



Responses to questions about the Lincoln-Harrison Neighborhood Greenway Enhancement Project from Richmond Neighborhood Association 2/12/18 Meeting

1. What is PBOT's policy about mitigating traffic on narrow streets around diverters?

a. What are the thresholds and what happens if the neighboring streets exceed those?

Portland's Neighborhood Greenways Assessment Report set guidelines for local service streets near neighborhood greenway traffic calming efforts.

As a result of a traffic calming project on a neighborhood greenway, traffic volumes on adjacent local service streets should not exceed 1,000 cars per day or 50 cars per hour during peak demand and in the peak direction. If a side street has post-project vehicle volumes above 1,000 daily trips or 50 cars per hour during peak demand in the peak direction, and it did not have a pre-project volume problem, we will do follow-up counts to confirm the change is not random and then propose mitigation.

Common mitigation is adjustment or infill of stop signs, traffic calming on the secondary street, diversion on a secondary street or modification of the primary greenway project.

2. What are some examples of the effects of other diverter projects. Both positive and negative

Information about the effects of the Clinton Neighborhood Greenway Enhancement Project:

- + Auto use along the Clinton Neighborhood Greenway was reduced by more than 30% (-900+ cars)
- + Bike use has been similar or increased.
- + The largest increases were measured west of 20th, exceeding a 30% increase in cyclists in May of 2016.
- After the two new diverters were installed, PBOT measured one block of one street, SE Woodward, that exceeded the 1,000 trips per day standard. PBOT provided traffic calming between 26th and Chavez to mitigate for that traffic increase. Post project counts on SE Woodward have been reduced to acceptable diversion standards.
- Traffic volume increases on other side streets ranged from reductions of over 100 daily trips to increases of up to 400 daily trips.

Learn more in the [Clinton Neighborhood Greenway Enhancement Project Final Report](#).

3. Is this proposed work or a done deal?

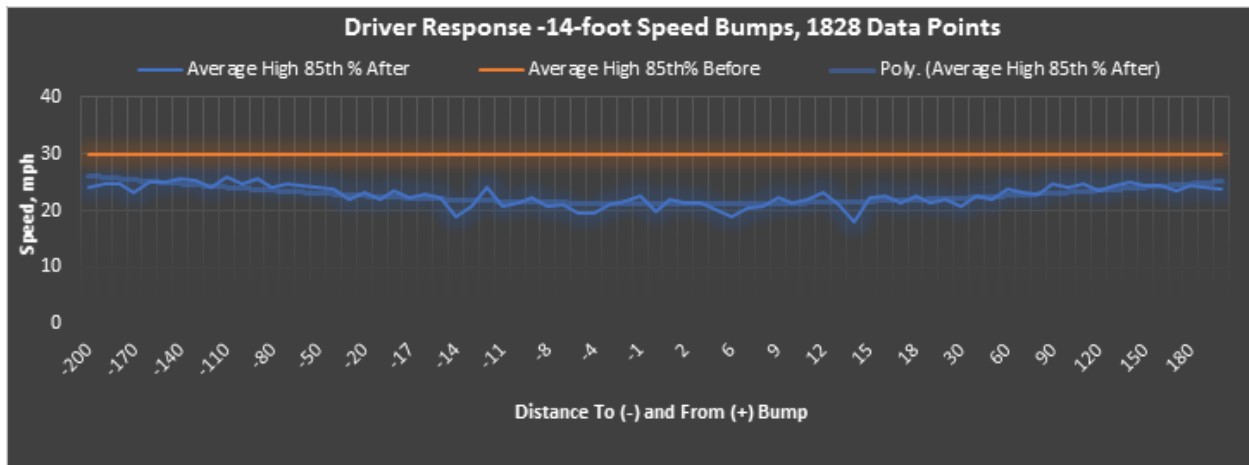
Lincoln-Harrison has been a designated neighborhood greenway for over two decades. When Portland initially developed greenways (formerly called “bicycle boulevards”) as an integrated part of the city’s transportation system, it committed to maintaining poorly performing greenways. The work on Lincoln-Harrison is a maintenance project of a poorly performing transportation facility. It uses standardized, tested methods and tools to achieve speed and volume goals that meet the objectives of the neighborhood greenway. The initial project proposal was revised following resident input, and the final project is now moving into the construction phase.

4. Would it be possible to enforce state law concerning parking on corners of parallel streets & greenways. 50ft from stop/yield, 20ft normal

PBOT is investigating this proposal. If you would like to recommend parking removal from a specific intersection to improve visibility and safety, please contact Sheila Parrott at Sheila.parrott@portlandoregon.gov.

5. (2 Groups) - Will the speed bumps effectively control, and how much speeding on Lincoln

PBOT has had good success with speed bumps over the years. Speed bumps are the most effective tool to reduce speeding on local streets on a consistent basis.



The chart above shows that in a study of nearly 2,000 data points, speed bumps effectively lowered 85th percentile speeds by 5-10 miles per hour. (The 85th percentile speed is the speed that 85 percent of vehicles do not exceed, or, the speed that 15 percent of vehicles exceed.)

6. Any institutional controls to stop the ubers/lyfts/waze’s from using residential streets

Waze and other traffic mapping applications are user based, meaning they track cell phone locations to report speed and pathways. By simply driving around with Waze or allowing mapping apps access to the location data collected by your smartphone, you are sharing route information about your residential street pathway that these applications will share. Closing pathways is the most effective method to stop the devices from reporting through streets.

7. As neighbors how can we provide feedback on the projects’ after-effects

We recognize that each diverter is a unique case. After installation is complete, an online form will be available on the project website to share feedback about the project effects.

8. Will the city/PBOT be able to compensate in hardship scenarios for those directly financially affected by this plan, specific residents.

PBOT can provide limited adjustments of built infrastructure in the public rights of way to mitigate unintended effects of the project. PBOT cannot compensate for financial claims of hardship.

9. Repeat of #1, What is PBOT's policy about mitigating traffic on narrow streets around diverters?

PBOT has removed parking at intersections to permit a vehicle to enter while one is waiting to exit. If you would like to recommend parking removal from a specific intersection to improve visibility and safety, please contact Sheila Parrott at Sheila.parrott@portlandoregon.gov.

10. Repeat #3

Is this proposed work or a done deal?

Where in the process? Another round of input? Who decides?

See response to Question 3.

11. What are the potential ways to decrease the crosswalk at 30th, how to make more pedestrian friendly.

As the result of feedback received from the community, PBOT is planning to modify the SW corner to further tighten the intersection and provide shorter crossings.





12. How were specific locations chosen for diversion.

PBOT prefers to divert traffic at major cross streets so that auto traffic can use the higher order street for travel. The diverters for the Ladd-Harrison-Lincoln Neighborhood Greenway Enhancement Project are at current Neighborhood Collector streets. They direct traffic away from the greenway path and toward the higher order street. SE Harrison, 26th to 30th, as well as 26th south of Harrison and 30th north of Harrison are already designated as Neighborhood Collector streets in Portland's Transportation System Plan. The Harrison-Lincoln Greenway project is not changing any traffic classifications. When doing diversion away from major cross-streets along greenways, PBOT prefers to choose streets that have capacity for more traffic, or that provide a signalized access point to the larger street system, for safety.

View a map of Portland's Neighborhood Collector Streets and other street classifications at portlandmaps.com. To display the maps legend, click the button in the upper left corner with the small triangle, square and circle.

13. What other options has PBOT considered for the 30th & Harrison diverter and why were they rejected?

We explored multiple ways to address vehicle speeds and volumes on the neighborhood greenway between 24th and 32nd Place before selecting traffic diversion. We evaluated a range of potential project elements based on their ability to reduce vehicle volumes, as well as their effectiveness, feasibility, and cost.

The same project evaluation process that took place at 50th and Lincoln took place for the diverter at 30th and Harrison. [Learn more about the evaluated alternatives to diversion that PBOT considered.](#)

14. How has PBOT looked at this holistically?

The Lincoln-Harrison Neighborhood Greenway Enhancement Project is one of many connected projects across the city that are helping Portland achieve the goals set in its [2035 Comprehensive Plan](#), [Climate Action Plan](#), and [Bicycle Plan](#).

Portland is expected to grow significantly over the next 20 years. Today, Portland has almost 350,000 resident commuters. That number is expected to grow to 550,000 resident commuters by 2035. 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. Investments in bicycle transportation provide the city's best return on investment in personal mobility. Bicycling has been part of the city's transportation strategy for many years.

Recently, Portland has seen the benefit of its modest investments in building a bikeway network. [Learn more about why bicycling and neighborhood greenways are part of Portland's transportation strategy on the project's story map.](#)

15. How were specific locations chosen?

See response to question 12.

16. Why are you putting speed bumps on a greenway?

Portland's Neighborhood Greenway Assessment Report recommends 85th percentile vehicle speeds of under 20 mph on all neighborhood greenways. Roughly 80% of the Lincoln-Harrison Neighborhood Greenway has speeds higher than this benchmark, with some portions of the greenway seeing 85th percentile speeds between 27-29 mph. [View summarized weekday car speeds map.](#)

PBOT has had good success with speed bumps over the years. Speed bumps are the most effective tool to slow speeding auto traffic. PBOT continues to explore ways to slow speeding motorists with minimum delay to people biking, but at this time, speed bumps are the best tool in our toolbox to reduce vehicle speeds on the greenway.

17. What is the estimated effectiveness of the speed bumps?

See response to Question 5.

18. Is PBOT looking at other exemplars/precedents from other cities? If so, where?

PBOT frequently searches for comparison cities and how they implement similar projects.

Recent examples include:

- Vancouver, BC: <http://vancouver.ca/streets-transportation/greenways-for-walking-and-cycling.aspx>
- Austin, TX: <https://austintexas.gov/activetransportationprojects>
- Seattle, WA: <https://www.seattle.gov/transportation/projects-and-programs/programs/greenways-program>

- San Francisco: <https://usa.streetsblog.org/2018/02/27/lightning-fast-dirt-cheap-five-tips-from-sfs-protected-bike-lane-projects/>

Portland is also regularly contacted by other agencies regarding its neighborhood greenway system.

19. What is the plan for squaring up the intersection at 30th & Harrison?

See response to Question 11.

20. Is the purpose of the project to make streets safer for everyone?

Studies indicate that streets made safer for people walking and biking also become safer for people driving. This makes sense, since the more cyclists and pedestrians you see, the easier it is to see them, and slowing speeds benefits everyone. Learn more: [Actually, cyclists make city streets safer - The Washington Post](#)

21. When will the 6-month review be published?

Six months after their installations, we will begin to record vehicle volumes and speeds on streets near the new diverters. We will publish this vehicle volume and speed data on the project web page as it is collected. Based on the results of this data, we will look at mitigation in line with the traffic calming policies described in Question 1.

22. Is there a study indicating necessity?

Learn why biking is part of Portland's transportation strategy, how we attract new Portland residents to bicycle, and the current issues on the Lincoln-Harrison Neighborhood Greenway that need to be addressed [on the project's story map](#).

23. What is the level of car traffic to be a greenway? At what number does the mitigation kick in? Is Lincoln at this point?

An acceptable level of vehicle volume on a neighborhood greenway is less than 1,500 vehicles per day, with less than 75 vehicles per hour in the peak direction. This level comes from Portland's Neighborhood Greenways Assessment Report, which set guidelines for the city's neighborhood greenways:

- Greenways should be designed, built and maintained for an average of 1,000 vehicles a day, or 50 vehicles per hour in the peak direction.
- While not ideal, a greenway can operate with an average of 1,500 vehicles per day or 75 vehicles per hour in the peak hour.
- Greenways should be improved or maintained to not exceed an average of 2,000 vehicles a day or 100 vehicles per hour in the peak travel direction. Over 2,000 vehicles a day triggers mitigation efforts. Many sections of the Lincoln-Harrison Neighborhood Greenway see over 2,000 vehicles a day. [View weekday car volumes map](#).

24. What happens if data shows there are still high speeds?

The proposed spacing of the speed bumps is already as close as current practice dictates. While it may be possible to make minor adjustments, further work to mitigate speed is likely to take the form of additional diversion.

25. Can we remove the parking at corners along the greenway for better visibility

See response to Question 4.

26. Can PBOT consider including a Neighborhood Advisory Committee along with the Bicycle Advisory Committee at conceptual stage of projects?

PBOT often includes Neighborhood Advisory Committees at the conceptual stages of projects for project types with multiple treatment alternatives and options that could achieve a similar goal. Neighborhood Advisory Committees are more typically consulted during the creation of new neighborhood greenways, when many design options for the project are available for the community to consider. On Lincoln-Harrison, PBOT is using tools that have been previously demonstrated to decrease vehicle volumes and speeds effectively and efficiently, and comparably effective design alternatives do not exist to select from.

27. Where are the cars going to go?

Similar installations have been successful at evenly distributing displaced traffic. However, we recognize that each corridor is a unique case. Six months after their installations, we will begin to evaluate vehicle volumes and speeds on streets near the new diverters. Based on the results of this data, we will look at mitigation in line with our traffic calming policies.

28. Can you tweak the SW corner of 30th & Harrison to narrow the crossing distance?

See response to Question 11.