PORTLAND CITY COUNCIL

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Jo Ann Hardesty, Commissioner in Charge
Mingus Mapps
Carmen Rubio
Dan Ryan

PORTLAND BUREAU OF TRANSPORTATION

Chris Warner
PBOT Director

Mauricio Leclerc
Supervising Planner, Area and Project Planning

Mike Serritella
Planning Project Manager

Maggie Derk
Shane Valle
Zef Wagner
3DQQLQHDP

CONSULTANT TEAM

Jessica Pickul
Nicole Metidi
JLA Public Involvement

Momoko Saunders
Community Cycling Center
# NORTH PORTLAND IN MOTION

## EXISTING CONDITIONS ATLAS

### VOL. 1 - FALL 2021

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**PBOT**

PORTLAND BUREAU OF TRANSPORTATION
The Portland Bureau of Transportation (PBOT) recognizes that North Portland is long overdue for a community-driven transportation plan. We’ve heard for many years from people who live and work in North Portland that there is a lack of attention and investment in the transportation system in the North Portland peninsula.

Long transit travel times, an incomplete and insufficient biking network, unpaved streets and sidewalk gaps, and a lack of safe, accessible crossings pose challenges for North Portlanders in meeting their daily mobility needs. Many have shared that they feel that the neighborhoods served by this plan lack a complete and community-supported vision for transportation investments, especially in the areas further into the peninsula.

This plan is an opportunity to convene the greater North Portland community to identify shared priorities and key opportunities for new investments to support better access to important places within the peninsula as well as better connections to Northeast Portland and the Central City.

Through North Portland in Motion, PBOT will:

• Engage deeply with North Portlanders to understand transportation needs and barriers to meeting daily mobility needs.
• Identify a near-term prioritized investment strategy of projects and programs to improve conditions for walking, biking, and transit.
• Build new relationships with community-based organizations to represent the diverse neighborhoods and communities within North Portland.

I. Introduction & Plan Context
Study Area

North Portland in Motion will focus on the residential and commercial areas of North Portland west of Interstate 5. The North Portland in Motion study area is defined by both natural and human-made edges, including rivers, bluffs, highways, railroads, and industrial areas. The study area is home to seven neighborhoods, each with a unique and strong civic identity.

Project Timeline

2022 2023
Summer Spring Fall
2021 2022
Summer Spring Fall Winter
Summer

Building Understanding:
Public engagement strategy, policy and plan review, and existing conditions.

Listening & Learning:
Working with community to identify needs and understand priorities

Draft Plan & Implementation Strategy
HYH0RSLQJ QDOSOĐQ DQJOHTOيج deciding what to invest.

Final Plan Revisions & City Council Adoption
& RQ4UP LQJ QDOSO ĐQ DQJOHTOيج with community and city council adoption.
II. People & Place

This atlas begins with a focus on the people and places of the North Portland Peninsula. This chapter intends to illustrate the racial, linguistic, and economic diversity of the people who call the North Portland home.

With a deep focus on equity, this analysis seeks to build a better understanding of the current status and recent trends of key demographics indicators. This will provide a better foundation for engaging with the public as we seek to understand the priorities of North Portlanders through the North Portland in Motion planning process.

The second half of this chapter seeks to represent important places and community destinations within the study area as well as provide a general overview of the land-use regulations currently in place.
Equity Matrix

PBOT uses a simple ranking index called an Equity Matrix to help make decisions on projects and programs. This map uses data on race, ethnicity, and income to apply a score to census tracts.

Within the North Portland Study Area, the Portsmouth neighborhood and the upper section St Johns emerge as areas that rank higher on this composite index. Both of these areas are home to larger affordable housing developments as well as higher shares of people who identify as a non-white and/or of Hispanic/Latino origin.

On the following pages, the specific racial and household income statistics are broken out in more detail for further analysis and discussion.
As a whole, the North Portland in Motion study area is more racially diverse with a higher share of Black, Indigenous, and Residents of Color than the City of Portland as a whole.

The Portsmouth neighborhood is the most racially diverse area on the peninsula, and is one of the most racially diverse areas in State of Oregon with less than 50% of residents identifying as non-Hispanic White. The neighborhoods north of N Lombard St and in the northern section of St Johns tend to more racially diverse as well.
**Household Income**

Generally, household incomes in the North Portland in Motion study area tend to range between $60,000-$80,000 annually.

Household incomes are lowest in the western side of the Portsmouth neighborhood at just over $40,000. This neighborhood is home to New Columbia, the state’s largest affordable housing development.

On the other end of the spectrum, the lower section over the Overlook neighborhood south of N Going St is where median household incomes are highest, at just over $100,000.
### Language Spoken at Home

<table>
<thead>
<tr>
<th>Language Spoken at Home</th>
<th>Study Area</th>
<th>City of Portland</th>
</tr>
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<tbody>
<tr>
<td>English</td>
<td>82.8%</td>
<td>81.1%</td>
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<tr>
<td>Spanish</td>
<td>10.1%</td>
<td>6.9%</td>
</tr>
<tr>
<td>European and Slavic Languages</td>
<td>2.5%</td>
<td>4.2%</td>
</tr>
<tr>
<td>Asian &amp; Pacific Islander Languages</td>
<td>2.3%</td>
<td>6.7%</td>
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<tr>
<td>Other Languages</td>
<td>2.3%</td>
<td>1.1%</td>
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Source: US Census Bureau, 2019 American Community Survey 5-year estimate

### Disability Status

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<td>No Disability</td>
<td>89.1%</td>
<td>87.9%</td>
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<tr>
<td>Living with a Disability</td>
<td>10.9%</td>
<td>12.1%</td>
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Source: US Census Bureau, 2019 American Community Survey 5-year estimate

### Educational Attainment

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<td>Less than High School diploma</td>
<td>11%</td>
<td>9%</td>
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<tr>
<td>High School diploma</td>
<td>18%</td>
<td>17%</td>
</tr>
<tr>
<td>Some college or associate's degree</td>
<td>33%</td>
<td>30%</td>
</tr>
<tr>
<td>Bachelor's degree</td>
<td>38%</td>
<td>44%</td>
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Source: US Census Bureau, 2019 American Community Survey 5-year estimate
HOUSING TENURE

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<tr>
<td>Owners</td>
<td>59.2%</td>
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<tr>
<td>Renters</td>
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Source: US Census Bureau, 2019 American Community Survey 5-year estimate

COST BURDEN

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<td>Less than 20%</td>
<td>53.2%</td>
<td>23.7%</td>
</tr>
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<td>20%–29%</td>
<td>22.0%</td>
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<td>30% or more</td>
<td>24.5%</td>
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Source: US Census Bureau, 2019 American Community Survey 5-year estimate

EDUCATIONAL ATTAINMENT

<table>
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<td>27%</td>
</tr>
<tr>
<td>Bachelor's degree</td>
<td>38%</td>
<td>49%</td>
</tr>
</tbody>
</table>

Source: US Census Bureau, 2019 American Community Survey 5-year estimate
Susceptible
Early Type 1
Late Type 1
Late Type 2
Continued
Loss
Early Type 2
Dynamic
BPS Displacement Risk Typology 
see next page for a detailed description of each category
Residential Displacement Risk

\[(55 < 678^* (*) (175), & \$7.21)\] These neighborhoods are not yet gentrifying or are showing early signs that they could be gentrifying.

\[6XVFHSLW\] These neighborhoods have higher shares of vulnerable populations but have not yet experienced demographic changes. Their housing market is low or moderate, but they are adjacent to tracts whose values are already high or are increasing rapidly.

\[(DUO) (7)SH\] These neighborhoods have higher shares of vulnerable populations but have not yet experienced demographic changes. Their housing market is still low or moderate but has experienced high appreciation since 2008 (or 2012 for rents).

\[(DUO) (7)SH\] These neighborhoods have higher shares of vulnerable populations but have experienced demographic changes whereby they are losing vulnerable populations proportionally. Their housing market is still low or moderate, but they are adjacent to tracts whose values are already high or are increasing rapidly.

\[0, 678^* (*) (175), & \$7.21\]

\[\{QDPLF\] These neighborhoods are currently undergoing gentrification. They have higher shares of vulnerable populations but have experienced demographic changes by losing vulnerable populations proportionally. Their housing market is still low or moderate but has experienced high appreciation since 2008 (or 2012 for rents).

\[\{QDPLF\] These neighborhoods have mostly gentrified but the housing market has completely shifted from low or moderate to high value.

\[DWH7\] These neighborhoods have higher shares of vulnerable populations but have experienced demographic changes by losing vulnerable populations proportionally. Their housing market used to be low or moderate in 2000 but has appreciated rapidly since, and now values are high.

\[DWH7\] A new typology in 2018, these neighborhoods no longer have high shares of vulnerable populations like they used to in 2000 or in 2006-10. They have experienced demographic changes by losing their once-high share of vulnerable populations. Their housing market is still low or moderate but has experienced high appreciation since 2008 (or 2012 for rents).

\[\{RQWQLXHGORV\] These neighborhoods no longer have high shares of vulnerable populations like they used to in 2000 or in 2006-10. The share of white people is growing and/or the share of people with a four-year degree is growing. Their housing market used to be low or moderate in 2000 but has appreciated rapidly since, and now values are high.

ABOUT THIS DATA SOURCE

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NORTH PORTLAND CONTEXT

NORTH PORTLAND IN MOTION - (870 & 21) 201657/96
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EURDGFDWHPULHVR1HYHUQGD5ODFHVZKLFDUH
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&RPQXLW&HQWHUV

Places of Recreation & Nature
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(PSOR)PHOWSUHDV
0L[HG8VHSUHDV

St Johns Main Street
New Columbia Bicycle Skills HUB
Swan Island below the Willamette Bluffs
Kenton Main Street

NORTH PORTLAND IN MOTION - ISBN 978-21-801667/96 | 15
Places of Recreation & Nature

Pier Park

Cathedral Park

Columbia Park

Arbor Lodge Park
and Connection
## Current Zoning

<table>
<thead>
<tr>
<th>Zoning</th>
<th>% of area</th>
<th>Predominant development</th>
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</thead>
<tbody>
<tr>
<td>Single dwelling</td>
<td>49.7%</td>
<td>Houses or attached houses, typically on 2,500 SF lots, duplexes</td>
</tr>
<tr>
<td>Multi-dwelling</td>
<td>12.7%</td>
<td>Multi-dwelling development, typically 2-3 stories</td>
</tr>
<tr>
<td>Commercial/mixed use</td>
<td>7.1%</td>
<td>Commercial and/or multi-dwelling development up to 3 stories</td>
</tr>
<tr>
<td>Employment</td>
<td>4.1%</td>
<td>Employment or light industrial on small properties</td>
</tr>
<tr>
<td>Industrial</td>
<td>10.1%</td>
<td>Employment or light industrial on larger properties</td>
</tr>
<tr>
<td>Open space</td>
<td>11.6%</td>
<td>Typically parks and other public open space</td>
</tr>
<tr>
<td>Institutional</td>
<td>4.8%</td>
<td>Educational or medical campus</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

### Notes
- Employment or light industrial on 5,000 SF lots.
- Houses, typically on 7,000 SF lots.
- Houses, typically on 5,000 SF lots, corner duplexes.
- Houses, typically on 2,500 SF lots, duplexes.
Comprehensive Plan Designations

```
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GLUHFWLRQ

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IRUORZHUQVLW\HPSOR\PHQWXVHV
```
III. Climate & Resiliency

85% $1 + ($7.6/$1')

AFTERNOON TEMPERATURE

/RZHU  +L & HU

NORTH PORTLAND IN MOTION - {0778+ & 21' 8016$7/6}
A 2018 study prepared for the Regional Disaster Preparedness Organization (RDPO) measured and evaluated the impacts of multiple major seismic events in the greater Portland area. One of the scenarios modeled was the effects of the Cascadia Subduction Zone earthquake with an assumed Richter scale measurement of 9.0. As part of their evaluation, the team looked at the risk of permanent ground deformation as a result of soil liquefaction caused by the earthquake’s shaking. The effects of ground liquefaction on the built environment can be devastating and permanently damage the built environment.

Much of the area within the North Portland in Motion study area is at lower risk for major impacts due to liquefaction. It is at periphery of the study area that liquefaction poses major risks to the built environment - this is especially true in the Swan Island industrial area, the industrial and natural waterfront areas along the Willamette, and the areas to north between the Columbia River and the slough.

One of the major risks facing the peninsula is the structural condition of the major bridges and other elevated structures that connect the St Johns and Cathedral Park neighborhoods to the rest of the study area. None of these bridges are considered to be seismically resilient. PBOT owns the bridges that serve N Columbia Blvd, while Burlington Northern Sante Fe (BNSF) railroad corporation owns the structurally deficient bridges which span the cut at N Willamette Blvd, N Lombard St, and N Fessenden St.
This section of the atlas focuses on the current state of transportation infrastructure and services, traffic crashes, and the travel behavior and patterns of people living and working in North Portland. Most of the peninsula neighborhoods grew up around the historic walkable neighborhood centers linked by public transit. However, the infrastructure and transportation characteristics within the plan area can vary significantly by neighborhood.

The following section documents these differences by illustrating the plan area’s: pedestrian network, sidewalk coverage, crossings and bike network connectivity, existing transit routes, recent crashes, commute patterns, traffic volumes, and typical layouts of the study area’s major streets. Understanding the current transportation network, as well as deficiencies and needs, will help determine project recommendations and how investments should be prioritized.
PEDESTRIAN NETWORK

EXISTING SIDEWALKS
- Sidewalks on One Side
- No Sidewalks

Vision Zero High Crash Network
- Tier 5 Crossing Gap
- Tier 5 Deficient Crossing
- Tier 4 Crossing Gap
- Tier 4 Deficient Crossing
- Tier 3 Crossing Gap
- Tier 3 Deficient Crossing
- Tier 2 Crossing Gap
- Tier 2 Deficient Crossing
- Tier 1 Crossing Gap
- Tier 1 Deficient Crossing

PLACES & DESTINATIONS
- Town Center
- Neighborhood Center
- New Columbia
- Schools & Universities
- Parks

3GHVWULDQ'LVWULFW&RPSUHKHQVLYH3ODQ&HQWL4HG&HQWH3GHVWULDQ'LVWULFW&RPSUHKHQVLYH3ODQ&HQWL4HG&HQWH
(QKDFQH3HG&URVVLOQ) 6LGHZDON*DSW2RVLGHV
0DUNHG&URVVZDON 6LGHZDON*DSRQHVVLGH

EXISTING CONDITIONS ATLAS
Pedestrian Districts are intended to give priority to pedestrian access in areas where there is high levels of pedestrian activity, such as the Central City, transit hubs, and hubs of commercial activity. These districts are located throughout the North Portland peninsula, including the St Johns/Cathedral Park area, the Mid-Lombard area bordering Portsmouth and University Park, and along the Interstate MAX in the Kenton, Arbor Lodge, and Overlook neighborhoods.

Depicted on the map on the opposite page are existing crossings, signals, and sidewalk gaps throughout the peninsula. While North Portland has a relatively comprehensive network of basic sidewalks on it’s major streets, there are large gaps between marked or enhanced pedestrian crossings which can make accessing basic daily needs difficult or unsafe for people walking.
There are multiple locations throughout the North Portland in Motion study area where there sidewalk gaps on major pedestrian streets. Some notable sidewalk gaps include:

- N Willis Blvd, a major thoroughfare with frequent-service transit connecting the Portsmouth and Kenton neighborhoods;
- N Ida Ave, an important pedestrian connection between N Willamette and N Lombard in the Cathedral Park / St Johns area;
- Gaps along the industrial periphery including N Columbia Blvd and N Crawford St.

In addition to these major corridors that were identified as priorities in PedPDX, there are also a number of gaps on the local street network and adjacent to parks and other community destinations.
In addition to identifying crossing gaps in the pedestrian network, PedPDX applies a prioritization framework based on three factors: pedestrian demand (or places where pedestrian activity is expected to be highest); equity (based on residential demographic data); and safety (areas where frequent pedestrian crashes occur). Tier 1 crossings and crossing gaps are the highest priority.
The bike network in North Portland is comprised of a mix of facility types including neighborhood greenways, striped bike lanes, recently upgraded buffered and protected bike lanes, and off-street trails.

North of N Lombard Street and east of N Chautauqua Ave, there is a loose network of neighborhood greenways, which are lower-traffic streets where bikes operated in a shared environment with other vehicles. These routes include N Central Ave, N Houghton/Kilpatrick/Terry St, N Wabash Ave, N Bryant St, and the lower traffic section of N Willamette Blvd south of N Rosa Parks Way.

There are a number of striped bike lanes that were built during the 1990’s on some of the study areas wider, busier streets such as N Portsmouth Ave, N Denver Ave, and N Willamette Blvd west of N Woolsey. More recently, there are some upgrade buffered/protected bike lanes that were built in the past decade on streets like N Fessenden Ave, N Rosa Parks Way, and N Willamette Blvd east of N Woolsey.

In addition to these on-street bike facilities, there are a number of notable off-street trails within the study area including the Peninsula Crossing Trail along the east edge of the railroad cut and the N Columbia Trail just south of N Columbia Blvd between N Portsmouth Ave and N Argyle Way.
The North Portland peninsula is served by a mix of standard and frequent-service bus lines, as well as the MAX Yellow Line along N Interstate Ave at the eastern edge of the study area. Trimet Lines 75 and 4 comprise the backbone of the intra peninsula network. Both lines enter the peninsula near the N Lombard Transit Center, the busiest area for daily boardings within the study area. From there, these two frequent service lines traverse the length of the peninsula, with Line 75 staying primarily on N Lombard and Line 4 taking a serpentine route to the north stringing together a series of major destinations including Kenton Main Street, New Columbia, and the N Fessenden commercial corridor.

### TRANSIT “HOT SPOTS”

<table>
<thead>
<tr>
<th>Line / Route</th>
<th>Northern Terminus</th>
<th>Leaves Study Area at...</th>
<th>Continues on to...</th>
<th>Weekday Ridership (Fall 2019)</th>
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<tbody>
<tr>
<td>75</td>
<td>Pier Park</td>
<td>Lombard TC</td>
<td>Cesar Chavez</td>
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<tr>
<td>04</td>
<td>St Johns</td>
<td>Lombard TC</td>
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<tr>
<td>72</td>
<td>6ZDQ, VODQG</td>
<td>.LOOLQWZRUWK MAX Station</td>
<td>82nd Ave</td>
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<tr>
<td>&lt;U/&gt;2:</td>
<td>Expo Center</td>
<td>Rose Quarter</td>
<td>Central City</td>
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<td>Central City</td>
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<td>University of Portland</td>
<td>Greeley/ ,QWHUVDW</td>
<td>Central City</td>
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### Existing Conditions

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<th>Location</th>
<th>Daily %RDUGLQJV</th>
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</tr>
<tr>
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</table>

NORTH PORTLAND IN MOTION - (478° & 21° 801657/86 | 39
Most streets in North Portland are paved with curbs on both sides. However, there are a number of streets within the North Portland in Motion study that are unpaved, unimproved, or lacking curbs. A number of these streets are impassable by vehicles due to topography, condition, and/or vegetation.

In particular, there are a number of streets in the Cathedral Park and St Johns neighborhoods that are unpaved or impassable. Some of these streets function as very low-traffic shared environments or informal areas for gardens or parking. However, some of these streets are in areas slated for high amounts of future growth and development or on streets intended to carry higher volumes of vehicles or be usable by people walking or cycling.
While relatively uncommon in the City of Portland as a whole, alleys are a unique element of the transportation system in North Portland. They are common in the University Park neighborhood, and in certain sections of Arbor Lodge, Portsmouth and St Johns. Alleys vary in condition with some fully paved and accessible and others completely overgrown with vegetation and impassable by vehicles.
The vast majority of streets in North Portland are 36ft or narrower curb to curb with the space configured as two general purpose travel lanes with on-street parking on either side. However, there are a number of major streets within the peninsula that are wider and offer better opportunities for different configurations, including bike facilities, median islands, transit priority treatments, or additional travel lanes.

**40ft wide streets include:**
- N Willamette Blvd (40ft) Ainsworth to Buchanan
- N Greeley Ave (46ft) Killingsworth to Lombard

**44-47ft wide streets include:**
- N Wall Ave (46ft) Lombard to Fessenden
- N Richmond Ave (46ft) Crawford to Lombard

**48-53ft wide streets include:**
- N Denver Ave (50ft) Lombard to Killingsworth
- N Portsmouth Ave (50ft) Willamette to Columbia
- N Lombard Ave (50ft) Westana to Interstate Ave

**54-77ft wide streets include:**
- N Columbia Way (56ft) Smith to Columbia
- N Macrum Ave (64ft) Fessenden to Columbia
- N Columbia Blvd (64ft) Fessenden to Columbia

**>78ft wide streets include:**
- N Interstate Ave (80-82ft) Fenwick to Central City
75$) & 92/80(6

This map shows the daily traffic on the average weekday on the significant streets within the North Portland in Motion plan area.
Vehicle Volumes

<table>
<thead>
<tr>
<th>Street Segment with more than 10,000 autos per day (sorted by traffic volume)</th>
<th>Weekday traffic volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>St Johns bridge</td>
<td></td>
</tr>
<tr>
<td>Columbia Blvd</td>
<td>3HQLQVXODU&amp;KDXWDXTXD</td>
</tr>
<tr>
<td>Lombard</td>
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<td>Greeley</td>
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<td>Greeley</td>
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<tr>
<td>Columbia Blvd</td>
<td>3RUVPRXKSYH</td>
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<td>Willamette Blvd</td>
<td>ROXPED3DUN</td>
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<tr>
<td>Columbia Blvd</td>
<td>0DFUXP8SDQG</td>
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<tr>
<td>Fessenden</td>
<td>&amp;ROXPED&amp;D7LRB</td>
</tr>
<tr>
<td>Rosa Parks</td>
<td>QWHUVDWHEUHWHH</td>
</tr>
<tr>
<td>Interstate</td>
<td>RLQ&amp;LOLQ&amp;ZRUWK</td>
</tr>
<tr>
<td>Willamette</td>
<td>8QLYHUVLVRI3RUWDQG</td>
</tr>
</tbody>
</table>
VISION ZERO CRASHES

VISION ZERO CRASHES

EXISTING BIKE NETWORK
- Neighborhood Greenway
- Off-Street Path
- Protected / Buffered Bike Lane
- Striped Bike Lane
- Buffered Bike Lane

STREET WIDTH
- less than 40ft
- 48ft - 53ft
- 54ft - 77ft
- 40ft - 43ft
- 44ft - 47ft
- 78ft or greater

PEDESTRIAN NETWORK

VISON ZERO CRASHES

VISION ZERO CRASHES

CROSSING GAPS & DEFICIENCIES

EXISTING SIDEWALKS
- Sidewalks on One Side
- Higher Tier Priority Sidewalk Gap
- No Sidewalks

Vision Zero High Crash Network

Lower Tier Priority Sidewalk Gap

Tier 5 Crossing Gap
- Tier 5 Deficient Crossing

Tier 4 Crossing Gap
- Tier 4 Deficient Crossing

Tier 3 Crossing Gap
- Tier 3 Deficient Crossing

Tier 2 Crossing Gap
- Tier 2 Deficient Crossing

Tier 1 Crossing Gap
- Tier 1 Deficient Crossing

Pedestrian District / Comprehensive Plan Identified Center

PLACES & DESTINATIONS

Town Center
- Neighborhood Center
- Parks

New Columbia

Schools & Universities

Identified Crossing Gap

Existing Signal

Sidewalk Gap (two sides)
- Enhanced Ped Crossing

Sidewalk Gap (one side)
- Marked Crosswalk

STREET SURFACE TYPE

Paved w/ Curb

Paved w/out curb

Unpaved

Impassable

1

2-3

4-5

>5

Person killed (2010-present)

9LVLRQ=HUR+LJK&UDVK1HWZR UN

NORTH PORTLAND IN MOTION
In 2016, the City of Portland made a commitment to Vision Zero, the achievement of zero deaths or serious injuries as a result of traveling around Portland. It rejects the complacent mindset that the current level of traffic deaths and serious injuries is an acceptable “cost of doing business” in modern society. As a part of all transportation planning efforts, PBOT looks at the most recent 5 years of crash data to try to understand where these crashes are occurring and what the city can do to prevent them.

As a part of the 2016 Vision Zero commitment, PBOT analyzed where crashes were happening and found that the majority of crashes happen on just a handful of streets. PBOT designated the 30 streets with the highest crash rates the High Crash Network with an eye to addressing those streets first. The North Portland in Motion study area contains 4 designated High Crash Corridors including N Interstate Ave, N Lombard St, N Columbia Blvd, and N Killingsworth St. Over the past decade there have been fatal crashes on streets not on the High Crash Network, including N Willamette Blvd, N Fessenden St, and N Greeley Ave.

While there are many more crashes in the project area than are mapped here, the City of Portland focuses first on preventing the subset of crashes that result in fatalities or life-altering injuries for people walking, biking, and driving on Portland’s streets. For people in cars, that means we focus on those crashes that result in fatalities and serious injuries. For pedestrians and people biking, we look at all crashes; without the protection of a car around them, for people walking and biking, the difference between being knocked down and a life-altering injury can be a matter of milliseconds, so we take all reported collisions involving people walking and biking into account. We also know that crashes involving bicyclists and pedestrians are significantly underreported.

WHAT IS A VISION ZERO-FOCUSED CRASH?

| KLOHKHUKHDUDHPQ\PRUHFDVHKVLQ | WKHLSRUMHFWDUDWKGQDQDUHPDSSHGHKUH | WKH&L\RI3RUWODQQGIRFXVHV4VUVRQ | SUHYHQWLQJWKHXEVHRIFUDVKHVVWDWKHDW | UHVVXOWLQIDWDOLWHLVRUOHIHDOHWULQJ | LQMXRUSHRSHOZDONLQJELNLOJDOQQGULYLOJQRQ | 3RUWODQGVVWUHWHV |
| KLOHKHUKHDUDHPQ\PRUHFDVHKVLQ | WKHLSRUMHFWDUDWKGQDQDUHPDSSHGHKUH | WKH&L\RI3RUWODQQGIRFXVHV4VUVRQ | SUHYHQWLQJWKHXEVHRIFUDVKHVVWDWKHDW | UHVVXOWLQIDWDOLWHLVRUOHIHDOHWULQJ | LQMXRUSHRSHOZDONLQJELNLOJDOQQGULYLOJQRQ | 3RUWODQGVVWUHWHV |
| KLOHKHUKHDUDHPQ\PRUHFDVHKVLQ | WKHLSRUMHFWDUDWKGQDQDUHPDSSHGHKUH | WKH&L\RI3RUWODQQGIRFXVHV4VUVRQ | SUHYHQWLQJWKHXEVHRIFUDVKHVVWDWKHDW | UHVVXOWLQIDWDOLWHLVRUOHIHDOHWULQJ | LQMXRUSHRSHOZDONLQJELNLOJDOQQGULYLOJQRQ | 3RUWODQGVVWUHWHV |
| KLOHKHUKHDUDHPQ\PRUHFDVHKVLQ | WKHLSRUMHFWDUDWKGQDQDUHPDSSHGHKUH | WKH&L\RI3RUWODQQGIRFXVHV4VUVRQ | SUHYHQWLQJWKHXEVHRIFUDVKHVVWDWKHDW | UHVVXOWLQIDWDOLWHLVRUOHIHDOHWULQJ | LQMXRUSHRSHOZDONLQJELNLOJDOQQGULYLOJQRQ | 3RUWODQGVVWUHWHV |
How people get to and from work is a major share of the total trips people take each day. But it is also important to remember that only 25%-30% of all trips are commute-related and that only one in three people in the North Portland in Motion study area are employed outside of the home before the COVID-19 pandemic.

With flexible schedules and work-from-home likely to become more common as we emerge from the pandemic, there is no better time to begin to emphasize and focus on the broader range and type of trips people take everyday.

One of the key goals of the PBOT is to reduce ‘vehicle miles traveled’ (VMT) as a way to reduce the overall greenhouse gas emissions (GHG’s) generated by our people driving. Those GHG’s emitted are the same per mile whether someone is driving to work or driving down to the local main street or to a neighborhood park.

By emphasizing everyday trips alongside commute trips, PBOT can help engage a broader group of people traveling and develop and prioritize projects that help people meet their daily needs without having to depend on a vehicle.

A NOTE ABOUT “EVERYDAY” TRIPS

Within the North Portland in Motion Study Area there are just over 60,000 residents. Roughly one in three (about 21,000) of these residents are employed outside of the home in a wage earning job.

Of the nearly 21,000 jobs outside the home held by residents of the North Portland peninsula, nearly 25% (just over 5,000) are employed in the Central City. Less than 1,000 people both live and work within the study area boundaries.

Nearly 1,300 study area residents are employed in the industrial areas peripheral to the study area, including the Columbia Corridor west of NE MLK Jr Blvd, Rivergate, and Swan Island industrial areas.

Roughly two thirds of study area residents are employed at a job within the City of Portland, and about half of residents work at a job with 3 miles of the study area boundary.

WHERE PEOPLE WORK

Within the North Portland in Motion Study Area there are just over 60,000 residents. Roughly one in three (about 21,000) of these residents are employed outside of the home in a wage earning job.

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Roughly two thirds of study area residents are employed at a job within the City of Portland, and about half of residents work at a job with 3 miles of the study area boundary.
Within the North Portland in Motion study area 4.1% of people walk as their means getting to and from work. The major exception in the study area is the University Park neighborhood where approximately 18% of people walk to work. This is assumed to be largely attributable to the presence of University of Portland, one of the major employers within the study area.
Roughly 7% of the population in North Portland bikes to work, which tracks roughly with the citywide average. The share of people commuting via bicycle decreases consistently further north as one moves deeper into the peninsula.

The areas with the highest share of people biking are located along the N Interstate Ave corridor in Arbor Lodge and Overlook which ranges from 11% to 16%. Conversely in St Johns and Cathedral Park the share of people biking to work is just above 3%.
Transit ridership in North Portland tracks with a citywide average of roughly 12%. Within the study area, transit ridership is higher in the N Interstate Ave corridor which is in proximity to the MAX and other frequent-service bus lines. In the upper peninsula neighborhoods, Portsmouth has a relatively high share of people using transit - in particular, the stops served by Line 4 around New Columbia have high daily ridership.
Overall, there is a slightly higher share of people driving to work in North Portland, compared to the city as a whole. This is especially true in the furthest north sections of St Johns where other transportation options are limited.
The Transportation System Plan (TSP), a component of the City’s Comprehensive Plan, guides the City’s transportation policy and investment strategy for the next 20 years. The TSP guides policy and investment through street classifications, area plans, master street plans, and modal plans.

As Portland and the region grow, there is a continuing challenge to maintain the natural environment, economic prosperity, and overall quality of life. If in 2035, the percentage of people who drive alone to work remains the same as it is now (nearly 60 percent), traffic, carbon emissions, and household spending on vehicles and fuel will all worsen significantly.

To accommodate this growth, our transportation system must provide Portlanders safer and more convenient ways to walk, bike, and take transit for more trips. The 2035 Transportation System Plan guides investments to maintain and improve the livability of Portland by:

- Supporting the City’s commitment to Vision Zero by saving lives and reducing injuries to all people using our transportation system
- Helping transit and freight vehicles move more reliably
- Reducing carbon emissions and promoting healthy lifestyles
- Keeping more money in the local economy by enabling people to spend less on vehicles and fuel; and
- Creating great places.

The following classification maps define how the streets should operate for each travel mode, not necessarily how they operate today. The classifications guide investment to achieve these goals.
Pedestrian classification reflects the level of demand for pedestrian movement on that street. Higher classifications reflect a prioritization of pedestrian connections to key transit and land use destinations.

Pedestrian Districts are intended to give priority to pedestrian access in areas where there is high levels of pedestrian activity, such as the Interstate Ave corridor and St Johns, Kenton, and Mid-Lombard main street areas.
Bicycle Classifications designate streets that are intended to support direct, convenient access to 2040 land use types, and both significant and neighborhood destinations. Major City bikeways form the backbone of the city’s bicycle network, while City and local service bikeways provide coverage to connect from high volume thoroughfares to local destinations.
75$16,765/$66,726

Transit classifications describe streets that support the movement of transit vehicles for regional, inter-district and local trips. Regional transitways facilitate fast and reliable service over long distances, operating in right-of-way exclusively reserved for transit use where feasible. Major transit priority streets serve higher frequency transit vehicles that connect Central City, Regional and Town Centers, and other major designations. Local service transit streets are focused on serving smaller transit vehicles, including paratransit, and community or connect shuttles.
Emergency Response Classifications

- Major Emergency Response
- Secondary Emergency Response
Streets with freight classifications designate a system of truck streets, railroad lines, and intermodal freight facilities that support local, national, and international distribution of goods. Freight districts are intended to provide safe and convenient truck mobility and access in industrial and employment areas serving high levels of truck traffic, and to accommodate intermodal goods movement.
Traffic classification streets create a hierarchy of automobile activity on a roadway, reflecting volumes, speeds, and the type of anticipated trips. Within the City of Portland, classifications range from regional trafficway to serve longer distance, regional trips that either start, end or bypass the City of Portland, and local service streets to provide access to neighborhoods. In between are collector and traffic access streets that serve elevated numbers of vehicles to connect major destinations.