NEIGHBORHOOD GREENWAYS

2020 STATUS REPORT
Neighborhood greenways are low-traffic and low-speed streets where priority is given to people walking, bicycling, and rolling. Neighborhood greenways form the backbone of the city’s Safe Routes to School network and connect neighborhoods, parks, schools, and business districts.

Neighborhood greenways help the Portland Bureau of Transportation (PBOT) meet its Strategic Plan in key areas by:

• Building safer streets where people drive slower
• Providing transportation options for everyone, giving more people opportunities to walk, bike, and roll for neighborhood trips

In 2019 and 2020, PBOT expanded and improved the neighborhood greenway network with new capital projects and safety upgrades to existing facilities. This report includes project summaries for neighborhood greenways that began or completed construction in 2019 and 2020, projects breaking ground in 2020 and 2021, and recommendations for improving the network.
Portland has more than 100 miles of neighborhood greenways in every part of the city. They often run parallel to busier streets, providing a quiet place for families to walk and bike. Portland is growing but our roadway space is not. If we don't provide better travel options, we'll have an additional 110,000 cars on our streets by 2035, a 54% increase.

Neighborhood greenways use existing residential streets and keep them quiet and safe. People of all ages should feel safe using them.

Map apps like Waze sometimes steer drivers to take residential neighborhoods to avoid traffic. Neighborhood greenways change traffic patterns to stop cut-through traffic.

Medians allow people a safe place to wait for traffic to clear.

Bumps keep speeds slow and safe for all.

Signs and street markings highlight people crossing.

Crosswalks and protected crossings help people cross busy streets.

“Sharrows” show where to ride.

Wayfinding signs direct people to destinations.

Vehicles are directed to main thoroughfares.

When Albina Head Start needed better access to their facility, PBOT responded. Staff developed a pilot project to slow vehicles on the N Bryant Street Neighborhood Greenway which also provided curbside drop-off for families. Albina Head Start's Ron Herndon explained that “this change will make it much safer for parents dropping off and picking up their children.”

Portland's Slow Streets Initiative provides people with more space to practice physical distancing on our streets and sidewalks (more information, pg 9). The installations include signs asking for feedback in five languages at 200 locations. Portland has responded enthusiastically.

812 total comments.

58% positive
8% concerns
19% negative
15% requesting information
LEADING WITH EQUITY AND LEARNING FROM PORTLANDERS

PBOT IS PARTNERING WITH 16 COMMUNITY-BASED ORGANIZATIONS TO PROVIDE FUNDING AND SUPPORT FOR URGENT ON-THE-GROUND COVID-19 AND ANTI-RACIST WORK. PBOT WILL CONTINUE TO PARTNER WITH THE COMMUNITY TO MAKE NEIGHBORHOOD GREENWAYS AND THE PUBLIC RIGHT-OF-WAY PLACES THAT SUPPORT AND WELCOME ALL PORTLANDERS AND WHERE HATE AND HARASSMENT ARE NOT TOLERATED.

The neighborhood greenway program will play a role by:

- Fostering art installations in the right-of-way
- Assisting and funding community-led wayfinding signs that point people to culturally relevant places.
- Installing traffic control devices and other traffic-calming features to support community programming in the right-of-way.

That means focusing not just on traffic safety but on people feeling safe when using our streets and sidewalks. PBOT Director Chris Warner has made clear that, “For too many, the spaces where people should feel free to use and traverse with ease – including the sidewalks and streets that our organization is responsible for managing and maintaining – unfortunately, feel unsafe.” PBOT is committed to changing that experience, especially on neighborhood greenways where all people should feel welcome and comfortable walking, rolling, and playing.

PBOT IS COMMITTED TO BEING AN ANTI-RACIST ORGANIZATION

Frontline Community Partnerships

PBOT is partnering with 16 community-based organizations to provide funding and support for urgent on-the-ground Covid-19 and anti-racist work. PBOT will continue to partner with the community to make neighborhood greenways and the public right-of-way places that support and welcome all Portlanders and where hate and harassment are not tolerated.

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FRONTLINE COMMUNITY PARTNERSHIPS

PBOT is partnering with Play Grow Learn, an organization dedicated to creating healthy opportunities for sheltered and underserved youth to play, grow, and learn. PBOT is working to create a low-traffic, slow street that allows for healthy outside activities in the right-of-way. This work may lead to more places to bring slow, safe streets to communities without parks or open space nearby.

PARTNERSHIP SUPPORTING COMMUNITY

Focused marketing campaigns like “Go by Greenways” in East Portland can help people feel welcome and safe on nearby neighborhood greenways.
TOO MANY PEOPLE DRIVING ON NEIGHBORHOOD GREENWAYS DURING THEIR MORNING AND EVENING COMMUTE.

Based on recent data, neighborhood greenways see a lot of cut-through car traffic during the peak commute times when pedestrians and people biking are using them the most. More traffic on neighborhood greenways is bad for congestion and the climate. Most people won’t bike with cars passing them frequently. They will choose to drive, leading to more cars on the road and more pollution.

RECOMMENDATION:
Create a plan to divert traffic on neighborhood greenways. This will support an equity approach to support safety and access for all Portlanders, specifically underserved and historically marginalized communities. It will also provide proactive support for neighborhood greenways so they meet the standards adopted by city council in 2015.

This policy will reinforce that:
• Equity voices and policies serve as one of the key deciding factors when diverters are used in a neighborhood greenway project.
• Greenway improvements are shaped by geography.
• In certain areas of the city, crossing improvements are key especially where streets lack connectivity and/or protected crossings are separated by long distances. In areas closer to the downtown diversion is key, especially since neighborhood greenways often run parallel to heavily trafficked arterials.
• Traffic diversion should be used proactively to protect neighborhood greenways from higher traffic volume, either now or in the future.

THE COVID-19 PANDEMIC WILL ALTER TRAVEL PATTERNS THROUGH 2020 AND BEYOND.

PBOT created the Safe Streets Initiative to respond to the Covid-19 public health crisis. PBOT is installing temporary changes to city streets to give people more space to walk, bike, roll, do business, and get around in their neighborhood. The neighborhood greenways component, called Slow Streets added “local access only” signs to create a network of local streets that are slow and safe for practicing physical distancing.

The locations were based on future and existing neighborhood greenways that met at least one of these four criteria:
• No sidewalks
• Near multifamily apartment buildings
• More than a quarter mile from parks or open space
• Levels of cut-through traffic that make it hard to physical distance safely in the right-of-way

As traffic moves back to pre-Covid levels, PBOT has identified 25 locations to calm traffic further. These temporary installations will slow or reduce traffic on neighborhood greenways where there were high levels of traffic before the public health crisis. Those traffic levels are likely to return, to pre-pandemic levels, or higher, as people respond to the changing public health conditions.

RECOMMENDATIONS:
• Calm traffic with temporary installations at 25 Slow Streets locations (see map and description, pages 12-13).
• Develop a seasonal Slow Streets program for local access only, as well as neighborhood-wide slow zones with fewer cars driving though residential areas.

CHALLENGE: THE COVID-19 PANDEMIC WILL ALTER TRAVEL PATTERNS THROUGH 2020 AND BEYOND.

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“Just wanted to say Thank You! I have two 15 year olds that love to ride their bikes. Adjusting the street to accommodate local traffic only makes it much safer. Lots of families are out walking and riding - it's great!”

Denise
Madison South Neighborhood
Coordinate with the Rose Lane Project.

Access to transit is crucial to the Rose Lane Project’s success. The Rose Lane Project gives buses and streetcars priority on the road, helping more Portlanders get where they need to go more reliably and quickly. Protecting adjacent neighborhood greenways from cut-through traffic will allow people to safely access improved transit lines.

RECOMMENDATION:
Protect neighborhood greenways close to Rose Lane Projects. Calm traffic with speed bumps, protected crossings and diverters as these projects are built.

Improve visibility for people using neighborhood greenways.

Visibility can improve the comfort and safety of people walking, rolling, and driving on neighborhood greenways. PedPDX: Portland’s Citywide Pedestrian Plan provided the framework to improve visibility and crossings at intersections along neighborhood greenways. All new projects are implementing this policy.

RECOMMENDATION:
Assess existing neighborhood greenway and identify systematic projects can improve visibility along these corridors.

Outreach and encouragement through existing projects.

PBOT is busy building a safer transportation system, with hundreds of projects to improve safety, access, and mobility. This includes 25 miles of new neighborhood greenways in East Portland. Many residents and commuters, particularly those new to Portland, are unfamiliar with neighborhood greenways. PBOT can help connect people to where they want to go by conducting more focused outreach and engagement around these new neighborhood greenway projects.

RECOMMENDATION:
Connect people to neighborhood greenways through projects such as:
• community-led, city-sponsored art projects
• community-led, city-sponsored wayfinding sign projects
• targeted marketing campaigns

OPPORTUNITY:
Community-led wayfinding signage, like this one by the Living Cully organization, creates meaningful connections between people and their neighborhood greenways.

Just days after the new N Willamette Blvd neighborhood greenway project was constructed, people began enjoying the slower, safer street.
To provide more space for people to walk, bike, and roll safely during the Covid-19 pandemic, PBOT created the Slow Street Initiative. Slow Streets are located on neighborhood greenways throughout the city. Temporary signs and traffic control devices limit auto traffic to local trips and emergency vehicle access only.

As traffic volumes continue to approach pre-Covid levels, PBOT has identified 25 locations where more traffic calming is needed to allow safe physical distancing on neighborhood greenways.

RECOMMENDATION: Install temporary enhanced traffic calming to ensure slower speeds and less cut-through traffic on neighborhood greenways. Focus on neighborhood greenways that are particularly vulnerable to cut-through traffic based on traffic data.

The installations will also provide a way for the public to provide immediate feedback. PBOT will collect public input and traffic data as part of the temporary installations. This will help tell us how traffic calming impacts the transportation network and community.
RECENTLY COMPLETED CONSTRUCTION

N WILLAMETTE BLVD (Rosa Parks to Interstate)
Key, low-stress connection to MAX and other frequent service transit, planned in partnership with robust neighborhood involvement.

N/NE TILLAMOOK ST (Flint to 28th)
This project was a recommendation from the Neighborhood Greenway Assessment Report and serves as the primary safe route for Harriet Tubman Middle, Irvington Elementary, and Beverly Cleary schools. This project improved crossings, reduced speeds, and limited cut-through traffic.

NW 20TH AVE (Everett to Raleigh)
The Northwest District’s first new neighborhood greenway since the 1990s, NW 20th Avenue connects the neighborhood to schools and parks with a quiet north-south alternative to 21st Avenue.

SE LADD/LINCOLN/HARRISON (Hawthorne to 60th)
PBOT improved one of the city’s oldest neighborhood greenways. New speed bumps, intersection safety improvements, and traffic operating changes created a safer, more comfortable corridor for all users.

SE UMATILLA ST (sixth to 13th)
Speed bumps were built as part of the Sellwood Bridge Access Management Project to calm neighborhood traffic.

SE STEELE ST (92nd to 100th)
Key connection and speed reduction on a safe route serving Lent K-8 School and the I-205 multiuse path.

NE SIMPSON ST (41st to 55th)
A new low-stress connection in the Cully neighborhood with upgraded crossings, wayfinding, and signage to Concordia and other Northeast Portland areas.

NE HOLLADAY/OREGON/PACIFIC (Gateway Transit Center to the 130s)
Known as the “HOP” Neighborhood Greenway, this project provides a key east-west connection to transit, parks, and business districts. Construction included two newly rebuilt streets, guide signage, crossing improvements, and speed reduction.

NE MILL ST (80th to 82nd)
A full street rebuild, including sidewalks, provides a significantly safer and better experience, particularly for Bridger School families. Closes a major gap in the “4M” bikeway that stretches all the way to SE 174th Avenue along SE Mill, Main, Market, and Millmain streets.

SE HOLLADAY ST (60th to 80th)
This project was part of the East Portland Access to Transit project, the 130s Neighborhood Greenway connects several East Portland neighborhoods with improved crossings and greater access to nine schools and five parks. These 5 miles of neighborhood greenway deliver on the East Portland in Motion plan.

SE WOODWARD ST (52nd to 75th)
New speed bumps, signage, and pavement markings for a key safe route to school for Franklin High School and Atkinson Elementary.

SE STEELE ST (92nd to 100th)
**2020/2021 PROJECTS**

**BREAKING GROUND**

**LLOYD TO WOODLAWN**
Safer and more accessible corridors on NE 7th and 9th avenues from the Lloyd District to the Woodlawn neighborhood.

**NW FLANDERS ST (First to 24th)**
A major piece of the active transportation network in the central city, this neighborhood greenway will reconnect the Northwest District to the Pearl and Old Town Chinatown districts with the new Flanders Crossing Bridge over I-405.

**EAST PORTLAND ACCESS TO EDUCATION AND EMPLOYMENT**
Wide-scale project building the 100s and 150s neighborhood greenways and portions of several other projects outlined in the East Portland in Motion plan.

**NE 50s (Lombard to Klickitat)**
Another piece of the Connected Cully project will provide safer streets and connections in Northeast Portland.

**70s GREENWAY**
The project will construct enhanced crossings treatments for people walking, bicycling, and rolling at busy streets and nearby schools; and install traffic calming to connect seven neighborhoods with a slow, safe corridor.

**60s GREENWAY**
A new north-south connection between the North Tabor and Rose City Park neighborhoods will improve crossings of busy streets and slow speeds.

**KNAPP/OGDEN GREENWAY**
A key part of the Brentwood-Darlington Safe Routes to School project, this neighborhood greenway will connect to several Title 1 schools and transit corridors and include new crossings of busy streets.

**4M NEIGHBORHOOD GREENWAY (92nd to 174th)**
Using SE Mill, Main, Market, and Millmain streets, the 4M Neighborhood Greenway will create a continuous bike and walkway from SE 92nd Avenue to the city limits of East Portland, including sections of neighborhood greenway.

**RECENTLY COMPLETED GROUND BROKEN**
NEIGHBORHOOD GREENWAYS:

- Reduce illegal speeding
- Help people cross busy streets
- Connect people to places
- Keep neighborhood streets quiet
The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-5185, email title6complaints@portlandoregon.gov, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests.