

# Portland Bicycle Advisory Committee

*Working to Make Bicycling a Part of Daily Life in Portland*

1120 SW 5<sup>th</sup> Avenue, Room 800  
Portland OR 97204



March 16, 2016

To: Commissioner Steve Novick  
Director Leah Treat

RE: Support for the 20s Bikeway Project

Dear Commissioner Novick and Director Treat,

We are writing to inform you of the Bicycle Advisory Committee's support for the 20s Bikeway Project, as endorsed by that project's Stakeholder Advisory Committee.

The 20s bikeway project came before the Portland Bicycle Advisory Committee two times—in February and October of 2014. At the October meeting the committee agreed to support the project, despite taking issue with portions of the design and the public outreach process related to the commercial corridor along NE/SE 28<sup>th</sup> Avenue. BAC members, both current and previous, were represented on the project's Stakeholder Advisory Committee, who endorsed the project elements in the 60 percent design stage, prior to review and approval by City Council. We recognize that the project is now at 100 percent design and PBOT has sent the completed construction documents out to bid. The project is expected to begin construction in April of 2016 and be completed later in the year.

We are concerned when a respected organization like SE Uplift (SEUL) opposes an approved project, as they recently did in their letter to the Portland Bureau of Transportation dated February 16, 2016. In their letter SEUL brought into question three elements of the project's design that had previously been approved by the SAC. While the Bicycle Advisory Committee understands the issues presented, we are writing to express our support for moving forward with this project as it is currently designed. To delay this project based on the concerns raised by SEUL would be inappropriate given the abundant opportunity for SEUL and others to participate in the project's lengthy public outreach phase.

Speaking specifically to SEUL's concerns, we appreciate the need to use traffic diversion when it is necessary and applaud PBOT's recent efforts on SE Clinton Street and upcoming efforts on SE Ankeny Street. Based on this, we have full faith in PBOT's willingness to monitor conditions on our neighborhood greenways and use diversion when it is needed. This strategy is clearly stated in the city's recent Neighborhood Greenway Assessment Report, which was unanimously adopted by City Council in 2015. Should the portion of the 20s Bikeway that utilizes 32<sup>nd</sup> Avenue through the Concordia neighborhood experience added cut-through traffic and increase traffic volumes, we would expect PBOT to respond in a timely fashion by adding diversion to this new route at the locations supported by the Concordia Neighborhood Association.

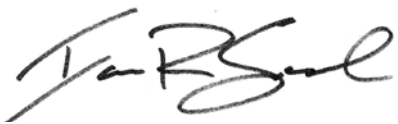
We also appreciate PBOT's efforts on the 28<sup>th</sup> Avenue commercial corridor, which will be treated with fire-friendly speed bumps and will see its speed limit lowered to 20 mph. We are, however, disappointed that this popular commercial street will not receive any treatment specifically codifying the presence of people on bikes, such as the shared lane marking or other such treatment.

Finally, the issue of SE 32<sup>nd</sup> Avenue is puzzling to us. SE 32<sup>nd</sup> Avenue is—like many other neighborhood greenways across the city—a low-traffic volume local street that measures 28 feet curb-to-curb. We are disappointed that the East Moreland Neighborhood Association was successful in forcing PBOT to remove speed bumps from the design for SE 32<sup>nd</sup> Avenue, as that treatment is a standard element of neighborhood greenways. Nevertheless, we support SE 32<sup>nd</sup> Avenue as a route for the 20s bikeway for the following reasons:

SE 32<sup>nd</sup> Avenue's intersection with Woodstock—with its all-way stop sign control—offers safer conditions for crossing SE Woodstock than does the uncontrolled intersection with Reed College Place. More importantly, the center median on Reed College Place creates conditions such that there is no room for an overtaking motorist to comfortably pass a person cycling along this street. For these reasons SE 32<sup>nd</sup> is a better choice for a neighborhood greenway in this portion of the project area.

Were PBOT to change the traffic control at SE Reed College Place and SE Woodstock and remove all on-street parking from both sides of Reed College Place, then we would find sufficient cause to support that roadway as the preferred alignment for the neighborhood greenway.

Sincerely,

A handwritten signature in black ink, appearing to read "Ian Stude". The signature is fluid and cursive, with the first name "Ian" and last name "Stude" clearly distinguishable.

Ian Stude, Chairperson Portland Bicycle Advisory Committee

C: Robert McCullough, President SE Uplift  
Terry Dublinski-Milton, Board Member at Large SE Uplift  
Emily Guise, BikeLoudPDX  
Jonathan Maus, Bikeportland.org