Existing Transportation Conditions and Community Context Atlas

Green Loop Concept Plan

DRAFT | May 2025

PBOT
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Summary and key takeaways

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Executive summary

The purpose of this work is to collect and summarize information about existing conditions for transportation and community context along the Green Loop Preliminary Alignment. These materials are intended to Complete Task 4: Green Loop Alignment and Community Context for the Green Loop Concept Plan.

This slideshow contains data regarding existing conditions for transportation, land use, and urban services within the project area. It includes an overview of the study area; planning and policy context including transportation classifications; an overview of pedestrian and bicycle facilities; the existing transit network and related activity; safety issues; area capital projects that inform or interact with the Green Loop; existing streets and interactions with utilities and ODOT facilities; and parking, loading, and access data and needs.

In addition to the existing transportation conditions, this slideshow contains information about the community context. It includes an overview of area demographics; mode shares; consideration of equity and vulnerability; land use and development capacity; locations of affordable housing; neighborhood completeness and parks access; and resilience considerations.

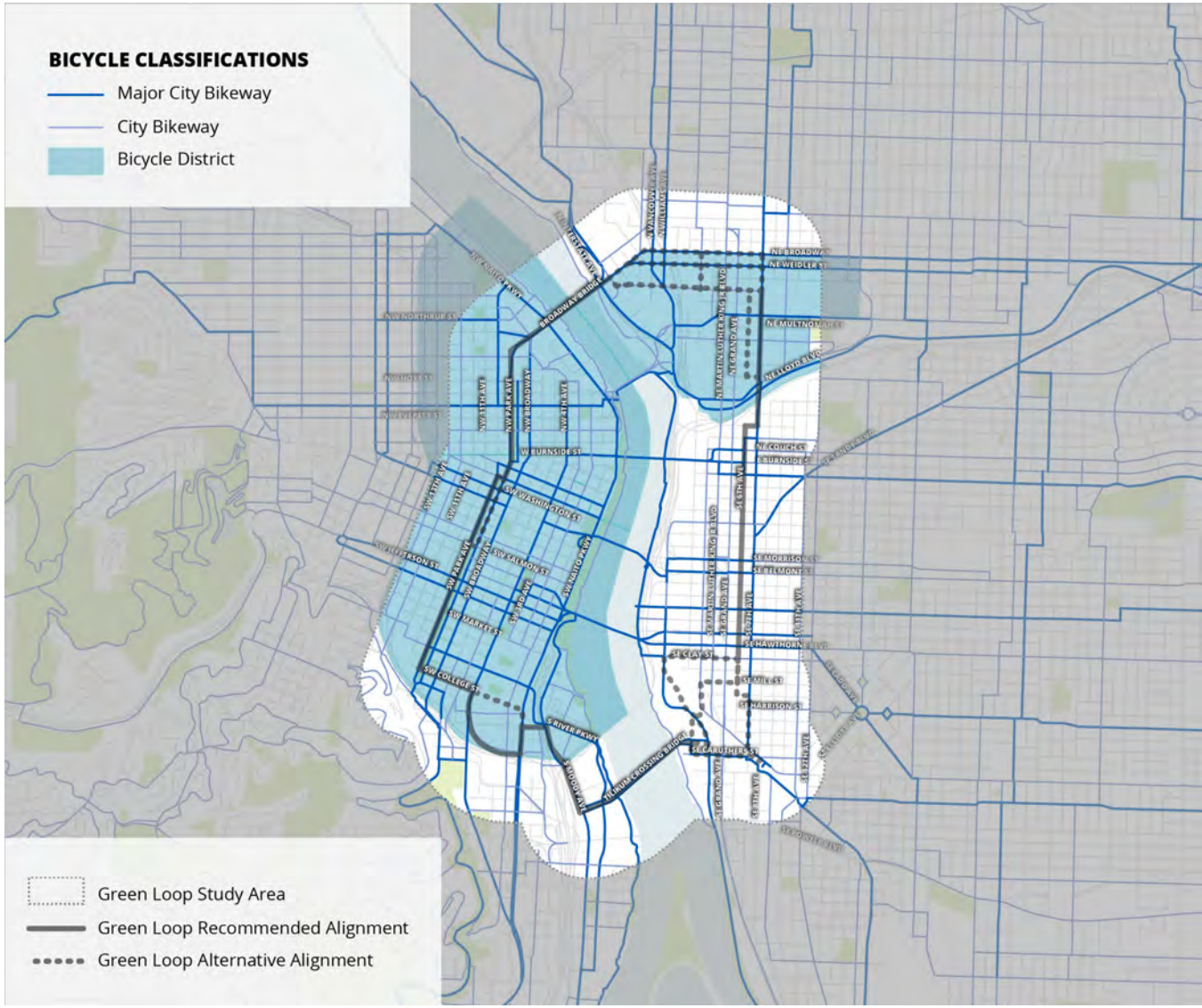
These existing conditions will help to inform the development of a final proposed alignment for the Green Loop, with consideration of implementability and potential interim connections. They will also help the project team consider engagement locations and methods with respect to underserved community members, as well as provide data to inform design solutions along the final alignment.

Key takeaways from this work are available on the following slides, followed by a deeper dive into the above conditions and characteristics.

Key takeaways

Policy/street classification potential issues/actions:

- **SE/NE 6th Ave:** Currently Local Service Walkway, Local Service Bikeway
- **Bicycle District:** Explore the extension to the Central Eastside/OMSI Area
- **Freight District:** SE/NE 6th Avenue routed through Freight District, designating street for freight access/movement; known conflict with active transportation uses
- **High Multimodal Priority/potential conflicts:** NE Broadway/Weidler high policy classification for all modes



Bicycle Street Classifications in the Green Loop Study Area. The blue areas represent Bicycle Districts, where bicycle movement is prioritized. The Transportation System Plan (TSP) directs staff to ensure comfortable cycling conditions in these areas.

Key takeaways

Safety issues:

- **Interactions with Vision Zero High Crash Network:**
  - Several interactions with High Crash Streets, potentially routed along NE Broadway and intersecting 6 others
  - Three High Crash Intersections are located along alternative alignment options

- **Crossing gaps:**
  - Crossing deficiencies along the alignment include South Park Blocks, North Park Blocks, around Broadway/Weidler, and along NE/SE 7th Ave
  - Specific issues were identified in Central City in Motion: W Burnside at Park; and crossing of arterials along NE/SE 6th Ave (Morrison, Belmont, and Hawthorne)

- **Speed limits:**
  - Green Loop Alignment overall is routed along streets with 20 MPH speed limits
  - Exceptions (higher speed limits) include Broadway/Weidler Couplet, NW Broadway, NW Lovejoy, and SE Clay
  - Intersections with several higher-speed streets (SE Madison, Morrison, Belmont; NE Lloyd, Grand/MLK, Glisan; SW Naito Pkwy)

(2018-2022)	#	% of Total
Total Vision Zero Crashes	500	
Total Fatalities	17	3.4%
Pedestrian Fatalities	5	1.0%
Serious Pedestrian Injury	38	7.6%
Serious Cyclist Injury	12	2.4%
Minor Pedestrian Injury	199	39.8%
Minor Cyclist Injury	166	33.2%
Speed Involved	23	4.6%
Alcohol Involved	31	6.2%
Drugs Involved	11	2.2%

The City of Portland has committed to Vision Zero, eliminating all traffic deaths and serious injuries on our streets. Several crashes have occurred in recent years in the study area, with a large plurality impacting pedestrians and people bicycling.

Key takeaways

Parking and loading:

- **Parking occupancy:** Parking occupancy rates are high along alignment in Central Eastside, Downtown, and Lloyd Event District
- **Removal:** Removal will be most challenging along west side of street through most of alignment, due to loading and driveway conflicts; Downtown District may be able to absorb demand into surrounding areas
- **Revenue:** Revenue impacts should be explored more fully to understand recommendation impacts
- **Loading issues:** Clear loading issues identified for much of the alignment in Mayer Reed work; loading zones are identified in the parking data to inform parking, loading, and design decisions.

Average of Study Occupancy	Hour												
Row Labels	8	9	10	11	12	13	14	15	16	17	18	19	20
Central Eastside District													
2022													
On Green Loop Path	71%	57%	53%	59%	58%	56%	55%	54%	67%	54%	51%		
E	65%	30%	27%	40%	53%	53%	50%	37%	45%	37%	37%		
W	74%	76%	74%	74%	62%	58%	58%	67%	83%	67%	62%		
Near Green Loop	47%	48%	49%	53%	59%	57%	55%	55%	57%	59%	62%		
E	60%	51%	51%	61%	69%	63%	58%	61%	48%	53%	58%		
N	41%	44%	49%	49%	58%	56%	53%	52%	53%	58%	60%		
S	47%	51%	46%	49%	55%	54%	53%	54%	65%	60%	63%		
W	50%	50%	51%	61%	62%	58%	63%	57%	60%	65%	68%		
2024													
On Green Loop Path				87%	87%	83%	86%	73%	87%	78%	83%	81%	76%
E				86%	93%	81%	86%	70%	89%	81%	79%	76%	76%
W				89%	82%	85%	87%	76%	84%	75%	87%	88%	75%
Near Green Loop				76%	79%	78%	77%	74%	68%	66%	66%	59%	55%
E				78%	83%	81%	79%	76%	66%	70%	63%	55%	55%
N				77%	80%	81%	75%	72%	68%	66%	67%	63%	57%
S				74%	78%	74%	77%	72%	67%	64%	69%	61%	58%
W				76%	75%	78%	76%	77%	71%	66%	65%	55%	49%

Parking and loading issues vary along the Green Loop Preliminary Alignment, with occupancy rates quite high and expected to increase in all Parking Districts in the study area. Parking removal considerations should consider necessary tradeoffs, including the ability of surrounding areas to absorb parking demands in the Central City, and the potential impacts to revenue of large-scale parking removal.

Key takeaways

Ped, bike, and transit connections:

- **Interactions with existing and planned bicycle and Pedestrian Priority Network:**
  - Overlap with high-capacity and high ridership transit lines
  - Neighborhood Greenway connections critical for all-ages-and-abilities access to Green Loop
  - All clear connections should be treated like gateways to Green Loop where feasible
  - Additional Major Pedestrian Connections mapped through higher intensity uses and to connect plazas/greenspaces/parks to Green Loop

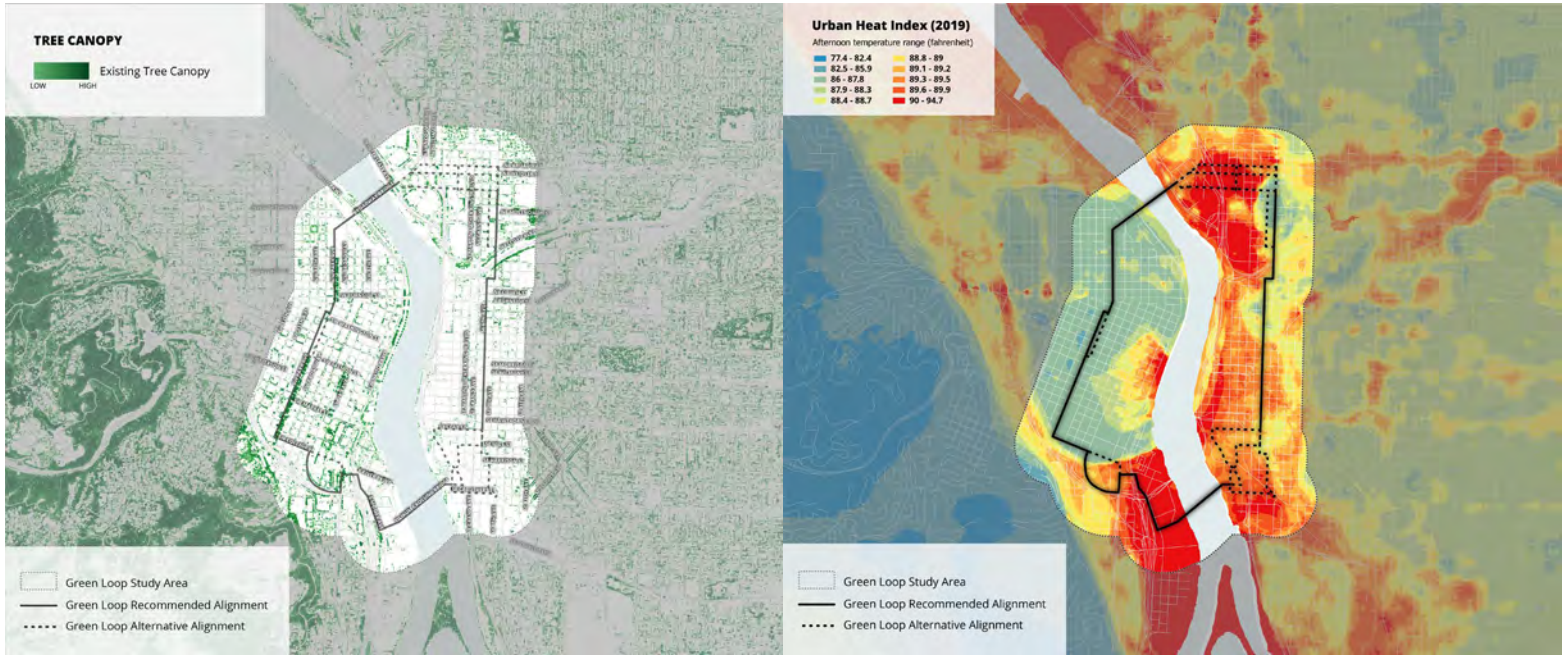
This map overviews key major bike and pedestrian connections to the Green Loop Preliminary Alignment, as well as Major Public Trails connections. Major Pedestrian Connections consider additional routes to/from existing plazas and greenspaces. While not included, major transit activity overlaps with these major connections. All major ped/bike connections should be treated as gateways to the Green Loop where feasible, and these connections can inform wayfinding approaches along and to/from the Green Loop.

Key takeaways

Tree canopy and urban heat:

- **Tree canopy:** Significant coverage gaps in the Central City, especially Central Eastside, OMSI area, and Broadway/Weidler inner couplet area

- **Urban Heat Index:** Highest in South Waterfront, OMSI area, Central Eastside, Albina, and Lloyd District



These maps consider resilience in the Green Loop Study Area. The left overviews the existing tree canopy, which is correlated with urban heat and carbon sequestration (as well as several public health outcomes). The right represents the Urban Heat Index. There are major gaps in the tree canopy along much of the preliminary alignment, and there are areas with significantly high UHIs along the south waterfront and essentially all of the east side of the alignment.

Key takeaways

Demographics:

- Higher concentration of people living in poverty and people living with a disability than Portland overall
- Several tracts with higher than the citywide average of Limited English Proficiency households
- 39% of area households are zero-car, versus 13.7% in Portland

Mode share:

- Much higher proportion of residents walk to work versus Portland as a whole (17.8% versus 4.8%)
- Overall lower bike mode share than Portland (2.7% versus 3.7%), but with very high concentrations in SE and NE portion of study area
- Transit commute rate is very high compared to city (15.2% versus 7.3%)

Equity:

- Study area is made up of census tracts with relatively high concentrations of underserved communities/high PBOT Equity Matrix scores
- Overall percentage of BIPOC communities is lower than Portland overall (slightly), and MHIs are much lower overall than the city overall
- Populations vulnerable to changing economic conditions live in much of the study area

Population Characteristic	Within the Study Area	Within the City of Portland
Number of residents	32,717	638,631
Percent people of color	31.5%	32.8%
Percent residents living in poverty	25.4%	12.7%
Percent residents living with a disability	21.0%	13.1%
Number of households	21,618	285,436
Number of jobs	123,647	446,481