

N Greeley Multiuse Path; Going St Interchange to Interstate Av

Project Description: This project will leverage a currently funded PBOT paving project to reconfigure N Greeley Avenue between the Going interchange and Interstate Avenue by removing the existing on-street bicycle lanes and installing a bi-directional multi-use pathway along the east side of Greeley. The restriping of Greeley will maintain the existing 11-foot inside travel lanes and widen the existing 11-foot outside lanes to 12 feet. The 10-foot clear multi-use pathway will be protected from vehicle traffic by concrete jersey barriers (see Figure 1 on opposite page).

Project Cost Estimate: \$650,000

HVUT Request Estimate: \$650,000

Purpose and Need for Project: Traffic conditions on N Greeley approximate that of a freeway: there are 25,000 motor vehicle trips per day and 15% of them are trucks; 85th percentile speeds are 56-59 mph. Greeley is classified as a Major City Bikeway and provides a direct bicycle connection between St. Johns and the Central City. It is also classified as a Priority Truck Street and serves as an NHS Freight Connector. It also carries a City Walkway classification. It currently has two seven-foot striped bicycle lanes serving the 400 southbound and 300 northbound daily bicycle trips. The bicycle lanes cross two significant freeway-style ramps and are inadequate for both the conditions on and intended function of this roadway. This section of Greeley has no pedestrian facilities but is identified as Segment 5 of the North Portland Greenway Trail.

Why is this a priority? A PBOT paving project this spring provides an opportunity to reconfigure the roadway. Not doing the project now means an inability to implement for five years (paving moratorium) and an additional cost of more than \$40,000 to grind out the replaced striping.

Crash Reduction Factor: The installation of a protected multi-use pathway reduces all bike injury crashes by 23%. The roadside barriers will reduce the severity of crashes that do occur and prevent serious and fatal crashes. They reduce run-off crashes by 51% and all crashes by 9.2%. Over the past ten years there have been 19 run-off road crashes on this stretch of Greeley (nine injury crashes).

Meets HVUT Criteria:

- Improving this existing bikeway's deficiency in conjunction with a paving project is specifically called out in the TSP project list (#10006, Bikeway Network Completion Program).
- This project is a part of TSP project North Portland Greenway Trail, Segment 5 (#30091)

Additional Information: Coordinating with the scheduled paving project is critical to implementing this project in a timely and cost-effective manner.

N Greeley Ave; Going Street to Interstate Ave

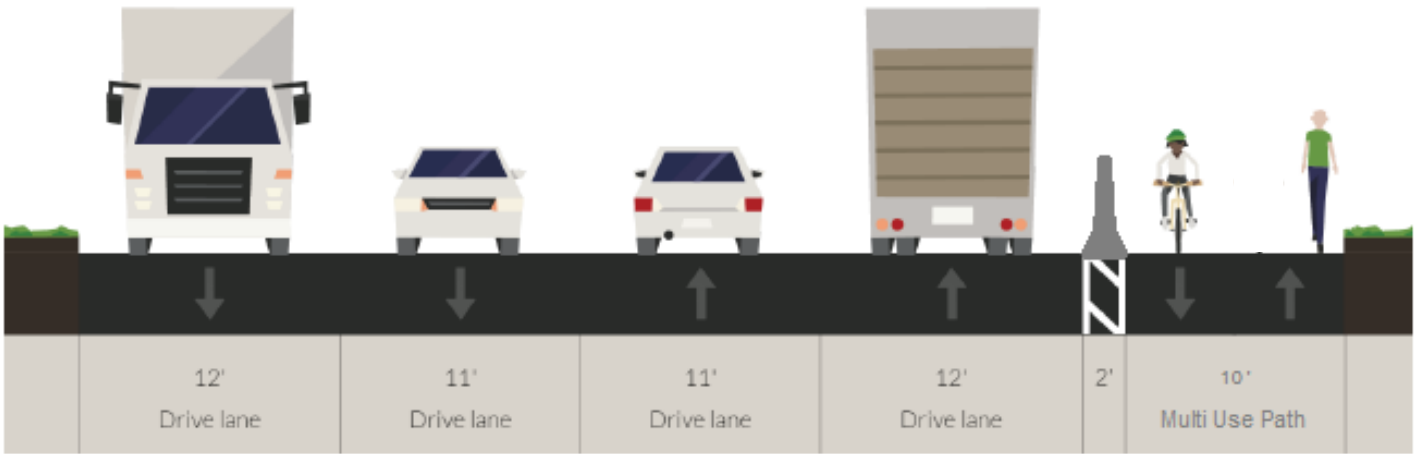


Figure 1. Reconfigured Greeley between Going Interchange and Interstate Avenue. Eleven-foot inside travel lanes maintained and outside lanes widened to twelve feet. Two foot buffer with a jersey barrier separates the travel lanes from the ten-foot shared pathway.

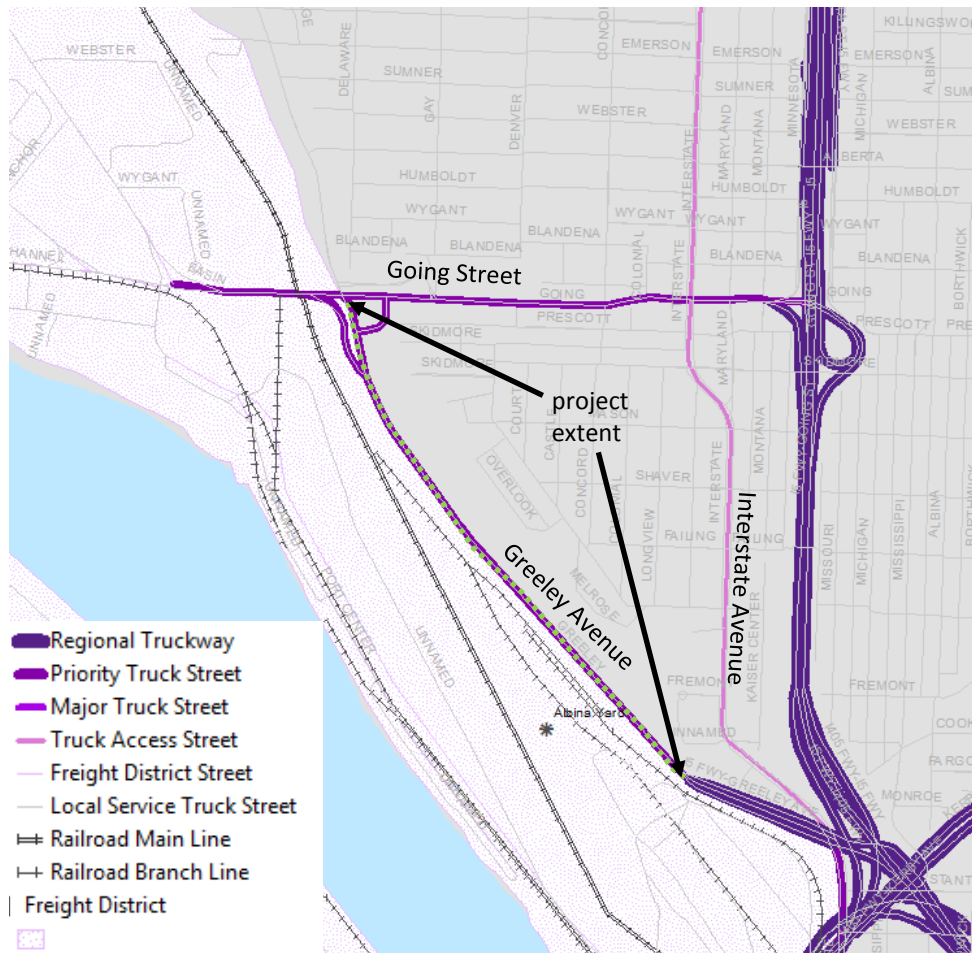


Figure 2. Project extent (shown in green dashes) runs from Going to existing pathway north of I-5 off-ramp.