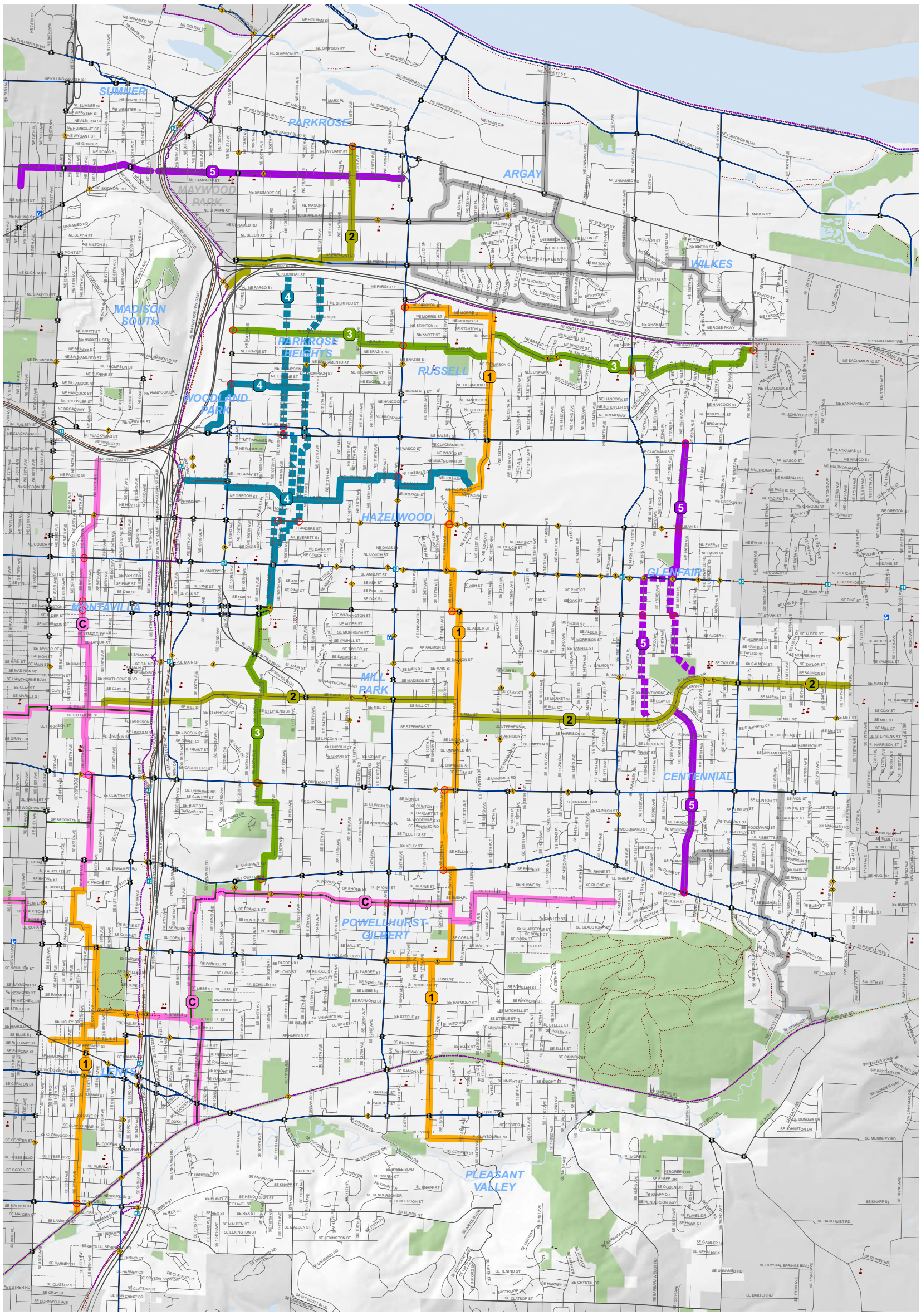
6 Creating Neighborhood Greenways in East Portland



Creating a Low-Stress Network

Portland's Bicycle Plan for 2030 calls for a network of "low stress bikeways" that support Safe Routes to School and improve access from homes to transit and commercial areas. In East Portland, many of these will take the form of Neighborhood Greenways: low traffic, low speed streets (often residential streets) where bicyclists and pedestrians are given priority, while still allowing automobile access to all properties.

PBOT has been working with East Portland residents over the past year to identify the best routes for Neighborhood Greenways and a phasing plan that guides when to build them. Efforts were made to identify routes that connect schools and parks, and are parallel to East Portland's busy, wide streets - offering lower-stress alternatives to access businesses.

This map shows the proposed routes and phasing for Neighborhood Greenways in East Portland over the next five years. What do you think? Please take our survey!

Phasing Neighborhood Greenways in East Portland

- Current projects (2010-11)
- Phase 1 (2011-12)
- Phase 2 (2012-13)
- Phase 3 (2013-14)
- Phase 4 (2014-15)
- Phase 5 (2015-16)
- Other routes identified by East Portland residents
- Crossing improvement needed

Dashed lines indicate multiple routing options to be studied further.

Work is currently underway on the Bush, 100's and 80's Greenways, shown as "current projects."

Phase 1 (fiscal year 2011-2012) establishes a north-south greenway along the 130's axis and extends the 80's Greenway south to the Springwater Corridor.

Phase 2 provides an east-west greenway along Market, Mill and Main streets that completes a route between Gresham and the Willamette River. Parkrose gets a greenway that includes a multi-use trail along Fremont Street.

Phase 3 extends the 100's Greenway northward and creates a new greenway along NE Knott and Russell streets.

Phase 4 focuses on the Gateway Regional Center.

Phase 5 creates a 150's Greenway and a Prescott bike lane.

Existing Features

- Bike boulevard
- Bike lane
- Paved trail
- Natural surface trail
- Schools
- Parks
- Libraries
- MAX stations
- Traffic signals (green = full, yellow = ped)
- Other improved pedestrian crossings

0 0.5 1 Miles

1 inch = 1,000 feet

CITY OF PORTLAND BUREAU OF TRANSPORTATION