

NE/SE 20's Bikeway Project
Stakeholders Advisory Committee Meeting #3
November 13, 2013

Staff Attendees: Rich Newlands (Project Manager); Andrew Sullivan (PBOT Traffic Engineer); Jamie Jeffrey (PBOT Traffic Engineer), Lois Martin (PBOT-meeting scribe), Dan Layden

Stakeholder Attendees: The Stakeholders Advisory Committee (SAC) is made up of representatives from neighborhood and business associations, as well as other groups such as the Bicycle Transportation Alliance. There were 22 SAC members who signed the attendance log for this meeting. (See last two pages).

Introduction/Agenda Overview:

The main purpose of this meeting was to complete the review of the overall range of design alternatives over the entire route, so everyone understands the overall context of the project and see if the range can be narrowed down through screening out options that do not merit further discussion so that we can focus the discussion on the areas where there are options. The group agreed on the need to discuss overall areas of interest, focus on questions about clarifying rather than on discussion, which will follow if time allows or be addressed at the next meeting.

Review of Design Options

The group reviewed the design and discussed alternative route alignments and design treatments.

Starting at the south end:

SE Steele to Woodstock:

SE 28th Ave, is the alignment identified in the bicycle master plan, and is the only viable alignment option given the barriers to the west (golf course) and east (Reed College). The existing bike lanes, for the most part, maximize the available ROW for bicycle facilities, so no change is proposed.

SE Woodstock to Crystal Springs

Alignment options:

- SE 28th Ave/ 27th Ave/ Crystal Springs Blvd (Master Plan alignment)
- SE Woodstock to 32nd Ave
- SE Woodstock to Reed College Place

Recommended for elimination from further consideration: 27th Ave due to high volume traffic environment and topography relative to options. Would need to consider bike lanes, would have to remove parking unlike other options. Concern expressed about how it might impact neighborhood parking conditions once the light rail station is open.

Reed College Place Option: Neighborhood Greenway: Kurt Krause suggested this was a safer route and the group seemed to agree. The group noted this would also provide nice connections to Dunnaway School. However, issues discussed regarding constrained

environment, less room to maneuver. Kurt Krause (Eastmoreland) expressed concern with hazardous intersection on Bybee & 32. Left turn difficult.

32 Avenue Option - PRO: better suited to serving interested but concerned cyclist (compared to 27th) and easier topography CON: Transit

Current route will continue on Crystal Springs Blvd to 45th Ave, as originally identified in the Master Plan.

Shifting back to the north end:
NE Lombard to Holman alignment options

- NE 27th Ave

NE 27th Ave is the only viable option in this section given that it provide a signalized link to existing bike lanes on Lombard and provides direct access to Concordia College.

Holman to Alameda Ridge:

- NE 29th Ave
- NE 28th Ave
- NE 27th Ave
- NE 26th Ave

Question from Kirk Paulson referred to the additional option of using NE 32nd Ave. Rich responded that the existing options make more sense from a network perspective in that they provide a direct connection to Lombard and Concordia College. Access to Faubion school is envision through the planned Dekum Bikeway. 32nd Ave would serve as a different piece of the bicycle network.

Staff recommended that suggested that NE 28th Ave (surface conditions relative to other options) and 27th Ave (conflicts with transit) be removed. NE 29th Ave and NE 26th Ave are both good options and close in terms of the quality of bicycle environment for a Neighborhood Greenway- advance these options for further discussion.

Alameda Ridge to Broadway

- NE 29th/28th Ave
- NE 26th Ave

Neither alignment as a distinct advantage in terms of quality within the segment's boundaries, however NE 26th Ave aligns better at the north end, where by using NE 26th as the starting point for climbing the ridge it spreads the elevation gain out over a lower grade, and makes more sense when combined with the 26th Ave option south of Broadway- advance these options for further discussion.

Broadway to Wasco

- NE 28th Ave
- NE 26th Ave

While there are many potential design treatment options for 28th in this section, the key issue with using 28th Ave is the Halsey corner, which provides poor sight distances and a very constrained ROW for improvements. Staff believes there is not an adequate design treatment to remedy that section that does not require a shared design in a high traffic volume environment, along with poor sight distances. For this reason, along with 26th Ave providing a Greenway environment without any out-of direction travel, 26th Ave is preferred. The overall effectiveness of this option is conditioned on making a good crossing of Broadway at 26th Ave.

NE Wasco to SE Stark

- 28th Ave
- 24th Ave (via Holladay)
- 26th Ave
- 30th Ave

All of the options for this segment are proposed to be retained for further discussion as this segment provides some of the most difficult choices of the entire route. The one exception is 24th Ave. While it would provide the least amount of parking loss, it entails a significant amount of out-of-direction travel and traverses NE Holladay an area that requires bikes to mix with heavy truck loading activity. The committee appeared to agree.

Key issues in the segment include a constrained right of way, high traffic volumes, and an on street parking supply that is presumed to be of high value to the adjacent retail commercial district. 28th Avenue improvements could range from enhanced pavement markings, which have no parking impacts but do little to address the needs of the 'interested but concerned' cyclist, to separated facilities that require parking removal. The only two separated options that are not substandard is the bike couplet (one side parking removal) and buffered bike lanes (both sides parking removed).

The two parallel routes, 26th Ave and 30th Ave are designed to avoid the parking removal impact but require out-of-direction travel. The key design feasibility issue with the 26th Ave alignment is whether the route can go through the da Vinci School site. If not, going around via 24th Ave was considered by the committee and staff as adding too much out-of-direction travel.

The key design feasibility issue with the 30th Ave alignment is the Burnside crossing. The off-set at 30th Ave makes this a difficult and expensive location with some impacts to an adjacent business, but there is a design that can work.

Both options still require using 28th Ave to get across Sandy Blvd. Because of the high traffic volumes, only a separated facility would address the needs of the interested but concerned cyclist. The 26th Ave alignment has the advantage over 30th Ave in that a two-way cycle track design would allow cyclists (if coming from NE 26th Ave at Wasco) an alignment that does not require having to cross 28th Ave in either direction of travel. This

design keeps all bike traffic on the west side of the street between Wasco and Buxton (or Hoyt). Parking removal from both side of 28th Ave are required, as is the 30th Ave option. Parking for the east side of the block from Sandy to Oregon can be preserved by using the some of the sidewalk area. The 30th Ave connection needs to use bike lanes and require a crossing improvement at NE Oregon to make the southbound connection work.

SE Stark to Harrison

- SE 28th/27th/26th Ave
- SE 29th Ave

Staff proposes that in this section the 29th Ave alignment be recommended over the master plan route, primarily due to the more favorable topography between Stark and Belmont. The overall quality of the SE 29th Ave alignment is contingent on being able to provide new, good crossing of Hawthorne. SE 29th also works well with options to the south that use SE 28th Ave.

SE Harrison to Powell

- 26th Ave
- 28th place/Clinton/28th Ave
- 28thPlace/Clinton/26th Ave

For 26th Ave, many of the issues discussed for 28th Ave between Sandy and Stark are also present: high value destinations, high traffic volumes, and a narrow (36 ft) ROW which require separated facilities along with parking removal. Similar to 28th Ave, staff recommends forwarding all the design options for further discussion.

The two feasible 26th Ave separation options are buffered bike lanes (parking removal both sides) or the couplet concept, using 28th Ave for northbound movements. Concerns over parking removal were noted. South of Taggart St, the couplet concept can work without additional parking removal in that the two substandard lanes can be combined to form one, one direction 8 ft buffered lane.

The 28th Ave parallel route, which can be either a stand alone segment of the route, part of a couplet strategy or a corridor strategy with 26th Ave, is contingent on creating a new crossing of Powell in which the earlier indication of approval from ODOT are not favorable. The section between Harrison and Division has lower volumes than 26th Ave, but the topography is also steeper.

SE Powell to Holgate

Many of the same design options north of Powell can be extended to the south, though the corridor and couplet are still contingent on making a crossing improvement at Powell and 28th Ave work.

The couplet concept can be extended to Gladstone, Holgate or south of Holgate (Steele or the ped path at the golf course). Extending it south of Gladstone would require parking removal from one side of the street on 26th Ave. Extending it south of Holgate as part of a couplet has the relative advantage of improving the width of the existing substandard bike lanes (4 ft) on 28th Ave between Holgate and Schiller to one 8 ft buffered lane.

At 28th and Holgate, staff recommends that diversion be pursued to address the elevated volumes on 28th Ave between Gladstone and Holgate and create a Neighborhood Greenway type environment instead of bike lanes, which would require no on-street parking.

NEXT STEPS:

There will be one more stockholders meeting before yearend, to be scheduled in early December. One member suggested December 11, 2013 for the next committee meeting. Rich would like to meet with the representatives from the business groups, such as Judy from Holman's, to get more input from them on business impact.

Open house events are expected to begin in late January, 2014.

ACTION REQUEST:

The Stockholders group requested to have a draft of staff recommendations available to the group in advance of the next meeting.

Meeting was adjourned at 9:05 PM.

Comment Cards:

- Median refuge at Reed College Place. Use 27th/28th Ave between Tillamook/Regents vs. 28th/29th (eliminate 29th, keep 26th Ave. Blind corner design options and combined treatment/oneway facility. Rapid flash beacon for NE Broadway/ 26th crossing not enough With 26th/30th in commercial area, still requires several blocks of 28th Ave 26th- Stark to Main 26th/28th Ave S of Powell- transition at Rhone
- In most cases I find the couplet troubling on principal. To wit, why should it be bikes that have a couplet, not cars. A few places there are more convincing arguments for them: N & S of Powell on 26th Ave & 28th Ave. (B. Haggerty)
- Do we have bike counts for any of these segments? What does Reed think of alignment near school? Good to have student input. How wide would lanes on 2-way cycle track be on 28th Ave? S. Bozzone

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SIGN IN SHEET

Name	Address/ Representing
Andy Quinn	Holliston
Ken Ray Ted Labue	greet - Eastmoreland 300 NE Hoyt St.
Brendon Haggerty	Kerns N.A.
Chris Achtenman	BikeAd Comm BTA
JOE PRETTMAN / ARCHAMBAULT	DC B A
Anthony Buczek	Buckman
Sarah Holliday	Staccato Gelbo
Jim Kaultz	BitAR Bros.
GREG McULLIST ✓	Buckman N.A.
PAUL COLEMAN ✓	Hosford - Abernathy - N.A.
Jim KAULTZ	BitAR Bicklow, SE 28th
Steve Buzzone	AROW
Woody Wheeler	Laurelhurst Theater
Carlynn Woodring	CNA / NECN
KVE Paulsen	Concordia Neighborhood Resident
Alexis Grant	BTA
Bob Kellert	SE up tt
PAUL HINDEN	PBIT

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Name	Address/ Representing
Andrew Sullivan	PBOT
Jamie Jeffrey	PBOT
Troy Haselton	Guest - Eastwood
Mary Kate McCurdy	Eastwood guest
KEN PETERSON	GRANT PARK