

# ORDINANCE No. 185560

\*Authorize the designation of 20 Miles per Hour Neighborhood Greenway Streets (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. Portland continues to lead the nation in developing a safe, comfortable, and intuitive network for walking, biking and rolling that is designed to be used by Portlanders of all ages and abilities.
2. Portland's Neighborhood Greenway program is establishing a network of world-class residential streets that connect schools and parks while providing access to business and transit.
3. The low-stress network of Neighborhood Greenways provides safe routes for walking or riding a bicycle that avoid busy streets. These Neighborhood Greenways decrease conflicts on busy streets, reduce crashes, increase neighborhood livability, and provide significant health benefits by encouraging active transportation and reducing exposure to harmful air toxins.
4. The Neighborhood Greenway network works in concert with the Safe Routes to School program, providing important connections that allow students and families to get to school on foot or bike.
5. Studies show that children who walk and bicycle to school are more physically active, have lower incidents of obesity-related health issues and are more likely to meet physical activity guidelines than students who are driven or bused to school. Evidence also suggests a positive relationship between physical activity and grade point average, rate of learning, classroom behavior, as well as cognitive, social, and motor skill development.
6. The Portland Safe Routes to School program has demonstrated marked success, having recruited over 80 partner schools throughout the city and increasing walking and biking rates at those schools from 31% in 2006 to 39% in 2011.
7. Traffic issues continue to pose a significant threat to public safety, health, and livability in Portland neighborhoods and around schools.
8. Throughout the City, Portland parents and neighbors consistently identify traffic safety as a top concern.
9. In 2011, Oregon Revised Statute 810.180 was amended to allow the City of Portland to establish by ordinance a speed for certain residential streets that is five miles per hour lower than the speed designated by state statute.

10. A pedestrian stuck at 20 MPH has a 95% chance of survival. If they are stuck at 30 MPH, the only have a 60% chance of survival. A small difference in speed has significant benefit for safety.
11. On residential streets, creating 20 mile per hour travel speeds is an international best practice for improving safety and livability. The City of London has had 20 MPH residential zones for more than 20 years, which has led to a 40% reduction in traffic injuries and death attributable to the slower speed designation and networks of traffic calmed streets.
12. The Portland Neighborhood Greenway network will benefit from changes to Oregon law by being designed for an operating speed of 20 MPH and designated as 20 MPH zones.

NOW, THEREFORE, the Council Directs:

- a. Based on a review of traffic data, the Portland Bureau of Transportation has identified a network of Neighborhood Greenways that are authorized by state law to be designated as 20 MPH streets.
- b. These residential roadways are authorized by ORS 810.180 to be designated 20 MPH streets because they have fewer than 2,000 motor vehicles per day, have 85<sup>th</sup> percentile speeds lower than 30 MPH, have pavement markings to indicate the presence of pedestrians and bicyclists, and upon approval by City Council, will have regulatory 20 MPH signs installed.
- c. The Portland Bureau of Transportation has provided a map of streets for Council to consider and adopt as 20 MPH Neighborhood Greenway streets and that map is a part of this record.
- d. The Portland Bureau of Transportation is hereby authorized to establish 20 MPH speed designations on Neighborhood Greenways as authorized in ORS 810.180 and identified in the attached map.

Section 2. The Council declares that an emergency exists because signs are ready to install immediately and delay would have a negative safety impact; therefore, this ordinance shall be in full force and effect from and after its passage by Council.

Passed by the Council: **AUG 22 2012**

Mayor Sam Adams  
Prepared by: Greg Raisman:cm  
August 10, 2012

**LaVonne Griffin-Valade**  
Auditor of the City of Portland  
By *Gayla Jennings*  
Deputy

Agenda No. **185560**  
**ORDINANCE NO.**  
 Title

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INTRODUCED BY Commissioner/Auditor: <b>MAYOR SAM ADAMS</b>	CLERK USE: DATE FILED <u>AUG 17 2012</u>
COMMISSIONER APPROVAL Mayor—Finance and Administration - Adams <i>Sam Adams</i> Position 1/Utilities - Fritz Position 2/Works - Fish Position 3/Affairs - Saltzman Position 4/Safety - Leonard	LaVonne Griffin-Valade Auditor of the City of Portland By: <i>[Signature]</i> Deputy
BUREAU APPROVAL Bureau: Bureau of Transportation Group Manager: Rob Burchfield Systems Management <i>Rob Burchfield</i> Prepared by: Greg Raisman:cm Date Prepared: 8/10/12	ACTION TAKEN:
Financial Impact & Public Involvement Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/> Not Required <input type="checkbox"/>	
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Council Meeting Date <b>August 17, 2012</b>	
City Attorney Approval	

<b>AGENDA</b> <b>TIME CERTAIN</b> <input type="checkbox"/> Start time: _____ Total amount of time needed: _____ (for presentation, testimony and discussion) <b>CONSENT</b> <input checked="" type="checkbox"/> <i>Pulled</i> <b>REGULAR</b> <input type="checkbox"/> Total amount of time needed: _____ (for presentation, testimony and discussion)
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FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz	✓	
2. Fish	2. Fish	✓	
3. Saltzman	3. Saltzman	✓	
4. Leonard	4. Leonard	✓	
Adams	Adams	✓	