

SE/NE 50s Bikeway Project
Citizens Advisory Committee Meeting #2
September 29, 2010

Providence Cancer Center, Conf Rm A
6:30 – 8:30 PM

Draft Agenda

- I Improvement Options (tool box)**
- II Alignment and Design Options for 50's Bikeway**
- III Next Steps**

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Providence Center Cancer Clinic, NE 47th Ave and NE Glisan Street

6:30 – 8:30 PM

Meeting Summary

CAC Members Attending:

Chase Ballew, Central Northeast Neighbors District Neighborhood Coalition

Alicia Crain, City of Portland Bicycle Advisory Committee

Jeff Cropp, Richmond Neighborhood Association

Dave Crout, Rose City Park Neighborhood Association

Matt Glynn, Woodstock Comm. Business Association

Sandra Hay Magdaleno, South Tabor Neighborhood Association

Kenny Heggem, Woodstock Neighborhood Association

Hannah Kapell, Creston Kenilworth Neighborhood Association

Nellie Korn, Creston Kenilworth Neighborhood Association

Gerik Kransky, Bicycle Transportation Alliance

Ilana Mullin, Foster Powell Neighborhood Association

John Mulvey, 'at large' citizen representative

Joe Recker, North Tabor Neighborhood Association

Seth Richardson, Foster Business Association

Bruce Treat, Mt Tabor Neighborhood Association

Chris Yake, 'at large' citizen representative

Members of the public

Anne Sherwood

Derren Pennington, Providence Hospital

Ian Stude

Jonathan Gordon

Robert Jordan

Randall Magahay

Russ Willis

Ian Osgood

City of Portland staff

Rich Newlands, PBOT Project Management

Sarah Figliozzi, PBOT Transportation Planning

Jennie Tower, PBOT Traffic Operations

Note: All materials sent to the CAC members and distributed during the meeting are available on the project website, [here](http://www.portlandonline.com/transportation/50sbikeway).

(<http://www.portlandonline.com/transportation/50sbikeway>)

I. Bikeway Design Tools

PBOT Project Manager Sarah Figliozzi presented a number of potentially applicable bikeway design tools. CAC members can find more detailed information in the Bikeway Design Guide here:

<http://www.portlandonline.com/transportation/index.cfm?a=266116&c=44674>

II. Alignment and Design Options

A. PROCESS

PBOT Project Manager Rich Newlands reminded the CAC member of the process for the development of NE/SE 50's Bikeway Plan:

<http://www.portlandonline.com/transportation/index.cfm?c=35953&a=313347>

B. ALIGNMENTS

Rich outlined the various corridor alignments that the Project Team is putting forward as options. Summary descriptions of these alignment options can be found here:

<http://www.portlandonline.com/transportation/index.cfm?c=35953&a=320009> Many of the alignment options can be combined with each other to form hybrid options.

A question was posed as to whether the project corridor could be extended north to NE Prescott, in order to link with the bike project on NE Cully. This is a possibility but it would require amending the project prospectus.

Another alignment question was posed about extending the route north on SE 53rd past Hancock in order to allow cyclists to join NE Sacramento in order to cycle up the Alameda Ridge. A comment was made that cyclists are already using 53rd with regularity. The team noted this alignment request and will address it again during the Group Ride on Saturday October 9th.

Another alignment question was posed about extending the bike lanes south along NE 57th to NE Halsey. The project team believes that this suggestion is outside of the scope of this project and would require an amendment of the prospectus.

Rich explained that the Project Team is leaning in the direction of trying to provide both Options A and B (i.e. providing facilities along SE 53rd/52nd Ave as well as providing the more residential alignment to the east, which begins south of Lincoln). If both alignments were feasible, it would ensure that a safe biking conditions were available on the busier, but more direct, SE 52nd Avenue, as well as a provide a low-stress, family friendly route in the residential streets just east of SE 52nd Ave.

A majority of committee members expressed support for attempting to provide both Options in the southern section of the project. Implementing Option B was also cited as a good idea because it added community benefits by connecting to Franklin HS and Clinton Park.

A number of safety issues were raised by committee members about the current conditions of riding along SE 52nd Ave, south of Division, including being crowded by the buses and fear of being doored.

C. DESIGN OBJECTIVES

Rich reviewed the Project's design objectives and reminded the committee members that the project team and the CAC members will be responsible for evaluating the design options based on the design objectives. The current design criteria can be found here: <http://www.portlandonline.com/transportation/index.cfm?c=35953&a=313346>

D. DESIGN OPTIONS

The remainder of the meeting was devoted to describing the various improvement options and hearing input from committee members and other meeting attendees.

The design improvement options are outlined in a matrix (electronic copy can be found here: <http://www.portlandonline.com/transportation/index.cfm?c=35953&a=320010>)

For each alignment option, the matrix shows a range of improvements identified by staff as feasible for further discussion. Rich noted that for many of the improvement options additional analysis is still needed to determine final feasibility.

Visuals of specific intersection and segment design improvement options will be posted on the project website shortly.

The northern section of the route (NE 53rd from NE Hancock south to NE Glisan is already largely traffic calmed. The project team asked the CAC members if they felt any additional design was needed. The group largely responded that this section was currently very comfortable to ride on.

The section between the crossing of I-84 and NE Glisan (which includes entry and egress to Providence Hospital) was identified as an area that will need some special design solutions, despite the fact that the road width is constrained.

The group discussed the existing signal at SE Halsey and 53rd. Currently the signal is fixed time and adding loops would possibly make it more difficult for bicycles to cross the loops would create a situation where the signal was a steady green for traffic on Halsey.

Rich discussed the option of using diversion at either NE Glisan (restricting southbound traffic movements) or E Burnside (restricting northbound traffic) as a means to reduce the high traffic volumes in this section.

A HAWK signal is a design option to improve the crossing of E Burnside at 53rd. This is currently a very difficult crossing, particularly at peak hour. Currently the HAWK signal is not approved for use at intersections. Further, there is an existing signal at E Burnside and 55th. Both of these facts will make the installation of a HAWK signal at this intersection a very difficult option to approve. The alternative is to jog the route north at SE Washington, so that it travels along SE 55th Ave to take advantage of the existing signal at E Burnside. Generally the CAC voice the opinion that the HAWK was the groups' first choice and they would prefer to not have the route jog. The comment was made that a good justification to use the HAWK at this location was that Portland's existing HAWK signal is also along E Burnside (at E 41st Ave) that drivers along this route were used to this facility type.

Many CAC members commented that the alternative, an overhead pedestrian beacon, does not have good compliance (example at SE Division at the pedestrian crossing near the MAX line near SE 92nd Ave).

Rich discussed the current options for reducing traffic volumes between SE Division and SE Lincoln. The project team is working with Trimet to identify options where diversion at SE Division (restricting northbound traffic) could be feasible. A comment was made that the right hand lane (south bound traffic) has turned into a defacto right turn lane which poses safety issues for cyclists.

Due to traffic volumes and speeds along SE 52nd between Division and SE Woodstock, the major design option is to stripe bicycle lanes. Striping 5 ft bike lanes will require on-street auto parking removal on one side of the street. Approximately 200+ spaces. The project team has collected parking usage rates for this section of the route (available here: <http://www.portlandonline.com/transportation/index.cfm?c=35953&a=313352>)

A comment was made that simply striping 5 ft bike lanes will not attract the 'interested but concerned' cyclists. (Note: Standard width is 6' for bike lanes, 11-12 ft for auto travel lanes. SE 52nd Ave south of SE Division is 40' curb-curb.) Then the suggestion to consider implementing buffered bicycle lanes. Buffered bicycle lanes would require the removal of both sides of on-street auto parking. This recommendation in theory appeared to be supported by the majority of the CAC and those in attendance .

It was also noted by a CAC member that removal of auto parking from both sides of the street avoids the equity issue of removal from one side.

One suggestion was to consider retaining the parking adjacent to commercial clusters. This may entail dropping the lanes and creating a shared use environment which may not be very comfortable for many cyclists.

A comment was made in support of including Option B-2 into the final design, in order to improve the connection/crossing for cyclists travelling to or from SE Center who wish to feed into SE 52nd.

The group also discussed potential design options for the crossing at SE Powell and 54th. A comment was made that the local neighborhood is supportive of investigating a HAWK/Hybrid signal at this intersection due to crossing demand.

III. Next Steps

At the third meeting of the CAC, the project team will return with an evaluation of the various design improvements. The evaluation will be based on the design objectives and input received from the CAC members and members of the public.

The second meeting is tentatively set for the third week of November. Date, time, and venue will be confirmed as soon as possible.

Other:

- A group ride for CAC Members (the general public is also welcome) is scheduled for **Saturday, October 16th**. The group will meet in front of the Rose City Park Elementary School, at 2334 NE 57th Avenue (between NE Sacramento and NE Thompson Streets). *Please RSVP to Sarah.Figlioizzi@portlandoregon.gov if you plan on attending.*
- CAC members are encouraged to contact the project team with any comments or ideas. The project team will respond and cc the group in order to start an online discussion prior to the next meeting.
- The Project Team will be making presentations to many neighborhood and business associations during the months of October/Novembers. If you have suggestions for other community groups that should be approached please contact Sarah or Rich. The full schedule of project presentations and meetings is on the project website here:
<http://www.portlandonline.com/transportation/50sbikeway>
- Two Open Houses are tentatively scheduled for January. More information will be forwarded to CAC Members and the project interest list as soon as possible.