

Portland Neighborhood Greenways –Goals

Portland considers increasing the proportion of pedestrians and cyclist using the transportation system to be a high priority for the following reasons:

1. These users cause less wear and tear to the transportation system, meaning less money is needed to structurally maintain paths for cyclists and pedestrians than is needed to maintain roadways for autos.
2. Cyclists and pedestrians have significantly less carbon dioxide emissions than autos and none of the other emissions associated with internal combustion engines.
3. Cyclists and pedestrians take up less space than autos. Apart from less congestion on our roadways, auto parking spaces in retail areas are typically valued at \$10,000 each and one auto parking space can park six or more bicycles. Considering the way we currently drive, that means two to six times the number of people served by the same space when comparing six bicycles to one car.
4. Cycling and walking is an affordable way to move about a city, especially one as compact as Portland. Affordable transportation helps insure all citizens can obtain the goods and services they need.
5. Cycling and walking are a form of physical exercise that can help its users live longer. National statistics show Americans need to increase daily activity and cycling or walking are low-impact forms of exercise open to persons of all ages.

The Portland Bureau of Transportation is seeking to create low stress streets suitable for families to use as cyclists or pedestrians, ‘Neighborhood Greenways’, and the following are the draft goals for these projects:

Goal 1: Maximize Safety for Cyclists and Pedestrians

1. Reduce cyclists’ and walkers’ stress on Neighborhood Greenways and increase safety by:
 - a. Limiting the number of motor vehicles on Neighborhood Greenways to 1,000 vehicles per day and seek to maintain lower traffic volumes at their current level.
 - b. Reducing vehicle speeds* to below 25 mph (preferably 20 mph).
2. Increase crossing safety at high volume/high speed crossings (barrier streets) by:
 - a. Shortening crossing distance or exposure to motor vehicle streams.
 - b. Increasing the visibility between pedestrians/cyclists and motorists.
 - c. Reducing vehicle speed on such cross street, if possible.

Goal 2: Minimize Delay for Cyclists

1. Reduce delay for cyclists using Neighborhood Greenways so that such streets are time-competitive with adjacent Neighborhood Collector streets by:
 - a. Eliminating, to the maximum extent possible, the number of times a cyclist on a Neighborhood Greenway is required to stop.

Goal 3: Minimize Negative Impacts of Changes

1. In our efforts to achieve a better environment for cycling and walking, some inconveniences will be imposed on local residents. For example, greater impacts are expected on residents that live closer to specific diversion projects that help reduce traffic volume. These impacts should be evaluated and minimized:

- a. Maintain as much access for emergency responders as possible
- b. Minimize or mitigate diversion onto adjacent Local streets as a result of diversion projects from the Neighborhood Greenway.
- c. Review traffic data after project completion and revisit projects that have not met the stated goals.

*85th percentile speed. Only 15% of drivers exceed this speed.