

Assessing Portland's Neighborhood Greenways

WE KEEP PORTLAND *MOVING*.

Portland City Council
August 26, 2015

What are neighborhood greenways?

Streets with few automobiles traveling slowly that prioritize bicycling and enhance conditions for walking.



Why are neighborhood greenways important?



Foundational part of Portland's transportation system.

Safe, comfortable places for people to walk and bike.

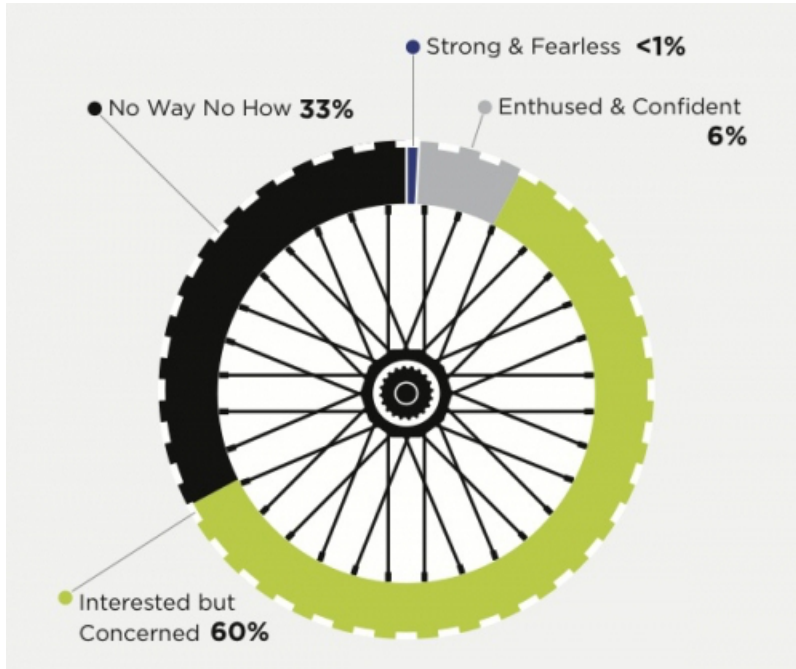
Connections between parks, schools, business districts, and where people live.

Neighborhood Greenways create a sense of place.



- Intersection Repair
- GreenStreets (stormwater) projects
- Sunday Parkways
- Safe Routes to School routes and bike camps

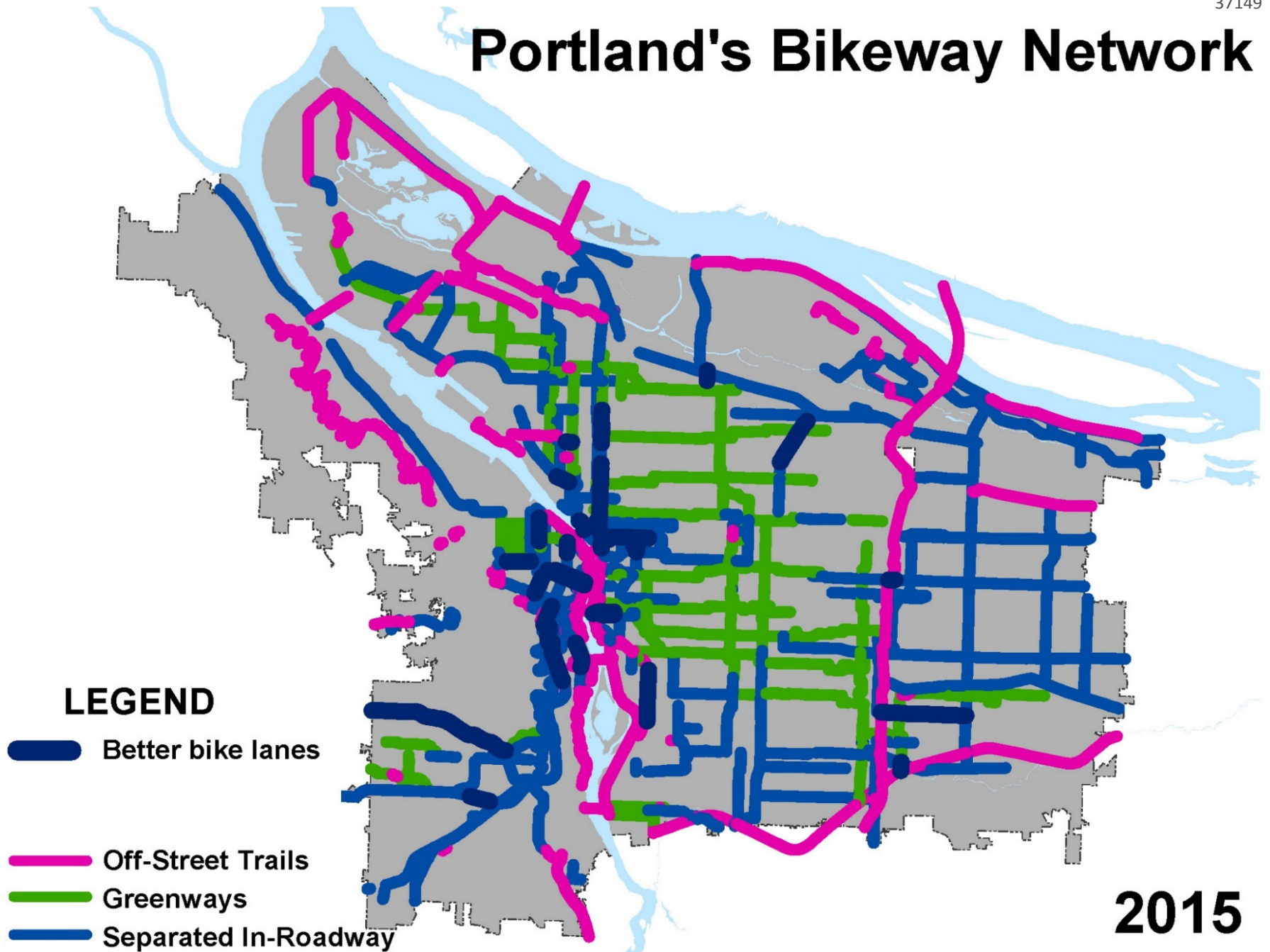
Neighborhood Greenways are for the “Interested but Concerned”



Policy Support

- **The Portland Plan**
- **Portland Comprehensive Plan (Draft)**
- **Portland Bicycle Plan for 2030**
- **Title 16 of the City Code**
- **Climate Action Plan for 2009**
- **Regional Transportation Plan**
- **Regional Climate Smart Strategy**
- **Regional Active Transportation Plan**

Portland's Bikeway Network



LEGEND

 Better bike lanes

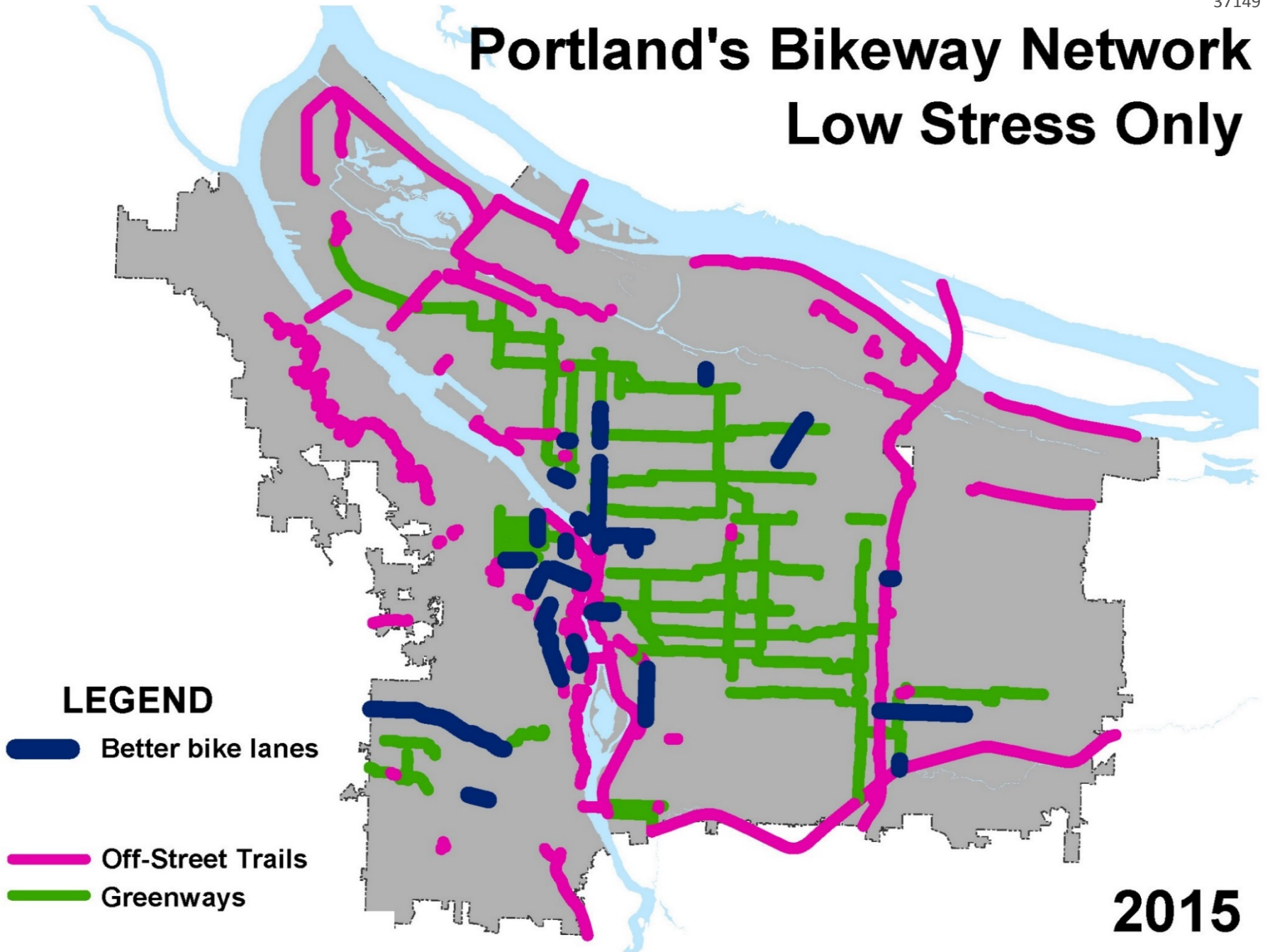
 Off-Street Trails

 Greenways

 Separated In-Roadway

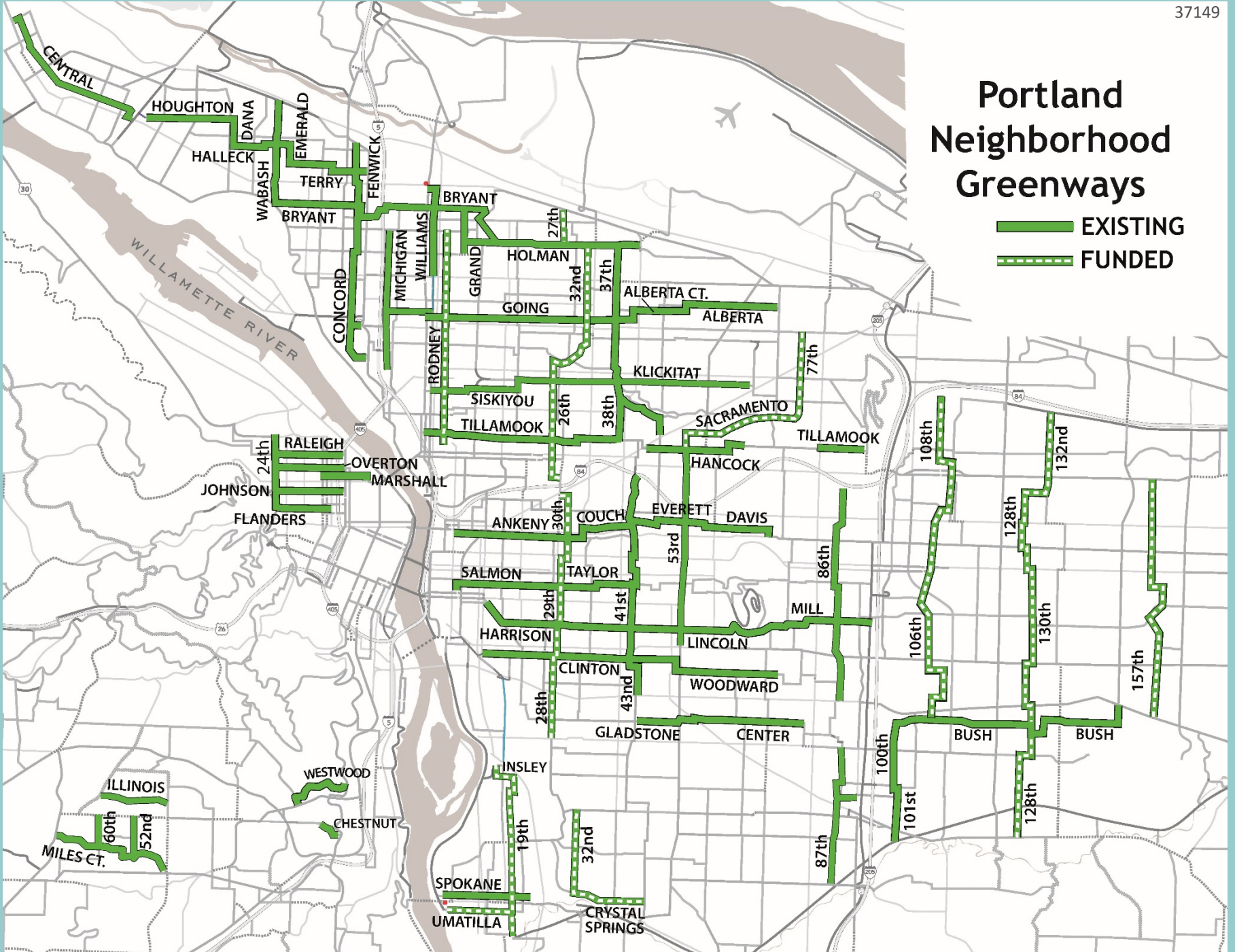
2015

Portland's Bikeway Network Low Stress Only



Portland Neighborhood Greenways

-  EXISTING
-  FUNDED



What is the intent of this report?

Identify where neighborhood greenways are working well and where they are not

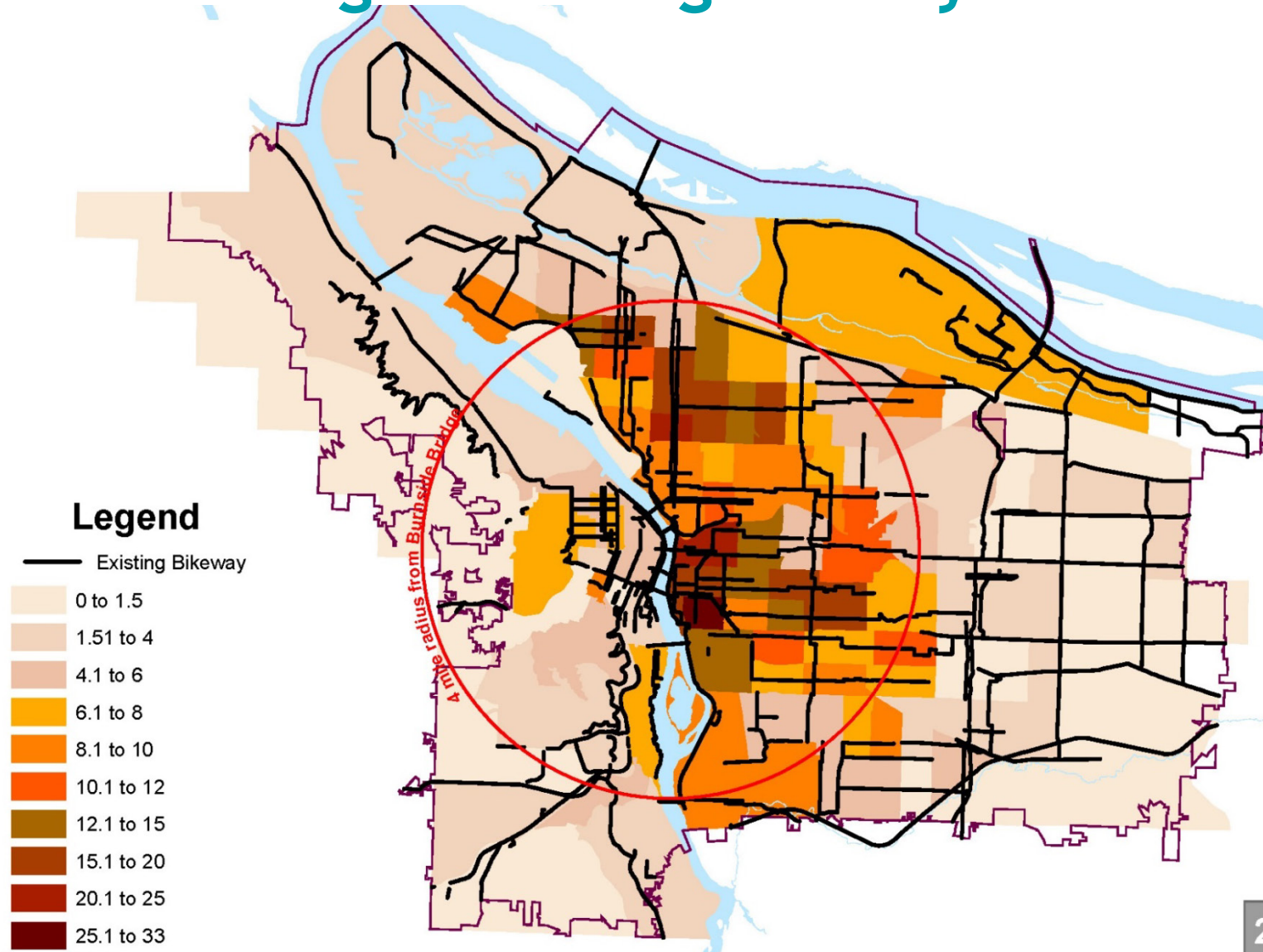
Create an understanding of the role neighborhood greenways play in Portland's transportation system

Offer policy recommendations and performance guidelines.

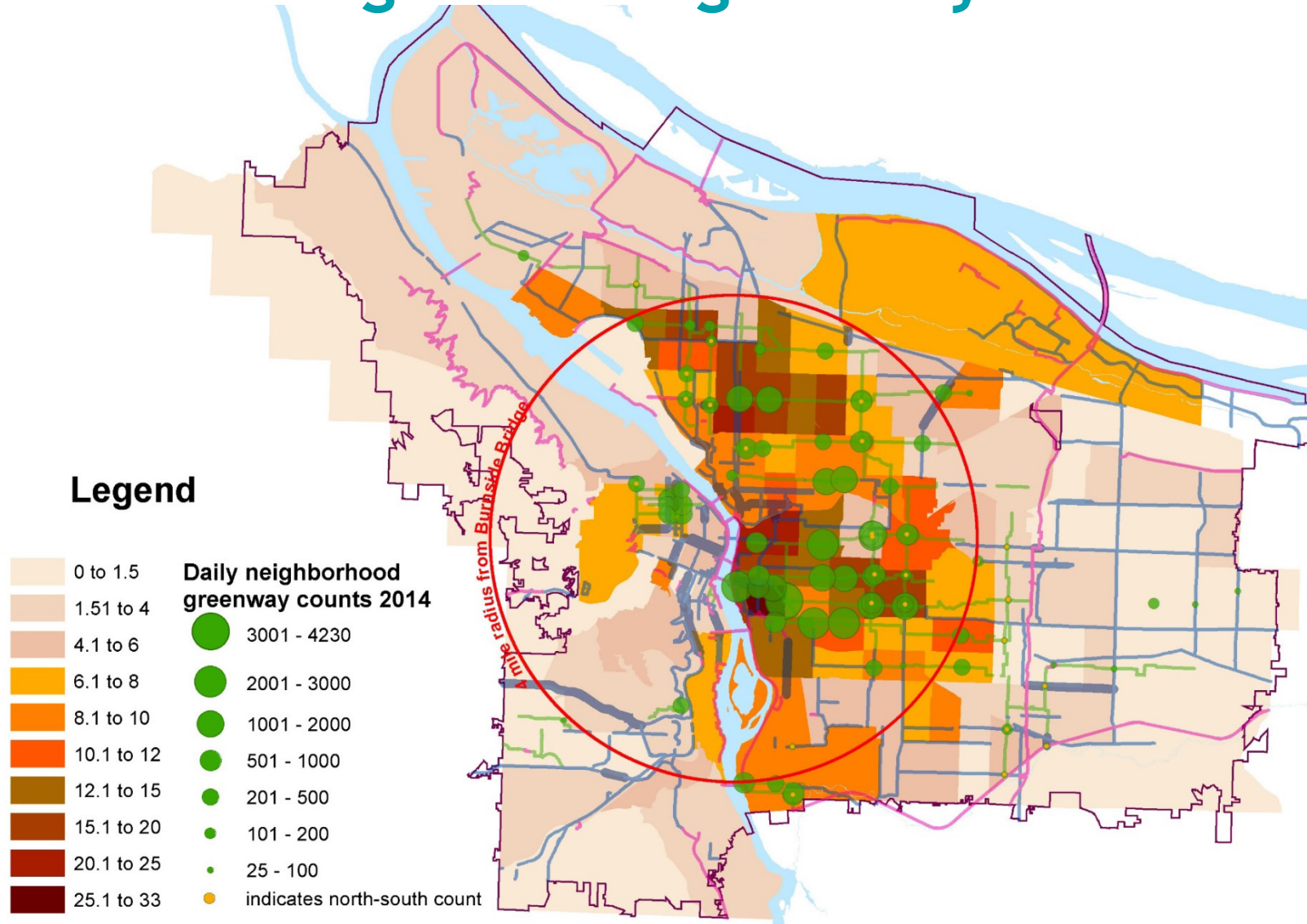
Evaluating neighborhood greenway performance

Bicycle Use & Ridership

Daily bicycle traffic on select neighborhood greenways



Daily bicycle traffic on select neighborhood greenways



Automobile Speeds

Automobile speeds on neighborhood greenways

Legend

Neighborhood Greenways

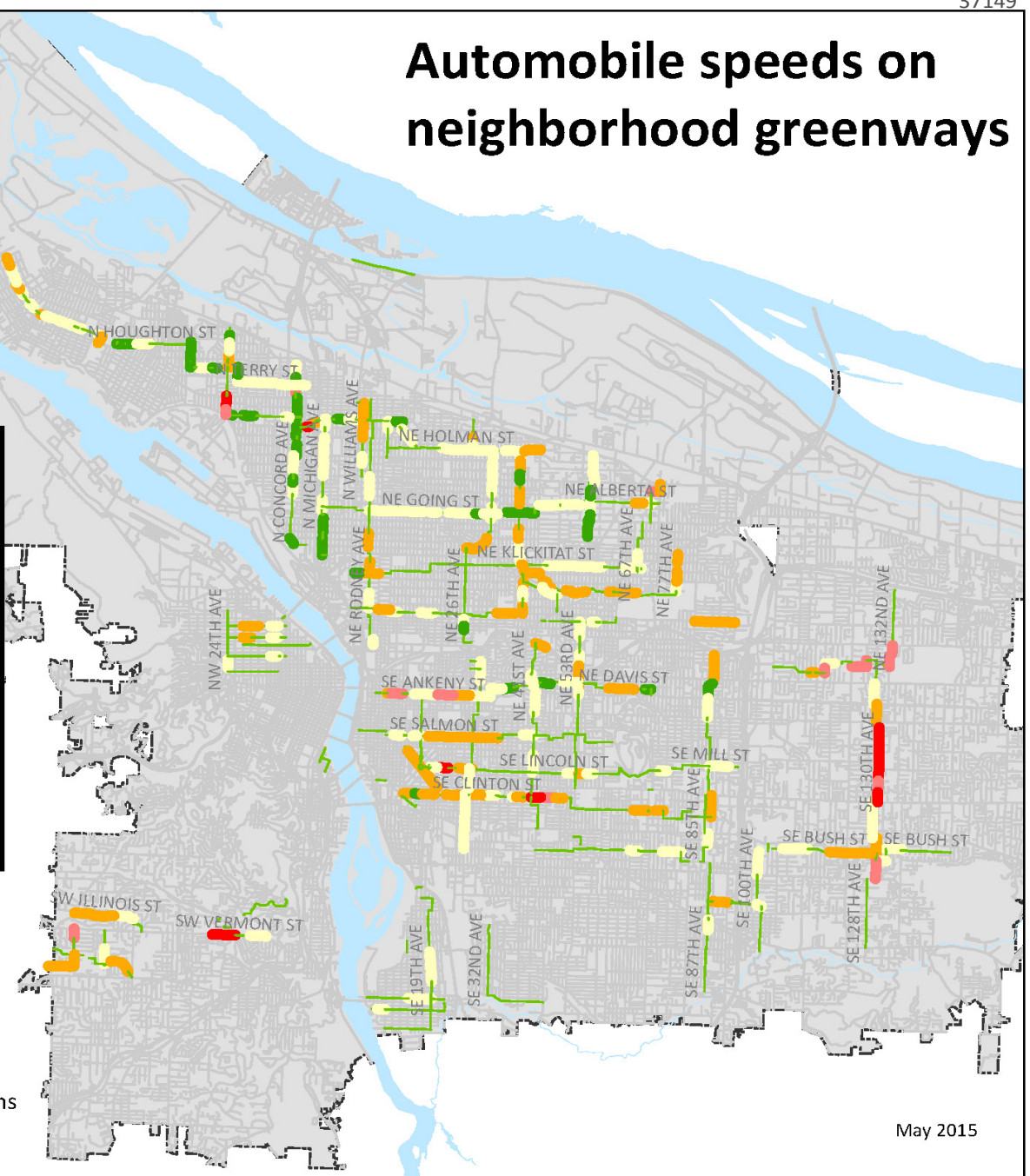
Auto speeds

- 20 mph or slower (or no data)
- 21 - 22 mph
- 23 - 25 mph
- 26 - 28 mph
- 29 - 30 mph
- Faster than 30 mph

Thin green lines reflect either a lack of data for the segment or 85th percentile automobile speeds of 20 mph or less.

Segments with not data generally indicate no identified concern for higher automotive speeds.

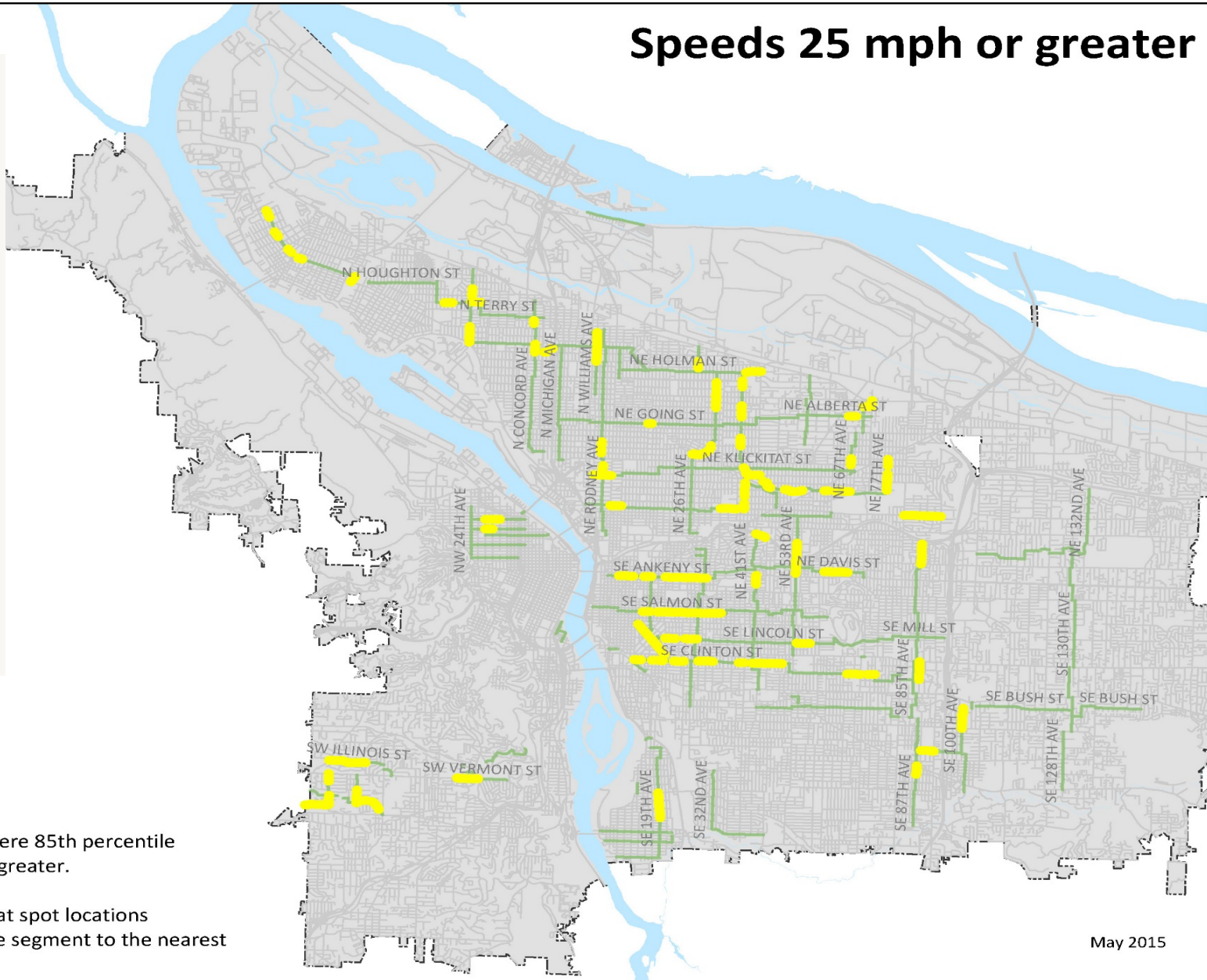
In most cases automobile speed data at spot locations were extended along the segment to the nearest minor collector street.



Automobile Speeds on Neighborhood Greenways

Speeds 25 mph or greater

N Central
 N Williams
 40s
 80s
 Alameda
 NE Davis
 Tillamook
 SE 100th
 SE Ankeny
 SE Clinton
 Lincoln
 Ladd
 Salmon
 SW Canby
 SW Illinois



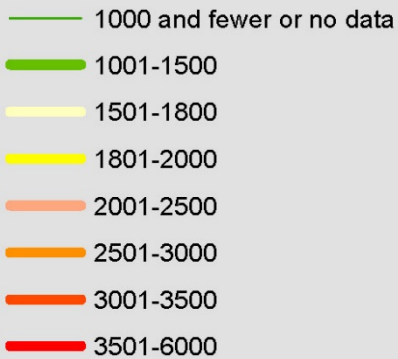
Automobile Volumes

Automobile volumes on neighborhood greenways

Legend

Neighborhood Greenways

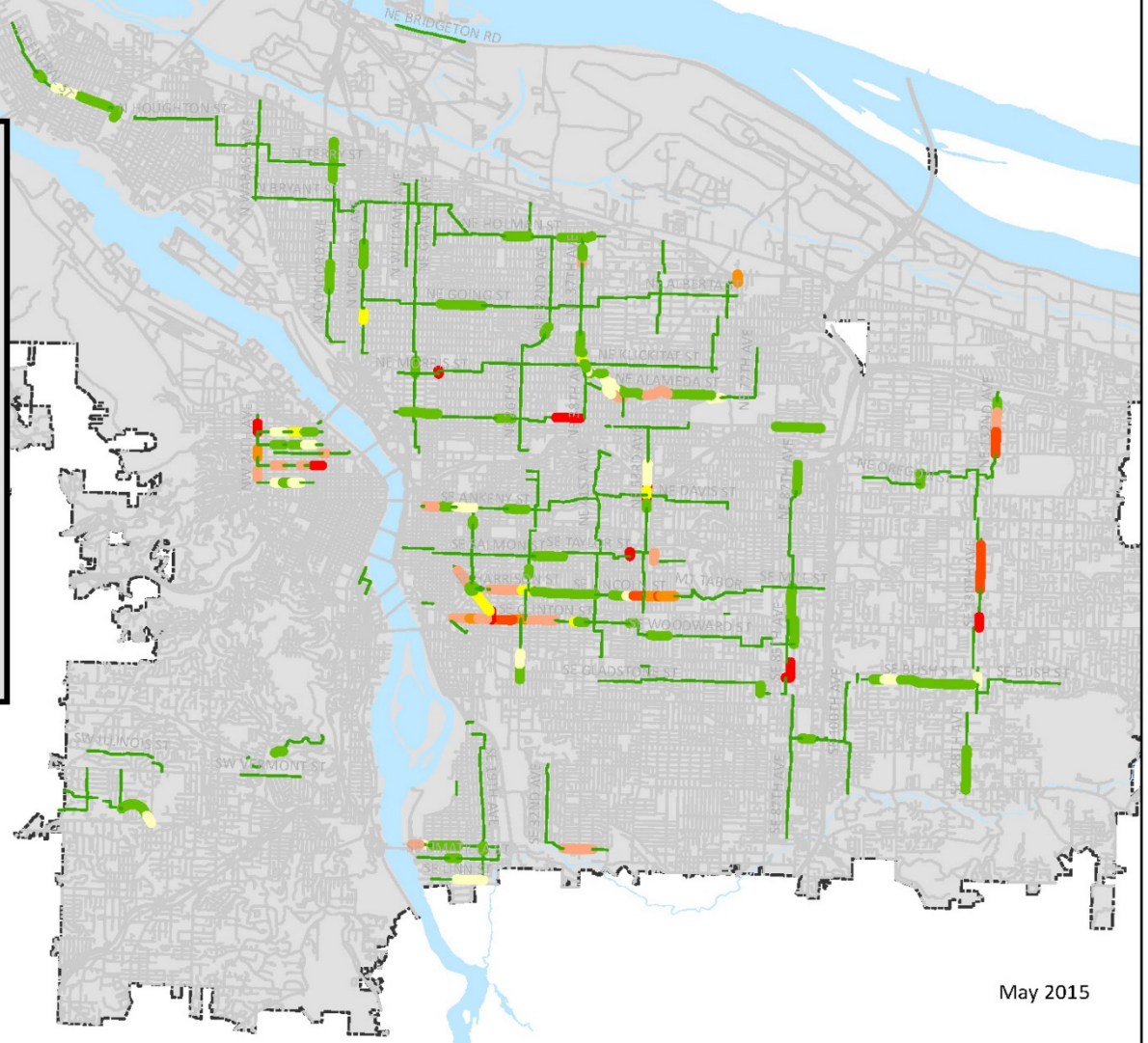
Auto volumes



Thin green lines reflect either a lack of data for the segment or automobile volumes less than 1000 per day.

Segments with no data generally indicate no identified concern for higher automotive volumes.

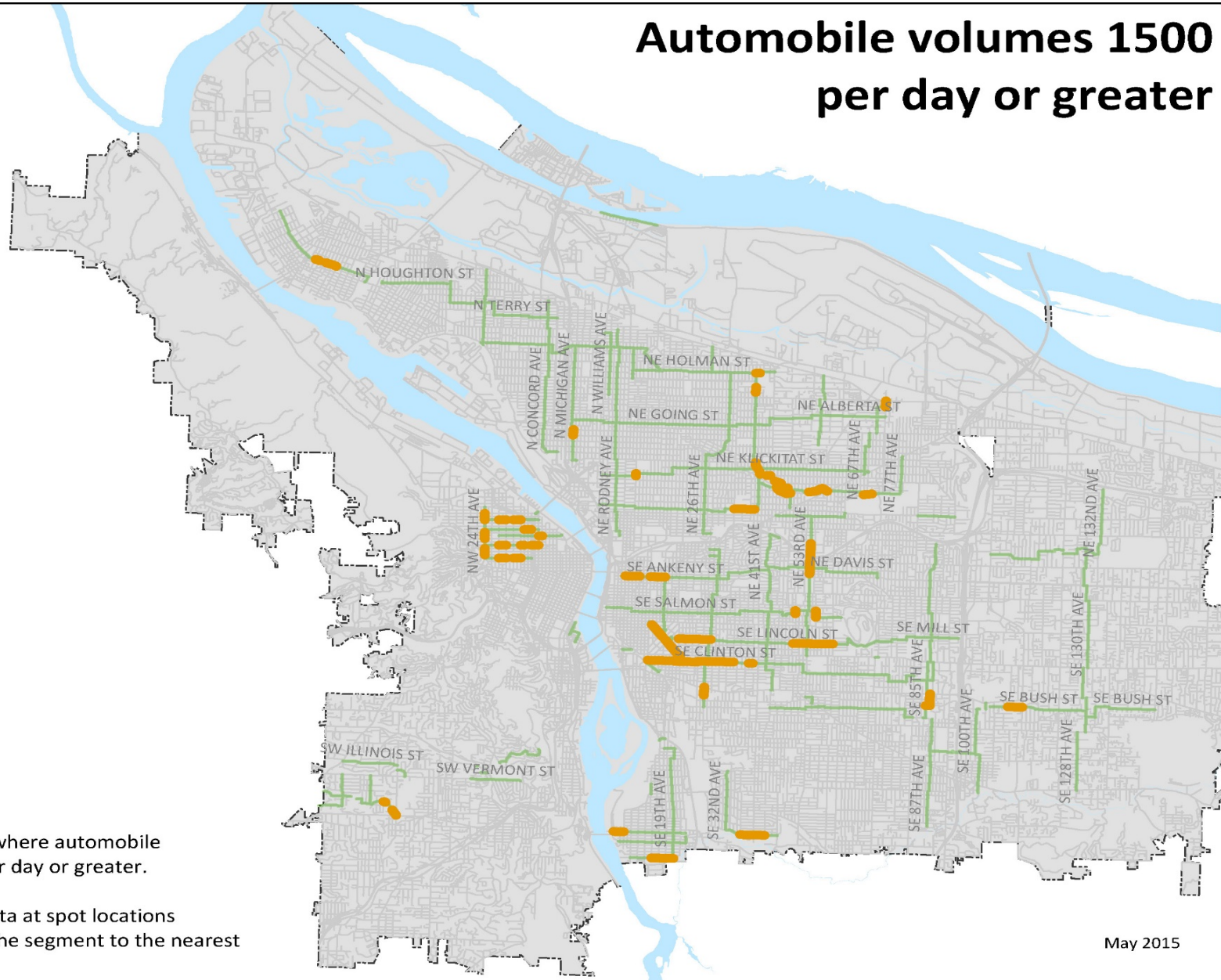
In most cases automobile counts at spot locations were extended along the segment to the nearest minor collector street.



Automobile Volumes on Neighborhood Greenways

N Central
 N Williams
 40s
 80s
 Alameda
 NE Davis
 Tillamook
 SE 100th
 SE Ankeny
 SE Clinton
 Lincoln
 Ladd
 Salmon
 SW Canby
 SW Illinois
 NW 24th
 NW Johnson
 NW Marshall
 NW Overton
 NW Flanders
 NW Raleigh
 SE Bush
 SE Spokane
 SW Maplewood

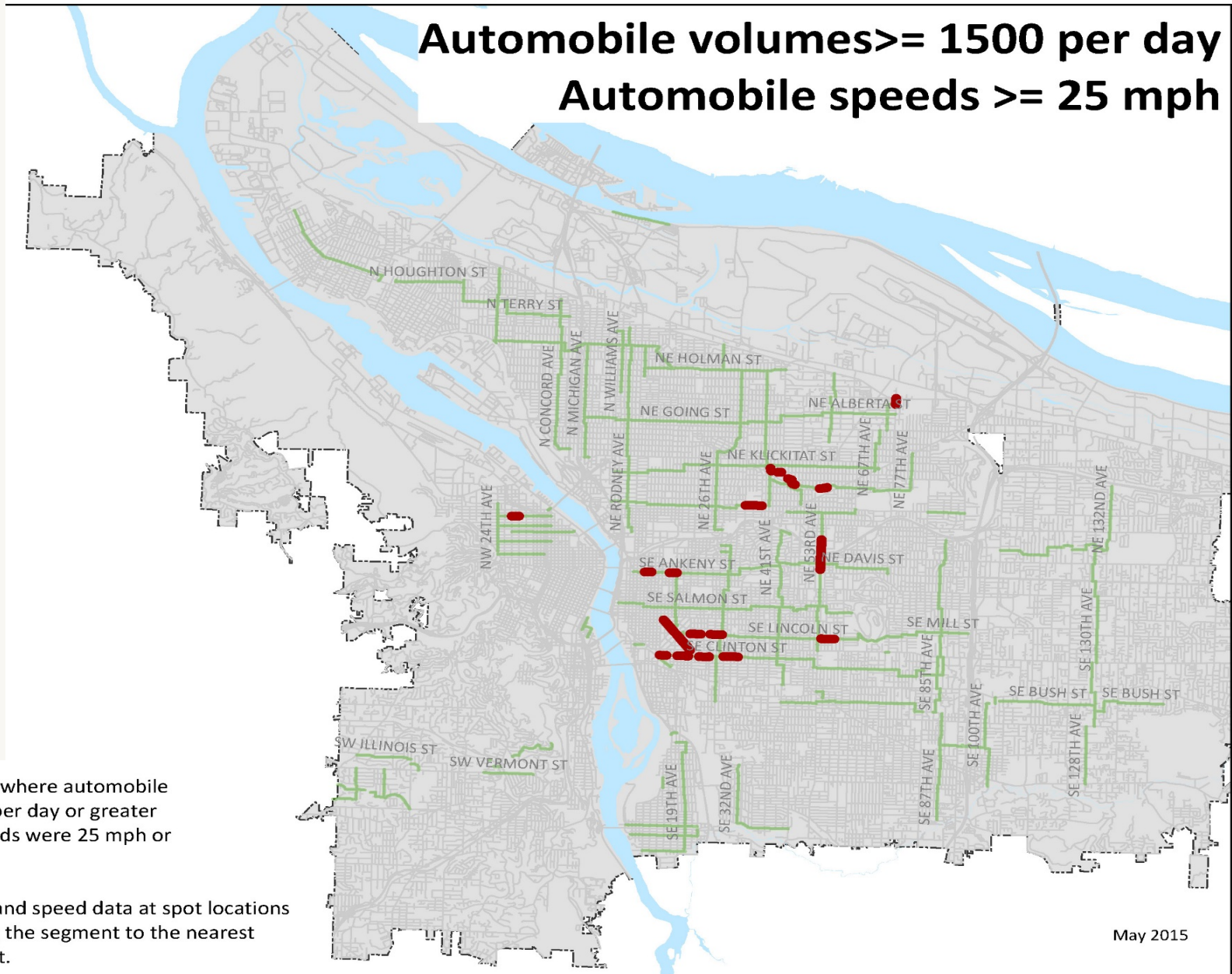
Automobile volumes 1500 per day or greater



Speed & Volume Issues on Neighborhood Greenways

- N Central
- N Williams
- 40s
- 80s
- NE Alameda
- NE Davis
- NE Tillamook
- SE 100th
- SE Ankeny
- SE Clinton
- SE Lincoln
- SE Ladd
- Salmon
- SW Canby
- SW Illinois
- NW 24th
- NW Johnson
- NW Marshall
- NW Overton
- NW Flanders
- NW Raleigh
- SE Bush
- SE Spokane
- SW Maplewood

Automobile volumes \geq 1500 per day
Automobile speeds \geq 25 mph



Brown segments are where automobile volumes were 1500 per day or greater and automobile speeds were 25 mph or greater.

Automobile volume and speed data at spot locations were extended along the segment to the nearest minor collector street.

Recommended Performance Guidelines

Vehicle speeds

- 20 mph measured as 85th % speed

Automobile volumes

- 1,000 (Avg. Daily Traffic)
- 1,500 acceptable
- 2,000 maximum
- Over 2,000 triggers changes

Crossing opportunities

- Minimum 50 gaps per peak hour
- Preferred 100 gaps per peak hour



Policy Considerations

The Transportation System Plan should be updated to:

- Evaluate and replace conflicting policies regarding traffic diversion and specifically allow diversion from neighborhood greenways and other priority pedestrian and bicycle routes.
- Adopt TSP Policy 6.13 Objective G, which was accepted by City Council as part of the Portland Bicycle Plan for 2030, and calls for employing traffic calming tools and methods to create and maintain sufficiently low automobile volumes and speeds on neighborhood greenways.

Top candidates for operational improvements

- NE Alameda
- SE Ankeny
- SE Clinton-Woodward
- SE Lincoln-Harrison-Ladd
- NE Tillamook-US Grant
- NW Greenways



Recommended capital projects for continued development:

- **The 100's neighborhood greenway**, a 4.3 mile north-south route in East Portland.
- **The 130's neighborhood greenway and bikeway**, an 8.6 mile north-south route in East Portland.
- **The 150's neighborhood greenway**, a 3.7 mile north-south route in East Portland.
- **NE Rodney neighborhood greenway**, a 2.1 mile north-south route adjacent to N Williams Ave. and NE MLK Blvd.
- **The 20's Bikeway**, a 9.1 mile north-south bicycle route in the inner east side.

Thank you.

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