

NE/SE 20s Bikeway Project
Stakeholders Advisory Committee Meeting #1
September 24, 2013

Introduction/Agenda Overview

The main purpose of this meeting was to review the range of alignment and design treatment options developed. The intended outcome is to get to a point where the SAC has had sufficient discussion of the alternatives and is ready to broaden the conversation with the larger public via the planned sub-area open houses. Before the meeting gets to the design alternatives, there will be an overview of the various bikeway treatments and tools, so that everyone can have the same vocabulary and understanding how these treatments work and their general pros and cons.

Review project objectives

The project objectives are meant to be a work in progress as the project goes on. Rich reviewed the current list with the committee.

Discussion:

- Rating the objectives by importance (not to discuss tonight, but future)
- Define goal for daily traffic volume

Review Project Issues List

Again, this list can be a work in progress; Rich wanted to check in to see if there was anything to add.

- North of Broadway, bus/bike leap frogging (transit conflicts)

Types of Bikeway Designs

Bikeway treatment types can be broken out into two basic categories, shared facilities and separated. The general guideline for shared facilities is that they are generally acceptable when traffic volumes are lower than 3,000 vehicles/day. While shared facilities with slow traffic volumes and speed are generally considered an ideal environment for a bikeway, the street options that allow that environment may not provide access to destinations or provide directness- hence when higher volume streets need to be considered, along with separated facilities.

Shared

The main treatment type for shared facilities are Neighborhood Greenways, which are a package of improvements that help insure the environment remains appropriate for shared use and help with wayfinding within the bicycle network. These basic improvements include:

- ‘sharrows’: a pavement marking that helps to both indicate to all road users that the street is a shared environment and for way-finding within the network.
- speed bumps: to provide traffic calming
- 20 mph speed limit: to help with traffic calming

- destination signs: to help with wayfinding
- rotated stop signs: to facilitate convenience of using the route.

Additional traffic calming measures may be needed in certain circumstances, including diversion to limit traffic volumes.

Some newer ideas for higher volume circumstances include the “super sharrow”, installation of which would require joining an FHWA experiment. These are essentially enhanced sharrows that indicate a higher volume shared environment than normal Greenway. The most likely design type would be the sharrow with a green background. They are not currently an allowed tool in the Manual of Uniform Traffic Controls (MUTCD) but are currently under experiment in other cities.

Separated facilities

Separation generally comes in the form of a bike lane, but there are several types of bike lanes. The standard bike lane is 5-6 ft while a buffered lane is 7-8 ft in width. A third approach is the cycle track, which adds a physical dimension to the separation. This can be done with parked cars (eg SW Broadway adjacent to PSU), wands, or grade separation where the bike lane is elevated above street grade (eg NE Cully Blvd).

The issue particular to the project along 28th Ave and 26th Ave with a two-way bike lane facility was discussed again. The 36 ft roadway width allows only a buffered bike lane option, with parking removal from both sides because with parking removal only on one side results in substandard lanes widths (4 ft)

- what is the minimum travel lane width?: 10 ft
- what is the minimum parking lane width?: 8 ft

A bike couplet is a new way to circumvent the above problem, where an in-road bike facility would be installed in one direction only and a greenway treatment would be provided on a parallel street. This would allow parking to be removed from one side only.

Potential down sides to the bike couplet concept are that people may not understand the one-way function and ride the wrong way, along with the fact that the directness or local access that had the route on the high volume street in the first place is served in only one direction.

During the presentation, there was discussion around world-class bike facilities and Council-adopted plans and goals. There are opportunities to get very creative.

The group also talked about traffic calming options such as speed bumps and elevated crosswalks. Part of the issue around speed bumps is how they interact with emergency vehicles. Suggestions included shifting response routes and “fire truck friendly” speed bumps.

Parking came up as well, specifically creating some kind of parking benefit district. Someone pointed out that vehicle parking removal could also mean bike corral removal.

Specific Issue Point Discussion

For the route north of Broadway, PBOT technical staff does not see any reason to do anything other than standard greenway treatment. The proposed route is on NE 27th, 29th, and 26th Avenues.

One of the committee members suggested using 32nd Avenue instead, which leads straight to NE Regents, and the Alameda Ridge.

At NE Broadway is where the route is quite tricky. The recommendation is to create a greenway route on NE 26th, then Wasco to get back to NE 28th.

There was a lot of discussion about this section. Some members felt strongly that using 26th would require too much out of direction travel. It needs to be a very great route with an excellent crossing at Broadway to make it worth the extra blocks.

As most of the vehicular traffic in this section of NE 28th is northbound, it may make sense to do a treatment in that direction only. About a third of the group liked the idea of a “bike couplet” in the area.

Rich will leave options for both 26th and 28th on the table.

The intersection of NE 28th & Broadway was as far south as the committee got to go before meeting time ran out. Another meeting is needed to finish the discussion. Rich will look for something in the next couple of weeks.

The meeting was adjourned at 9:10.