

PBOT

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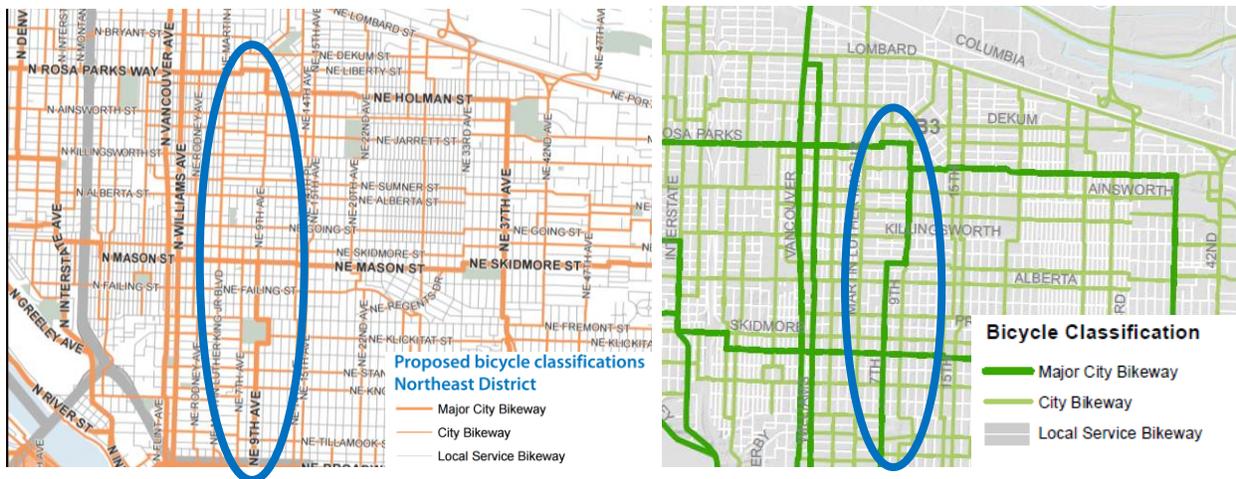
Transportation System Plan (TSP) Update

Stage 2 Recommended Draft – Fall 2016

KEY ISSUES SUMMARY: NE 7TH AND 9TH AVENUE BICYCLE CLASSIFICATIONS

Background

The Proposed Draft of the Stage 2 TSP Update included classification of NE 9th Ave as a Major City Bikeway and NE 7th Ave as a City Bikeway, in accordance with the adopted Portland Bicycle Plan for 2030. In light of potential future Neighborhood Greenway planning to develop important North-South connections in the area, the Major City Bikeway classification could influence the location of improvements to reduce motor vehicle speed/ volume to enhance conditions for bicycling.



Above *left*: Bicycle classifications of NE 7th and 9th Aves in the 2030 Portland Bicycle Plan (RES 36763)

Above *right*: Planning & Sustainability recommended bicycle classifications of NE 7th and 9th Aves

PSC Testimony

Multiple organizations and individuals provided testimony to the Planning and Sustainability Commission (PSC) opposing the classification of NE 9th Ave as a Major City Bikeway and offering support for use of NE 7th Ave as a Major City Bikeway instead. Rationale included the popularity of NE 7th Ave as an existing bike route, opportunity to resolve present traffic cut-through issues on NE 7th Ave (which is classified as a Local Street but operates as a Collector Street), opportunity to connect to other key bicycle routes in the transportation network, and potential reduced cost of implementation.



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In reaction to testimony advocating for NE 7th Ave as a Major City Bikeway classification, countering testimony came in advocating in favor of the proposed NE 9th Ave Major City Bikeway classification. Rationale included concern for traffic impacts to the other local streets in the neighborhood, congestion, traffic speeds and volumes, and safety for people on bicycles.

Early in 2016, the Eliot, Irvington, and King Neighborhood Associations sent letters asking the City for a neighborhood greenway to be established on NE 7th Ave rather than NE 9th Ave. They organized an open meeting on the topic on Monday, March 14th with PBOT staff in attendance. At this meeting, residents of the three adjacent neighborhoods expressed strong support for a neighborhood greenway on NE 7th Ave, though some concerns were expressed about congestion on MLK and traffic diversion to other local streets. As discussed above, other neighbors living on streets such as 8th and 9th later expressed opposition to the neighborhood associations' position.

Staff response is that we need to conduct a proper study of the effects of various diverter treatments on traffic patterns in the area of question and a detailed traffic analysis. PBOT would need to conduct a full public process to assess various options and weigh the benefits and impacts to the public. During the TSP Major Projects List adoption process earlier in 2016, City Council amended the 7th/9th Neighborhood Greenway project to identify both routes as potential alignments, subject to further study. Funding for a 7th/9th Neighborhood Greenway has now been secured through the Fixing Our Streets program, so PBOT will have the resources in the coming years to do this alternatives analysis during the design phase for the project.

PSC Decision

Based on the volume of public testimony, as well as agreement among Commissioners that NE 7th Ave would be the preferred route from a policy perspective, the PSC recommended moving the Major City Bikeway to NE 7th Ave south of NE Sumner St. North of NE Sumner St the Major City Bikeway then shifts to NE 9th Ave up to NE Holman St. NE 9th Ave south of NE Sumner St would continue to be a City Bikeway.