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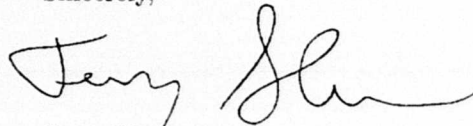
September 11, 1998

Cay Kerhner, City Clerk
City Hall
1200 SW 5th Avenue
Portland, OR 97204

To the Mayor and the Commissioners

Since I can not attend the September 16 public hearing on the Clinton-Woodward Bikeway, I am writing to express my support for the project

Sincerely,

A handwritten signature in cursive script, appearing to read "Jerry Shurman".

Jerry Shurman

2419 S E 78th Ave
 Portland, OR 97206-1017
 September 14, 1998

RECEIVED

SEP 16 12 25 AM '98

DAVE RAULAR
CITY OF PORTLAND

BY _____

Ms Cay Kershner
 Council Clerk
 1221 S W 4th Ave
 Portland, OR 97204

Re Clinton-Woodward Bikeway Project

Dear Ms Kershner

I support the resolution to implement the improvement and completion of the Clinton-Woodward Bikeway. The project is not only part of the adopted May 1996 Bicycle Master Plan, it was also included in the adopted March 1996 South Tabor Neighborhood Plan.

The portion within the boundaries of South Tabor Neighborhood lies between S E 52 and S E 82nd Aves

The curb extensions on S E 52 Ave at S E Woodward St will make the intersection much easier and safer to cross. This is a skewed intersection which is crossed diagonally from corner to corner. The Tri-Met 71 bus runs along this street.

Franklin High School is also on the northeast corner of this intersection. Students who drive vehicles to school park on S E Woodward St. They also tend to speed eastward on S E Woodward St, and if stop signs are removed from the street, there is concern that the students might be tempted to race eastward on S E Woodward St through the majority of the South Tabor Neighborhood, in spite of the two traffic circles, without stopping. This is one reason why residents do not wish to have a 30 block non-stop raceway through the South Tabor Neighborhood. Careful thought should also be given in regards to removing any stop signs on heavily traveled, north and south through streets throughout South Tabor as there is a constant problem of speeding vehicles between S E Division St and S E Powell Blvd. The South Tabor Neighborhood Association submitted a list of problem streets to Wendy Cawley and Jamie Charbonneau. It would be wise for the Office of Transportation to carefully consider this caveat.

Although S E Woodward St appears to be the most appropriate route to S E 82nd Ave, there are one or two residents who live on the unimproved sections of S E Woodward St between S E 75th and S E 79th Aves who oppose constructing sidewalks on the city right-of-way in order to allow bicyclists to travel on a smooth path. There is no interest in forming local improvement districts in this area to improve S E Woodward St. Some residents have also included the city right-of-way within their fenced yards, one which includes city street name signs on a singular post.

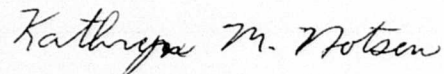
S E Clinton St between S E 84th Pl and S E 92nd Ave in the Powellhurst-Gilbert Neighborhood is also unimproved and residents there wish to see the street remain as it is also. Because of the potential political and legal battles which would allow S E Woodward St and S E Clinton St to be improved, and because of the high cost of sidewalk construction, the members of the steering committee felt it wiser to defer to the residents on the unimproved sections of these two streets and chose instead to alter the bikeway route to save money.

In the South Tabor Neighborhood, the alternate sections are from S E Woodward to S E 75th Ave, south to S E Tibbetts, then north on S E 80th Ave to S E Woodward Ave in order for bicyclists to use the pedestrian activated crosswalk at S E Woodward St at S E 82nd Ave.

In the Powellhurst-Gilbert Neighborhood, the alternate route chosen by the steering committee is from S E at 82nd Ave on S E Woodward St on the east sidewalk, south to S E Brooklyn St, east on S E Brooklyn St to S E 87th Ave, then north to the current bike lanes on S E Division St which connect to the bike path along the I-205 freeway.

The route between S E 52nd Ave and S E 87th Ave will need signs to direct bicyclists. Currently, there are only two signs on S E Woodward St near Clinton Park designating the beginning and end of the current bikeway. This is confusing as the residents do not know where the bike route continues and it is an awkward place to begin and end a bikeway. It makes sense to complete this bikeway.

Sincerely,



Kathryn M Notson
South Tabor Neighborhood, Sec /Treas
Clinton-Woodward Bikeway Steering
Committee

cc Vera Katz, Mayor
Jim Franseconi, Commissioner
Charlie Hales, Commissioner
Gretchen Kafoury, Commissioner
Eric Sten, Commissioner

<p>CLINTON-WOODWARD BIKEWAY PROJECT</p> <p>STAFF RECOMMENDATION</p>

September, 1998

CITY OF PORTLAND
BUREAU OF TRAFFIC MANAGEMENT BICYCLE PROGRAM

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The Clinton-Woodward Bikeway is being developed by the City of Portland Bicycle Program, housed in the Bureau of Traffic Management in Portland's Office of Transportation. The Commissioner overseeing Transportation is Charlie Hales.

Please address all comments and/or questions regarding this project to

Roger Geller, Project Manager
Bureau of Traffic Management
1120 SW 5th Avenue, Room 730
Portland OR 97204

phone	823-7671
fax	823-7576
TDD	823-6868
email	geller@syseng.ci.portland.or.us

CLINTON-WOODWARD BIKEWAY PROJECT

□ Introduction

The Clinton-Woodward Bikeway extends 4.5 miles from Inner Southeast Portland out to within a short pedal of the I-205 bicycle path. The inner portion of the route is already a well-established bikeway that provides a major link between Southeast Portland and Downtown. During the peak bicycling season, Clinton Street attracts more than 600 daily bicyclists, representing approximately 16 percent of all vehicles traveling this street.

The existing portion of the bikeway was established as part of the Division Corridor Project, undertaken by the City in the late 1980s and early 1990s to discourage automobile traffic from using Clinton and Lincoln as through streets, and encourage it to use Division and Powell Streets. The result of the changes made then—a traffic diverter at Clinton and 39th and traffic circles on Clinton Street—successfully reduced traffic volumes by approximately 500 to 2,000 automobiles per day, depending on location. This represents a reduction in automotive traffic of 13 percent to almost 50 percent, again depending on location (see Figure 6). Despite these improvements, Clinton Street between 12th to 35th Avenues still experiences relatively high traffic volumes—more than 3,000 automobiles per day—and relatively high automobile speeds. The middle and outer portions of the route are characterized by low traffic volumes, uncontrolled intersections and unimproved streets.

The Clinton-Woodward Bikeway provides a parallel and alternate route to both Division and Powell Streets. The Bikeway provides a major connection from Southeast Portland to the Central Eastside Industrial District and Downtown Portland via Ladd's Addition and the bicycle lanes on Hawthorne and Madison Streets. The bikeway also connects to points to the south via the existing bicycle lanes on SE 26th Avenue. Clinton-Woodward connects the funded North-South Forties Bikeway, which provides direct connections to the Woodstock, Hawthorne, and Hollywood Districts. Finally, at its eastern terminus, the bikeway connects to bicycle lanes on SE Division Street and the I-205 multi-use path. The Bikeway also improves access to a number of schools and parks, running directly by Franklin High School, a branch of Portland Community College, and Clinton Park. Five other schools are within three blocks of the route.

The focus of this project will be to improve the riding environment on the inner portion of the route by controlling traffic speeds, and making conditions along the middle and outer portions of the route safer for bicyclists.

□ Project Goals and Objectives

The objective of this project is to

Project Objective. Encourage safe bicycle use in the project area through the

development of bikeway facilities by, in part, retrofitting existing streets for use by cyclists in a manner consistent with the Bicycle Master Plan design guidelines, and by seeking other improvements that enhance bicycle use .

This is consistent with Portland's Comprehensive Plan Goal 6, which states

Portland Comprehensive Plan Goal 6: *Provide for and protect the public's interest and investment in the public right-of-way and transportation system by encouraging the development of a balanced, affordable and efficient transportation system by*

- *providing adequate accessibility to all planned land uses,*
 - *providing for the safe and efficient movement of people and goods while preserving , enhancing, or reclaiming the neighborhoods' livability,*
 - *reducing reliance on the automobile and per capita vehicle miles traveled*
 - *guiding the city street system to control air pollution, traffic, and livability problems, and*
 - *maintaining the infrastructure in good condition*
-

The specific policies and objectives of the Bicycle Master Plan related to the extension and enhancement of the city's bikeway network that have been adopted by City Council are listed in Policy 6 12, as follows

Policy 6 12 Bicycle Transportation *Make bicycling an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer* Objectives

- *complete a network of bikeways that serves bicyclists' needs, especially for travel to employment centers, commercial districts, transit stations, institutions, and recreational destinations*
 - *provide bikeway facilities that are appropriate to the traffic classification, traffic volume, and speed on all right-of-ways*
 - *maintain and improve the quality, operation, and integrity of bikeway network facilities*
-

This project is an important part of implementing this aspect of the Bicycle Master Plan

Project Selection

The Clinton-Woodward Bikeway was initially developed as part of the Division Corridor Project. Following that, it was identified by the Bicycle Master Plan Steering Committee and Bicycle Program staff as part of Portland's Bikeway Network. This and other routes were then revised based on public review and comment. Potential bikeways were then prioritized, based on their

relative merits and importance The Clinton-Woodward route has been a part of every bikeway network and user's map produced in Portland since the early 1970's

Clinton Street from 12th to 51st is considered to be an existing bicycle boulevard The initial goal of this project was to extend this bikeway east to 92nd Avenue However, in light of feedback we heard from Clinton Street residents and cyclists who use the existing route, we decided to also review how well that route was working and what improvements could be made to make it work better

BIKEWAY PROJECT RANKING CRITERIA	
•	barriers to cyclists overcome by installing a bikeway
•	connections to destinations (commercial, employment, etc)
•	connections to existing or funded bikeways
•	lack of nearby parallel bikeways, either existing or funded
•	existing and potential usage by cyclists
•	topographical constraints
•	relative ease of implementation

Most of the street segments included in this project are designated as City Bikeways in Portland's Comprehensive Plan Transportation Element They were so designated after being identified as important components of Portland's Bikeway Network by Portland residents and city staff in the Bicycle Master Plan According to the Transportation Element, the purpose of a City Bikeway is to "establish direct and convenient bicycle access to all significant destinations and within city, town and regional centers " The Transportation Element also states that "auto-oriented land uses should be discouraged on City Bikeways not classified as Major City Traffic Streets," and that "on-street motor vehicle parking may be removed on City Bikeways to provide bicycle lanes, except where deemed essential to serve adjacent land uses " However, the removal of parking will not be an issue in this project as there are no proposals to stripe bicycle lanes on any of the project streets, an action that occasionally results in parking removal

Several street segments—Woodward between 74th and 75th, and again from 80th to 82nd, 75th between Woodward and Tibbetts, Tibbetts from 75th to 80th, 82nd between Woodward and Brooklyn, Brooklyn from 82nd to 87th, and, 87th from Brooklyn to Division—are not classified as City Bikeways They have been included in this project because their inclusion creates the most direct, most convenient, and safest connection to Division Street, where the route ends These segments are included primarily because of the desirability of crossing 82nd Avenue at the traffic signal at its intersection with Woodward, and the desire to not undertake the expense of unpopular improvements on unimproved segments of Clinton and Woodward The recommended route will be described in detail in a following section

□ Public Involvement Process

The Clinton-Woodward Bikeway Project has conducted an extensive public process to solicit comments for this draft plan A Steering Committee was formed from those on the Bicycle Program's mailing list who lived in the project area Solicitations were also sent to every

neighborhood association in the project area, inviting them to send a representative to sit on the steering committee. The steering committee met regularly throughout the process.

Two initial open houses were held in late January/early February at Hosford Middle School and Franklin High School. A second set of open houses—held in early June—were at Hosford Middle School and Kellogg Middle School.

In advance of the open houses, approximately 14,000 project newsletters were delivered via carrier route to every mailbox along the route and within approximately three blocks to the east and west of the project streets. A second mailing was sent to all properties fronting on Clinton Street between 12th and 39th Avenues in advance of the second set of open houses to announce the possibility of speed bumps being constructed on the street. Open houses were also advertised via the City's web page, through an on-line mail network of interested bicyclists, and on the Oregon Live internet cycling forum.

The four open houses were attended by approximately 90 people. Comments from these meetings are reproduced or summarized in the Appendix.

□ Bicycle Boulevard Development Tools

This section provides a broad discussion of some of the tools that were considered and are being recommended to develop the bicycle boulevard along Clinton and Woodward Streets. These tools include:

- speed bumps
- sidewalks on unimproved streets
- curb extensions
- bicycle advance boxes, and
- signing

Speed Bumps

At the initial set of public meetings, we heard a strong desire to control speeding vehicles on Clinton Street, primarily between 12th and 39th, the segment that also experiences the highest volume of traffic. There are two speed bump options: 22-foot bumps, and 14-foot bumps, which are designed to slow traffic to 30 mph and 25 mph, respectively. The 14-foot bumps are preferred on Clinton Street, as the street is a 25 mph zone. However, Tri-Met operates a bus route on Clinton between 21st and 26th Avenues, and have requested that the city not install 14-foot speed bumps on bus routes as passengers can experience a strong disturbance when the bus rolls over the shorter bump.

Normally, speed bump projects are conducted for the sole purpose of controlling traffic speeds on streets with identified speeding problems, though clearly, reducing motorist speeds has significant benefits for bicyclists. Such streets are then ranked by Portland's Traffic Calming Project, and

must then wait their turn for an implementation project. Clinton Street was already a highly-ranked speed bump project, with the section between 12th and 26th ranked 21st, and the segment from 26th to 39th ranked 59th (out of a project list of more than 1,000 street segments). These segments have been on the traffic calming project list since November 1994 and August 1993, respectively.

Sidewalk Construction

The construction of sidewalks was considered for three unimproved blocks on Woodward (from 75th to 77th and 78th to 79th), and four unimproved blocks on Clinton (from 84th Place to 89th and just east of 92nd Avenue). While these streets may work acceptably for mountain and hybrid-style bicycles during the dry months, their passage is precarious at best during the winter months, when the rain-slicked mud is punctuated with frequent, water-filled potholes. These streets do not work for road-style bicycles at all. However, construction of sidewalks is not part of this recommendation.

The City of Portland will not pave existing unimproved streets without the formation of a local improvement district (LID) to pay for the paving. The initial open houses, and meetings with the South Tabor Neighborhood Association indicated this is unlikely, residents along these unimproved sections favor the low traffic volumes and calming effect on traffic created by the unimproved streets.

An alternative to paving the streets is providing sidewalks along one or both sides of the street. A standard 6' sidewalk within the city's right-of-way (which is 50' for most of the area) but outside of the existing unimproved roadway surface, will provide a surface usable for cyclists without risking the possibility of motorists driving on it. A tour of the areas indicates that motorists tend to use the area just off the roadway surface to park vehicles. Other residents have used this area for landscaping, and some have built fences out into this area. We are not proposing sidewalks primarily because of the objections of property owners presently using the right-of-way for their own landscaping or parking, and the relatively low volumes of cyclists expected to be served on these outer portions of the bikeway.

Curb Extensions

The ease of crossing an intersection is measured by the number of hourly gaps¹ in traffic that are adequate for safe crossing. If there is an inadequate number of gaps (typically, fewer than 60 during the hour of peak traffic), the intersection requires treatment to facilitate its crossing. There are two streets on the project route that present crossing difficulties for bicyclists (and pedestrians). They are 50th Avenue at Clinton and 52nd Avenue at Woodward.

There are three favored treatments to make it easier to cross such streets: traffic signals, median

¹A gap is just what it sounds like: a period of time when there is no traffic passing through the intersection you wish to cross. An adequate gap is defined as the amount of time it takes to cross a street when traveling at 3.5 feet per second.

refuges, and curb extensions. Before a signal can be installed certain traffic conditions must be met. Even when such conditions are met, the cost of a traffic signal is usually prohibitive for a bicycle project.² A median refuge is a concrete island in the middle of the roadway with a cut-through for bicycles and pedestrians. They are typically 10 feet wide, and allow cyclists and pedestrians to cross one side of the street at a time. Cyclists and pedestrians can take refuge in the island, where they can wait until it is safe to cross the other side of the street. While medians usually cost less than curb extensions, their placement often requires significant parking removal. Figures 1-4 display median and curb extension options for a typical intersection, and their effect on available parking.

Curb extensions are concrete extensions of the street corners. They extend approximately 7.5-8

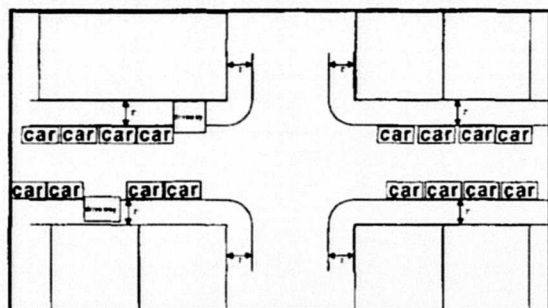


Figure 1 Untreated Intersection

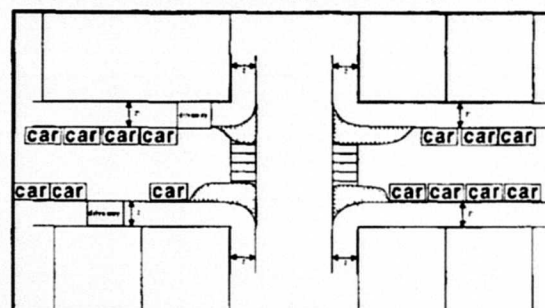


Figure 2 Full Curb Extensions

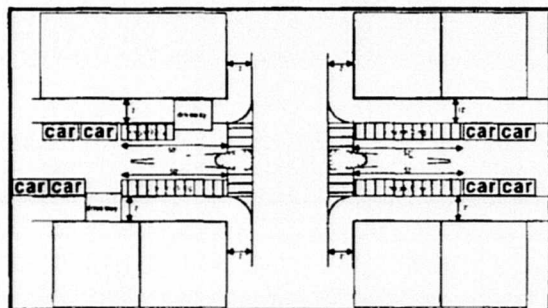


Figure 3 Intersection Medians

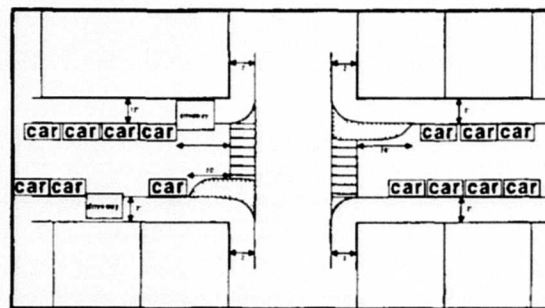


Figure 4 Half Curb Extensions

feet out into the roadway (the same width as a parking strip), and reach back from the corner approximately 12-25 feet. Because they extend out into the street, they allow cyclists and pedestrians to get further out into the road than they normally would. This, in turn, shortens the crossing distance and therefore decreases the gap time required to cross. Because there are usually more shorter gaps at a crossing, curb extensions create more crossing opportunities for cyclists and pedestrians. The curb extensions also make bicyclists and pedestrians more visible to passing motorists. They have the additional benefit of visually narrowing the roadway, which encourages slower speeds. Curb extensions cost approximately \$12,500-\$18,000 per corner. Curb extensions at two corners will suffice for crossing, though one at each of the four corners is

²The installation of a new traffic signal can cost between \$100,000-\$120,000, a bicycle project budget, which must address a corridor of 5-9 miles, is typically in the range of \$150,000-\$200,000

better The placement of curb extensions can result in some loss of parking

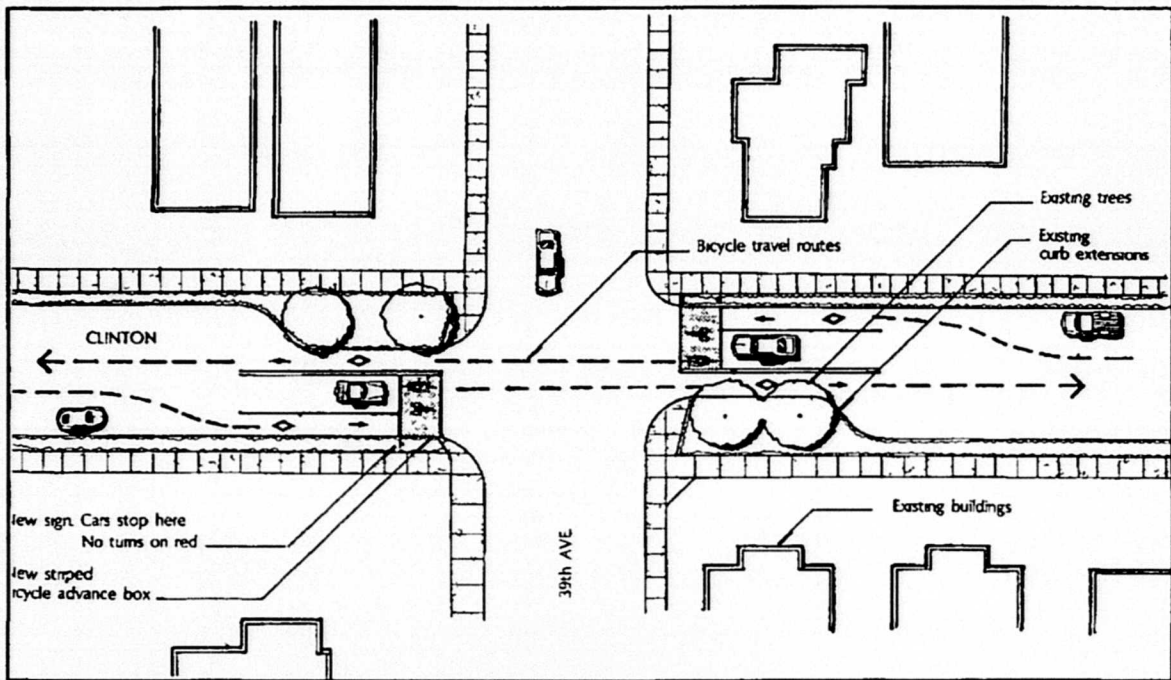


Figure 5 Proposed Bicycle Advance Box at 39th and Clinton

Bicycle Advance Boxes

Bicycle advance boxes are marked areas at intersections that allow bicyclists to go to the front of a traffic queue when waiting for a signal. This provides an advantage to bicyclists and is consistent with the development of a bicycle boulevard, which is intended to provide such advantages. As Figure 5 shows, a bicycle lane is striped for a short distance leading to the advance box to provide easy access for bicyclists. The advance boxes extend across the full length of the travel lane, and are approximately ten feet deep to allow a cyclist pulling a trailer enough room. The marking of a bicycle advance box precludes right turns on red for automobiles.

Boulevard Signing

Developing a bicycle boulevard requires letting cyclists know first, that it's there, and second, the route it follows. Additional signing is used to identify crossing routes, and destinations to which they lead. Finally, occasional signing can be used to identify to motorists that they can expect to see bicycle traffic on the route.

The City is currently developing a comprehensive signing plan for Portland's entire bicycle network. The types of signing mentioned above will be implemented as needed, along with the other physical improvements recommended for the Clinton-Woodward Bikeway.

□ Project Description

The project runs through Southeast Portland and traverses the following neighborhoods

- Hosford Abernethy
- Richmond
- South Tabor and
- Powellhurst Gilbert

The Portland Office of Transportation has budgeted \$150,000 over the fiscal years 1997-98 and 1998-99 for planning, design, and development of this project

Specific recommended treatments for this project include

- **Enhancing the existing bicycle boulevard** on SE Clinton Street between 12th and 39th Avenues by slowing down the existing traffic with speed bumps
- **Giving bicyclists priority** for crossing 39th Avenue at Clinton by marking bicycle advance boxes on the pavement
- **Facilitate crossing 50th and 52nd Avenues** with curb extensions
- **Altering selected intersections** to favor through bicycle movements by changing stop signs configurations, and
- **Improving the safety of uncontrolled intersections** by stopping entering motor vehicles

SOME BIKEWAY DEFINITIONS

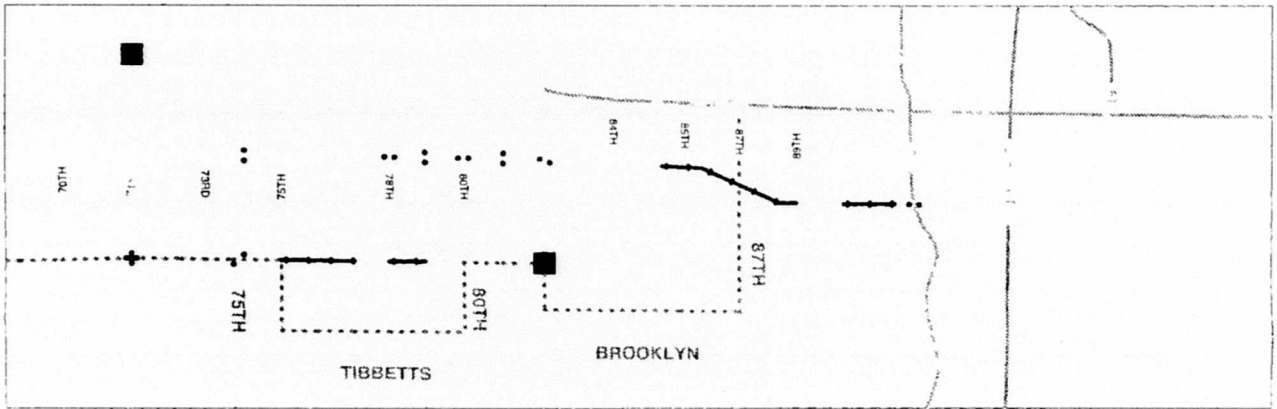
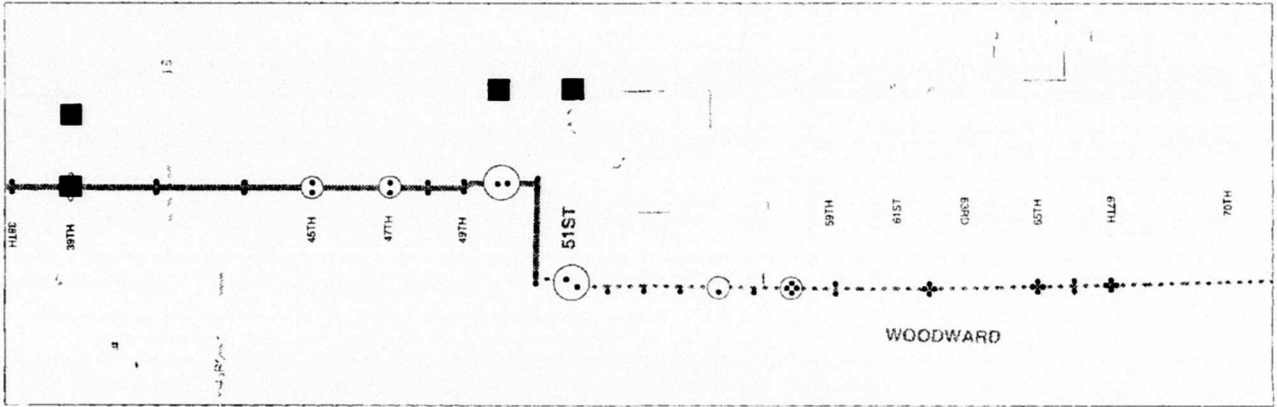
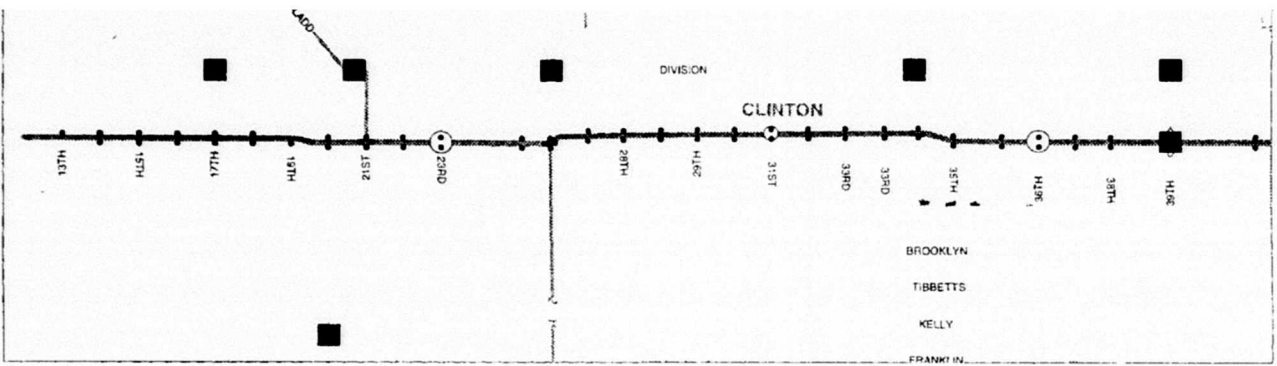
A *BICYCLE BOULEVARD* is a shared roadway where the through movement of bikes is given priority over motor vehicle traffic. Traffic calming devices are used to control speeds and discourage through trips. Motor vehicles, and traffic control devices are designed to limit conflicts between bikes and autos and favor bike movement.

A *BICYCLE LANE* is that portion of the road designated by striping and pavement markings for the preferential use by bicycles.

The following table summarizes all project elements, estimated costs, and budget. A more complete discussion of each project segment follows this table, as does a complete set of project maps.

Clinton-Woodward Bikeway Project Summary and Budget

Project Area	Proposal	Estimated Costs	Comment
Inner SE Clinton SE 12 th to SE 51 st	k five 14-foot speed bumps from 12 th to 21 st	a \$10,000	The longer speed bumps between 21 st and 26 th are dictated by the presence of a bus route. The longer bumps produce a gentler impact to the bus and its passengers. The bicycle advance box will necessitate prohibiting right turns on red southbound onto 39 th from Clinton. Right turns on red northbound are already prohibited. There are only 50 gaps per hour for bicyclists crossing 50 th , a level considered borderline acceptable.
	l two 22-foot speed bumps from 21 st to 26 th	b \$4,000	
	m nine 14-foot speed bumps from 26 th to 39 th	c \$18,000	
	n bicycle advance boxes at 39 th	d \$3,000	
	o two curb extensions at 50 th	e \$35,000	
	p route signing	f \$668	
SE Woodward SE 51 st to SE 75 th	a two curb extensions at 52 nd	a \$35,000	With only 47 gaps per hour at Woodward and 52 nd , the curb extensions will enhance the ability of bicyclists and pedestrians to cross 52 nd . The stop sign changes will still maintain a pattern of regular stops on Woodward, while decreasing the overall number of stops.
	b stop control intersections at 60 th , 63 rd , 64 th and 68 th	b \$2,800	
	c convert existing 4-way stops at 62 nd and 67 th to two-way stops	c \$1,400	
	d route signing	d \$668	
Outer Bikeway SE 75 th to Tibbetts, Brooklyn to 87 th	a move stop signs at Tibbetts and 77 th and 78 th	a \$1,400	Controlling traffic movements at these intersections will enhance bicyclist safety and encourage the through movement of bicyclists.
	b stop control north-south legs of 80 th at Tibbetts and Woodward	b \$1,400	
	c stop control 81 st at Woodward	c \$700	
	d route signing	d \$668	
Project Management and Administration		\$17,500	
Contingency		\$16,540	This assumes a 20% contingency for all project costs other than project administration and speed bumps.
Total Estimated Costs		\$148,745	



Legend

- Bike Boulevard
- Unimproved Street
- Existing or Planned Bikeways
- Stop Sign
- Traffic Signal
- Difficult Crossing

Following is a discussion of each project segment and its initial proposed design, and other relevant features

Inner SE Clinton Street

SE Clinton Street is designated a City Bikeway from 12th to 51st in the City's Transportation Element. It is primarily a residential street. It is designated a local service street, but operates more like a neighborhood collector. It also passes through one small commercial district centered on 26th Avenue. Housing along the street is a mixture of single- and multi-family. The street is 36-feet wide and has traffic circles and traffic diverters that were installed at several intersections as part of the Division Corridor Project in the late 1980s/early 1990s. As shown in Figure 6, these improvements significantly reduced the volume of automobile traffic on the street.

Despite these reductions in automobile volumes, volumes are still sufficiently high to meet the standard for bicycle lanes on Clinton Street between 12th and 34th. However, bicycle lanes are not proposed for this project for two main reasons:

- parking on one side of the street would be prohibited, and the on-street parking is heavily used on Clinton, and
- parking removal and bicycle lanes would skew the street, this would not work well with the existing traffic circles, which are centered on the street

While volumes pose a difficulty for bicycles, traffic speeds on Clinton are also too fast, as shown in Figure 7³

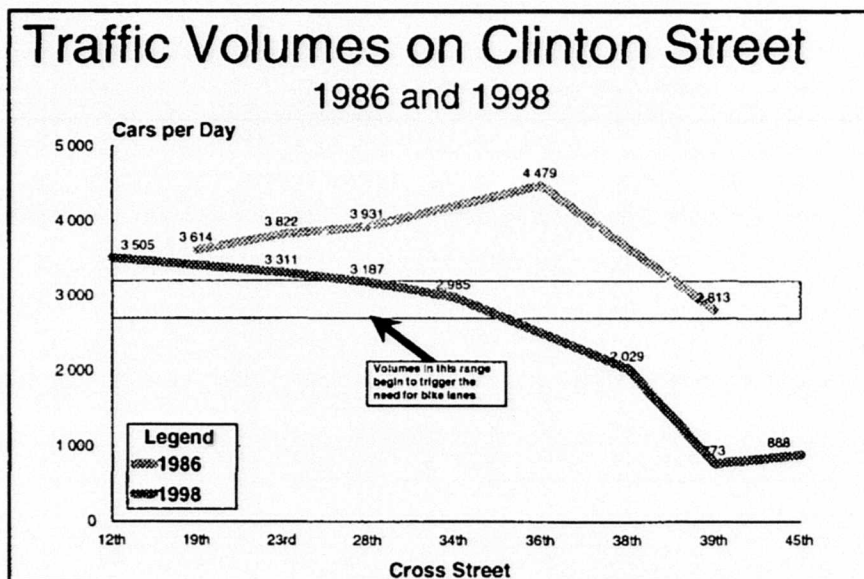


Figure 7

³The 85th Percentile Speed, referred to in this Figure, is the speed at or below which 85 percent of the vehicles on the street are traveling. Ideally, the 85th percentile speed should be equal to the speed limit, which on Clinton Street is 25 mph.

This stretch of Clinton is divided into three distinct segments

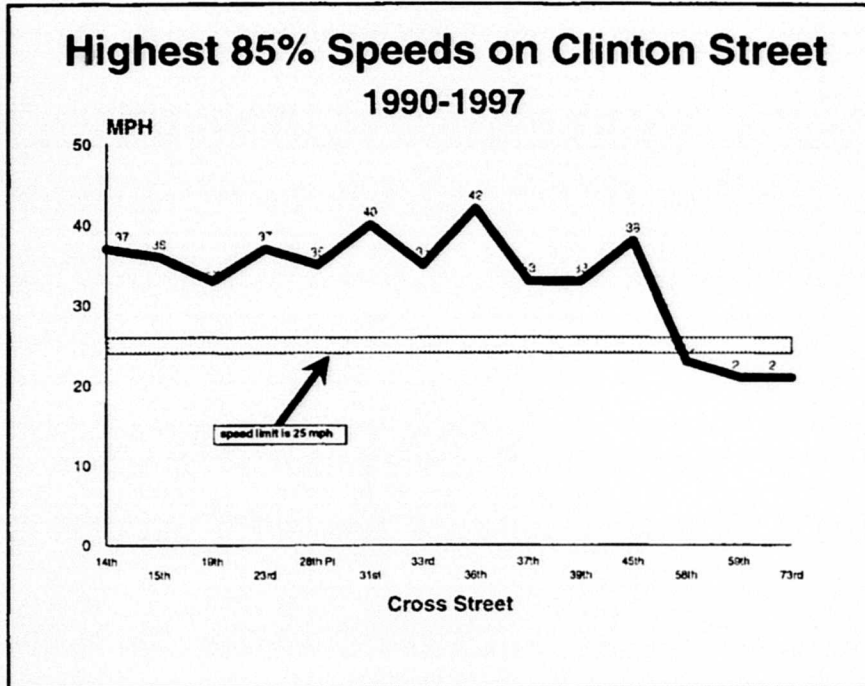
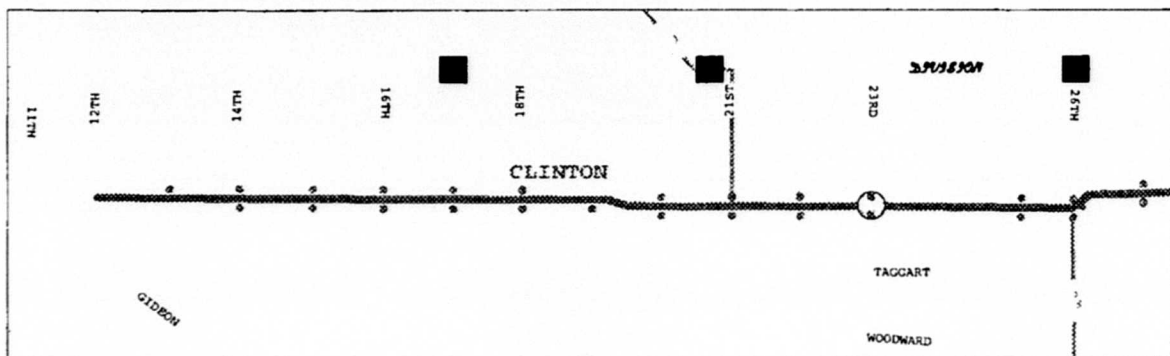


Figure 8

Segment 1 12th to 26th

The primary issue this project will address on this segment is the speed of motor vehicle traffic. A speed bump petition distributed by volunteers to households along this stretch was returned with more than 77% of the households requesting speed bumps.



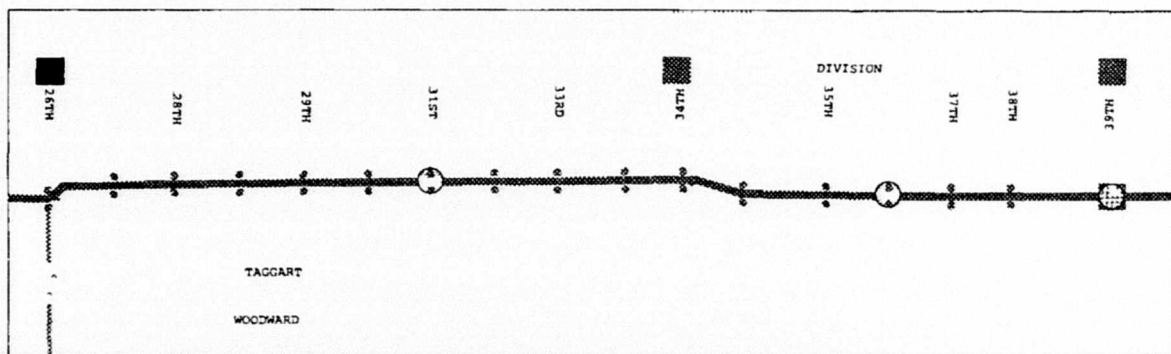
The segment between 21st and 26th is designated a Minor Transit Route, and is used by Tri-Met bus # 10 This segment is also a popular bicycling route as it is a well-used connection between the Ladd Street bicycle boulevard (providing good connections to the Hawthorne Bridge and Downtown) and the SE 26th Avenue bicycle lanes, which begin just south of Clinton Street

Recommendations

- construct five, 14-foot speed bumps on Clinton between 12th and 21st
- construct two, 22-foot speed bumps between 21st and 26th ⁴

Segment 2: 26th to 39th

This primarily residential segment includes an active commercial node on Clinton between 25th to just east of 26th On-street parking is heavily used on this segment Speed bumps petitions circulated by volunteers were also returned with approval from 77 percent of the households along this stretch



The traffic diverter at 39th was installed as part of the Division Corridor Project of the late 1980's and early 1990's It was designed to reduce the use of Clinton Street as a through street and to encourage increased use of Division Street The diverter allows through bicycle movement but cars can only turn north or south onto 39th Automobiles are not permitted to enter Clinton Street from 39th Avenue

At the open house forums, many cyclists stated they did not know where to properly position themselves at this intersection in relation to cars when waiting for the signal to turn green A painted median and curb extension on both sides of the intersection narrow the travel lanes to approximately 10 feet, which does not leave enough room for bicyclists to pull even with cars when the signal is red Instead, bicyclists tend to wait for the signal in the painted median, an area

⁴Portland's Office of Transportation has an agreement with Tri-Met to construct only 22-foot speed bumps on existing transit routes The 22-foot bumps produce less of a jolt to buses than do the 14-foot bumps The 22-foot bumps are designed to slow cars to 35 mph, while the 14-foot bumps will slow cars to 25 mph

where they should not be

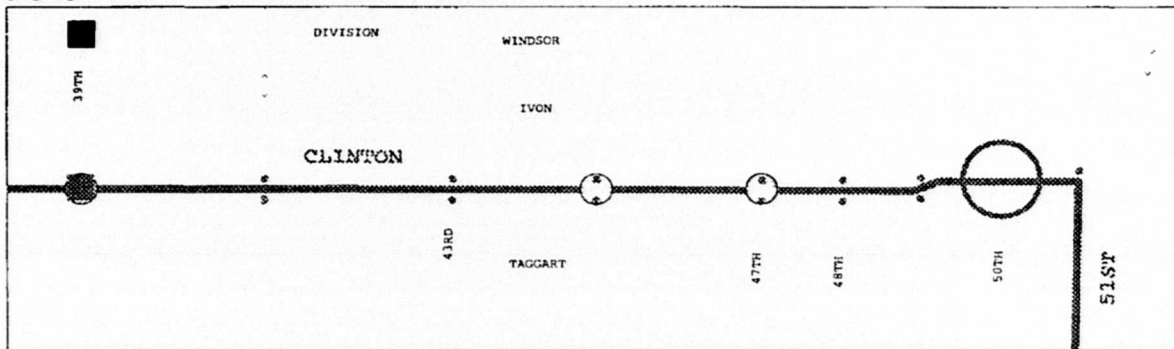
A bicycle advance box, as shown in Figure 5, will give priority movement to bicyclists at the green light. Such treatment is consistent with the operation of a bicycle boulevard. The only operational change required will be prohibiting right turns on red for automobiles approaching the intersection from the west (this movement is already prohibited for those approaching from the east).

Recommendations

- construct nine 14-foot speed bumps
- provide bicycle advance boxes at east and west legs of intersection with 39th Avenue

Segment 3 39th to 51st

Traffic volumes drop precipitously in this segment east of the 39th Avenue traffic diverter. The only issue along this segment is crossing 50th Avenue, which is designated a Neighborhood Collector street, and which sees daily traffic volumes of approximately 10,000 vehicles per day. More significantly, a count of the number of gaps adequate to allow safe crossing for bicyclists was only 50, a level considered borderline adequate at best when compared to the guideline 60 gaps per hour.



Recommendations

- construct two curb extensions at intersection of 50th and Clinton (see Figure 9)

Woodward Street

Clinton Street temporarily ends at 52nd Avenue (running into Clinton Park/Franklin High School). The bikeway route uses 51st Avenue to travel the one block to Woodward Street. Woodward is a designated City Bikeway in Portland's Transportation Element between 51st Avenue and 74th.

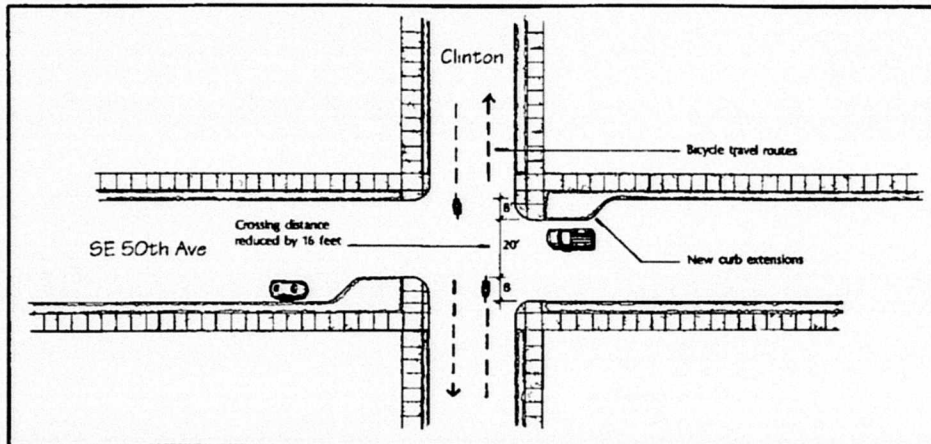
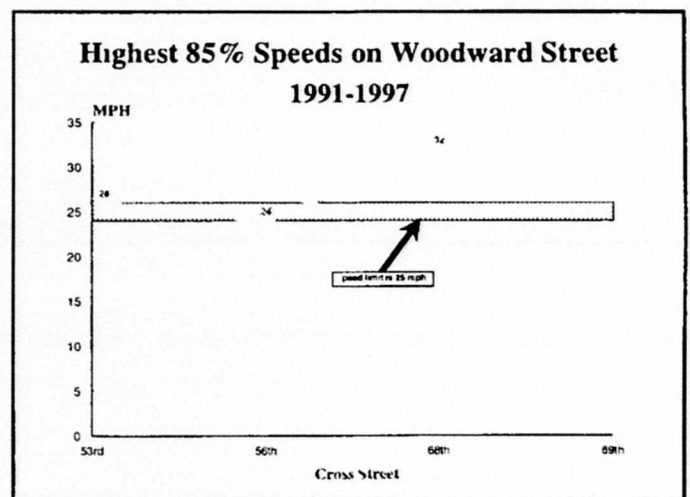
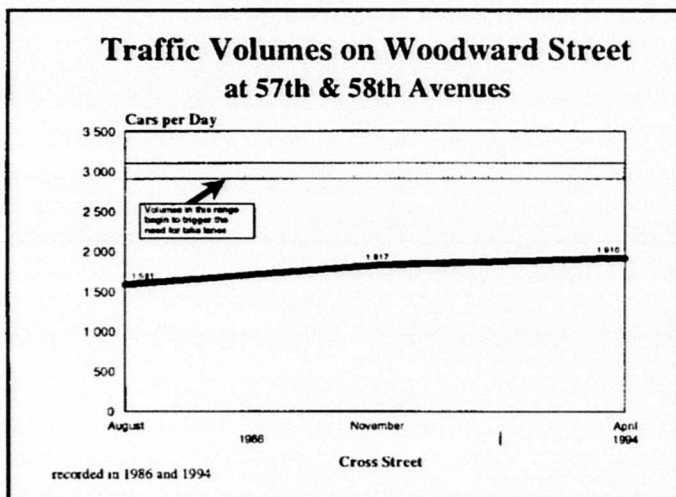


Figure 9 Proposed Curb Extensions at 50th and Clinton

Avenue It is not presently considered to be a developed bicycle boulevard In this project we propose extending the bicycle boulevard along Woodward past 74th Avenue to 75th Avenue, diverting to Tibbets Street until 80th Avenue, and then returning to Woodward to cross 82nd Avenue at an existing traffic signal



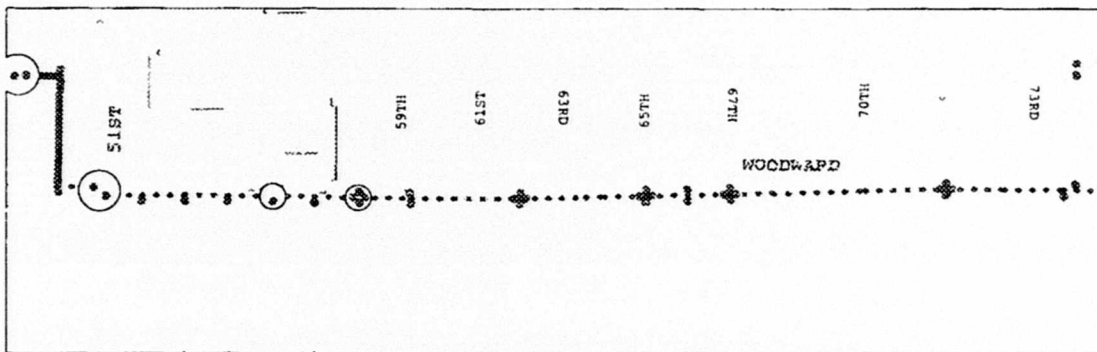
The presence of the traffic signal at 82nd and Woodward makes crossing the extremely high volume 82nd Avenue possible, and is a key feature of this route

The jog to Tibbetts, and then back to Woodward, though undesirable, is primarily a cost-saving measure Woodward between 75th and 80th Avenues is unimproved, i.e., the street is a combination of gravel and dirt This surface is not amenable to bicycle traffic Rather than installing sidewalks, or other paths, as had been considered, the two block jog down to, and back to Woodward, will save \$30,000 from the project budget

Traffic volumes on Woodward Street are low, and there does not appear to be a problem with excessive speeds on the street, as shown in Figures 12 and 13, respectively. The most frequent recommended treatment for this portion of the bikeway is stop controlling uncontrolled intersections and moving stop signs, when advisable, that presently stop traffic on Woodward. This outer portion of the bikeway is divided into three segments.

Segment 1: 51st to 75th

One issue along this segment is crossing 52nd Avenue, which sees a relatively low daily traffic volume of approximately 4,000 vehicles per day. Much of this traffic may be concentrated at rush hour, as a count of adequate gaps in traffic to cross the street showed there are only 47 per hour. This is a borderline acceptable amount if crossing straight across as a pedestrian. Cyclists, who would use the angled crossing as vehicles, would require more crossing time than pedestrians, resulting in an inadequate number of gaps.



The other primary issue along this segment is stop controlling the many streets that enter Woodward and are presently unsignalized, and removing some of the stops presently stopping traffic on Woodward.

Recommendations

- construct two curb extensions at 52nd and Woodward (as shown in Figure 9)
- stop control Woodward's intersections with 60th, 63rd, 64th, 68th, 69th, 70th, and 73rd
- remove stops presently stopping traffic on Woodward at 62nd and 67th Avenues

Four-way stops will remain at 58th, 65th, and 71st Avenues in order to maintain a regular pattern of stops on the street for automobiles, without unacceptably disadvantaging bicyclists.

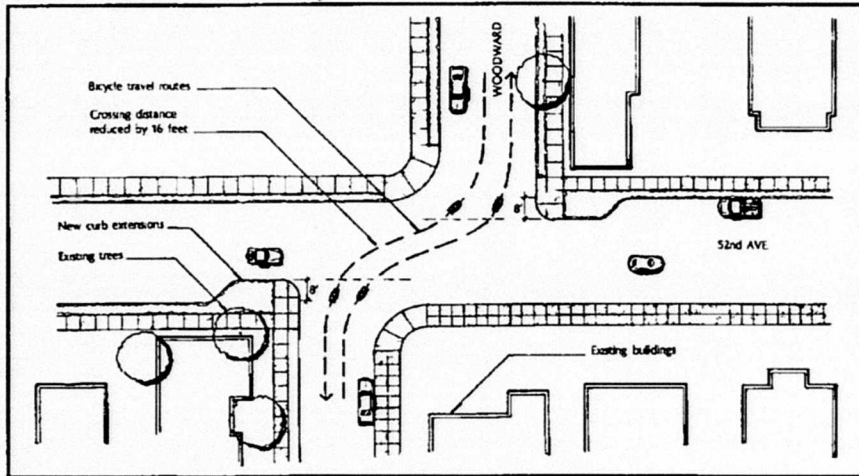
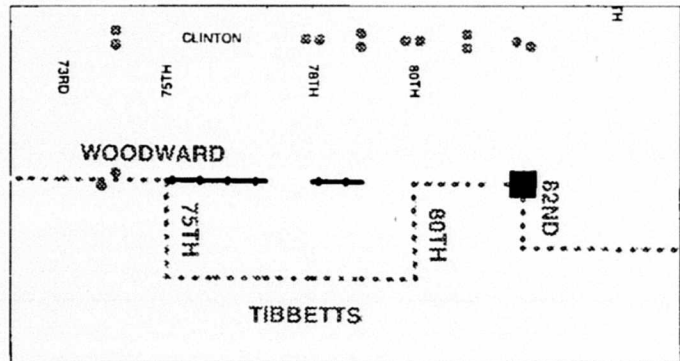


Figure 9 Proposed Curb Extensions at Woodward and 52nd

Segment 2 75th to 82nd

Between 75th and 80th and Woodward are three unimproved blocks where the street surface is dirt and gravel. These surfaces are often pitted with large potholes, and in the winter they become soaked and muddy. Their passage presents a challenge any time of year for bicyclists riding road bikes, though those on mountain bikes will not have a difficult time. Improving these segments would cost approximately \$25,000 for a sidewalk on one side of the street to \$50,000 for sidewalks on both sides. Given this expense, and the need to uproot property owners' fences, gardens, and other elements of their yards that have spilled over into the visually ill-defined right-of-way, providing a usable riding surface on this segment is not a high enough priority to bear the cost.



For this reason, we recommend diverting to Tibbetts from Woodward at 75th, and then return to Woodward at 80th. This will allow a crossing of 82nd Avenue at a signalized intersection.

Recommendations

- stop control 78th and 80th Avenues at Tibbetts
- stop control 80th and 81st Avenues at Woodward
- mark signal at 82nd Avenue

Segment 3 82nd Avenue from Woodward to Brooklyn

At the intersection with 82nd there is a pedestrian-activated signal for both Woodward and the driveway into and out of Portland Community College. The recommended route will take cyclists across the street with the green light and direct them onto the southbound, east sidewalk of 82nd Avenue. Presently, 82nd Avenue has too much traffic and not enough width to provide on-street bicycle lanes. The sidewalk on the east side of 82nd crosses only one driveway, and will provide a safe riding environment for both northbound and southbound cyclists.

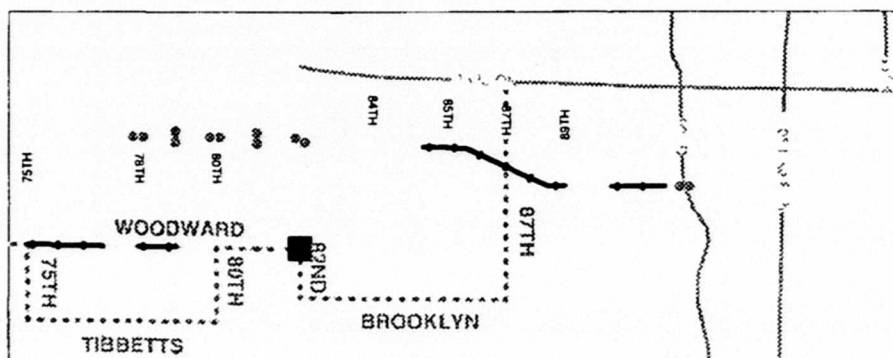
Outer SE Brooklyn Street

According to Portland's Transportation Element, the Clinton-Woodward Bikeway should follow Clinton Street from 82nd to 92nd Avenue. However, as with Woodward, this portion of Clinton Street has several unimproved blocks, the improvement of which would cost between \$45,000 to \$90,000, and would run into the same issues with property owners who are using part of the visually ill-defined right-of-way for their personal use. Thus, rather than try to force a path through on Clinton Street, Brooklyn will provide an alternative that will provide a connection with the existing bicycle lanes on Division Street.

Segment 1 82nd to 87th

This quiet street provides a good connection to 87th Avenue, which, in turn, connects to Division. As with many of the streets in this part of Portland, Brooklyn Street has several unimproved blocks, beginning at 87th Avenue. This street will simply be signed as part of the Clinton-Woodward Bikeway.

From 87th Avenue, bicyclists will access the existing bicycle lanes on Division. While the original proposal called for bringing the Clinton-Woodward Bikeway through to 92nd Avenue, that cannot be accomplished without constructing sidewalks along some portion of Clinton Street, an endeavor that is undesirable at this time for the above-mentioned reasons.



Cyclists wishing to access the I-205 bicycle path can do so by cycling north along 87th to Division, and making use of the bicycle lanes on Division to reach the path

□ Other Bicycle Facility Enhancements

Along with the improvements described above, we will explore the following for the project area

- Destination and route identification signing along the project length
- Improvements at the intersection of 21st and Division to provide better guidance for cyclists riding to or from Clinton

Appendix: Comments Received

Comments Received at the January 29, 1998 Clinton-Woodward Bikeway Open House and Staff Responses

(comments received are listed in the left-hand column with staff response in the right-hand column)

Comments re Bikelanes	Response
<p>A bike lane would eliminate parking altogether We have a hard enough time trying to park our car in front of our house now, yet along with a bike lane in the way We have no driveway Where are we going to park our car??</p>	<p>Bike lanes are not proposed as part of this project</p>
<p>I've been riding and driving the bikeway for years I love the circles Please don't take them away When I'm in my car they slow me down and discourage use When I'm on my bike they slow and discourage other cars They also level the playing field between bikes and cars On my bike they make me feel safer Bike lanes are evil Low traffic roads are good Light at 39th is very good too</p>	<p>We will not remove the traffic circles Note that some cyclists felt that motorists speed up when motorists and cyclists are approaching the circles so that the motorist can enter the circle first</p>
<p>1 Build up traffic circles on Clinton to also serve as a speed bump 2 Speed is the biggest problem to safe biking on Clinton 3 Auto flow on Clinton is using the light east at 39th to turn left rather than turning left on Division The left turn on Division (heading east) is very difficult (for a car) 4 Maybe it would be good to paint uphill climbing bike lanes on Clinton [and we lose parking]</p>	<p>We are proposing speed bumps that will work with traffic circles, but that will not extend directly from them</p> <p>The city's traffic operations group is looking at the signal at 39th and Division to see if it can be modified to better enable left turns</p>
<p>Traffic speed on Clinton is too high near my house (at 28th), I would like to see some calming measures, such as speed bumps, on Clinton We welcome measures to discourage auto traffic, and encourages bike traffic We would approve a bike lane on Clinton (in front of our house) on the south side of the street, even if we could no longer park our cars there, because increasing bicycle accessibility and overall ridership is more important</p>	
<p>1 35th and Clinton intersection 4-way too many rolling stops of cars and bikes 2 39th and Clinton consider designating a brief bike lane to provide guidance for cars and bikes re turns 3 Clean up subway connecting 17th under train tracks at Powell 4 Holgate between 17th and 26th is major bike route, but full of glass and navigation hazards (on sidewalks) for bikes</p>	<p>The rolling stops are not a problem that can be solved by engineering solutions</p> <p>We are proposing a bicycle advance box at Clinton and 39th with bicycle lanes leading to it</p> <p>Your other comments were forwarded to our maintenance division for attention</p>

Rather than a striped bike lane, I prefer a wider outside travel lane--15-16 feet wide This is enough width for a car and bicycle to share the lane Its advantage is that when a bike isn't there, the cars keep it clean by driving on it Yes, car doors can be a hazard if there is parallel parking, but the wider lane gives maneuvering room and any savvy cyclist knows enough to watch parked cars

Unfortunately, there is not enough room on the street for either wide outside lanes or bike lanes By the way, if we had 15 feet to make a wide outside lane, we would divide it into standard 10' travel lane and 5' bicycle lane if the traffic volume was more than 3000 cars per day Studies show that the presence of a bicycle lane (or shoulder stripe) is the key to defining safe spaces for bicyclists

It is already difficult to find parking now I vote against eliminating parking Make Clinton a one-way street

We are not proposing to remove parking, nor to make Clinton a one-way street

Comments re Speedbumps/Circles**Response**

A traffic light at 41st and Division would serve the bikeway, pedestrians, school children, and Richmond Place facility Provide a full signal, not just a ped signal

We are planning curb extensions and marked crosswalks at that intersection as part of the North-South 40's bikeway project A full traffic signal is not warranted for this intersection, and is well beyond the project's budget

Put speed bumps on lower Clinton (28th to 30th) to slow down traffic and not slow down bicyclists

Use combination caution/stop lights @ 30th, lower 28th, possibly 20th No speed bumps or curb extensions Trim edges of traffic circles so cars, bikes, and peds are not in needless conflicts at these intersections Use Ivon between 21st and 26th as an alternate to Clinton

We'll look at the stop lights Trimming the edges of the traffic circles would remove their design function Ivon is a route that cyclists can use as they choose, though we prefer to not create a route that jogs

I like to drive in the area I would drive up Clinton much less if there were a left turn signal at Division on 39th Why should I hassle turning left at 39th and Division when I have a left turn signal at 39th and Clinton?!

We're investigating this signal to see if it can be altered to provide a dedicated left-turn signal

I am in favor of speed bumps between 26th and 35th at least--many people do not adhere to 25 mph speed Traffic circles have decreased car traffic on Clinton in my estimation, although some car drivers are not pleased with them Bike paths on unimproved streets sound like a good idea, but as I am not a bike rider there may be many objections

Do all you can to slow cars on these streets Also, the bikeway is a great idea!

Traffic should be slowed and more visual ways to tell drivers that Clinton is also for bikes and not just for cars. Traffic could be slowed by one bump before each circle. Also, for visibility of bikers, parking spaces at each corner should be pulled back a car or two so as to allow the bike space to pull over and be passed. Otherwise, car speeders sometimes fume because they have to follow a bike up Clinton.

The most advantageous spacing of bumps is determined by a traffic engineer with experience on these type of projects. There appear to be enough empty car parking spaces to serve as "bicycle pullouts".

Comments re Other General Improvements	Response
Provide islands instead of just striping at 26 th and Clinton	The project budget does not allow for this treatment
Channelization plan for 21 st and Division (see diagram on comment sheet)	We'll take a look at it
I live on 38 th and Clinton. There is lots of traffic that enters Clinton on 38 th coming from both north and south. What I see is in the morning between 7:00-8:00 that I notice. I am not there at 4:00-5:00 in the evening. There is also way too much traffic that violates the diversion on 39 th and Clinton and speeds down Clinton heading west (typically in the evenings and weekends).	
Channelization in the middle of 20th/21st/Division to guide autos so they can't go around bikes (see diagram on comment form). Also, provide a bike advance box at 21 st south of Division.	We'll look into it
A traffic light at 41 st and Division would serve the bikeway, pedestrians, school children, and Richmond Place facility. Provide a full signal, not just a ped signal.	We are planning curb extensions and marked crosswalks at that intersection as part of the North-South 40's bikeway project. A full traffic signal is not warranted for this intersection, and is well beyond the project's budget.
Enhance pedestrian crossing of Clinton at 28 th Place. Lights? Center median? It's on the crown of the hill and crosswalk striping is hard to see.	We'll evaluate it to see if there is a problem there needing attention.
I am a bike commuter and recreational cyclist. Keep making these improvements!	
I'd like to see some concern about Lincoln. Right now I ride down Lincoln because I don't feel that Clinton is safe. At some point, Lincoln could become like Clinton is now. Some advance planning would be nice. Hindsight is 20/20.	Lincoln used to be like Clinton and then some. The changes to Lincoln and Clinton were made at the same time as part of the "Division Corridor Project", beginning in the late 1980's. The traffic diverters at 39 th and 21 st seem to have effectively eliminated much of the commuter traffic on Lincoln, we don't expect they'll come back because the road no longer goes where they want to go.

Cut traffic flow before you consider bikeway Make a left hand turn signal at 39th and Division

Clinton already is a designated bikeway and considered to be an existing bicycle boulevard between 12th and 51st, we're just trying to make it work better Reducing traffic is a tricky issue, as the traffic usually diverts to other streets We are not proposing additional diversion as part of this project

I avoid Clinton like the plague I go out of my way to ride down Harrison just to avoid an accident I definitely think that having a bike lane and a parking lane on the same side of the street is a horrible idea I'm sure I'm not the only person who's had a close encounter with an opening car door One of the main reasons that I don't go down Clinton is because of where I work, I have to get onto 12th, turn left on Division, go through the 11th intersection and then take an immediate right I feel like that's a death wish

That is certainly a difficult maneuver, especially at rush hour

Comments Received at the February 4, 1998 Clinton-Woodward Bikeway Open House and Staff Responses

(comments received are listed in the left-hand column with staff response in the right-hand column)

Comments:	Response
Clinton west of 39 th has a lot of traffic It would be nice to reduce the amount of traffic and traffic speeds	
The Clinton/Division Business Association is already pushing for curb extensions at 26 th and Clinton Improve the signal for left-turners at 39 th and Division to encourage more use of Division Put a stop sign on Clinton somewhere between 26 th and 29 th to slow speeding motorists The circles are a problem and foster competition between cars and bikes to see who will reach it first Restrict left or right turns at Clinton and 39 th	We can look at restricting turning movements at 39 th , though we are not currently proposing to do so We would like to improve Division and 39 th , though there are limitations because of needing to remove parking on Division to create an extended left-turn lane Speed bumps will slow traffic on Clinton, we'd prefer to not put up additional stop signs on Clinton as that is contrary to a bicycle boulevard's design
Remove stop signs on Woodward at 65 th as it's not a busy street that requires a stop Use Woodward straight through to 82 nd	We're maintaining the stop signs at 65 th , but removing those at 62 nd and 67 th The route will proceed along Woodward to 75 th , where it will divert to Tibbetts until 80 th , where it will jog back up to Woodward, on which it will cross 82 nd
How will the asphalt sidewalks be maintained?	Sidewalk maintenance would be the responsibility of the property owner We are presently proposing concrete sidewalks
Eliminate stops on Clinton	

I like the bike routes I hope you can improve the Clinton/39th interchange

Remove the wall at the I-205 bikepath to create a good connection Sorry, but we can't do that

The crossing of Clinton and 82nd is very difficult We're recommending using the signalized crossing at Woodward and then using the sidewalk on the east side of 82nd

Pave 8' pathway on unpaved street sections That will not work because cars will use it to drive and park on, and it will break down rapidly Instead we are proposing to direct bicyclists onto nearby streets with existing pavement

Provide better signing at places where bikeway turns

I recommend an alternate route detour down 71st and over to Powell 71st to Powell is a recommended bikeway route and will be developed in the future as a separate project

Add stop signs on Woodward at uncontrolled intersections (esp between 67th & 71st), why are the intersections of Woodward and 62nd, 65th, and 67th all way stops? We have evaluated all intersections as part of this project to make sure they have the needed and appropriate traffic control See the main body of the plan for our recommendations

The intersection of Woodward and 60th (big "Y" intersection) is dangerous

Reconfigure the intersection of 39th and Clinton to allow right-turns only

I used to commute in the area every day--lots of passing by fast motorists, and rude comments Perhaps provide more prominent signage or bicycle schematics painted on the roadway? Speed bumps will slow down the traffic We're looking at route and destination signing that will identify this route as a bikeway to all users

Comments Received via email or telephone:

Mr Geller,

I live on Clinton Street between 12th and 21st and just received a mailing from the Portland Office of Transportation on developing the bike route on Clinton

I very much like the idea of slowing down traffic on Clinton Street and making the bicycle route safer It has been my experience, both on my bicycle and walking, that people in cars are becoming bolder and more careless in there driving habits As traffic increases on Powell and Division streets, people in cars seem to think that they can use Clinton Street as a short cut, often speeding, partially or completely ignoring the stop signs I often sit up at the Millennium Cafe on 21st and Clinton and watch as both cars and bicyclist ignore the four way stop signs at this intersection (this is not the only place this happens) It is only a matter of time before the carelessness of both drivers and riders ends in disaster

It is my hope that your plans will at least make the cars slow down, thereby decreasing the danger

I will not be able to attend the open houses since I work during those hours I strongly support any plans to make the street safer and more bicycle friendly and am willing to help in any way that I can You can email me at _____, or call me at _____

Thank you for the opportunity to express my views in this

2/9

I was unable to attend the open forums on the planned Clinton bike boulevard, so if these points have already been made please pardon the redundancy

My wife and I live at 2735 SE 33rd Ave, which is 3 houses south from the Clinton intersection We are in complete support of using Clinton as a bike boulevard Our primary concern is safety Presently, not a weekend goes by that we don't hear a car locking its breaks to avoid an accident at the end of our street We see new broken glass about once a month along Clinton at intersections So our experience is not isolated As we commute along Clinton, we have observed that other cross streets have the same problems Many cars either ignore the stop signs all together, or don't come to a complete stop and protrude out into the traffic on Clinton This poses a real danger to bikes

Furthermore, along Clinton many cars are parked right up to the intersection corners Depending on the height of the park car, it can be impossible to check for traffic without putting the hood of your car out into the street - which would be right into a bike lane This could be solved by simply having no parking for a certain distance from the corners (similarly to what is presently in place for corners near mini-traffic circles on Clinton)

To make the bike boulevard safe, we need to slow down the traffic prior to cars reaching the Clinton intersections My neighbors are 100% in support of speed breakers prior to the stop sign

Please feel free to contact me at home or work, 234 5167 and 223 5226 x 236

Thanks

I had hoped to make the open house yesterday evening Without the assistance of the displays you lugged out there, I have only one suggestion for a long-term improvement to the lower (west of 50th) Clinton segment the terminus at 12th leaves cyclists with

few comfortable options for continuing westward. Seems to me that if the South-North rail system is built and if it uses the Caruthers alignment, there may be an opportunity to connect this point (12th and Clinton) with Division at about 10th along the north side of the freight railway tracks. This could connect in with Division Place or simply travel along Division as it angles NW-SE toward OMSI. (The longer-term issue is if a Caruthers Bridge is built near OMSI for light rail, we ought to try hard to add a bike/ped way to it--this would make the connection west from 12th very important!)

My feeling is there are few conflicts along Clinton. The issues all begin at 50th and continue eastward. Thanks for your Clinton and 40's efforts!

Thanks. It will be nice to have a map and discuss specific sections together. I plan to attend the Feb 4th Clinton-Woodward meeting. I suspect my recommendations will be geared toward the faster-paced rider.

The primary reason I choose to remain on Powell all the way in is in order to maintain a consistent 20-35 mph pace. The stop signs, main streets and turns on the Clinton bike path make this very difficult and more dangerous than on Powell for that pace. I was able to shave 20 minutes off my commute by staying on Powell to Ross Island. I wear glowing, obnoxious clothing and have a front and rear high-powered light system. Most drivers respect me as a vehicle at that pace. However, semis simply honk and expect me to get out of the way.

I guess that if a driver were to ask why I don't use the intended bike route, in this case, my reply would be, "Why don't you use the side-streets instead of Powell?" The attractiveness of a straight shot with no stops outweighs the danger, unfortunately.

I tried the Spring water corridor but found the loose gravel unsafe and distracting. The frequent stops where the corridor crosses major roads closer to downtown is also to great an annoyance to make this an attractive option. My pipe-dream: an uninterrupted corridor from Gresham to downtown surfaced for road bikes. The Spring Water corridor would fill this dream if it were paved from Jenny road to downtown and if bridges replaced at least some of the "crosswalks" across major roads. Even if the corridor were just paved, I would consider it. But, for most, I suspect the simple gravel is fine because they don't particularly care about their bikes, have mountain bikes, or don't ride above 20mph. This puts riders like me in a minority within a minority.)

Thanks again,

I have wanted to communicate with you my support for the proposed bike routes for the North-South Bikeway and extending and expanding the Clinton-Woodward Bikeway.

I use the Clinton route on a semi-regular basis. Since I live close to Hosford-Abernathy School in Ladd's Addition and have to get to 47th & Belmont, I usually head out of Ladd's Addition to Main and ultimately the bike route on Salmon to 47th. One thing I have noticed on Clinton in the area of 26th is that one must bike through that area with caution as cars parking along Clinton and pulling out of the side streets are unobservant of bikes and are less prone to allowing any courtesies. I would like to see this route go as far as the I-205 Bikeway, if that is possible.

I do not travel much into NE Portland along the proposed North-South route but feel that it is much needed. One possible route that could use some examination for future bikeways is SE Milwaukie. There is no real route to travel to get at least as far South into the Sellwood area. Don't know if this has potential, but thought that you might like to know.

I anticipate being at the open house on January 29th at Hosford-Abernathy School. I look forward to meeting you there and helping make these vital routes a reality for all bikers.

I just finished reading the proposed Clinton-Woodward Bikeway flyer that was dated December 1997. I live on S E 22nd just north of Clinton, I have two children and drive and walk on Clinton everyday. Clinton is a nightmare with the bicyclist on it, especially between 21st and 26th. There are those islands in the middle of the street, which I refer to as flower pots. Along with ever increasing traffic around 26th due to the businesses there. I have noticed signs on the street just south of Clinton that say bike route yet they all use Clinton. As a driver it can be a nightmare, the majority do not obey the 4-way stop at 26th nor the one at 21st. I can not count how many times I have almost hit a bicyclist! The flower pots are not designed for cars and bicycles to use together in harmony. I say it should be moved to residential streets if possible because of the obstacle course the flower pots cause. I personally hope the day never comes when a bicyclist is killed because of the volume of traffic and the obstacles that are present on Clinton in the area that I have discussed. Please take some time and drive Clinton in a car as well as on your bicycle. I am sure you would encounter the same problems I have mentioned. In closing we have lived here for 9 1/2 years. We have seen the traffic patterns change first hand along with the flower pots added and to top it off the huge increase in bicycle traffic.

I am opposed to speed bumps because they are expensive and the money could be better spent, they interfere with emergency vehicles, and make my back hurt when I go over them. If you're trying to slow down traffic, just stop repairing the roads and let the potholes slow cars down.

RESOLUTION No. 35727

Adopt the Clinton-Woodward Bikeway Project to improve conditions for safe and convenient bicycling on the streets of Portland (Resolution)

WHEREAS, in May 1996, City Council adopted a Bicycle Master Plan and directed the Office of Transportation to engage in activities aimed at implementing the projects called for in the Plan, and

WHEREAS, the Bicycle Master Plan identifies a citywide bikeway network to be developed to serve the needs of cyclists over the next 20 years, and

WHEREAS, surveys of cyclists in Portland and nationwide have consistently identified bicycle-related improvements to the street system as the best way to encourage increased bicycle use, and

WHEREAS, the use of bicycles for transportation directly improves the air and water quality, reduces noise, saves energy, uses land more efficiently, reduces street maintenance costs, promotes neighborhood livability, saves individuals money and provides mobility, and improves health and fitness, and

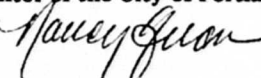
WHEREAS, the Clinton-Woodward Bikeway Project continues the implementation of the Bicycle Master Plan and will provide 4.5 miles of bikeways that will enhance connections for cyclists to and from Downtown, as well as neighborhood commercial areas, parks, schools, and other destinations, and

WHEREAS, the Clinton-Woodward Bikeway Project is complementary to existing bikeways, including the SE 26th Avenue bicycle lanes, SE 92nd Avenue bicycle lanes, and the I-205 bicycle path, and

WHEREAS, the Clinton-Woodward Bikeway Project has been approved by the City's Bicycle Advisory Committee, and the Hosford-Abernethy Neighborhood Association, and

WHEREAS, the Clinton-Woodward Bikeway is funded for \$150,000 for fiscal years 1998 and 1999,

NOW, THEREFORE, BE IT RESOLVED that the Mayor and City Council adopt the Clinton-Woodward Bikeway Project, attached as Exhibit A, and direct the Office of Transportation begin project implementation

BARBARA CLARK
Auditor of the City of Portland
By  Deputy

Adopted by the Council
Commissioner Charlie Hales
R Geller/emd
September 16 1998

SEP 16 1998

RESOLUTION NO

35727

Title

Adopt the Clinton-Woodward Bikeway Project to improve conditions for safe and convenient bicycling on the streets of Portland (Resolution)

INTRODUCED BY	Filed
Commissioner Charlie Hales	SEP 11 1998
NOTED BY COMMISSIONER	Barbara Clark Auditor of the City of Portland
Affairs	By <u> Cay Kerchner </u> Deputy
Finance and Administration	
Safety <u>Charlie Hales</u>	
Utilities	
Works	
BUREAU APPROVAL	For Meeting of _____
Bureau Traffic Management	ACTION TAKEN
Prepared by Date	
R Geller 9/3/98	
Budget Impact Review	
— Completed <input checked="" type="checkbox"/> Not Required	
Bureau Head Goran <u>G. Sparrman</u> , Director	

AGENDA		FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS	
			YEAS	NAYS
Consent	Regular XX			
NOTED BY		Francesconi	Francesconi	
City Attorney		Hales	Hales	✓
City Auditor		Kafoury	Kafoury	✓
City Engineer		Sten	Sten	✓
		Katz	Katz	✓