Jim Robison

35563

From : Jim Robison

Fax : (503) 285-4805 Voice : (503) 285-4805

To : Cay Kershner

Council Clerk

Fax : 823-4571

Voice :

Date : Nov/6/96 10:35 AM Page 1 of 2

Sent by TyIN 4000

Please enter this statement into the record of testimony concerning the Bike Lanes on Willamette Blvd.

jim robison

35563

6615 N Princeton St Portland, OR 97203 October 30, 1996

Mayor Vera Katz Commissioner Charlie Hales Commissioner Mike Lindberg Commissioner Gretchen Miller Kafoury City of Portland Portland, Oregon

Re: Willamette Blvd Bike Lanes

Dear Madam Mayor and Council Members,

The University Park Neighborhood Association voted unanimously on Mondy. October 28th, inistructing me, as Chair, to write a letter re-affirming the Neighborhood Association's position in opposition to the Bike Lanes along Willamette Blvd. Residents continue to have concerns in regards to parking and safety along Willamette Blvd. The initial decision for linking the completion of the Bike Lanes to Traffic Calming, was in response to the concerns about safety along Willamette Blvd. While speed bumps on Willamette Blvd have been rejected, it is still possible to consider other types of traffic calming, such as increased traffic police patrol, and photo-radar. The important point here is that whatever construction takes place must meet the concerns of the residents most directly affected.

Jim Robison Chair University Park Neighborhood Assn.

TESTIMONY SIGN-UP FOR

35563

1768	Willamet	le Aud	BiKey	Jach

IF YOU WISH TO SPEAK TO THE CITY COUNCIL, PLEASE PRINT YOUR NAME AND ADDRESS BELOW

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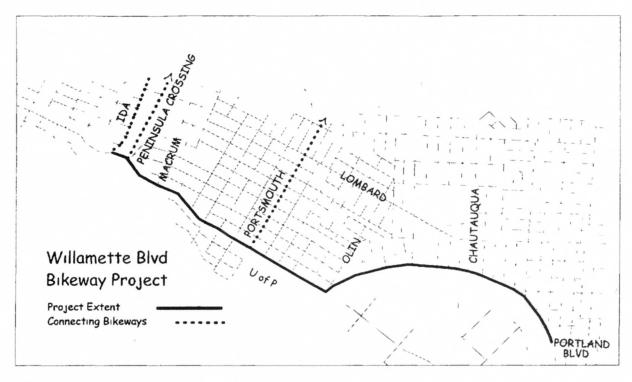
ADDRESS & ZIP CODE

NAME	ADDRESS & ZIP CODE	
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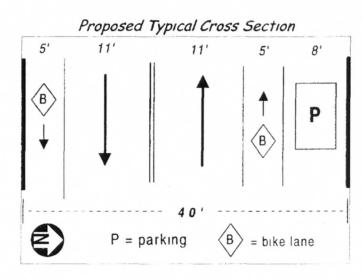
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Page ____of ____

Willamette Boulevard Bike Lanes: Design Features



General Description. This project will provide bike lanes on Willamette Blvd., from Portland Blvd to Ida St, a distance of 24 miles The street is characteristically 40'



wide, one travel lane each direction with parking allowed on both sides Typical daily traffic volumes range from 10,000 to 18,000, with a posted speed of 35 mph, and service from bus lines # 1 and #40 To provide adequate space for bike lanes, parking removal is needed on one side of the street The proposed typical street cross section is shown to the left. The bike lanes would connect with existing bike lanes on Portsmouth and Ida, as well as with the planned Peninsula Crossing Trail

Parking Removal Impacts Parking removal is proposed for the south side of the

street, with the exception of the one block between Carey and Macrum

- 1) From Portland Blvd west to Olin, near the east side University of Portland campus (a distance of 12 miles), no properties are affected as Willamette Blvd is adjacent to the bluff overlooking Swan Island The parking here is unused
- 2) From Olin to Portsmouth (0 4 mile), adjacent to the University of Portland, parking would be removed from the south side -- the campus side of the street. This parking is now used generally by students (up to 24 vehicles parked during school hours), and during special on-campus events. The loss of this parking has been mitigated by adding head-in parking along Portsmouth next to the west side of campus, nearly compensating for the number of spaces lost on Willamette
- 3) From Portsmouth west to the project end at Ida (0 8 mile), parking removal is proposed on the south side (Portsmouth to Macrum), and on the north side for one

Number of Vehicles Parked On-Street						
from / to	NORTH	SOUTH				
Portsmouth-Macrum (0 6 mile)	56	24				
Macrum-Carey (0 2 mile)	04	48				

block (Macrum to Carey) This is based on usage levels of onstreet parking A total of 44 adjacent residences are affected, of these all but one has available off-street parking (garage, driveways,

and/or adjacent side street) The removal of parking on the north side instead of the south side from Macrum to Carey represents a change from the initial plan, it was suggested by several attendees of the October 1 Open House, and was subsequently highlighted in the City Council hearing notice. No calls were received opposing this change

Submitted by
Todd Lacher
11/6/96 /
#1968

I SUPPORT THE NORTH PORTLAND BIKEWAY PLAN.

The plan will:

-Provide a safer place for bicyclists to ride.

-Slow traffic speeds along Willamette Blvd.

-Help to make North Portland a more enjoyable neighborhood.

NAME

ADDRESS

PHONE #

mey a anderson 2979 N/ W/WAMBITE 9th John Sb32 N ATLANTIC 289-835/ 3001 N. Will Amethe Blud. 3001 N. WILLAMETTE BLUD. 286-3389 LAND MILES 3111 N. WILLAMETTE BIND thy 3139 N W. Wewells 3137 N W/Manette Blud. 28 3129 N. Holman - 2899449 WILLAMETTE erd 3171 W. Wellamete Blod. 289-5828 MSsun 31731 Willund Blod 283-4918 3437 N Willamette Blvd 289-215 3437 n. Willamithe Blok 289-2159 3445 N. Willametle Blud 289-3012. 6970 N WABASH out 3737 n Willamille Blod 283-7862 3833 YI Willamotte B 4115 N Willemett Blod 4417 N 95/1 H Willarett BKD 236-QOY 17 N. Willamette Blad

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35	KonB	Egiso 4925 N. Willamethe Bl.	vd. 285-828	5
37	Otto Klein	1 III. 9925 N Willamette 1	500	
39	John			-1515
	Mila K	andolf 4937 N Willamette	240-17 289-17	
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	Cheis Theeell			284-4011
	JOHN BENITEZ			285-5662
	Mary Coa Munroe			283.2604
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	NAME	ADDRESS	PHONE #
73 _14	KATHI JOHNSTON	2336 n Emuson	286-9940
75	George P Fortun	5 7229 N, HURST	285-5705
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RESOLUTION No.

- Amend Resolution No 35150, dated June 9, 1993, to allow Implementation of the Willamette Boulevard Bikeway without associated traffic calming measures (Resolution, amend Resolution No 35150)
- WHEREAS, In June 1993, City Council adopted the North Portland Bikeway Improvement Plan and directed the Office of Transportation to engage in activities aimed at implementing the projects called for in the Plan, and
- WHEREAS, City Council also directed that the North Willamette Boulevard portion of the Plan was to be delayed and implemented as part of a traffic calming project in 1994, and
- WHEREAS, the traffic calming projects on Willamette Boulevard have since been canceled or indefinitely delayed, and
- WHEREAS, the Bicycle Master Plan identifies a citywide bikeway network to be developed to serve the need of cyclists over the next 20 years, and identifies North Willamette Boulevard as a bikeway, and
- WHEREAS, the proposed Willamette Boulevard Bikeway has undergone extensive public review and has been approved by the City's Bicycle Advisory Committee
- NOW, THEREFORE, BE IT RESOLVED by the Council fo the City of Portland, Oregon, that Resolution No 35150 is hereby amended to allow the Willamette Boulevard Bikeway Project be constructed without associated traffic calming measures, and directs the Office of Transportation to begin project implementation

BARBARA CLARK Auditor of the City of Portland

Deputy

NOV 06 1996

ADOPTED by the Council

Commissioner Charlie Hales Jeff Smith/emd October 16 1996

1768 Agenda No

RESOLUTION NO 35563

Title

Amend Resolution No 35150 dated June 9, 1993, to allow implementation of the Willamette Boulevard Bikeway without associated traffic calming measures (Resolution; amend Resolution No 35150)

INTRODUCED BY	NOV 1 1996	
Commissioner Charlie Hales	Barbara Clark Auditor of the City of Portland	1
NOTED BY COMMISSIONER		
Affairs	4	
Finance and Administration	By Cay Kurshney Deputy	
Safety Chil Hore	For Meeting of	1
Utilities		
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BUREAU APPROVAL	1	
Bureau Traffic Management		
Prepared by Date		
Jeff Smith 10/2/96	,	
Budget Impact Review		
— Completed —X— Not Required		,
Bureau Head Cram January Goran G. Sparrman, Director		

AGENDA		FOUR-FIFTHS AGENDA	III	COMMISSIONERS VOTED AS FOLLOWS		
				YEAS	NAYS	
Consent	Regular X					
1	NOTED BY	Hales	Hales	/		
City Attorney		Kafoury	Kafoury	/		
City Auditor		Lindberg	Lindberg	/		
City Engineer		Katz	Katz	/		