



A Joint Letter from the  
Bicycle Advisory Committee & Pedestrian Advisory Committee  
1120 SW 5<sup>th</sup> Avenue Room 800, Portland OR 97204

November 27, 2016

Rian Windsheimer, Region 1 Manager  
Oregon Department of Transportation  
123 NW Flanders  
Portland, OR 97209-4037

Dear Rian Windsheimer,

On behalf of the City of Portland's Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC), we like to thank ODOT staff for presenting at our modal committees and we appreciate the opportunity to comment on the Oregon Department of Transportation's Outer Power Transportation Safety Project. The Committees are appreciative of the work that the project team has completed.

The Committees would like to express our support for the comments and recommendations that have been submitted by the East Portland Action Plan that included the East Portland Land Use and Transportation (EPLUTC), the East Portland Action Plan (EPAP), and the Bicycle Transportation Alliance (BTA) in their letter dated October 26<sup>th</sup>. Specifically, we strongly support the essential adjustments, including a full south side "Pilot Cycle Track", reducing the speed limit to 30 mph speed along Powell, installation of HAWK signals instead of pedestrian islands and flashing beacons, and the bike specific traffic signal at Powell and 136<sup>th</sup> Ave. that were outlined in this letter.

As modal committees appointed by the City Council, we are dedicated to the safety and comfort of people who bike and walk on all roadways and are charged with advising the City of Portland and its partners on matters related to bicycling and walking. To elaborate on the East Portland Action Plan letter, the BAC and PAC finds a raised cycle track facility that meets NACTO design guidelines and specifications is essential to provide the greatest amount of safety and comfort for users along this corridor. Further, we stress that the design treatment should be as consistent and predictable as possible so that users will understand and know what to expect from people walking, biking and driving along the corridor. Unfortunately, the current proposal of a pilot project between 132<sup>nd</sup> and 136<sup>th</sup>, would not establish that consistency.

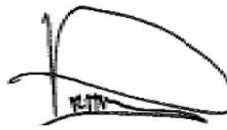
Additionally, after careful review of the proposed update to the Transportation System Plan and the Bicycle Plan for 2030, as well as discussions with PBOT staff, we feel that the current proposed buffered or tuff curb design does not meet the City's goal to design facilities that will attract all ages and abilities, nor does it utilize best practice design that is suitable for main arterials in Portland.

We look forward to seeing these recommendations and improvements incorporated as you enter 30% design, and we remain prepared to assist ODOT as the project continues.

Respectfully submitted on behalf of Portland's Bicycle Advisory Committee and Pedestrian Advisory Committee.



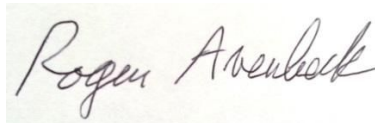
Heather McCarey, Chair  
Bicycle Advisory Committee



Rithy Khut, Vice-Chair  
Bicycle Advisory Committee



Rebecca Hamilton, Co-Chair  
Pedestrian Advisory Committee



Roger Averbeck, Co-Chair  
Pedestrian Advisory Committee

Cc:

Steve Novick, Portland City Council  
Leah Treat, City of Portland Bureau of Transportation  
Roger Geller, City of Portland Bureau of Transportation  
Michelle Marx, City of Portland Bureau of Transportation  
Lore Wintergreen, East Portland Action Plan  
Rob Sadowsky, Bicycle Transportation Alliance  
Matthew Freitag, ODOT  
Jessica Horning, ODOT