

LLOYD TO WOODLAWN NEIGHBORHOOD GREENWAY



Recommended Route and Design Summary

MARCH 2019

The Lloyd to Woodlawn Neighborhood Greenway is a NE 9th Ave Neighborhood Greenway route and a Safer 7th Avenue.

The project will **reduce conflict between users, improve safety for everyone, and establish a low stress walking and biking route** connecting the Woodlawn, Vernon, Sabin, King, Irvington neighborhoods to the Lloyd neighborhood and the future Sullivan's Crossing bridge.

"PBOT is committed to building a safe, sustainable transportation system, but **for our system to succeed, we need it to be built with the needs of all Portlanders in mind.**"

We have **broad support for creating a Safer 7th Avenue** that reduces conflict and improves safety for everyone.

NE Ninth Ave is a well-used walking and biking route today, and PBOT's design will **reinforce its role as a family-friendly route through Northeast Portland.**"

- Chloe Eudaly, City of Portland Transportation Commissioner

A Safer 7th

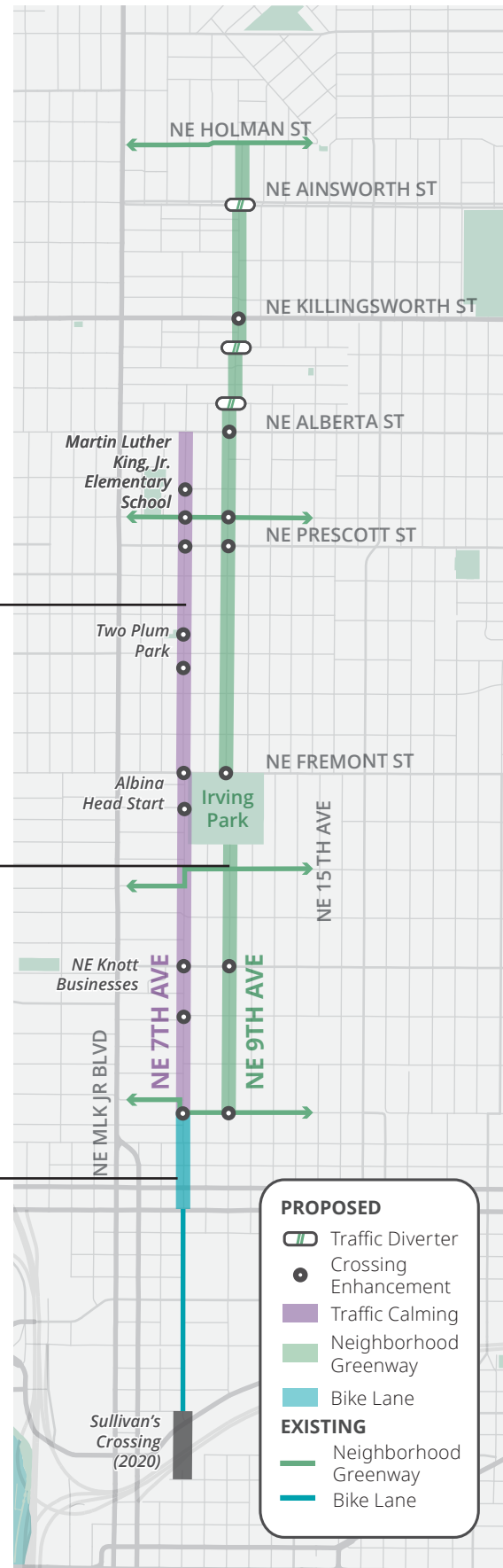
on Seventh Ave from Alberta to Tillamook. **No traffic pattern changes are proposed.**

Neighborhood Greenway

on Ninth Ave between Holman to Tillamook, providing a **low-stress connection between Lloyd and Woodlawn neighborhoods.**

Bike Lane

on Seventh Ave from Tillamook to Sullivan's Crossing, a new bike and pedestrian bridge over I-84.



- | PROPOSED | |
|----------|-----------------------|
| | Traffic Diverter |
| | Crossing Enhancement |
| | Traffic Calming |
| | Neighborhood Greenway |
| | Bike Lane |
| EXISTING | |
| | Neighborhood Greenway |
| | Bike Lane |

LLOYD TO WOODLAWN NEIGHBORHOOD GREENWAY

NE Ninth Ave Today



NE Ninth Ave Proposed Changes



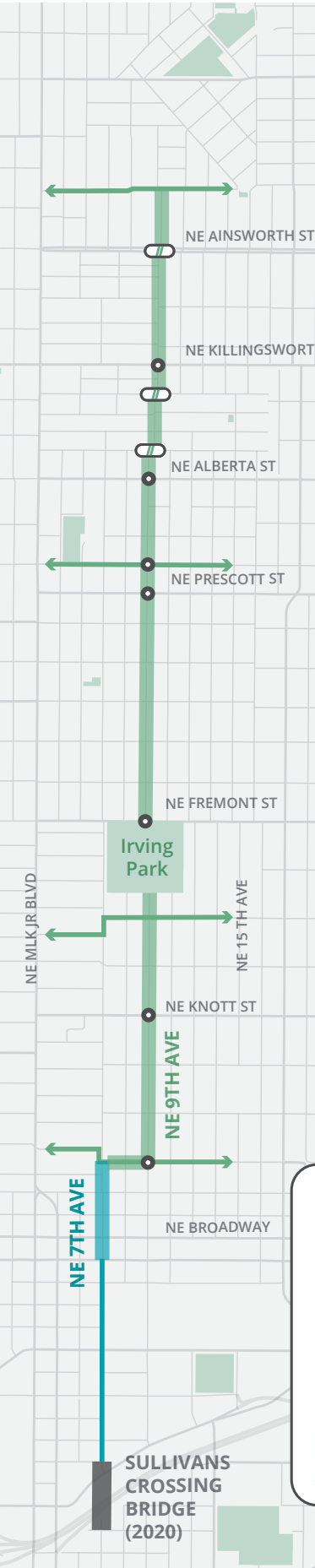
Design details are for illustrative purposes only and are subject to change.

The NE Ninth Avenue Neighborhood Greenway

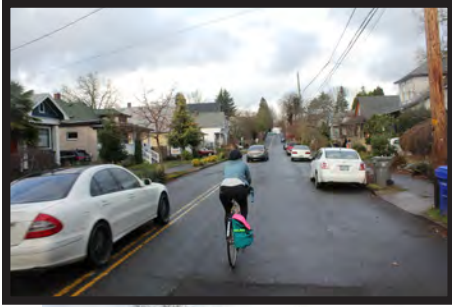
Connecting the NE Holman Neighborhood Greenway to the NE Tillamook Neighborhood Greenway, the proposal will strengthen the role of NE Ninth Avenue as a low-stress neighborhood connection.

Key Project Elements:

- **Crossing enhancements** will provide safer street crossings of busy streets for people walking and biking. This includes Safe Routes to School crossings.
- **Traffic diverters** will reduce traffic volumes where the level of traffic is too high.
- **Create and maintain low speed conditions** along NE Ninth Ave with speed humps.
- **A future bicycle path** will connect through Irving Park. A route through Irving Park is currently not surveyed, designed or funded. When capacity permits, PBOT and Portland Parks & Recreation will explore funding for a route that minimizes impacts to park users.



NE Seventh Ave Today



NE Seventh Ave Proposed Changes



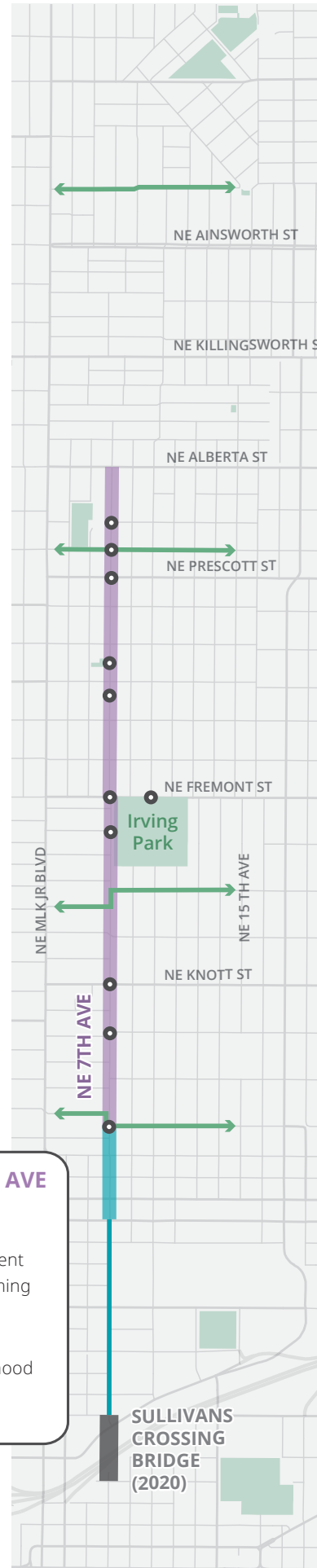
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A Safer 7th Avenue

The full length of NE Seventh Avenue will receive design changes to reduce conflict and improve safety, particularly where children and pedestrians concentrate. No traffic pattern changes are proposed.

Key Project Elements:

- **Reduce illegal speeding** with speed humps, markings, and parking adjustments.
- **Reduce conflict** through the removal of some existing traffic circles.
- Enhance safety at crossings for schools and areas with high levels of pedestrian activity.
- **Enhance crossings** for neighborhood greenways at NE Going St, NE Morris St, NE Tillamook St, using crossing signs, markings, and stop sign adjustments.
- **Enhance safety for people bicycling along NE Seventh** using signs and markings to reduce conflict and increase safety.
- **Bike lane connection** from NE Tillamook to NE Weidler street will establish a complete connection to the Sullivan’s Crossing Bridge.



NE SEVENTH AVE

PROPOSED

- Crossing Enhancement
- Traffic Calming
- Bike Lane

EXISTING

- Neighborhood Greenway
- Bike Lane

Public Outreach

Portland Bureau of Transportation staff have talked with hundreds of community members to date since the project start in February 2018. The project recommendation is a result of deep community involvement including a broad array of stakeholders and designed to understand the opportunities and challenges of the streets under consideration. This involvement directly influenced the recommended route and design, to identify a project with broad community support.

Public Meetings & Community Events

Throughout the process the project team met with area businesses, neighborhood associations, attended community events, and hosted multiple in-person open houses and tabling events.

Feb 28	Public Open House #1: Listening and Learning
Mar 1	Virtual Open House #1 (available throughout the month of March)
June 1	Martin Luther King Jr Elementary School Community Celebration tabling
June 6	SEI Event ODOT I5 Rose Quarter Improvement Project event tabling
June 11	Eliot Neighborhood Association Land Use Committee presentation
June 11	Sabin Community Association Board presentation
June 14	Irvington Community Association Board presentation
June 16	Juneteenth Celebration event tabling
June 19	Lloyd Farmers Market event tabling
June 24	Good in the Hood event tabling
June 27	NECN Land Use and Transportation Committee presentation
June 21	Lloyd Community Association presentation
July 7	Woodlawn Farmers Market tabling
July 9	Soul District, formerly North/Northeast Business Association(NNEBA) presentation
July 10	Portland Bicycle Advisory Committee presentation
July 11	King Neighborhood Association presentation
July 11	Woodlawn Neighborhood Association presentation
July 12	Go Lloyd Board presentation
July 19	Community Tabling at Twenty Six Café (NE 7th Ave & SE Knott St)
July 25	Community Tabling at Café Eleven (NE Rosa Parks Way & NE Grand Ave)
July 16	Virtual Open House #2: Design Options (Available July 16-August 12)
August 1	Public Open House #2: Design Options
August 8	King Neighborhood Association presentation #2
Dec 4	Back Community Stakeholder Meeting including PCRI, SEI, NECN, Soul District
Dec 13	SEI Community Focus Group
Jan 23	PCRI Community Focus Group
Jan 24	Martin Luther King Jr Elementary School Traffic Safety Workshop

“Throughout the process, PBOT was open to **listening, learning and responding to community concerns**. As a result, these projects are a fair representation of the community and neighborhood’s interests. **These improvements on NE Seventh Avenue will make it safer for families traveling to our organization, without limiting their access. Albina Head Start supports a Safer 7th Avenue.**”

- Ron Herndon, Director
Albina Head Start

“The Street Trust supports the decision to locate the greenway on NE Ninth Avenue because **improvements on NE Ninth can deliver the low-car experience needed to make a variety of cyclists feel comfortable** without disrupting access to institutions on NE Seventh serving people of color. **This decision honors the input of community members who have been historically marginalized.**”

- Jillian Detweiler, Executive
Director, The Street Trust

Questions or comments about the Lloyd to Woodlawn Neighborhood Greenway?

Reach out to **Nick Falbo**, Senior Transportation Planner at the Portland Bureau of Transportation.

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Phone: 503.823.6152

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