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 Steve Novick Commissioner Leah Treat Director

TSP Stage 2 Update Discussion Draft - October 2015: Public feedback on Section 5: Bicycle Classification Maps

TEG + Public Feedback	Commenter	Staff Response	Comment Source
On Map 6.40.3 -- Northwest District there appears to be a total elimination of any major city bikeway connecting NW Cornell Rd. to the central city. Preserving one of the three routes currently proposed to be downgraded to local access bikeways seems like an important issue of connectivity for a potentially large volume of people riding bikes.	Gerik Kransky	The proposal is for Overton to be downgraded to Local Service Bikeway while Pettygrove one block to the north is upgraded to City Bikeway. Raleigh is similarly proposed to shift one block north to Savier. These changes are proposed because Overton and Raleigh are less well-suited for installation of low-stress bikeways. Staff will evaluate whether another street like Flanders could be upgraded to Major City Bikeway to connect with Cornell Rd.	Email/ TEG facilitator
On Map 6.41.3 -- Southwest District it appears as though SW Barbur Blvd. is identified as a Major City Bikeway. While we at the BTA welcome this policy change, safety improvements are urgently needed on over the Newbury and Vermont Bridges on that route. Without protected bike lanes that particular bikeway is doomed to fail. Please take action with the relevant partner jurisdictions to make Barbur safe immediately.	Gerik Kransky	PBOT is actively working with ODOT to ensure safety improvements are made to Barbur Blvd, especially over the viaducts. The proposed Major City Bikeway classification sets a strong policy context supporting high-quality, safe bicycle facilities.	Email/ TEG facilitator
A handful of recommendations throughout this section are for physically separated bikeways and others are for shared roadway bikeways yet there is no reference to "protected bike lanes." BTA recommends adding a definition for Protected Bike Lanes in Section 11: Glossary of Transportation Terms and including policy guidance incorporating protected bike lanes as stronger form of physically separated bikeways, especially appropriate on major streets.	Gerik Kransky	Much of the language found in this section was adapted from the Portland Bicycle Plan for 2030, which did not include protected bike lanes as a facility type, but given the growing use of this design treatment it would be appropriate to incorporate it. Staff will consider whether to add Protected Bike Lanes to the glossary to better clarify this facility type, and language will be revised. A revision was made	Email/ TEG facilitator

TEG + Public Feedback	Commenter	Staff Response	Comment Source
There are a few City Bikeway designations in SW that make no sense (p. 15). I'll bring a mark-up to next week's meeting.	Keith Liden	Staff will respond to these issues when they are received.	Email/ TEG facilitator
Same comment as above (Very Complete. It is to be hoped that at some point we could have a similar level of importance for objectives for pedestrians). Also, in my black and white version of the document, the classifications do not read very well at all. It will be helpful to have a narrative describing the changes in the next version.	Jeanne Harrison, informal comments from NWDA TC	Staff added commentary noting the changes.	Email
Map 6.41.3 A portion of the Red Electric Trail is shown, but the section from SW Bertha and SW Vermont is wrong and should be included following Vermont, Burlingame Avenue, Burlingame Terrace, Nebraska, Parkhill Drive and then connection across the Newbury Structure on Barbur to Slavin Road to Corbett thence to Gibbs and across the Hooley Pedestrian Bridge. It should also show the route the route the route connecting from Bertha to Taylors Ferry Road and thence to the Willamette Greenway. Both of these routes were included in the Red Electric Trail Plan approved by the City Council in 2007.	Don Baack	The entire Red Electric Trail is shown on this map, but only the portion of it west of Bertha is a Major City Bikeway. The rest of the Red Electric Trail is shown as a City Bikeway.	Email