



Lincoln-Harrison Neighborhood Greenway Enhancement Project

A project newsletter from the City of Portland Bureau of Transportation (PBOT)
January 2018

For over 25 years, neighborhood greenways have played a part in improving the quality of life of neighborhoods across Portland. They are a defining element of the city, almost as integral to Portland as the Willamette River and arguably as iconic as the bridges that cross it. The Lincoln-Harrison-Ladd Neighborhood Greenway between SE Clay and 60th is one such route. PBOT staff are working to enhance the Lincoln-Harrison Neighborhood Greenway route. This newsletter describes the process and provides key information about the project.

Why is biking part of Portland's transportation strategy?

One of Portland's goals is to make it easier for people to choose walking, bicycling and transit instead of driving.

Biking has been part of the city's strategy for a long time. Three bicycle plans have guided Portland's growth as a bike-friendly city for nearly 40 years by establishing policies, goals and a bikeway network that aim to make the bicycle an integral part of daily life for more Portlanders. The plans were adopted by City Council in 1973, 1996 and 2010.

Investing works! Portland has seen the benefit of its investments in bicycle

infrastructure. A study done in 2008 showed that the cost of constructing Portland's entire bicycle infrastructure network of 300 miles equaled the cost of constructing one mile of freeway.

How do we attract new Portland residents to bicycle, especially for short trips?

We do this by building a network of bikeways so that people feel no less safe and comfortable riding a bicycle than they would riding in a car. Research shows that 'low-stress' bikeways that feel safe and comfortable attract new riders.

There are three main types of bikeways:

- Separated in roadway
- Off-street pathway
- Neighborhood greenway

About neighborhood greenways

Neighborhood greenways are **shared roadways** that are intended to offer a low stress experience, particularly for less confident riders, children and seniors.

On these streets, reducing both the number and speed of cars is key to creating conditions where the average person will feel safe and comfortable riding a bicycle.

One of the most stressful parts of a ride on a shared roadway is when someone driving attempts to, or does, pass a person riding a bicycle. For this reason, Portland (and national) guidelines for neighborhood greenways recommend 1,000 vehicles per day or fewer on such streets. Under these conditions, a person bicycling would be passed by a car on average less than once per minute.

Current issues on the Lincoln-Harrison Neighborhood Greenway

Portland's 2015 Neighborhood Greenway Assessment Report identified this greenway as one of the city's five worst-performing because of its **stretches of high traffic volumes and speeds**.

The majority of the Lincoln-Harrison Neighborhood Greenway receives **over 1,500 vehicles a day**—and many sections see **over 2,000 vehicles a day, or double the recommended amount**. Vehicle speeds are also a concern on this neighborhood greenway.

The city is addressing the speed and volume issues as part of its strategy to build a network of 'low-stress' bikeways. Research shows that 'low-stress' bikeways that feel safe and comfortable attract new riders.

How PBOT evaluated project elements

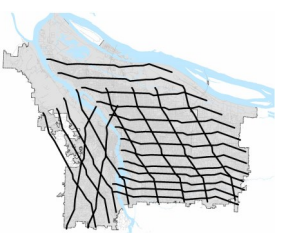
The project elements on the following page are designed to address the higher than recommended traffic volumes and speeds on the Lincoln-Harrison Neighborhood Greenway. Vehicle speeds are managed by traffic calming features, like speed bumps. Traffic calming alone does not reduce traffic volumes. Traffic volumes are managed with physical features in the right of way to restrict access.

PBOT staff evaluated project components based on their ability to reduce vehicle volumes and speed, feasibility, and cost.

1 Powell Boulevard or 23 Powell Boulevards?



Or...

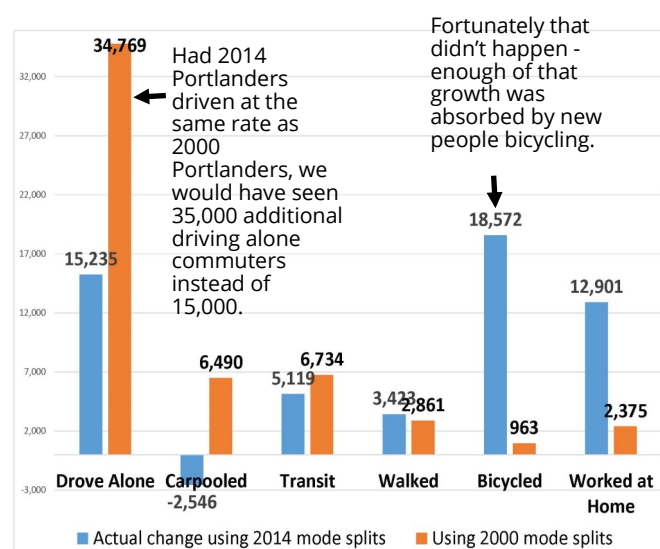


- Today Portland has one Powell Boulevard, a very busy roadway carrying more than 40,000 cars per day on some stretches. Today Portland also has almost 350,000 resident commuters. That number is expected to grow to 550,000 resident commuters in the next 17 years.
- If Portlanders in 2035 drive at the same levels as today's Portlanders do, then, by 2035 we'll need the equivalent of 22 more Powell Boulevards just to accommodate the growth in vehicles.
- That is a future we do not seek. Our actions today and for the next 17 years can help prevent it. The plans and policies shaped by Portland's City Council and residents ask us to do it.

Since 2000, bicycle transportation has been the most effective means to keep congestion at bay from population growth

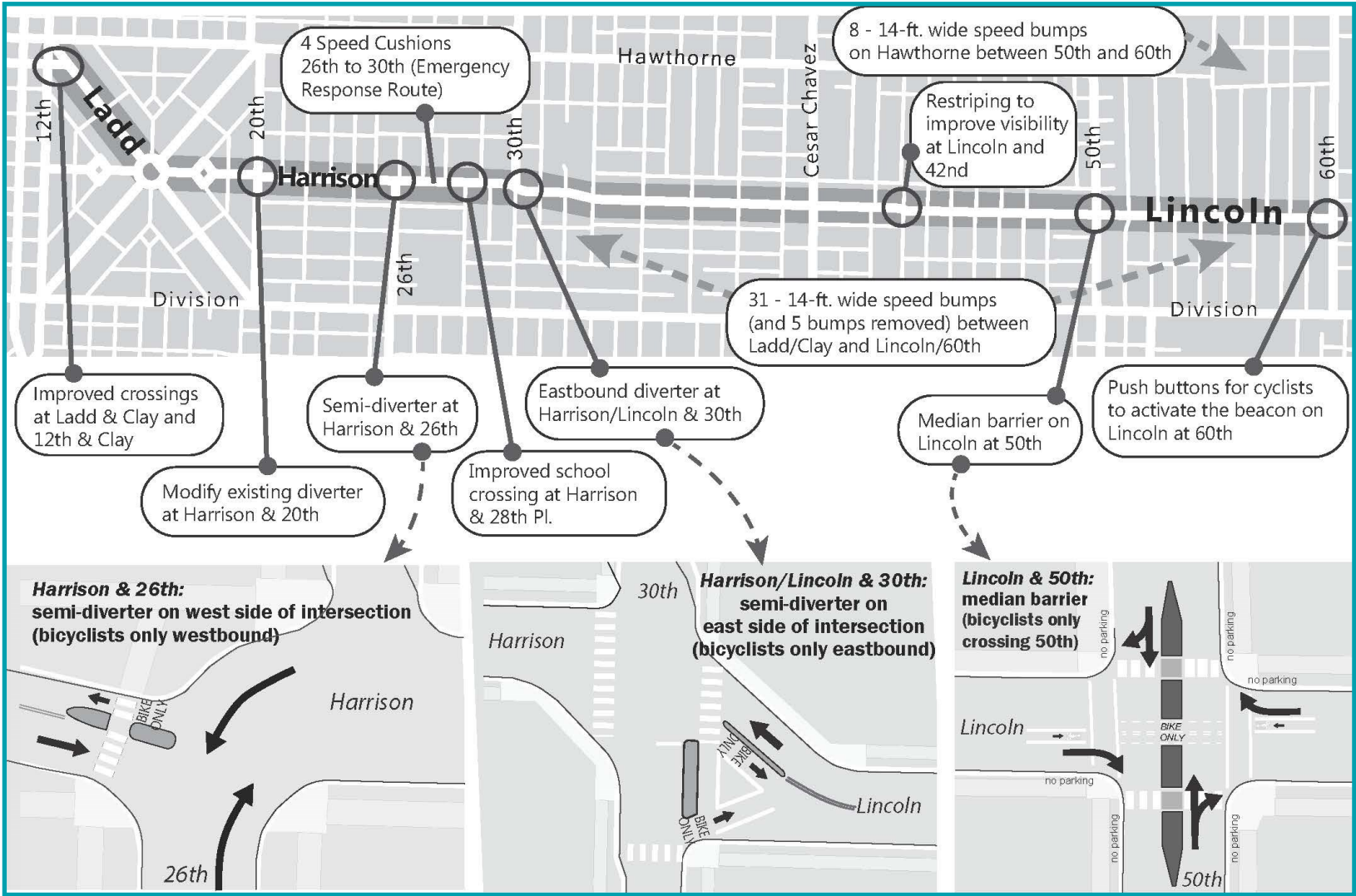
- Portland gained 55,000 more commuters between 2000 and 2014, an increase of 20%.
- The blue columns in the graph to the right show the change in how this Portland growth commuted between 2000 to 2014.
- The orange columns show how this Portland growth *would* have commuted in 2014, had 2014 Portlanders commuted in the same way as 2000 Portlanders.
- By 2035, with 550,000 total Portland-resident commuters expected, the total number of drive-alone Portland commuters could go from about 200,000 today to almost 320,000! If you've noticed the increase of 15,000 drive alone commuters since 2000, imagine what it will feel like with another 120,000 Portlanders driving to work.

How the 55,000 increase in Portland commuters (2000-2014) got to work:



Planned changes to the Lincoln-Harrison Neighborhood Greenway

These project elements have been recommended to enhance the neighborhood greenway. The map includes revisions PBOT has made as a result of resident feedback.



We Heard You!

Residents provided feedback to PBOT staff at two open houses, an online survey, and three neighborhood association meetings in 2017. A significant amount of the feedback we received shared support for the project.

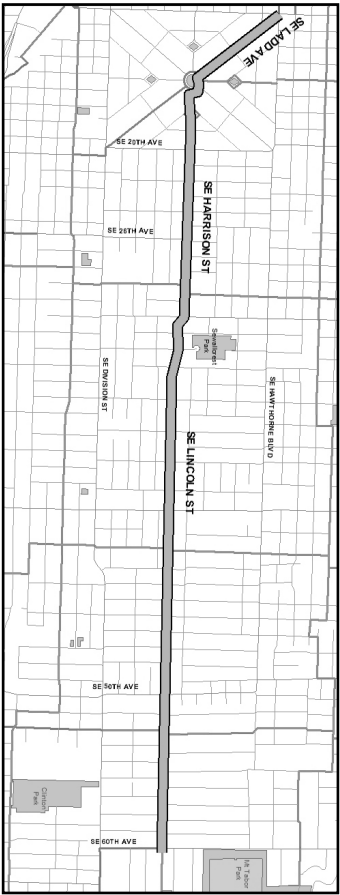
- We heard that access from 50th is a concern for many neighborhood residents living nearby. **The new median barrier design allows residents to connect to Lincoln from 50th.**
- We heard concerns about where the traffic diverted from 50th and Lincoln will go. **We will first be installing a low-cost interim median barrier that will allow us to speed up the process of collecting traffic data to verify the expected impacts on neighboring streets. This analysis will be shared online. We will mitigate excessive diversion in accordance with policy.**
- We heard concerns that the diversion at 50th would add additional stress to Hawthorne between 50th and 60th, which already feels unsafe to nearby residents. **We will install traffic calming measures on Hawthorne between 50th and 60th to slow this corridor.**
- We heard concerns that traffic diversion will create unsafe vehicle volumes and speeds on nearby streets. **Similar installations have been successful at evenly distributing displaced traffic, but each corridor is a unique case. Six months after their installations, we will evaluate vehicle volumes and speeds on streets near the new diverters and mitigate excessive diversion in accordance with policy.**

Next Steps

- Project construction will begin with the installation of the interim median barrier at 50th and Lincoln in Spring of 2018.
- Installation of other project elements will begin in early Summer, including the curb ramps and diverters at 26th and 30th.

- Speed bumps, signs and striping will be completed by late Fall.

For more information, visit www.portlandoregon.gov/transportation/lincolnharrison or contact Project Manager Sheila Parrott, Sheila.parrott@portlandoregon.gov



Coming soon: changes to the Lincoln-Harrison Neighborhood Greenway

For More Information

Visit the Lincoln-Harrison Neighborhood Greenway webpage for a new story map as well as detailed speed and volume maps, traffic data, information about alternative traffic calming options considered for this project, and to sign up to receive project updates by email:

www.portlandoregon.gov/transportation/lincolnharrison



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