐ 11-15
- ☐ 16+

5. If the proposed multi-use path was built, how often would you use it?

- ☐ Never
- ☐ 1-2 times a week
- ☐ 3-4 times a week
- ☐ 5-6 times a week
- ☐ Over 6 times a week

6. When deciding whether or not to use a multi-use path, how important is

	Not important	Mildly Important	Neutral	Somewhat important	Very important
trail safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
trail signage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
benches or places to rest	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
minimal changes in elevation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
the trail being separated from the road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
the trail has multiple connections to surrounding neighborhoods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
scenic views	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
the trail being direct and does not wander	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
the trail has few interruptions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
the trail has good lighting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. Of the characteristics below, improving which ones would lead to you using trails in Portland more? (please check five)

- ☐ Deficient or unmaintained multi-use paths
- ☐ Lack of multi-use path amenities (ex. seating, public restrooms, etc.)
- ☐ Unsafe street crossings
- ☐ Motor vehicle traffic
- ☐ Lack of information about travel times, routes, and distances
- ☐ Lack of nearby destinations
- ☐ Steep hills
- ☐ Vulnerability to crime
- ☐ Vulnerability to vehicle traffic
- ☐ Aggressive motorist behavior
- ☐ Existing facilities are crowded
- ☐ Connections to neighborhoods
- ☐ Other (please specify)

Demographic Information

8. When traveling, how do you usually get around?

- ☐ Car, truck, or van (drive alone)
- ☐ Car, truck, or van (carpool)
- ☐ Public transportation
- ☐ Bike
- ☐ Walk
- ☐ Other (please specify)

9. If you bike, please select the option that best applies to you.

- ☐ I prefer to cycle on roadways
- ☐ I prefer to cycle on designated bicycle lanes
- ☐ I prefer to cycle on multi-use pathways
- ☐ It depends on the trip purpose
- ☐ Other (please specify)

10. Age

- ☐ Under 18
- ☐ 19-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65 and over

11. Gender

- ☐ Male
- ☐ Female
- ☐ Non-defined

12. What is your household income?

- ☐ Under \$15,000
- ☐ \$15,000 to \$24,999
- ☐ \$25,000 to \$34,999
- ☐ \$35,000 to \$49,999
- ☐ \$50,000 to \$74,999
- ☐ \$75,000 to \$99,999
- ☐ \$100,000 to \$149,999
- ☐ \$150,000 and over
- ☐ I prefer not to answer

Thank you!

13. If you would like to receive updates on the trails progress, please leave your email below.

14. Comments

Thank you for taking the time to complete this survey.

If you would like to follow this project please visit www.growwillamettegreenway.org

SURVEY RESULTS

The following figures and tables represent summary results for questions asked in the survey. These results are in addition to analysis presented in the plan.

Q2: When you typically use the multi-use paths in Portland, what is the primary purpose of the trip?

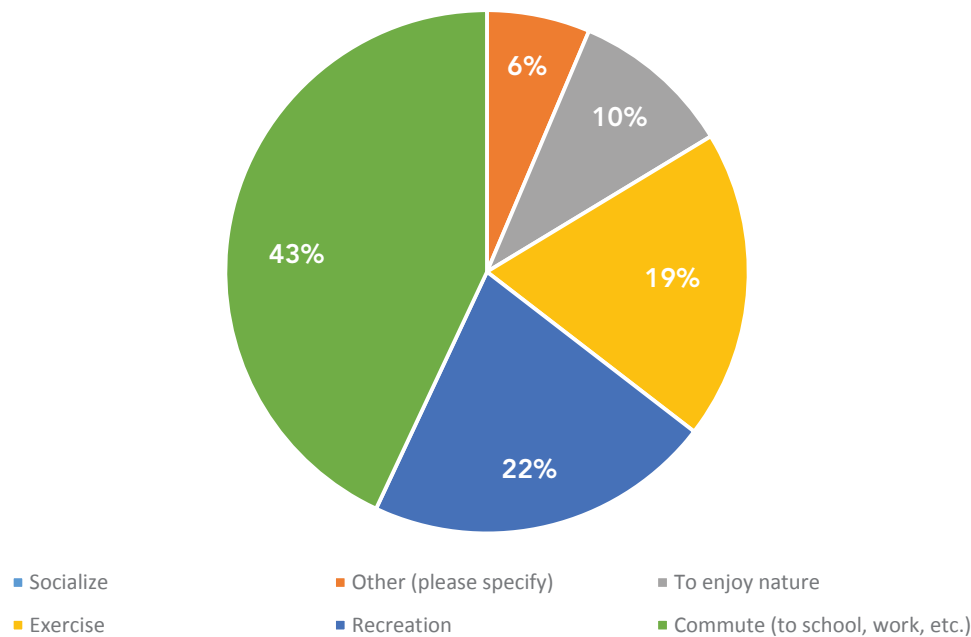


Figure 1: Question 2, n=251

Q3: In what ways do you use the multi-use paths in Portland?

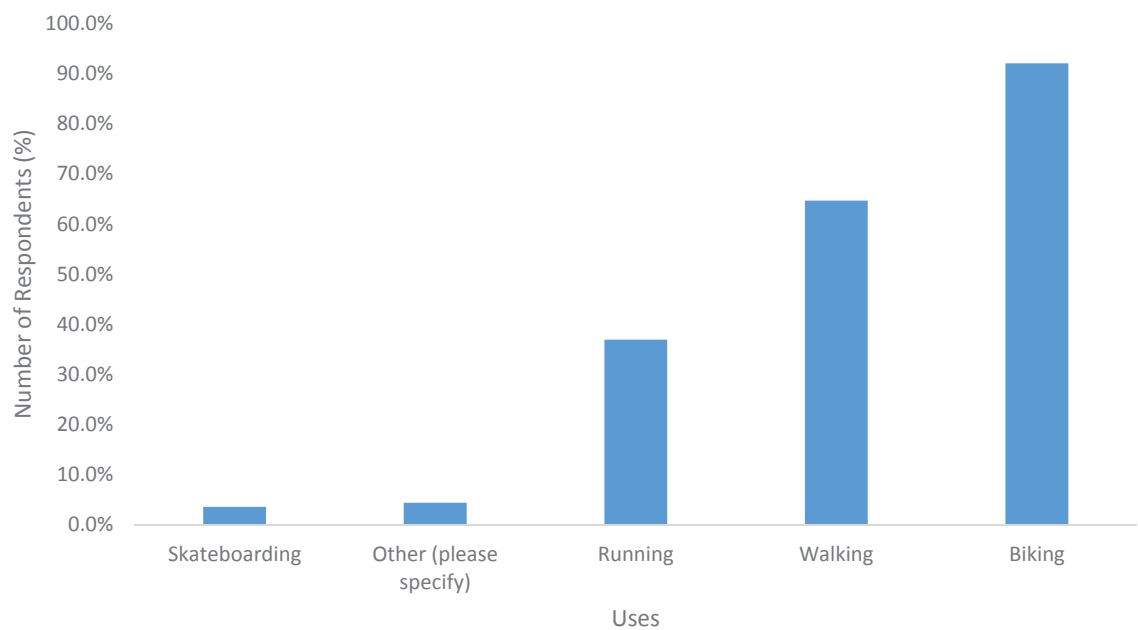


Figure 2: Question 3, n=252

Q4: Over a one-week period, how often do you use existing multi-use paths in Portland?

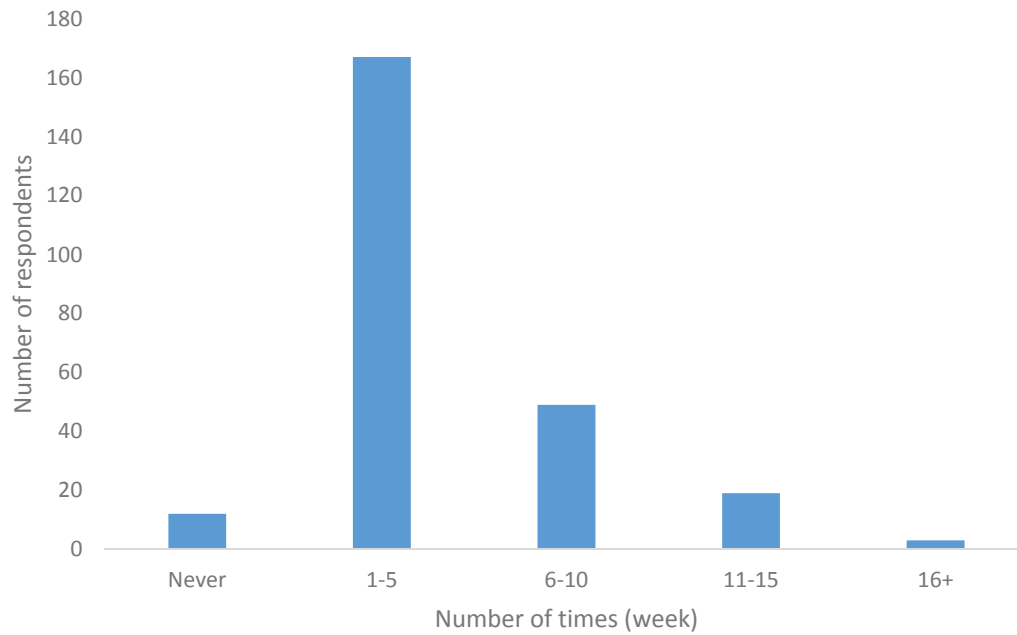


Figure 3: Question 4, n=250

Q5: If the proposed multi-use path was built, how often would you use it?

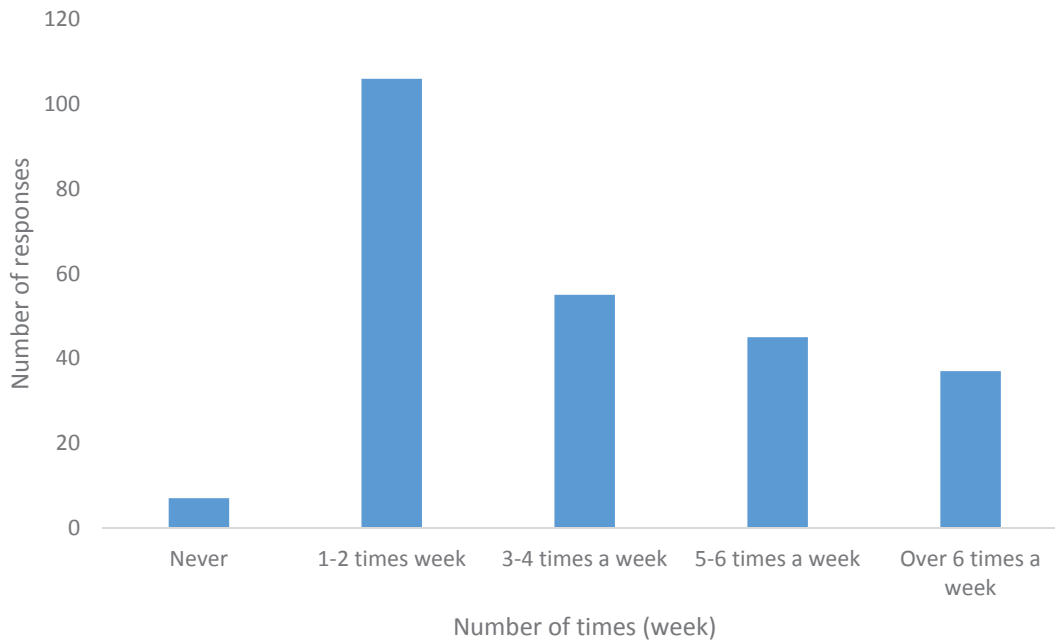


Figure 4: Question 5, n=250

Q6: When deciding whether or not to use a multi-use path,
how important is (are)...

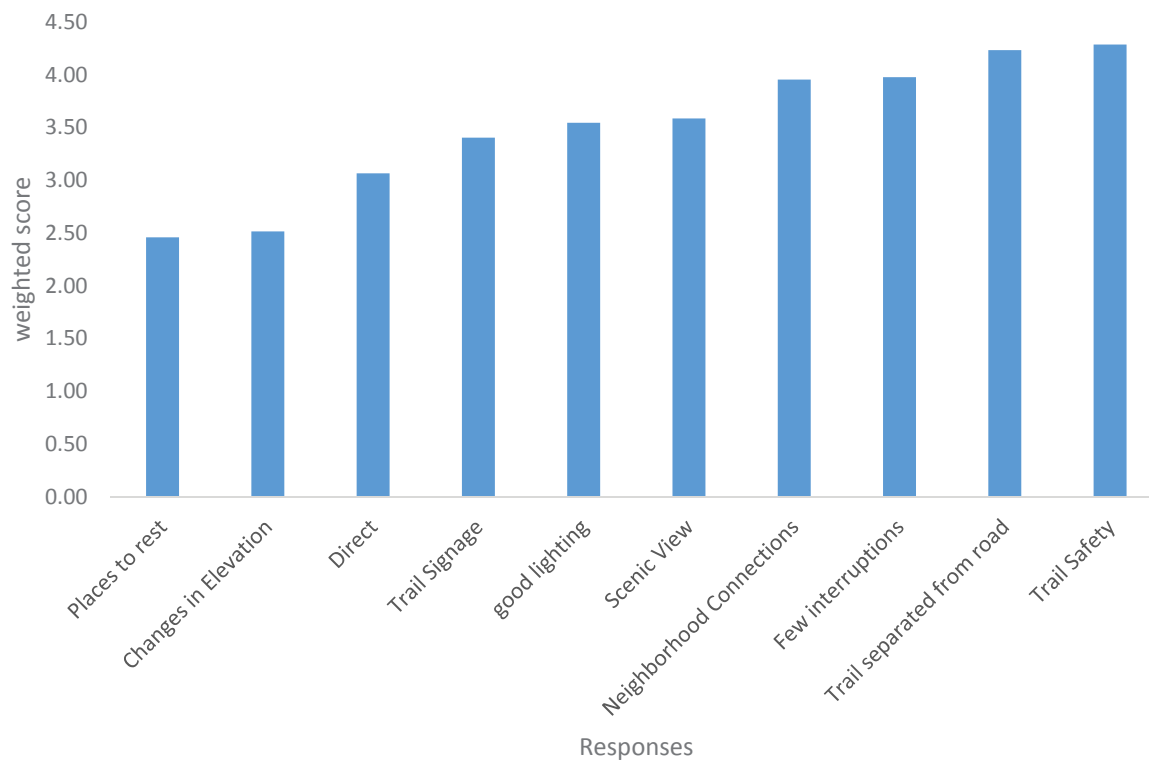


Figure 5: Question 6, n=250

Q6: When deciding whether or not to use
a multi-use path, how important is (are)...

Response	Weighted Score
Places to rest	2.46
Changes in Elevation	2.51
Direct	3.06
Trail Signage	3.40
good lighting	3.54
Scenic View	3.58
Neighborhood Connections	3.95
Few interruptions	3.98
Trail separated from road	4.23
Trail Safety	4.28

Table 1: Question 6, n=250

Q7: Of the characteristics below, improving which ones would lead to you using trails in Portland more?

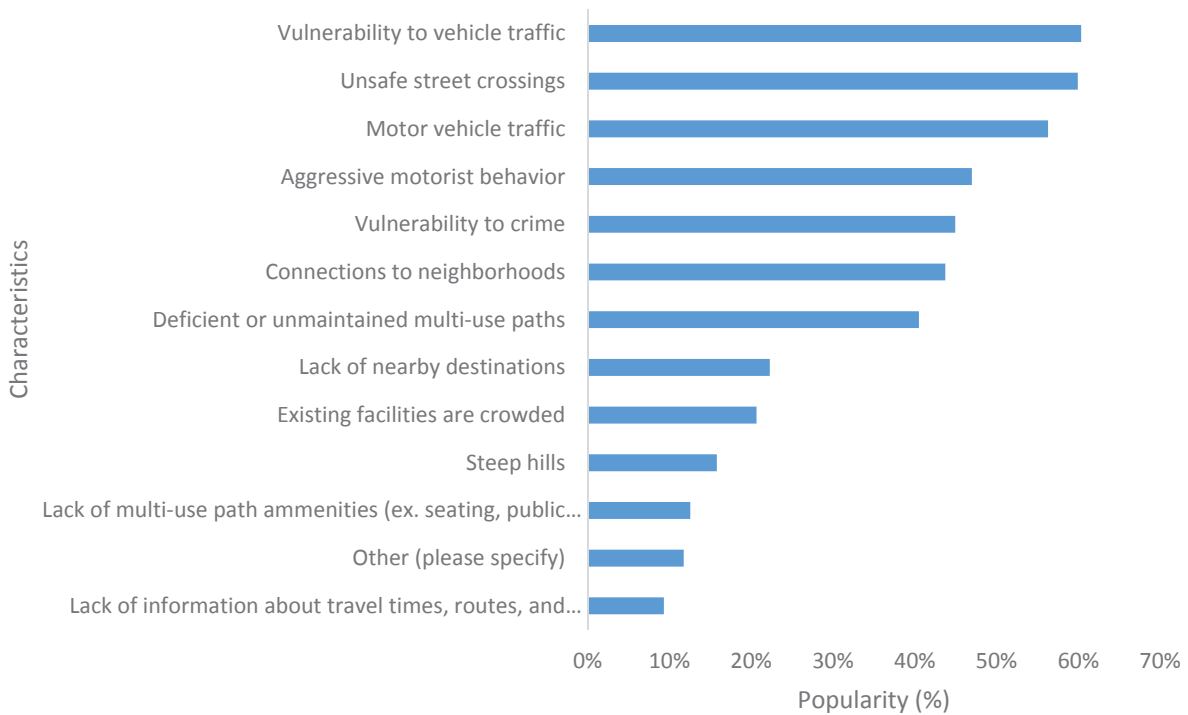


Figure 6: Question 7, n=247

Q8: When traveling, how do you usually get around?

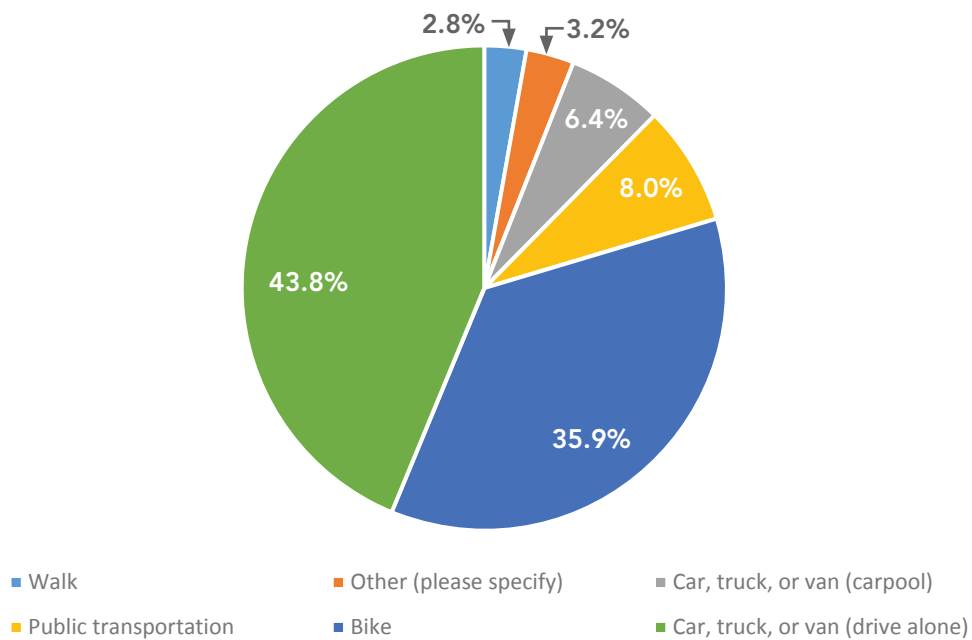


Figure 7: Question 8, n=251

Q9: If you bike, please select the option that best applies to you.

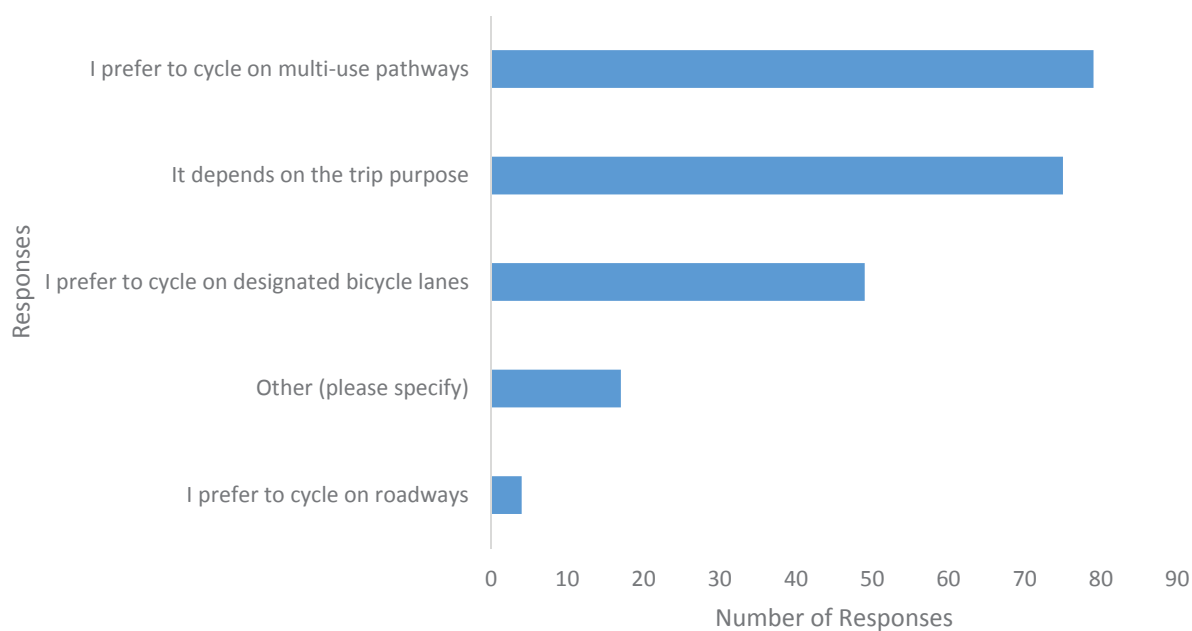


Figure 8: Question 9, n=224

Q10: Age

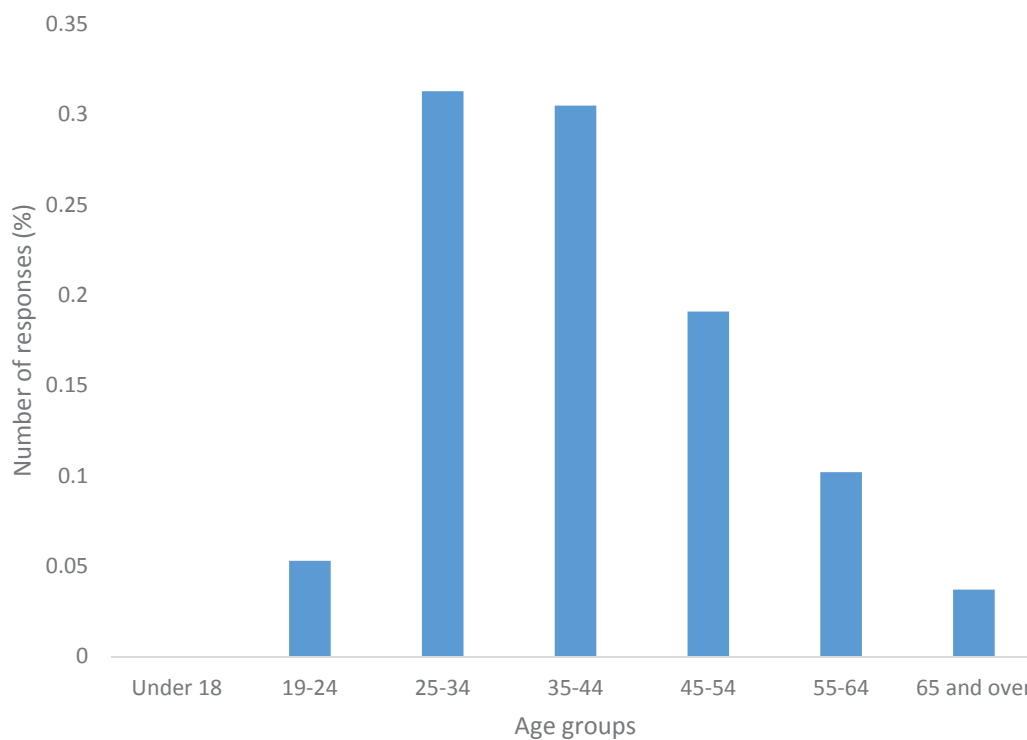


Figure 9: Question 10, n=246

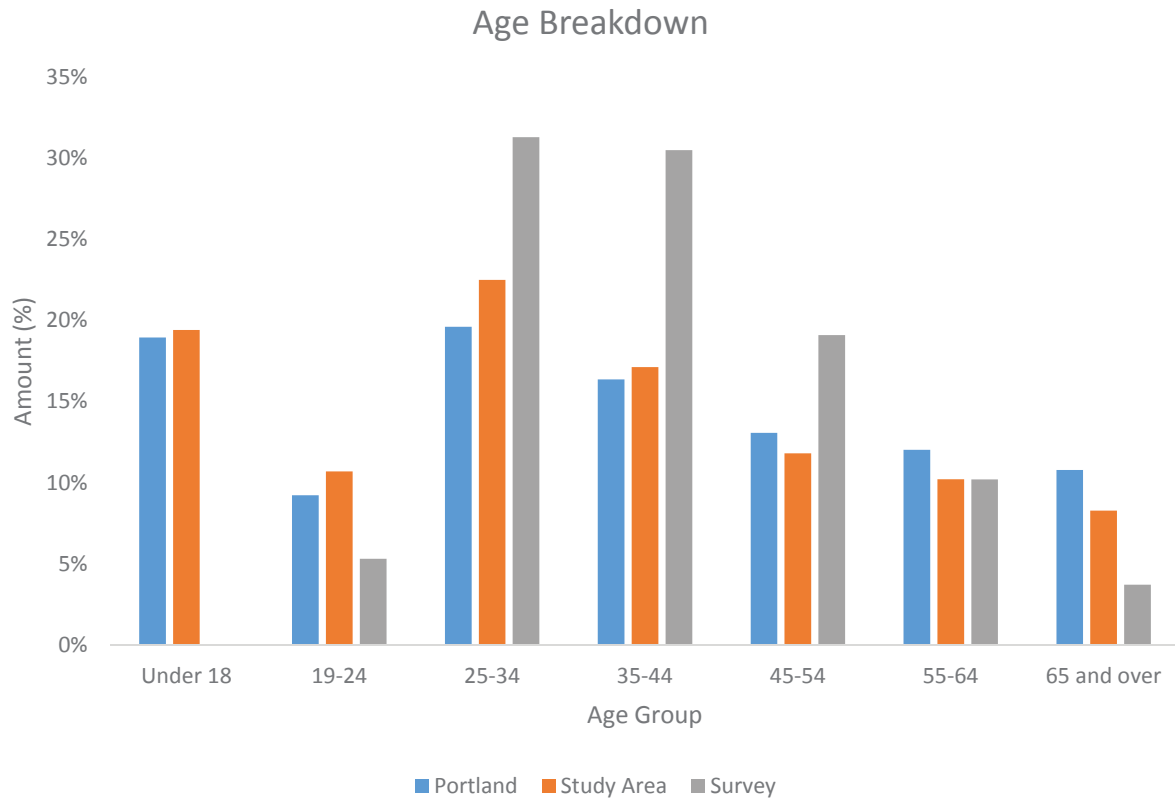


Figure 10 Source: ACS 2009-2013 T7, Survey Question 10

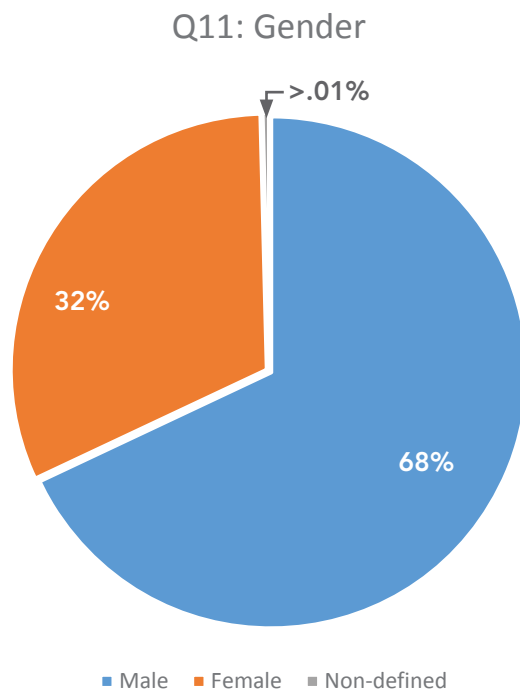


Figure 11: Question 11, n=247

Q12: What is your household Income?

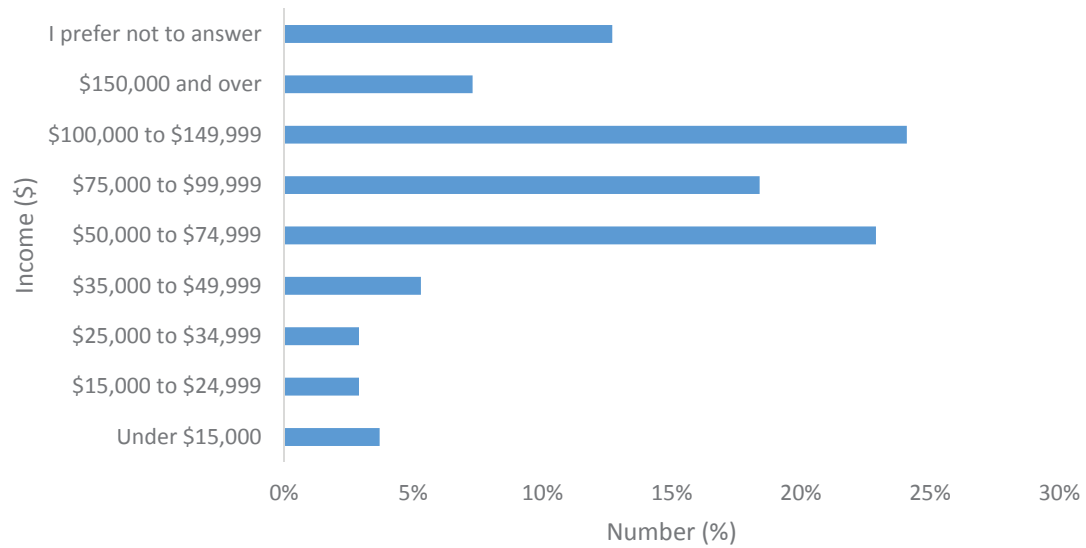


Figure 12: Question 12, n=245

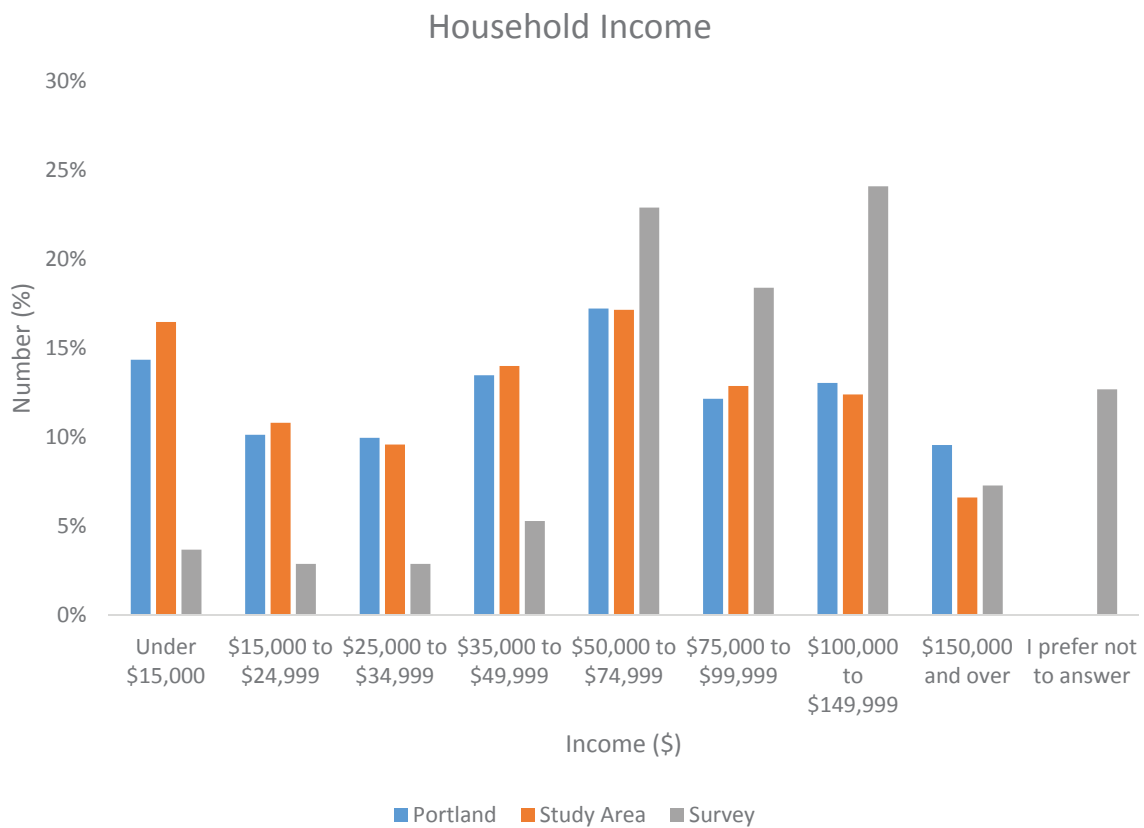


Figure 13: ACS 2009-2013 T56, Survey Question 12

Q14: COMMENTS

- Thanks for asking the community.
- I like to run early in the morning and late at night, so lighting is a concern. Adequate lighting is important for me to feel safe running .
- This should be designed to allow for convenient exiting and entering to the trail every mile, no more than 2 miles. Great way to reduce bicycles on the road ways while providing a great alternate way of getting around the city.
- This would be the best thing to come to North Portland. We need the funding approved for this.
- Access to swan island is limited and down right dangerous havjng to cross Going. Traffic is heavy and unfriendly to bicycles.
- Useless waste of taxpayer money. I'm so glad I don't live in Portland anymore.
- This is a great idea!
- Oddly worded survey. You can't jump from "never" to "1-2 times a week." Why is "neutral" between "mildly important" and "somewhat important"? I tried to answer in the spirit of the survey, but it was tricky.
- I was pretty disappointed at the last openhouse. The current plan to is to show a "near-term buildable" solution that they optimistically think could be built in 20 years. This plan doesn't address getting from the Esplanade to Swan Island, and proposes to use existing (unsafe) infrastructure along Interstate with a new separated trail along Greeley with some very awkward and unsafe movements at Going. I believe that if we are expecting this to take 20 years, we should put a stronger foot forward so we have something worth fighting for and investing in! The northernmost sections seem reasonable (from Kelly Point to U of P) however, the option for getting from Swan Island to the Esplanade is inadequate. 2 areas stand out for me as being particularly unsafe, unpleasant, and unworthy of investing in: 1. The off-street, separated trail along the east side of Greeley that will have to be constructed with walls, and basically be a 12' wide, 2-way trail adjacent to Greeley (unpleasant) that will then tie-in to the existing infrastructure on Interstate (5' bike paths with 2.5' pinch points, sidewalks on one side of the street, etc.). This does not seem like money well-spent, and this plan does not seem to consider the recreational side of things. 2. As I mentioned earlier, the existing "infrastructure" along Interstate is being used for the "near term buildable" (20 years!) through the Rose Quarter and connecting to the Esplanade, a woefully inadequate connection. For some reason, this plan does not show a path along the Thunderbird property with a connection to the Esplanade UNDER the Steel Bridge. In 20 years, there should be the will and capital for this. This plan represents an opportunity (hopefully not a missed opportunity!) to provide a vision for the Rose Quarter redevelopment that is being planned now! I believe that there are a couple of options worth advocating for, and worth including in the plan: 1. Esplanade to Thunderbird property: a path suspended from the bridge abutment (over the railroad service drive) from the Esplanade under the Steel Bridge to the Thunderbird Property. This could connect to the Esplanade at existing ramp landing. 2. Tillamook to Thunderbird Property: The Larrabee ramp could be repurposed as civic recreation connector and destination. The existing ramp could become a super wide, elevated garden park with separate biking and walking paths incorporated with hang out spots to overlook the city and west hills: think Highline with a 2-way bike path! This would provide a super strong connection to the river for the Rose Quarter, the Lloyd District, and the Pearl District via the Broadway Bridge. A new elevated path would connect from the ramp, down under the Broadway Bridge (river side) and connect to the Thunderbird property along the top of the bank. Cars and trucks travelling south on Interstate Ave would simply drive a bit further south down Interstate Ave and use the existing left turn lane/signal to access Broadway. Alternatively, The Larrabee viaduct could be reinforced to accept all the traffic from SB Interstate Ave. The current motorist lane on SB interstate would be closed to motorists between the signals at Tillamook and Larrabee. This lane could be repurposed into a comfortable MUP that would head over to the top of bank just south of the Broadway bridgehead. The viaduct could be rebuilt with a wide motorist lane, a grade-separated, 7' wide bike lane, and a separate 8' wide sidewalk. 3. Getting to Swan Island: The Cement Road is the obvious choice, and Parks recognizes this, but their hands are tied because of ownership; understandable. However, From Tillamook, a 2-way path could be developed along the south side Tillamook to the end of N. River St, then turn east and follow the alignment of the Fremont Bridge back to Greeley, but stay on the west side. This could keep users below the road, closer to the river, and create a route under Going. Once on the north side of Going, the

path could split to acknowledge Swan Island as a destination/peninsula. One path could head west to Basin Ave and the Waud Bluff connection for riders who can handle a large stairway to cross the tracks. This path could also continue to the river near the Port Building and the existing path and beaches. See number 4 for the second route suggestion. 4. Getting to the University of Portland: From the north side of N. Going St, the path could continue along the base of the bluffs, above the railroad tracks. Some soft walking and jogging paths could run through the wooded area across from Adidas. The path could then slowly climb the hill to join with N Willamette near N. Ainsworth (through what is known as Fennel Park or the Dog Bowl). I would further recommend that Willamette from Rosa Parks to U of P is changed to local car traffic only, or possibly 1 lane, one-way traffic headed north with parking only on the east side. The west half of the road could then be a shared bike/pedestrian space. The NP Greenway path could head down the existing road grade at N Portsmouth or N Van Houten Pl. and connect with the recommended alignment. 5. Connections from this path to Overlook Park, Mocks Crest, Madrona Park and Fennel Park/Dog Bowl and maybe a couple of other spots on the bluff for people to enjoy the view of the river and access recreational amenities. I am sharing my ideas simply to get you excited, and to illustrate that the plan as it is now neglects the recreational and experiential qualities that will create a successful and valuable place. Please consider taking the time to consider these ideas and possibly include them in your report to present a truly complete path that is safe, beautiful, showcases the river, connects the city to the river, and creates a landmark destination.

- Looks like the route might benefit from better connections to Arbor Lodge and Overlook to get more use.
- I live in St Johns and work down by PSU and have more-than-eagerly been awaiting this trail. thanks for your work on making it a reality (hopefully)!
- I would love to commute by bicycle, but a multi-use trail at least most of the way is the only way I can actually imagine doing it.
- Thank you very much for creating this survey! I will pass it along to friends.
- Thank you to those pushing for bike access
- Do NOT skimp on width. If there are going to be bottle neck, pedestrians should be SEPARATED from bikes.... particularly in the sections TO and FROM SWAN island as this will become a major commuting connection over time. We do not want another Springwater during the evening to Sellwood.
- Please help the City come up with a more inspiring alignment.
- As an employee of DTNA on Swan Island having a safe way to bike commute from the Rose Quarter to Swan Island would be huge for me. My current bike commute takes me along Interstate and Greeley, both of which I hate riding on because I am riding close to high speed traffic with no protection. Using "Cement Road" as the Greenway in this section would be ideal, but a safe way to get onto Greeley and then fully protected bikeway would be ok with me. And have it be actual protection, not flex posts, not armadillos, something that will actually stop a vehicle from drifting into the bikeway.
- Thanks for asking....
- If you're having trouble getting around the train tracks and grain shipping docks on the south side of Swan Island, you can up Channel Ave to Greeley and build a protected multi use path along Greeley. It won't be on the river but it will be MUCH safer and more pleasing to use a protected path than bike on the side of Greeley.
- Love the progress and the FB page
- There should be an option somewhere between once a week and never; there should be a option for non-commute transportation; the difference between "exercise" and "recreation" seems obscure; the list of ways to make me ride more didn't make much sense.
- The times are gone when a business can claim the right to occupy a piece of land right on the rivers shore, not on the grounds of "well, we always have been here". If it is a designated industrial zone like across the river from DTNA that is fine. But in case of the railroad and the cement business, I do not see that they have a leg to stand on. not if it is for the better of the community at large !

- I feel that a path like this would significantly reduce road congestion. It would also greatly improve the safety of bike commuters. In addition, it would connect North Portland to the SE, SW, and NW neighborhoods, which would be amazing.
- I'm anxiously waiting for a connection from Steel Bridge to Swan Island without hills and cars. Keep me informed
- This trail would be fantastic! I never bike on Greeley anymore, very unsafe on a bike!
- Most importantly, the trail should 100% connect without utilizing any vehicle roadways, if possible.
- Some of your questions will lead to inaccurate results due to the narrow options of answers. Specifically the questions about how frequently I use multi-use paths and how often I would use this new proposed path. Some months I would use it 1-2 times a week some months I would not use it at all. But with the options you have listed (never or 1-2 times per week) If you look at that on a yearly scale it gives you the option of zero times a year or between 52-104 times a year which is a huge jump. I would say current and future usage is more like 20-30 times a year.
- I would bike to Swan Island more if it weren't so dangerous.
- Quite Frankly, I already use the Willamette Greenway. I've ran the tracks between the St. Johns Bridge and UP for 20 years at least once a week (1000 trips). Safety will be terrifically important because this is a very desolate area.
- Any new Trail to enjoy Portland would be a wonderful thing to enjoy. It would just need to be maintained well.
- Strongly support greenway/multiuse trail to connect NE parks, neighborhoods, and Swan Island for both recreation & commuting. Thank you!
- I JUST purchased a house in St Johns. It's less than one block from the proposed trail! Until summer 2016 I'll be commuting to Montgomery Park, but after that I'm looking forward to using the new/proposed trail for bicycle commuting to Swan Island.
- Thanks
- Let's get this done
- Thanks and please keep pushing forward with this. I'd like to take my daughter on it before she gets too old to hang out with her dad.
- At this time I would love to have a bike path to Swan Island. I do not currently bike as I feel the current paths are not safe.
- I would convert from commuting 99% by car to realistically 80-85% (and hopefully build up to 100%) by bike if there was a dedicated trail/multi-path to Swan Island. Please make this happen!
- If there was a safe path from Kelly Point to Steel Bridge I would use it a lot. Thank you for pursuing this!
- I greatly appreciate your efforts!
- Multiple choice questions about use frequency need less-frequent-but-greater-than-zero options
- I think that Union Pacific and the other business that forced the move of the path from the river should be forced to reconsider. Union Pacific needs to change truck freight access to going st. and eliminate the access and traffic on interstate and Russell. Thanks!
- I have been involved in advocacy about improving safety between Tillamook and Rose Quarter on Interstate Avenue and I am very glad to see this effort to boost the visibility of the npGreenway!
- <3
- This sounds like a great idea! I love riding the columbia slough trail to Kelly Point Park. I ride it three times a week.
- Keep it simple
- Thank you for this opportunity
- I live in N Portland / St Johns and hope the trail will hurry up and get done!! Thanks.
- I would actually use the greenway once every one or two months. I live in Kenton, so it's not the most direct route for me. I think you should add that to your choices.

- I live in Kenton and am extremely supportive of this project. I bike to work 2-3 times a week, and the only options are either Greeley or Interstate, which are not safe, or Vancouver, which is crowded and out of the way. A safe, separated path connecting downtown is one of the most important issues to this neighborhood in my opinion.
- Thanks for doing this survey.
- Thanks for inviting me.
- Trail is envisioned as more than recreation or exercise and needs to recognize its transportation qualities as providing commuter routes for home to work as an option for citizens
- "Neutral" is not really between "mildly important" and "somewhat important".
- Thank you for working on this. This trail would be amazing and is much needed. Best of luck!!
- Thank you for helping make Portland an even better place
- Thanks! I'm really excited to see this project completed so I can get from St. Johns to Downtown where I work without having to ride on busy roads the whole way. I would feel a lot safer going to work on a path like this. Plus, it would take a lot less time!
- Thank you for taking on this project.
- Keep up the great work!
- I hope its built. Let me know if there are work parties or fundraising efforts. Thank you!
- Beach access would be nice along the river