

Portland Bicycle Advisory Committee

Working to make bicycling a part of daily life in Portland



To: Sheila Parrott, Project Manager, Portland Bureau of Transportation
From: Rithy Khut, Chair Bicycle Advisory Committee
Elliot Akwai-Scott, Vice-Chair Bicycle Advisory Committee
Date: 11/09/2017

RE: Lincoln-Harrison Neighborhood Greenway

During an executive committee meeting of the BAC, it came to our attention that you may not fully understand the BAC's position on elements of the current Lincoln-Harrison neighborhood greenway project. Therefore, we send you this letter to clarify our position in advance of the upcoming meetings you will be holding.

The Bicycle Advisory Committee is fully supportive of achieving the best performance measures for the operation of neighborhood greenways as identified in the Neighborhood Greenway Assessment Report. In short, we wish to see the entirety of neighborhood greenway corridors operate with 1000 or fewer cars per day at speeds of 20 mph or less. We want to see peak hour-peak direction car volumes of 50 or less and want to see all crossings provide ample crossing opportunities at all hours of the day.

The BAC supports the principal project ideas that you laid out at our September 12, 2017 meeting, namely:

- Automobile diversion at 26th, 30th and 50th needed to achieve target automobile volumes,
- Additional speed bumps, as required, to achieve target speeds,
- Support measures that will facilitate and prioritize the crossing of major roadways for people riding bicycles, including improvements at 60th Ave and Clay St.

Where there may be misunderstanding is in regard to Ladd Avenue. We recognize the importance of Ladd Avenue to Southeast Portland's bicycle transportation network. It is a Major City Bikeway serving the Clinton corridor as well as Lincoln-Harrison. It is a critical link between the inner SE neighborhoods and the Central City. It has long been known that traffic volumes on that segment between Ladd Circle and Hawthorne well exceed current guidance. Clearly, for the entire corridor to serve its intended purpose Ladd Avenue traffic volumes must be dramatically decreased. However, we also recognize several factors that make achieving that a low priority for this project, namely:

- The presence of an active transit line,
- The lack of adequate parallel routes to disperse the traffic, and
- A limited project budget.

Consistent with current guidance, automotive diversion is clearly needed for Ladd to function as an “all ages and abilities” bikeway. We do not believe that can be effectively achieved using “operational diversion” (as has been used at Division and 52nd and Holgate and 28th) because of the lack of parallel routes for motorists. We would also like a revisiting of the SE 26th to SE 30th segment after the project is completed to assess measures that could be used to reduce volumes on this neighborhood collector. However at this time, we prefer that the limited funding available for this project be focused on where it will have the most effect, namely reducing volumes at 26th, 30th and 50th and reducing speeds along the entire corridor.

Additionally, we believe the crux of addressing the conditions on Ladd Avenue is the re-routing of the #10 bus line. The use of that street by transit is inconsistent with desired operations on a neighborhood greenway and the presence of a bus line on a greenway also makes it difficult to achieve target speeds and volumes. Therefore, we recommend that a future effort be made in working with Trimet to eliminate bus lines on all neighborhood greenways, including on Ladd Avenue, on Lincoln between 52nd and 60th Avenues and SE Clinton. Part of that effort would then consider how to create designs that achieve target speeds and volumes.

Thank you for your consideration,

Respectfully submitted on behalf of Portland’s Bicycle Advisory Committee,



Rithy Khut, Chair
Bicycle Advisory Committee



Elliot Akwai-Scott, Vice-Chair
Bicycle Advisory Committee

Cc: Roger Geller, Bicycle Coordinator, Portland Bureau of Transportation
Jeff Owen, Senior Planner for Active Transportation and Access to Transit, TriMet