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## Welcome



From Portland Bureau of Transportation staff and the project's Citizens Advisory Committee,

thank you for coming to tonight's NE/SE 50's Bikeway open house.

**Purpose:**

The purpose of tonight's event is to introduce a new transportation improvement project to the community and provide an opportunity for public comment.

Please proceed through the following numbered stations to learn about the project. At two locations there are comment stations to provide feedback. Staff and members of the citizens advisory committee are available to answer questions you may have.

**Funding:**

This project is federally funded through a \$1.5 million Metropolitan Transportation Improvement Program grant.



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## Why Bikes?



## STREETS THAT WORK

Portland's streets can carry far more people with **far less wear and tear** if people are riding bicycles instead of driving cars. That means our streets and bridges will work better for moving goods and for buses and for people when they do drive. Bicycling is truly the **best transportation buy**.



## CLIMATE CHANGE & THE ENVIRONMENT

**Forty percent** of Oregon's carbon dioxide emissions come from transportation, the fastest growing source. Meanwhile, about half of all trips in Portland are three miles or less – a distance easily covered on a bicycle without breaking a sweat.



## HEALTH & SAFETY

The Centers for Disease Control say that "automobile trips that can be safely replaced by walking or bicycling offer **the first target for increased physical activity** in communities." Studies suggest getting more people bicycling instead of driving helps make **everyone safer**.



## EQUITY & ACCESS

With the average cost of owning and operating a car now estimated at more than \$7,000 a year, bicycling is the **most affordable form of personal transportation**. Improved bikeways will give **even more Portlanders the choice** to bicycle to jobs, school, shopping and transit.



## PROSPERITY & A SUSTAINABLE ECONOMY

Each year, **about \$800,000,000** circulates in Portland's local economy that would have otherwise have left the region if we drove as much as the U.S. average. The bicycle industry itself annually contributes **about \$100,000,000** to the city's economy and now accounts for **nearly 1,000 jobs**.



## DISTINCT PLACES & LIVABLE NEIGHBORHOODS

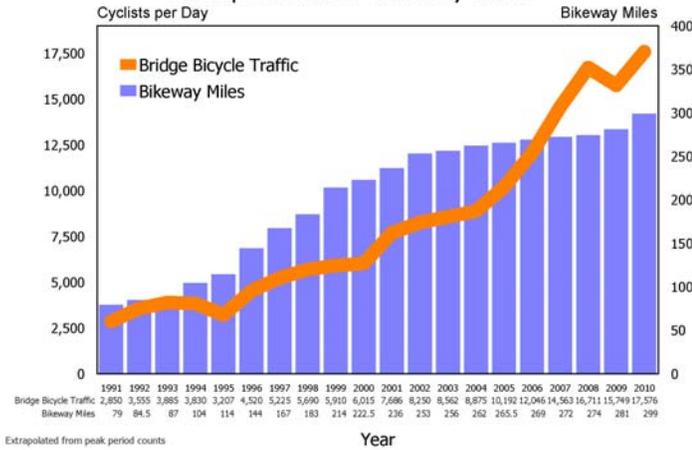
Bicycling is distinctly Portland! Bicycle trips promote interaction between neighbors, strengthen the rider's connection to the community, increase the chance of shopping locally, put more "eyes on the street" and contribute to a sense of place.

# 3

## How Many People Ride in Portland?



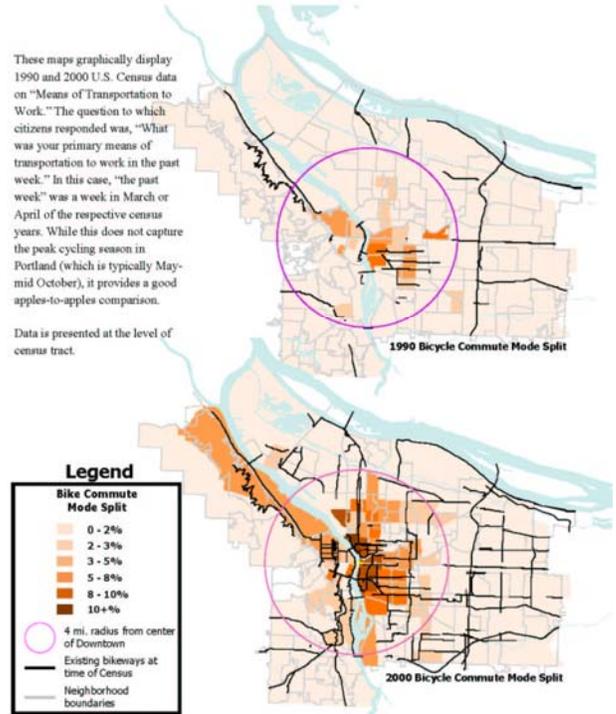
Bicycle Traffic across Four Main Portland Bicycle Bridges Juxtaposed with Bikeway Miles



Extrapolated from peak period counts

There is a strong correlation between the development of bikeways and increased riding. The above chart and the image to its right clearly shows this correlation. Bicycle use has increased dramatically since 1990 in response to the development of bikeways..

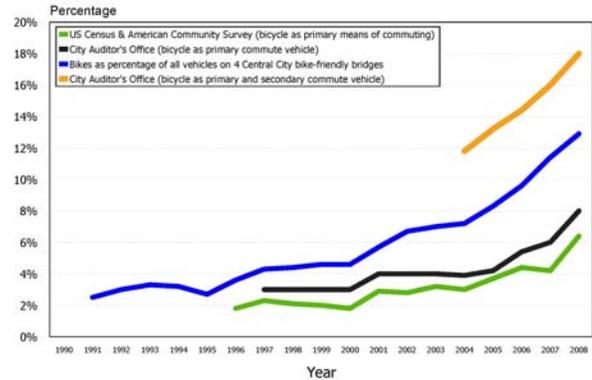
Bicycle Commute Mode Split 1990 and 2000 Portland, OR



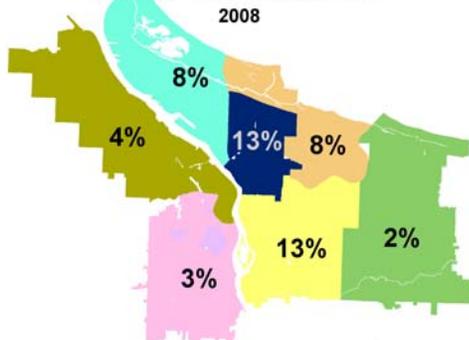
While we cannot establish an exact number for bicycle ridership, we can see from several indicators that it has increased steadily over time. This is shown by data from the US Department of Commerce and the Portland City Auditor's office, as shown to the right.

The two images below show that bicycle ridership in the part of town where the 50s bikeway runs has many people identifying the bicycle as either their primary or secondary means of transportation to work.

Rising Bicycle Use in Portland Bridge Counts, US Census, City Auditor's Reports



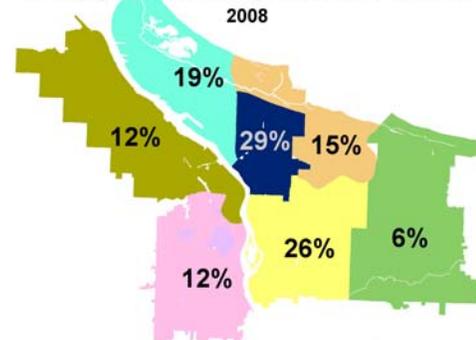
People Reporting the Bicycle as Their Primary Commute Vehicle 2008



Source: City of Portland Office of the Auditor, Service Efforts & Accomplishments Report 2007-08

Citywide: 8%

People Reporting the Bicycle as Their Primary or Secondary Commute Vehicle 2008



Source: City of Portland Office of the Auditor, Service Efforts & Accomplishments Report 2007-08

Citywide: 18%

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## Background



## Why the NE/SE 50's Bikeway?

### Major opportunity to connect NE and SE Portland

This project is a major opportunity for helping Portland achieve its goal of developing a balanced, sustainable transportation system.

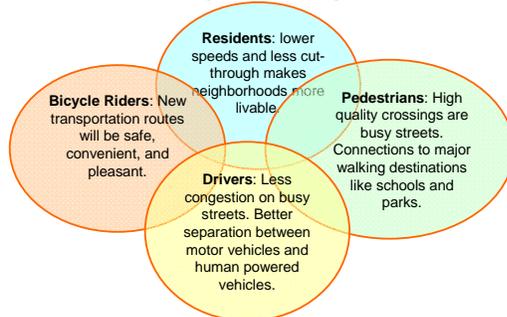
Portland has made great strides over the past two decades in making bicycling a more viable mode of transportation, primarily through the building of an inter-connected bicycle network that provides a safe, efficient means of traveling by bicycle.

This project helps connect up a 6.7 mile bicycle corridor, linking residents to employment, schools, commercial areas, schools, and parks.

The project also offers the opportunity to:

- Improve pedestrian crossing safety at major street crossings
- Provide traffic calming of residential streets currently impacted by high traffic volumes and speeds.
- Reduce conflicts with automobiles.

### WHO BENEFITS?



### 50's Bikeway Index

- **Overall bikeway length: 6.7 miles**
- **Currently improved length: 2.4 miles (bicycle lanes)**
- **Project length: 4.3 miles**
- **Residents within ¼ mile: 19,600**
- **Neighborhoods along project: 7**  
 Rose City Park  
 North Tabor  
 Mt Tabor  
 Richmond  
 Foster-Powell  
 Creston-Kenilworth  
 Woodstock
- **Schools within ½ mile: 12**  
 Rose City Park Elementary  
 Laurelhurst Elementary  
 Gateway Academy  
 Mt Tabor Middle  
 Glencoe Elementary  
 Puddletown  
 Western Seminary  
 Franklin High  
 Atkinson Elementary  
 Creston Elementary  
 Arleta Elementary  
 Woodstock Elementary
- **School children served: 5,100**
- **Parks within ½ mile: 7**  
 Rose City  
 Normendale  
 Frazier  
 Mt Tabor  
 Clinton  
 Creston  
 Woodstock
- **Bikeway connections along the project: 10**  
 NE Hancock  
 NE Everett/Davis  
 SE Salmon/ Taylor  
 SE Hawthorne  
 SE Lincoln  
 SE Clinton  
 SE Woodward/ Tibbetts  
 SE Gladstone/ Center  
 SE Harold/Steele  
 SE Holgate



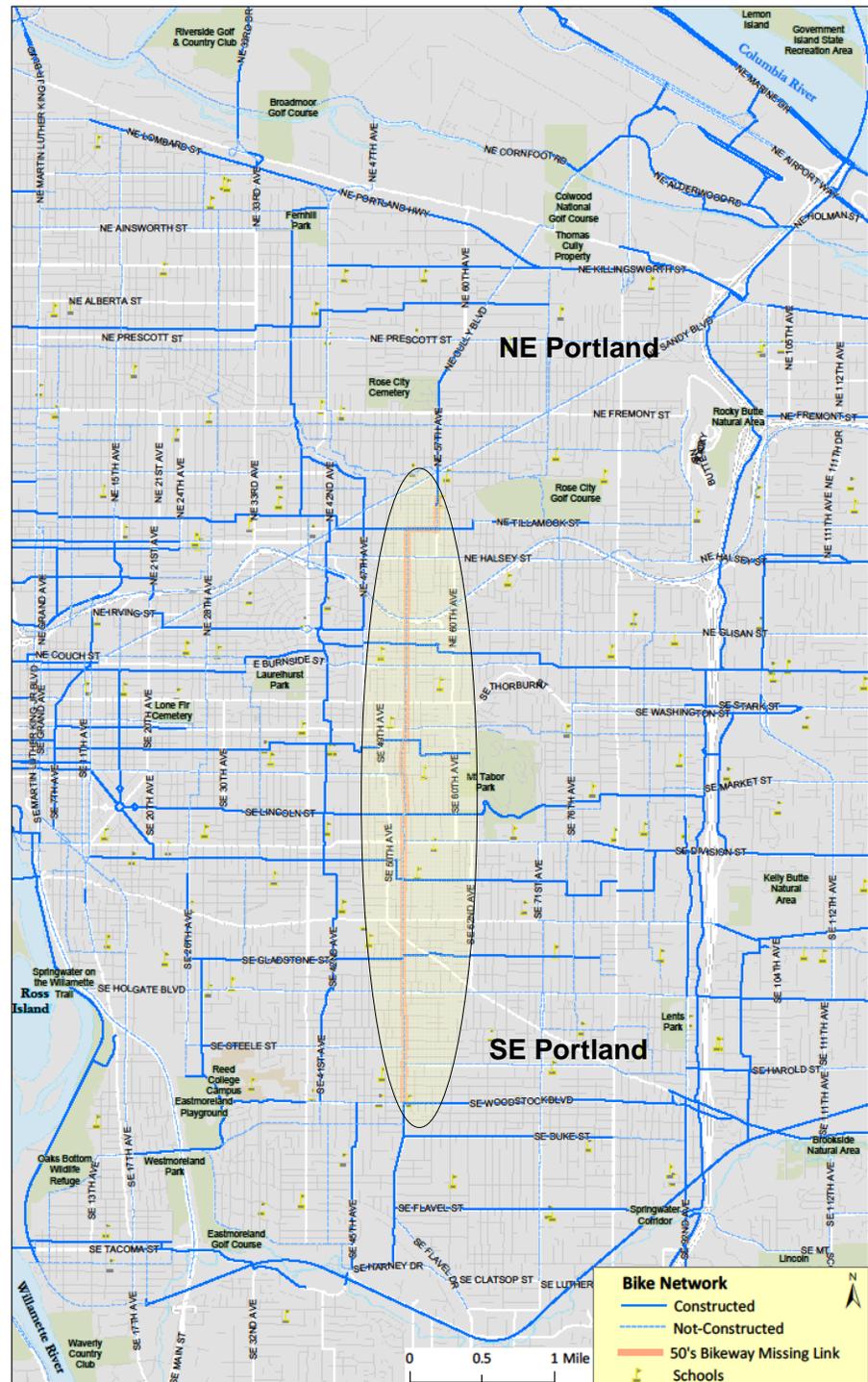
## Why the NE/SE 50's Bikeway?

### The 50's Missing Link

Most of the bicycle network improvements in inner NE and SE Portland have been focused on the east-west routes connecting to downtown. However, to achieve a truly integrated system, we need to start focusing on the more difficult north-south connections.

North-south travel for all modes in east Portland is more limited due to a street network that is less oriented in that direction, and major obstacles like the Banfield Freeway (I-84).

SE 52nd Ave and NE 53rd Ave provide the rare, continuous connection from one end of east Portland to the other. Bicycle lanes already exist on SE 52nd Ave south of Woodstock, and NE 57th Ave north of Thompson St. This project will help fill in this major missing link.

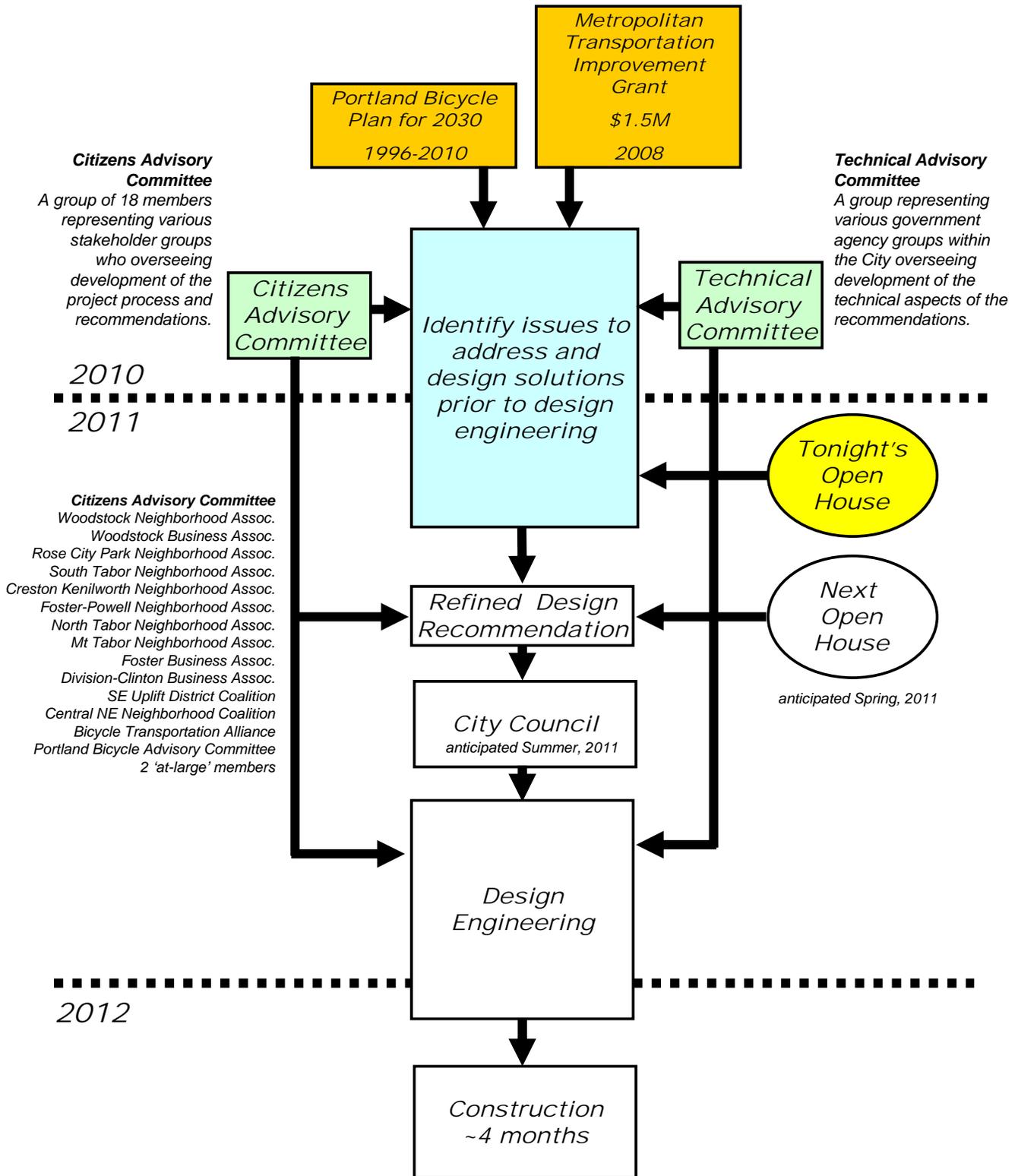


# 6

## Process/ Schedule



Development of the project has been overseen by a Citizens Advisory Committee composed primarily of neighborhood and business association representatives along the route. The committee has met three times since last summer.

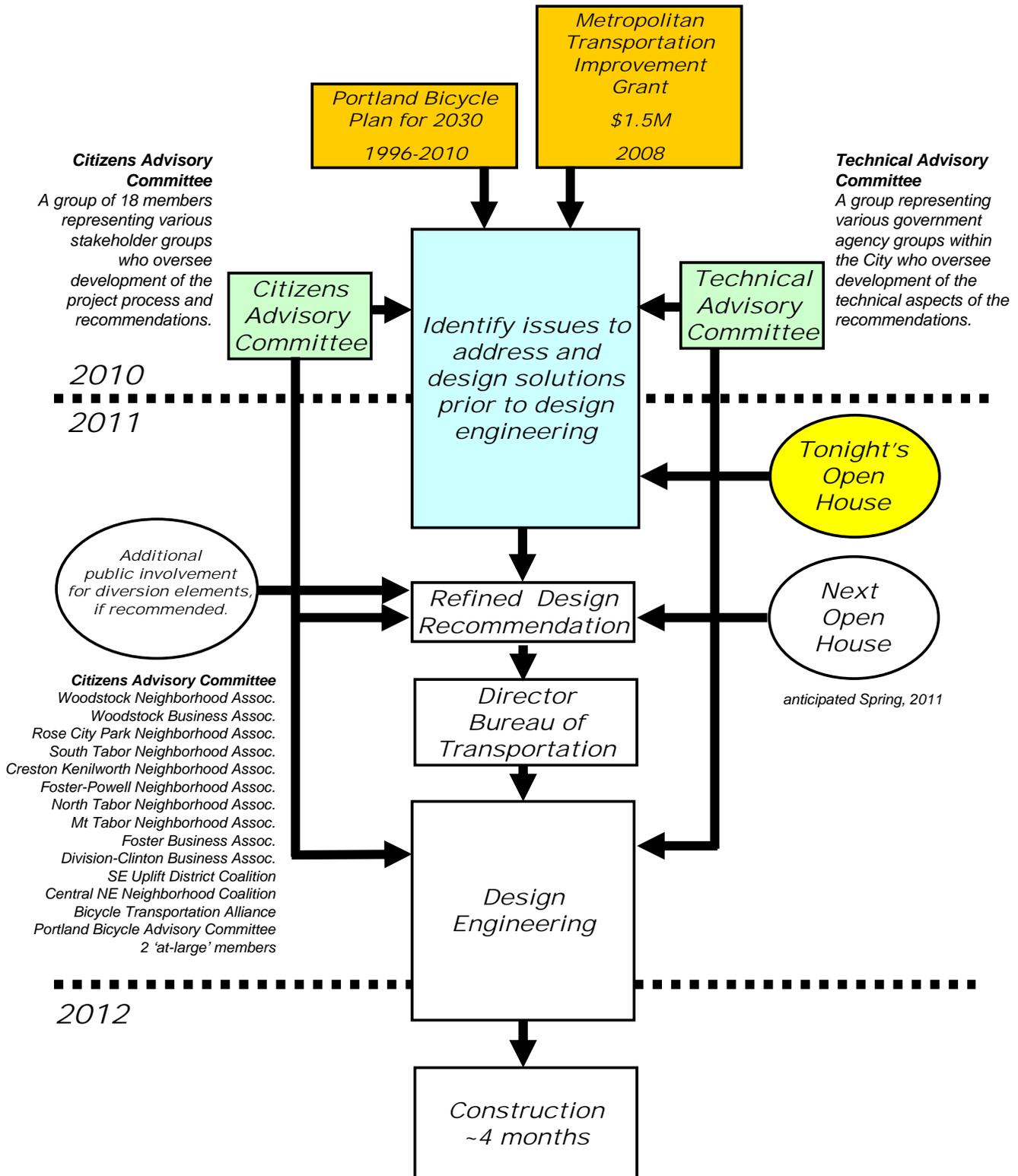


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## Design Criteria



There are three main design elements to building a bikeway: the overall alignment of the route, the safety and convenience of major street crossings, and the safety and convenience of the street segments in-between the major crossings. Below are the criteria used to identify existing issues and design solutions for the NE/SE 50's Bikeway Project.

### Overall alignment:

- **Direct**  
*The straighter the alignment, the better (faster, easier bicycle trips between destinations).*
- **Easy to follow**  
*Route finding is simple and straightforward*
- **Continuous**  
*There are no missing connections for safe, convenient cycling*
- **Connected**  
*Convenient connections to the other routes within the bicycle network.*
- **Non-strenuous**  
*The flatter the better.*

### Major Street Crossings:

- **Safe**  
*Users feel safe and comfortable when crossing high traffic volume streets.*
- **Minimal delay**  
*Users do not encounter long waits for safe crossings of high traffic volume streets.*

### Route segments:

- **Comfortable, low stress, safe riding environment**

#### Volumes:

Arterial streets (> 3,000 vehicles/day)- separation  
Local streets- Ideally less than 1,000 cars a day

#### Low traffic speeds:

Ideally 25 mph or less



## Alignment Options



The project is considering two general alignment options to connect the existing bicycle lanes on SE 52<sup>nd</sup> Ave at Woodstock Blvd to the bicycle lanes on NE 57<sup>th</sup> Ave at Thompson St.

### Option A: Direct Route

This alignment is the one originally identified in the 1996 Bicycle Master Plan and again in the 2010 updated plan. Several sub-options are possible as well.

#### Key strengths:

- It is the most direct street connection between the end points.
- Most of the route north of Division St uses low traffic volume/ speed residential streets.

#### Key weakness:

- Uses a collector street with high traffic volumes and speeds south of Division St. Adding bicycle lanes requires on-street parking removal on one or both sides of the street.

### Option B: Neighborhood Route

This alignment was primarily developed in response to the key weakness of Option A noted above. Several sub-options are possible as well.

#### Key strengths:

- South of Division St.- more of this route is on residential streets with lower volumes and speeds than Option A- more comfortable for 'interested but concerned' cyclists (family friendly).

#### Key weaknesses:

- More circuitous route (longer, less direct, less easy to follow).  
Out of direction travel compared to Option A: 2,700 ft (over ½ mile)
- More unimproved arterial crossings (crossings without signalization or other safety enhancements).

