

SW Capitol Hwy: Multnomah Village - West Portland “Adaptive Cross Section”

Capitol Highway Subcommittee Stormwater Meeting

WE KEEP PORTLAND MOVING.

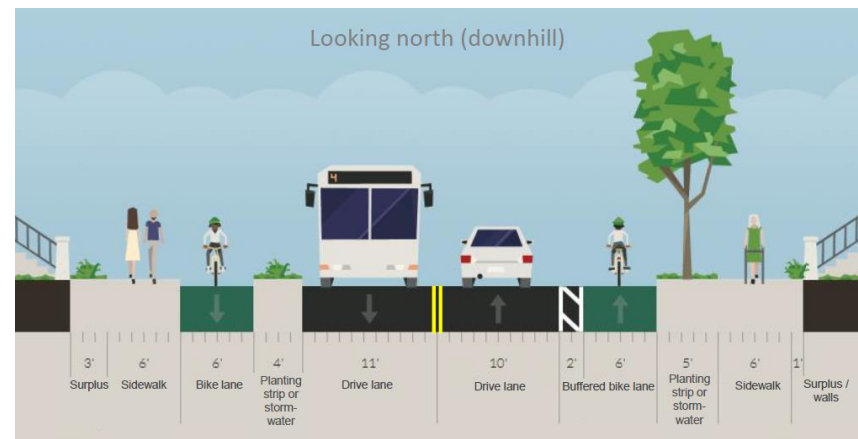


PBOT
PORTLAND BUREAU OF TRANSPORTATION

February 6, 2017

Fall 2016 Community Input

- Cross section comment period Oct-Nov 2016
- 39 unique commenters
- Bicycle Advisory Committee 10/11/16
- Pedestrian Advisory Committee 10/18/16
- Corridor walk 10/28/16
- Capitol Hwy Subcommittee 11/1/16
- Capitol Hwy Subcommittee 12/13/16 letter



Issue	Count								
General support for sidewalks	7								
General support for bike lanes (no type indicated)	6								
Take care of side streets (potholes, gravel, grades, sight distance)	5								
Preserve mature trees, hedges	5								
Minimize improvements to preserve rural feel, reduce property impacts	4								
Address speeding, lower speed limit, design for slower speeds	4								
Extend improvements south to Huber, north to Mult Village	4								
Concern about mixing walkers and bikers, make sure delineated	4								
Support for multi-use path on west side	3								
Maximize planting of street trees	3								
Concern about water quality facilities: urban appearance, maintenance, weeds	3								
Concern about retaining walls (appearance, property impacts)	3								
Protected bike lanes are needed, buffered bike lanes are not safe enough	3								
Add crosswalks at bus stops	3								
Concerns about separated bike lanes - keeping clean, visibility	2								
Address overgrown vegetation for sight distance	2								
Don't provide on-street parking unless a property has no other option	2								
Make sure lanes can safely accommodate buses and trucks	2								
Improve 41st Ave for peds & bikes leading to Barbur TC	2								
Access for ADA / motor scooters	1								
Address traffic issues at Taylors Ferry 4-way stop	1								
Concern about driveway designs - grades, conflicts with peds/bikes	1								
Provide photorealistic drawings	1								
Add pocket turn lanes	1								
Total	72								
Unique commenters	39								

Fall 2016 Community Input

Adaptive Cross Section Concept

- Adapts to site-specific topography, vegetation, right-of-way, curves, driveways, stormwater facility needs, bus stop needs

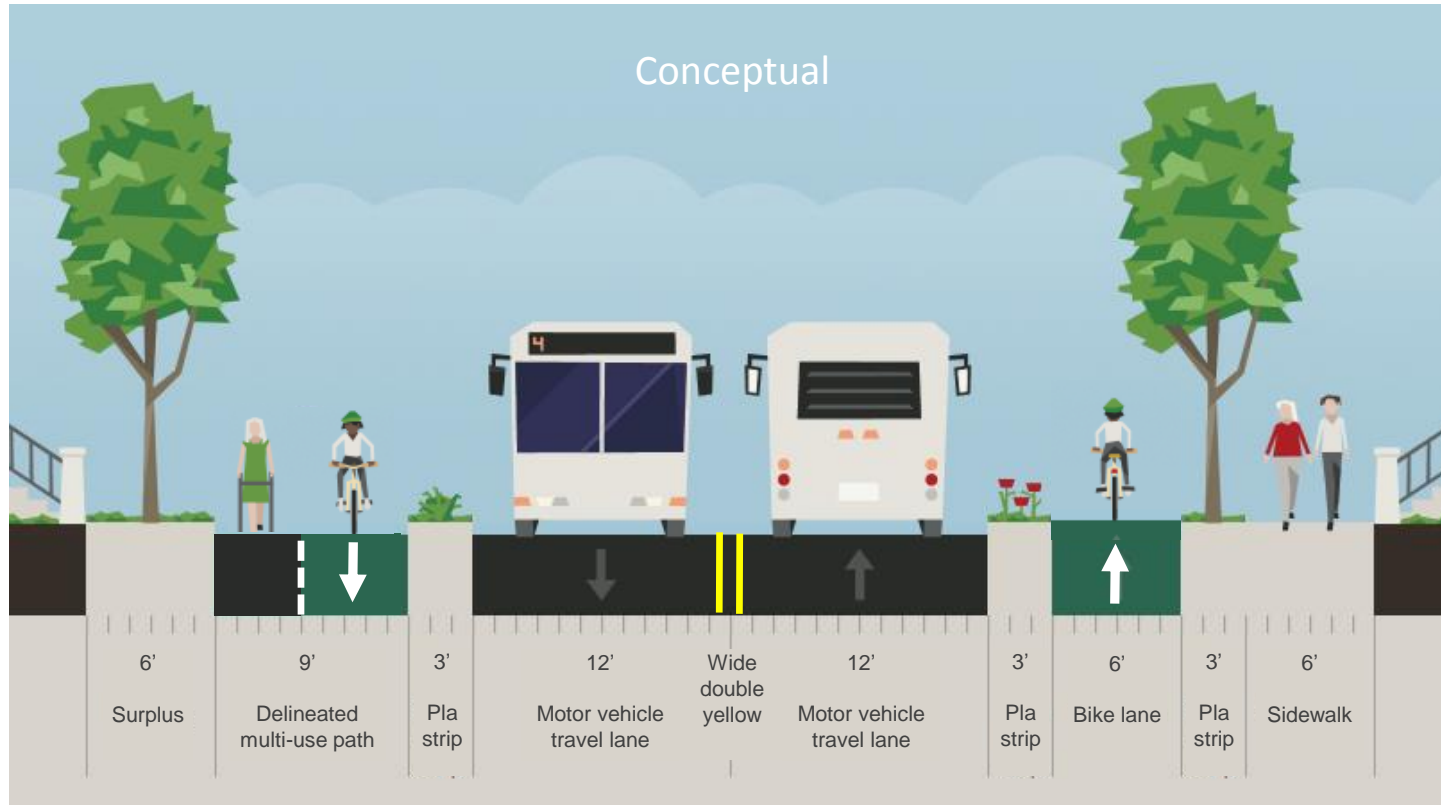


Adaptive Cross Section Concept

Base Assumptions:

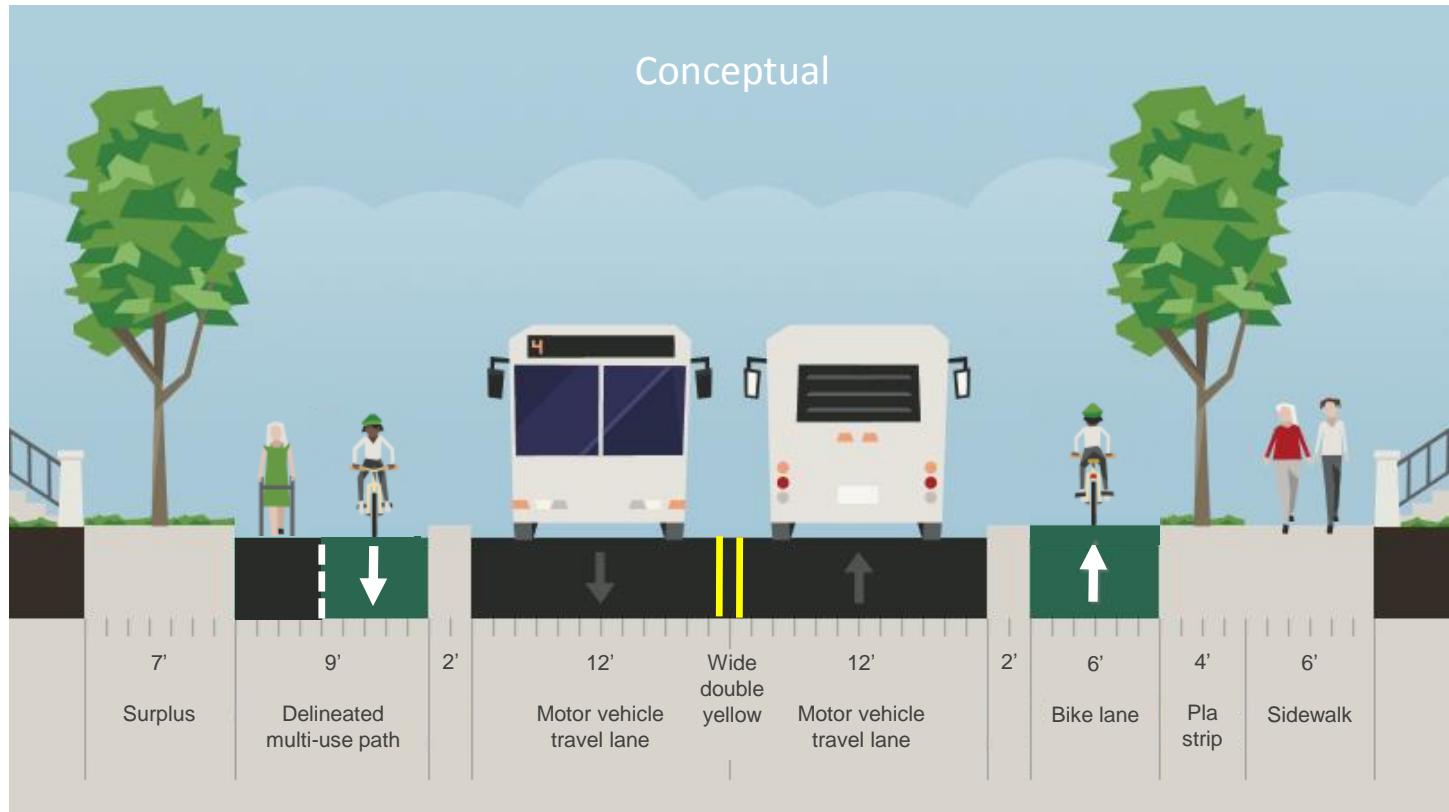
- Continuous sidewalk on east side
- Continuous delineated multi-use path (one way for bikes, two ways for peds) on west side, reinforced by striping, symbols, color
 - Same cross section north/south of Alice St
- “Protected” bike lane on east side
- 12’ motor vehicle travel lanes
- Bus stops reduced to quarter mile spacing, improved to higher standard

(1) Narrow Planter



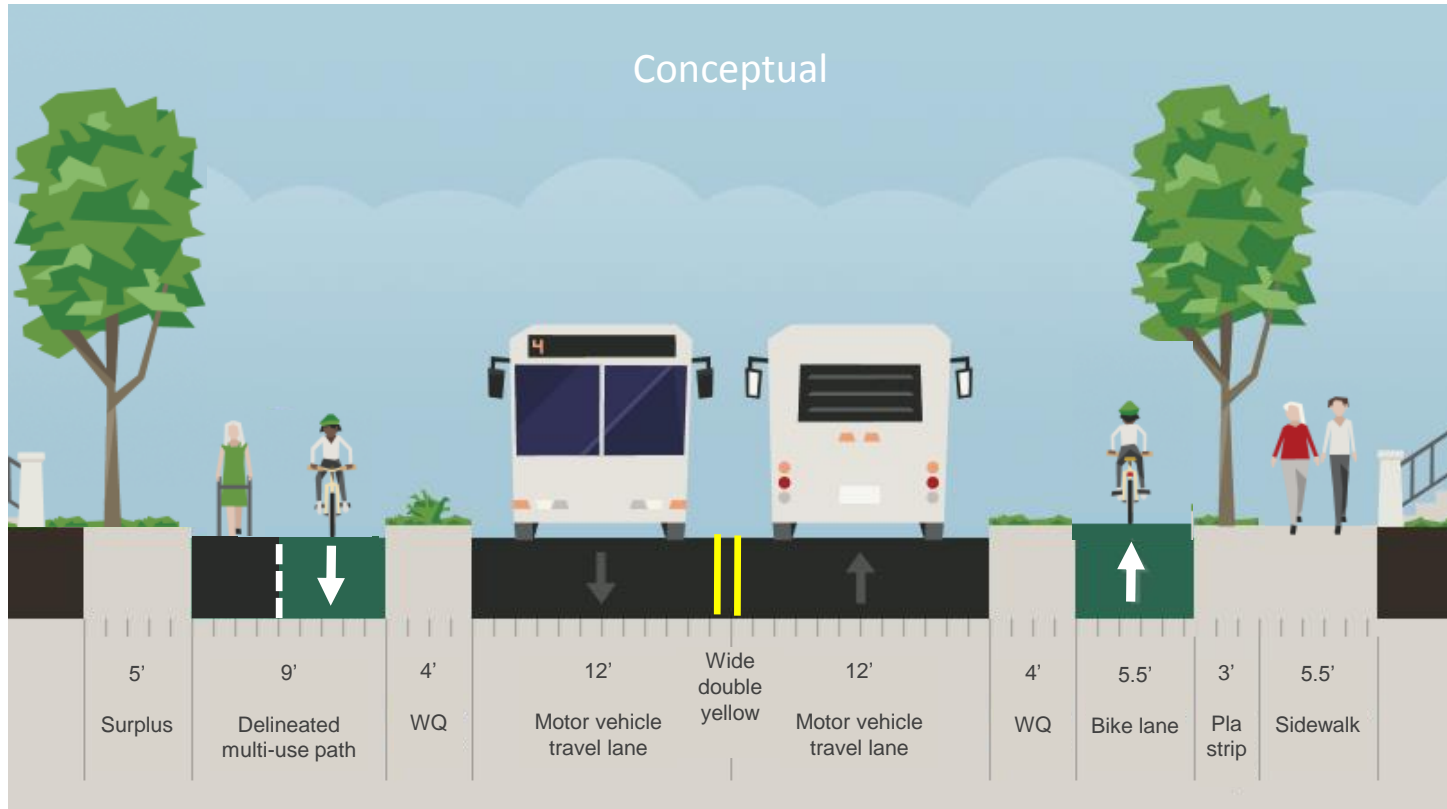
Where water quality facilities are not needed, all buffers are 3' wide and continuously planted except for waste bin areas. Actual landscaped width is 2-3' depending on adjacent features. Trees fit only in east buffer and must be columnar to avoid ped & bike vertical clear zones.

(2) Narrow Buffer



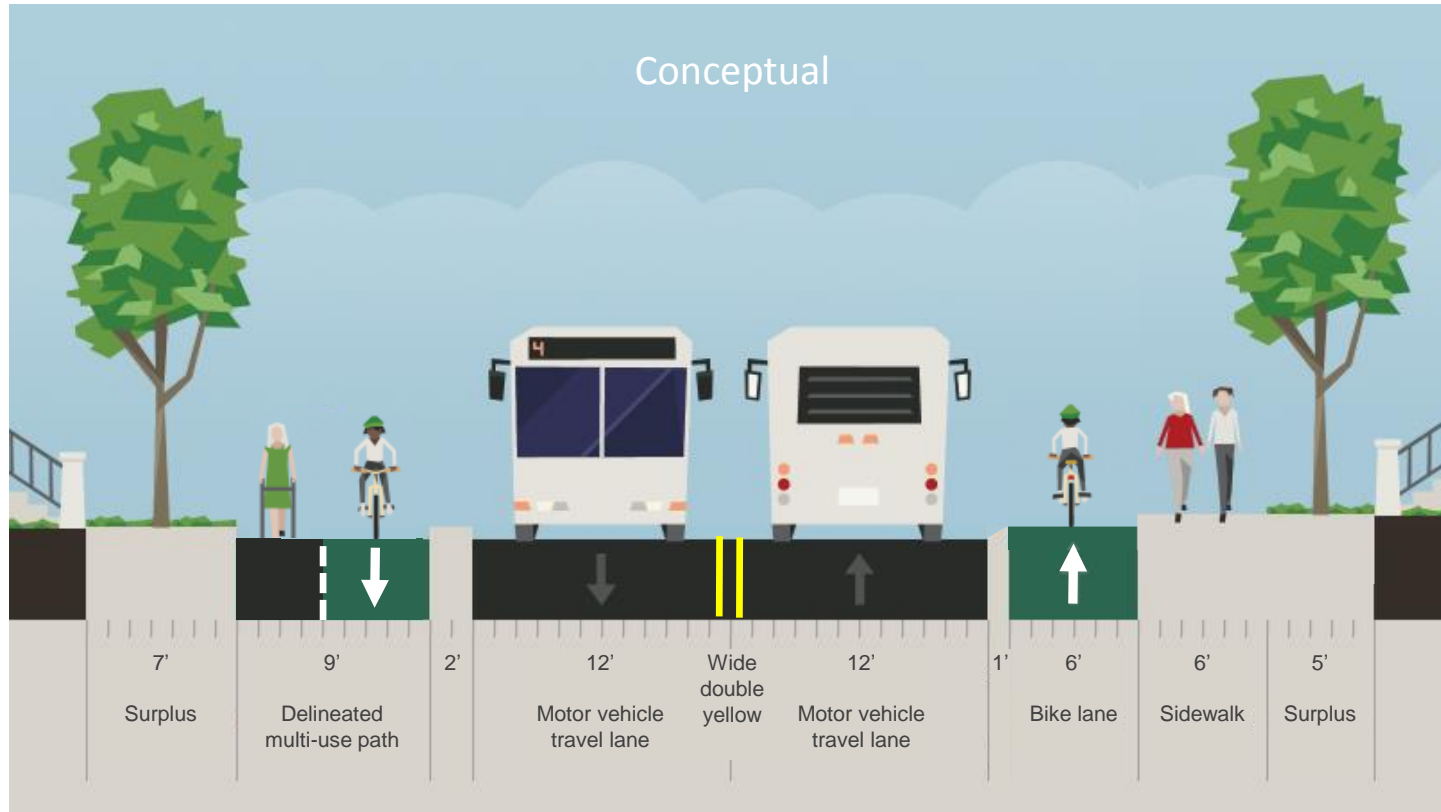
Car/bike buffers are narrowed to 2' and made hardscape. Space is reassigned to east planter strip and west surplus area to facilitate trees that are bigger, healthier and less prone to root heave. Double yellow is widened to visually narrow and separate vehicle lanes.

(3) Water Quality Facility



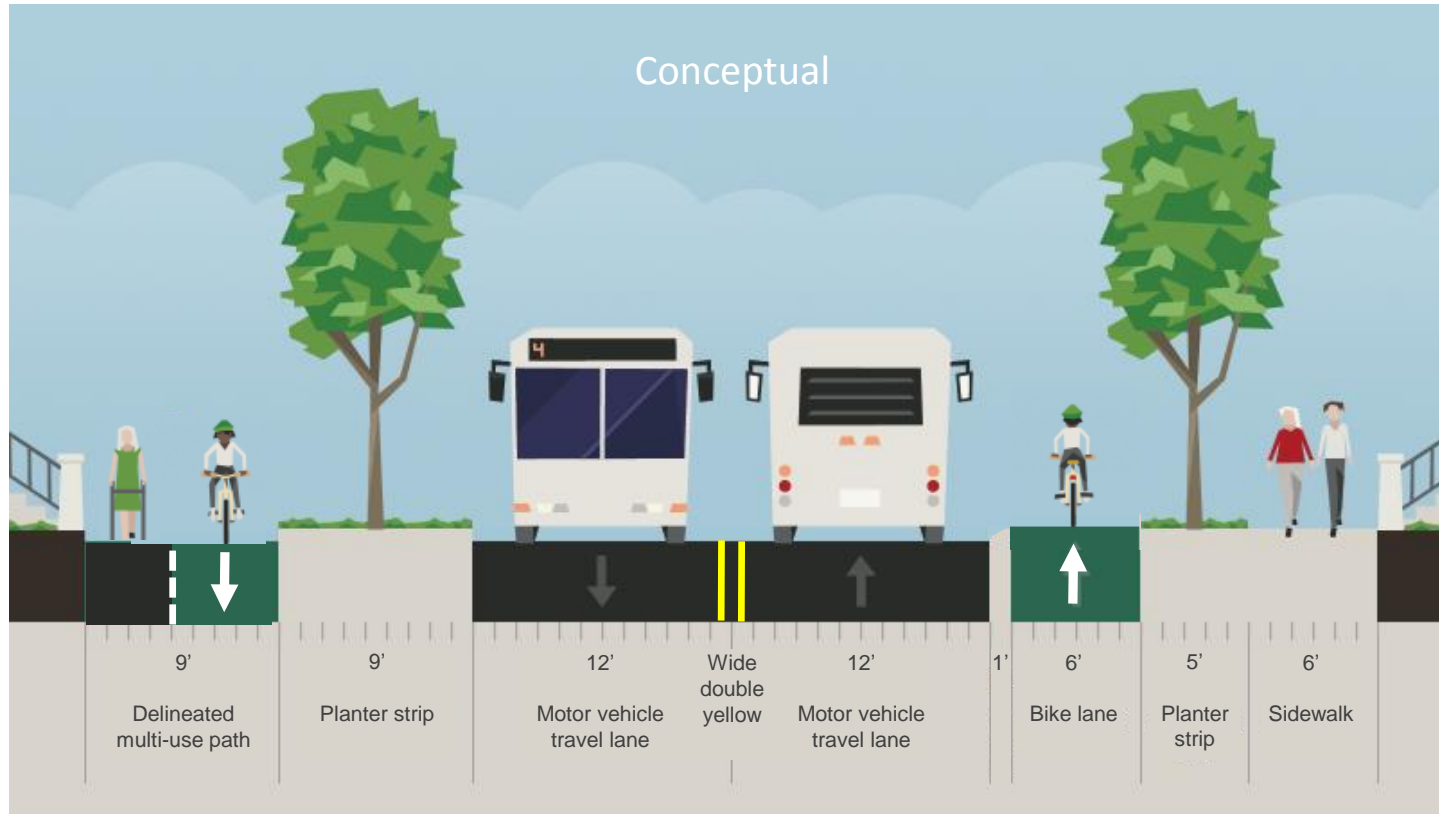
Where water quality facilities are needed (minimum 4' width including walls), east side bike lane and sidewalk narrow to 5.5 feet each; west side surplus narrows to 5'.

(4) Constrained



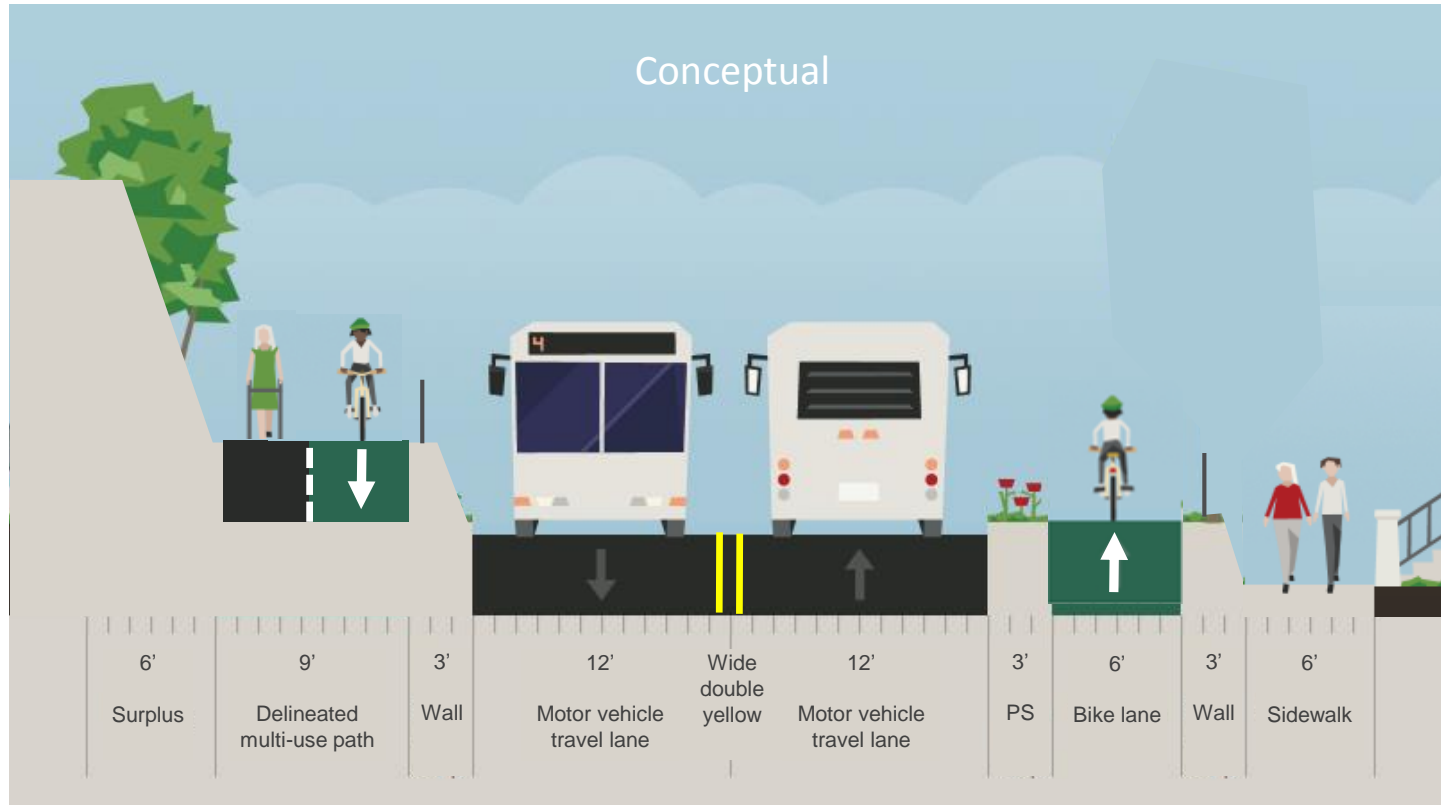
In locations constrained by topography and/or vegetation, west buffer narrows to 2' concrete separator, east bike lane becomes raised cycle track, east sidewalk is adjacent to bike lane with potential vertical separation.

(5) Large Planter



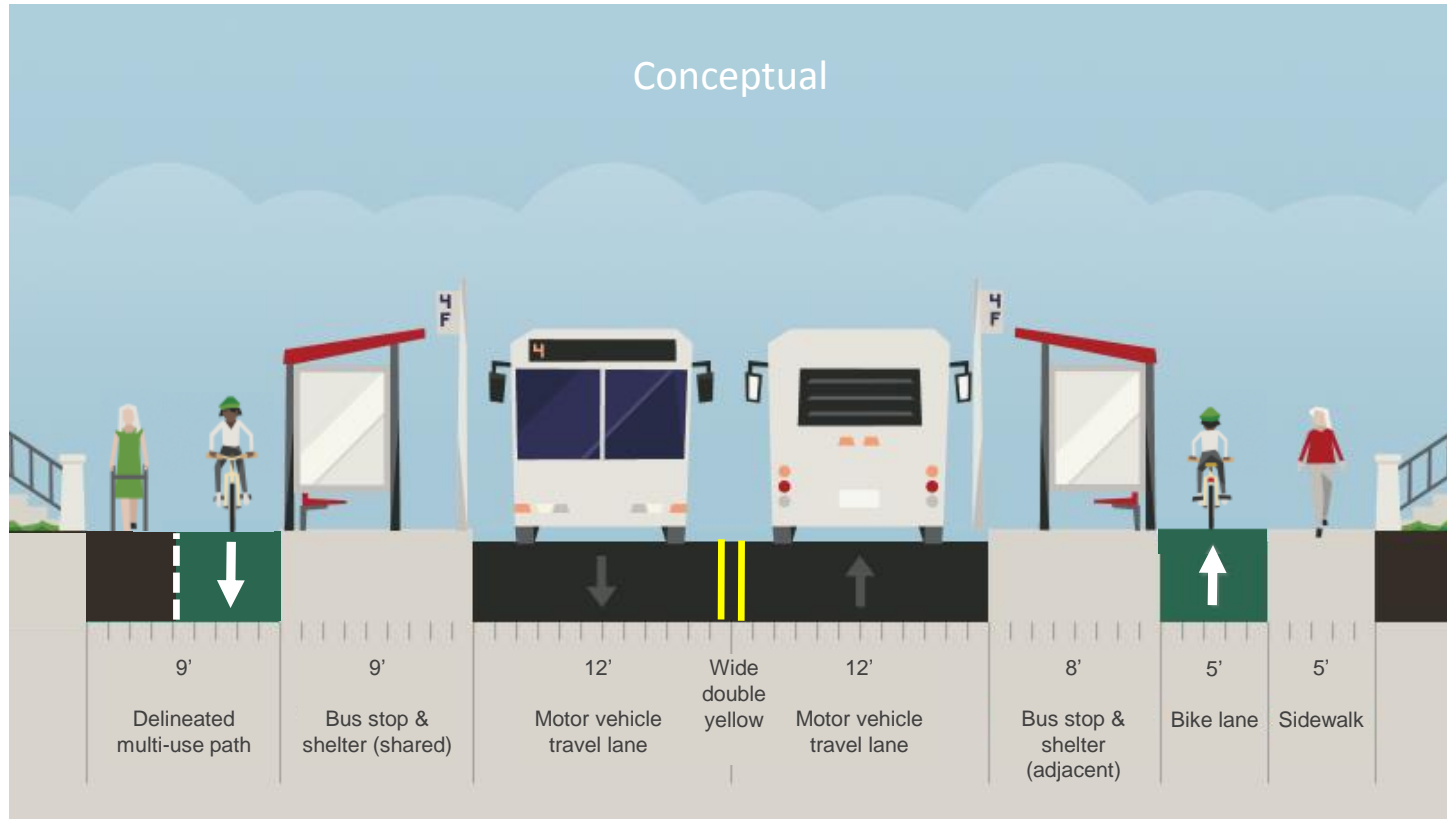
Where viable mature trees are located closer to the roadway, the planter strip is widened to accommodate. East bike lane becomes a raised cycle track. Rubber sidewalk may be considered.

(6) Sloped



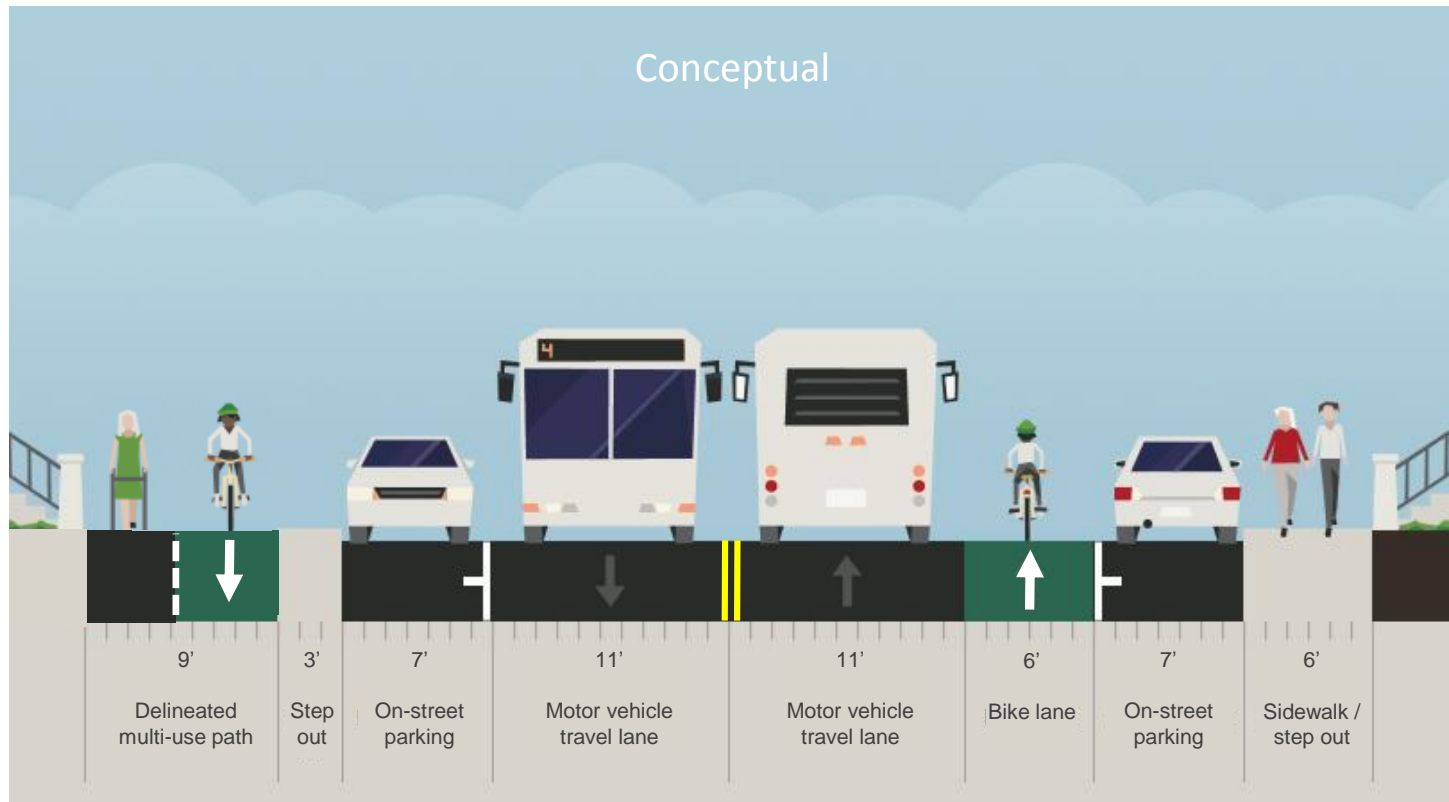
Where slopes are severe and there are few driveways, ped/bike facilities are at a significantly different grade than the roadway. Retaining walls and railings are utilized.

(7) Bus Stops



9' stop allows for ramp deployment and shelter in same space. 8' stop requires separating those uses. Bike lanes are routed to the outside of bus stops to avoid bus/bike weave. Ped/bike conflicts in stop areas must be addressed. East ped & bike ways are reduced to 5' each.

(8) On-Street Parking



On-street parking in limited spot locations where properties have no off-street parking. East bike lane goes in street due to lack of space for step-out. Motor vehicle lanes are reduced to 11', possible due to adjacent striping instead of hard curbs.

Next Steps

- Plan view concept design
- 3/23/17 Fixing Our Streets Open House
- 30% Design