TESTIMONY SIGN-UP FOR

35733

#1473

TC 9:30 AM - N/S Forties Bikeway

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

	NAME	ADDRESS & ZIP CODE
1	Bill Barber	Metro
2	Helen Kelly	Property Owner
3	Rex Burkholder	Citizen
4	Moses Williams	Cyclist
5	Blake Kincaid	Citizen
6	Terri Spaeth-Merrick	citizen
7	Aaron VanDerlip	CYCLIST
8	Laura Graser	citizen - cyclist
9	Wilma Fearey	4815 - SE 41st Street.
10	Kelly Davis	2052 NE 51st
11	Ken Willhite	1347 NE 47th
12	Amber Willhite	1347 NE 47th
13	Jewelie Randall	1332 NE 47th
14	Virginia Dunn	1364 NE 47th
15	Lisa Egger	15661 S. Gilcrist
16	Pat Floyd	4621 NE Royal Ct.
17	Shirley Fisher	5312 Amberwood Ct

Date: 10/7/98

TESTIMONY SIGN-UP FOR

35733

#1473

TC 9:30 AM N/S Forties Bikeway

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

	NAME	ADDRESS & ZIP CODE
18	Laurie Morris	4446 NE Irving
19	Chris Fleming	1353 NE Irving
20	David Webber	12402 SE Kelly
21	Shane ~~Cass~~ Cass	1363 NE 47th
22	Shirley Mills	5457 SE 37th
23	Nate Willhite	3321 NE Irving
24	Michelle Lish	1352 NE 47th
25	Pat Frenz	1849 SE 43rd
26	Greg Jones	3211 NE 38th
27	Linda Dodds	3127 NE 38th
28	KAREN FROST MECEY	BTA
29	Chris Wilson	618 NE Laurelhurst
30	Fred Russell	917 SE 45th Ave
31	Ron Kernan	2343 NE 38th
32	Jay Graves	6822 NE 68th
33	Curtis Roth	6937 SW 10th Av
34	Linnea Nelson	3324 NE 48th Ave

Date: 10/7/98

TESTIMONY SIGN-UP FOR

35733

40's Bikeway

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

	NAME	ADDRESS & ZIP CODE
	~~Bill Barber~~	~~Metro~~
35	Henry (Hal) Day	4818 NE 50th Pl Port. 97218
36	Brooks Koenig	2833 SE Harrison St PDX OR 97214
37	Randy Dickinson	2220 SE 72nd Ave
38	Larry Miller	3109 NE 46th
39	~~Shane Cass~~	~~1363 ne 47th~~
40	George Schreck	9733 NW Fleischner
41	Mark Lipe	814 NE Liberty
42	John Sleavin	17355 SW Boones Ferry
43	Jack & Hazel Newlevant	1904 SE Hemlock
44	DAVID LEWIS	2555 NE 49th AVE. PTLD

Date: _____

35733

DREW GARDNER
2157 NE 28th
Portland, OR 97212
(503) 228-1424

October 5, 1998

Portland City Council
c/o Kathy Kershner
Council Clerk
1120 SW Fifth Avenue
Portland, OR 97204

Re: 40's Bikeway Hearing on October 7

Dear Council Members

Due to commitments out of town, I will be unable to attend and testify before the City Council in support of the 40s Bikeway Project scheduled for public hearing on October 7, 1998 I am, therefore, submitting this letter as my written testimony and would like each Commissioner to receive a copy

I am an attorney and work downtown at the law firm of Stoel Rives I have practiced in Portland for approximately 20 years I live in Northeast Portland on 28th Avenue in the vicinity of Grant High School For the past 3 years I have been commuting to and from work on a regular basis on my bicycle

In April of 1997 I was hit by a car while commuting to work and was briefly hospitalized as a result Fortunately, nothing was broken, and I missed but a few days of work The experience, however, was more frightening than I would have anticipated Afterwards, it took longer than I thought to get comfortable on my bicycle in traffic The painted bike lanes on Broadway and Weidler were of significant help in restoring my confidence and comfort level in cycling as a commuting alternative

This past summer I commuted to work by bicycle nearly every day It is apparent to me that the more bicycle lanes the City develops, the greater the awareness of the motoring and cycling public to the need for bicycles and automobiles to share the road Bicycle lanes give both the cyclists and the cars a clear bright line letting them know where they belong

and where they do not belong And while there is still some difficulty with cars failing to yield while turning right across striped bicycle lanes, overall I believe that the motoring public is becoming more sensitive to and conscious of the existence of cyclists on the roadway

To many of us, bicycles are not just toys, they are vehicles The rules of the road in the state of Oregon provide that bicycles are entitled to all the rights and privileges of any other vehicle using the public right-of-way Bicycle lanes protect that privilege and responsibility and significantly increase the safety factor for cyclists and motorists

I am familiar with 47th Avenue in the vicinity of Providence and Glisan For those of us living in the Northeast, 47th is a major cycling thoroughfare providing access to the Southeast and in particular the Mt Tabor area, where significant recreational cycling occurs I routinely use 47th to cross the freeway from Northeast and gain access to Southeast Portland and beyond The current traffic pattern there is dangerous Parked cars, no bicycle lanes, fast moving traffic, and many cyclists create a hazard It is an ideal road for striped bicycle lanes

The proposed bicycle lanes pose no conflict with the Providence Hospital They have ample on-campus parking Nor is there any reason to believe cyclists will not respond appropriately to the sound of an ambulance, just as motorists do The complaints of the neighbors regarding lost parking, while undoubtedly sincere, are insufficient to justify continuation of a hazardous situation on a public right-of-way Northeast 47th Avenue is an arterial Adjacent property owners do not have a vested property interest in on-street parking on an arterial The safety of the motoring and cycling public must be your first priority

In summary, I strongly endorse the 40s Bikeway Project and in particular the addition of bicycle lanes on Northeast 47th in the vicinity of Glisan and the Providence Hospital

Very truly yours,

Andrew R Gardner

ARG bkm

35733

October 6, 1998

Dear Mayor Katz:

I am writing to express my strong support for implementation of the N-S 40s bicycle improvements being presented tomorrow morning. I regret that my work schedule precludes testifying, for the bicycle program and this plan represent a positive direction of critical importance to our community.

I cycle for recreation, but more than that, my bicycle is my transportation to and from work, shopping, errands, you name it. It is more than a toy; the money saved by requiring one less motor vehicle for our household is putting our son through the University of Portland. The work of the City of Portland's bicycle program, its routes, lanes, signing and other measures, have made cycle travel safer and easier for me. On NE Broadway and Weidler, I think it's better for the motorists also. I am grateful for this, and encourage further such measures, both for my own benefit and for the larger urgency of developing transportation alternatives to sustain our community livability in the face of significant growth.

Specifically, please implement the bike lanes proposed by the plan. I have heard the controversy surrounding the stretch of 47th by the hospital, but the arguments in opposition don't hold much water. The Hollywood business district remains a traffic Gordian Knot, and this bypass is the only real answer for expeditious N-S bicycle travel.

Again, thank you for your support of bicycle transportation in Portland. It means a great deal to me and my family.

Sincerely,

Daniel Crandall
3637 NE Alameda (on the N-S 40s route)
Portland, Oregon 97212

35733

people be expected to absorb? Bike path routed into the existing 42nd or on side streets is a better idea - ask yourself if you would like to live where you couldn't even park in front of your house - and where would your friends park to visit you -

Please take everything - but especially our livability issue - Thank you

Chris Flemming 1353 NE 47th

Illustration by Lewis F Johnson

RECYCLABLE

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Council

35733

Mrs John Fleming
6233 NE Alameda St
Portland, OR 97213

Dear Mayor-

I'm writing in regard to the proposed bike path on 47th Street Please reconsider this -

We already have a hospital, State office & Trimet on our street. The transfer station brings added foot traffic - we have the noise of traffic & emergency vehicles We already have only 2 hr parking in front of our homes & now to take away half of that by reducing parking on one side is too much a burden - how much can

3324 N.E. 47th Avenue
Portland, Oregon 97213
October 6, 1998

35733

TO: Mayor Vera Katz and Members of the Portland City Council

SUBJECT: Discussion on the North-South Bike path site

My name is George M. Walker, residing at 3324 N.E. 47th Ave., Portland, Oregon, Zip 97213.

I am unable to attend the Council presentation on October 7th, 1998, due to an already scheduled medical appointment at a conflicting time of day.

My concerns today are the alignment of the Bike Path, North-South locations, as explained on pages11, 13, through pages 17 of the Staff Recommendations, and pages A-17 through A-22, appendix.

Having been a resident of the area for most of my 83 years, I find faults in the plan. I will break down my remarks into two sections, as follows and summarize.

Section A
The diagram on page A11 detours the path across NE 42nd at the bottom of the hill with the intersection at Stanton a short block from the curve at the bottom of Wistaria drive.
The route follows east along Wistaria (under the Alameda ridge) to 47th street. On that short section this narrow street has three horizontal curves and has 43rd, 44th, 45th and 46th dead-ending from Sandy Boulevard at the sout. At 47th (deadend) one competes with Wiberg lane traffic, Wistaria and 47th, all competing for vehicle space. All streets mentioned are narrow and the only egress or access to the Alameda ridge.

South to Sandy boulevard on 47th street, the parking has already been removed on the east side of the street as a compromise solution to install the traffic calmer 'turnabouts' at Brazee and Thompson, and you aren't to Sandy yet.

Yhe entire route thus far is not safe nor is it recommended for family bike routes. The deadending streets into Wistaria propose possible accident locations.
The speaker does not recall this being on the original Master Plan, but has been inserted to make the crossing

in the Hollywood Transit area 'easier' and 'more direct' for an unknown number of bike riders.

Because of the accident hazard apparent to one who uses the above streets almost daily, I recommend that the proposed leg be eliminated from the plan.

Section B
The recommended route on Page A-13 is acceptable since traffic signals exist at the principal intersections leading to the Hollywood Transit Center.
The alternate route of crossing Sandy boulevard at 43rd utilizes an existing signal and would remove bicycles from the busy part of 42nd from Tillamook to Sandy.
The 43rd crossing is also part of the Tillamook Street bike path, so it is reasonable the same crossing would serve for both routes.

Due to the Missoula Ice Flood many centuries ago, we have the Alameda ridge and Sullivan's Gulch physical features to contend with for all types of crossing, be it bike users, pedestrians or vehicles.

Some 40 years ago the neighborhood suffered with the widening of 47th, from Sandy to Halsey, by remiving the wide parking strips on both sides of the street.

South of Halsey the street narrows to a two-lane two-way street, with parking allowed on both sides of the street except for designated areas near Providence hospital.

The section from Halsey to I-84 crossing is residential on the east side and a mix-use residential and commercial on the west side. Among the commercial uses is the Social Security field office and the Providence Medical center out-patient equipment warehouse. Both are heavily 'patronized' daily. Both facilities require parking for delivery, pickup and patient accommodation. To remove the on-street parking as indicated on pages 17 and 18 would shove an already tenuous situation into an unaccepteble scenariofor those resident on 47th who do not have personal garages.
Removal of parking is proposed for the use by an unknown number of bike riders.

Answers from the Staff at meetings did not mellow with citizen observations, input and suggestions, when discussing the proposals for this segment, Sandy to Glisan. The Staff recommendations on Page 18 do nothing but compound an already existing condition.

In summary, the alternate plan to circumvent the Hollywood Transit Center and use narrow neighborhood side streets shown on pages 11, 15, 16, and 17 is not designed with family safety in mind.
It may be well and good to make a through route for a few experienced riders, but in so doing defeats the entire concept supported by the City of Portland to use bicycles and involve the entire family.

I heartily support that concept and strongly urge the Council to drop the proposed 47th street segment from the discussion, for reasons of safety and convenience as previously stated.

The answer is solved by the Staff explanation on pages 13 and 14, and supported by the explanation in paragraph 5, page 14.

The above remarks and conclusions are those of my personal study of the plan, but I feel faults addressed above should weigh in your decision to correct the short comings.

The North-South bicycle plan is in keeping with the City's desire to provide alternate transportation.

Sometimes in our lives we need to see that first thought ideas might need some 'tweeking', and we can by adjustment come to an acceptable solution.

Thank you for the opportunity to add these thoughts to the testimony presented today.

George M. Walker

George M Walker

35733

Good Morning

I'm Kelly Davis, I live at 2032 NE 51st in the Rose City Park Neighborhood. I have lived in Rose City Park for over 17 years and have served on the Neighborhood Board for 12. I am currently Co-Chairman of the Neighborhood Association and am speaking today on behalf of the Neighborhood Association and specifically the residents on 47th Avenue that are directly impacted by the proposed bike route. I've also brought with me a letter from George Walker former Chairman of the Association (for nearly 20 years) who outlines some of his concerns with the 47th street segment.

The Neighborhood Association and the Neighbors support the North-South Bikeway Project but we object to the added arm of the bikeway that would eliminate parking from the east side of 47th. It is a very serious issue and one that the neighborhood has been grappling with for several months.

Today you will hear from the neighbors that are directly impacted by the Bikeway proposal. There are over 26 single family residences on 47th as well as four apartment complexes (with over 100 total units) Residential areas that are adjacent to 47th will also be impacted by the overflow parking. It is reasonable to consider that the proposed Bikeway project could adversely impact a significant number of people in our neighborhood.

Many of the people that live on 47th or in adjacent areas will provide testimony today.

- You will hear that over 42 parking spaces are lost.
- You will hear the hardship that losing those parking creates for the residents. Some do not have driveways, some have garages that are so close to the street that only limited off street parking is available.
- We have one resident whose driveway is in such a state of disrepair that she cannot park in her driveway and she is unable to get a contractor to repair it because of safety concerns from the traffic on 47th.
- You will hear a lot about safety issues. Issues like having a birthday party for your 4 year old but nowhere for guests to park. If they park across the street they have to try to navigate a major roadway that carries over 10,000 cars a day.
- The Bikeway staff has said that 47th is too busy a street to safely ride your bike without a dedicated bike lane. But it's safe enough to have a mother cross (without a crosswalk) and have two or three kids in tow?
- There have not been any accidents on 47th involving bikes according city records. There have however been many pedestrian accidents one of which occurred this week and injured one of the neighbors on 47th.
- You will also hear about property values and how they are diminished with the loss of parking.

- **Providence Health Systems isn't here today but they sent a letter outlining their concerns about the elimination of parking on 47th. They are a major employer in this area.**

The original Master Plan for bike routes in the city did not include one on 47th. That was a recent addition. The goal for the Master Plan was to have bike routes every 10 blocks. That goal is met without the 47th street arm. Cyclists can use the 42 street route which has a lower volume of traffic and is a calmer environment for cycling according to staff reports.

We urge you to approve the North-South Bikeway but eliminate the segment that follows 47th. It isn't required. The goals for cyclists in Portland is still met but the neighborhood does not suffer unnecessarily.

Thank you for your consideration of this important issue in Rose City Park one of the strongest and most active neighborhoods in Portland.

35733

Revisit the Route:
Issues and Alternatives to Use of NE 38th Between Klickitat and Wistaria

This presentation concerns the placement of the N-S 40s Bikeway on NE 38th from Klickitat toWistaria NE 38th is an historically "skinny" street that poses a variety of challenges to users of the roadway Because of its 18' width, residents on this street daily contend with traffic safety issues that should have been addressed years ago when onstreet parking was removed from one side of the street Placing the bikeway on this street has now exacerbated these old issues and raised new ones *Neighborhood morale is currently at a very low point* Here are some details about NE 38th and some suggested approaches

Conditions on NE 38th:

- The roadway is 18' wide and contains two curves (one blind) and a grade of approximately 3% The width of the street supports by the narrowest of margins only one lane of traffic when curb parking is being utilized 5' sidewalks exist on both sides of the street Parking is restricted to the west side of the roadway

- Houses have small lots, shallow setbacks, single car garages and narrow, single car driveways

- Driveway sightlines are severely restricted due to topography When backing out of their driveways onto the street, residents must look 1) past any uphill landscape features on neighboring property 2) around any cars parked on the street 3) and up the grade to see if any traffic is approaching from the north Adding to these impediments is the fact that the street does not accommodate a comfortable turning radius for maneuvering vehicles from respective driveways

- Because stacking cars in driveways is not very practical, residents take advantage of onstreet parking during day and early evening hours Several neighbors, fearing for the well-being of their vehicles, have for years straddled the sidewalk and road, *in order to protect their vehicles from large or speeding vehicles* In the past several weeks, residents have suddenly begun to receive

tickets from the parking patrol for this practice Needles to say, these actions have not been warmly received

- **Suggestions for the Bureau of Traffic Management:**

- First, solve the residents' issues of parking and safety

- Consider moving the bikeway one block west, to NE 37th, as originally indicated in the city's Transportation Element of its Comprehensive Plan

NE 37th is More Conducive to Bike Travel:

- NE 37th is 32 feet wide, with two 7 foot parking strips and generous sidewalks Cars and larger vehicles moving in both directions are easily accommodated on this street, along with onstreet parking at each side

- NE 37th contains no curves and has a parking strip that serves as a traffic barrier It has a grade of approximately 3-4%

- Due to larger lots, deeper setbacks, parking strips, wide sidewalks, and double car driveways, residents have better and safer access to the street (than residents on NE 38th)

- An existing traffic calming circle at the foot of 37th (at Wistaria), eliminates the need for the city to create a traffic diverter (costing $800) at NE 38th

Request to the Council Please focus your attention on this portion of Segment 1 and request Traffic Management to find a workable solution to existing conditions and proposals that would produce an adverse impact the neighborhood

Report prepared by:
Linda S Dodds
3127 N E 38th Avenue
Portland, OR 97212
288-1278
288-1290 (FAX/Message)
gldodds@opusnet.com

NE 38th Avenue

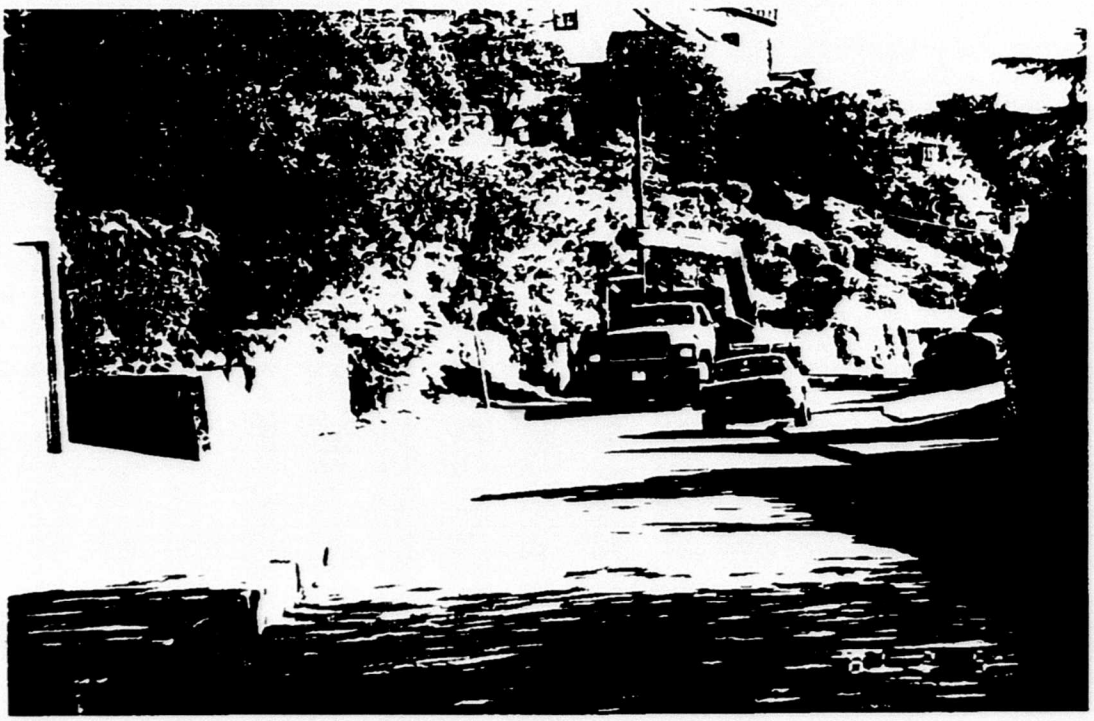
35733

Looking uphill from Wistaria
General view of NE 38th

Wide, irregularly
Aligned intersection
At 38th and Wistaria

NE 38th Avenue

Vehicle maneuvering from driveway to NE 38th.



Large truck and parked car on NE 38th.

NE 38th Avenue

35733

General view of NE 38th, looking south to Wistaria Street. Note small lots, setbacks, change of grade.

Top of NE 38th with curve near Klickitat Street. Note car parked on curb.

NE 37th Avenue

Spatial relationships of vehicles on NE 37th.

Existing traffic control on NE 37th at Wisteria.

NE 37th looking south from near Klickitat Street.

Sidewalks, parking strips, parking accessibility on NE 37th.

35733

DAVID R. LEWIS, LANDSCAPE ARCHITECT
2555 NE Forty Ninth Avenue Portland, Oregon 97213 1929 503 281 4178

Wednesday, 7 October 1998

Mayor Katz and Portland City Council
Portland, Oregon

Mayor Katz and Portland City Council,

I am speaking in support of the North South 40's Bikeway Plan I have read the reports and the staff has found the best route I participated in three well-attended public meetings and the City staff gathered needed information and represented you all in a highly professional manner

For me the plan really has two challenges finding the best route, and crossing I-84

The plan has successfully found the best route from north to south This is where the plan is of great benefit - in marking out the route for all to see and follow At present the northern part of the route is already quite clear, but in the center and south it is not at all clear With the many changes in the street grid, cyclists are constantly presented with choices and decisions Most of the options lead to heavily traveled hazardous routes Remembering the best route through this maze is nearly impossible The plan has identified the safest route and it now just needs to be marked and improved

The bikeway will help me travel south into areas, that at present are very difficult I really have stopped riding to several areas along this route The plan met my expectations

Where I wish the plan had found better solutions is in the second part of the challenge crossing I-84 Unfortunately, few real alternatives exist The staff has found the most easily available, inexpensive, and somewhat safe route the Tri-Met bridge

But that doesn't mean it will work very well It is congested, time consuming, and can be hazardous It requires dodging pedestrians, getting off your bicycle, walking, and usually carrying your bike up or down two flights of stairs It is narrow, steep and busy, but safe, if taken very slowly Those are the reasons that many cyclists take and will continue to take 47th Avenue

Cyclists that are trying to travel any distance need a quick and direct route Many riders will not want to be directed through this congested area To make 47th safe and to allow auto traffic to move through at the same time, the bike lanes are needed on 47th 47th should be included in the plan

Again, I highly support the plan and respect the professional work of the staff The City should move ahead with this plan in its entirety Hopefully we can begin enjoying its benefits as soon as possible

Sincerely,

David

David R Lewis, ASLA

35733

Proposed North-South 40's Bikeway

Prepared by City of Portland

Response by NE 38th Avenue

(Gregory A Jones - 288-3749)

Contents

October 6, 1998

October 5, 1998

We the undersigned support the City of Portland's North South Forties Bikeway Project with the following modification Without the modification we do not support the project

"NE 37th Avenue from NE 37th and NE Stanton to NE Klickitat shall be marked as a one-way north bound Bicycle Boulevard NE 38th from NE Klickitat to NE Stanton shall be marked as a one way south bound Bicycle Boulevard

Address	Signature
3127 NE 38th Ave. Portland, OR 97212	Linda S Dodds
3211 NE 38th Ave Portland, Or 97212	Kimberly Jones
3041 NE 38th Portland, Or 97212	Kari Hamm
3101 N E. 38TH AVENUE PORTLAND, OR 97212	Betty Lou Speight
3229 NE 38th Ave Portland, Oreg 97212	Marilyn W. Stanick
3141 NE 38th Portland, Or 97212	Patricia M Lay
3051 NE 38th Ave Portland OR 97212	Deanne Lahman
	7 of 11 Residents
	3 not home 1 does not support bikeway 11

Issue:

"NE 38th Avenue between NE Wisteria and NE Klickitat is two narrow to allow safe passage and co-existence of bicyclist and automobiles The current plan calls for two-way bicyclist traffic on NE 38th We are proposing one-way bicycle traffic on NE 37th (uphill) and NE 38th (downhill) see map "

Supporting Information for limiting the use of NE 38th:

1) The roadway is used for two-way traffic with parking on one side For un-impeded traffic, the average lane should be a minimum of 10 feet (for each direction of traffic) with a 7 foot parking strip

2) Between NE Wisteria and NE Klickitat, NE 38th is at a maximum 18 feet wide

3) The grade of NE 38th is approximately 3% This grade limits uphill bicycle traffic to less than 5 miles per hour

4) Traffic speed for this street exceeds 25 miles per hour (according to a City study)

5) There is no area for a bicyclist to allow a car to pass without stopping and pulling behind a parked car or onto the sidewalk (It should be noted that according to the City definition of a "Bicycle Boulevard" a bike has the right of way and may impede traffic as needed)

Supporting Information for including NE 37th:

1) The roadway is used for two-way traffic with parking on both sides For un-impeded traffic, the average lane should be a minimum of 10 feet (for each direction of traffic) with a 7 foot parking strip

2) Between NE Wisteria and NE Klickitat, NE 37th is approximately a maximum 32 feet wide

3) The grade of NE 37th is approximately 4% This grade also limits bicycle traffic to less than 5 miles per hour

4) Even with cars parked on both sides of the road a bicyclist and car **can** pass without stopping and pulling behind a parked car or onto the sidewalk The project reports that a car parking strip needs to be 7 feet wide, a traffic lane 10 feet wide and a safe biking distance area of 4 5 to 5 feet wide A total of 28 5 to 29 feet, less than the 32 foot width

5) This road width would allow uphill bicyclist and cars to pass without impeding traffic

City's Position

Position - The traffic volume on NE 37th is greater than NE 38th

Response - At my request the City conducted a traffic study on NE 37th and NE 38th It was requested the studies be conducted at the same time The City conducted NE 38th on a Thursday in July and NE 37th on a Monday in September After I pointed out this data is not valid do to differences in traffic patterns during the collection periods (school had started at Grant adding volume to NE 37th and NE 38th), the City responded by stating that this is not a scientific study and the choice of NE 38th over NE 37th is based on bicyclists desires (including the report authors)

Position - The grade is less on NE 38th than NE 37th

Response - The grade on NE 37th is +/- 4% and the grade on NE 38th is +/- 3% This difference is not significant when you take into consideration that uphill traffic on NE 37th would not conflict with uphill or downhill traffic Whereas the uphill traffic on NE 38th cannot co-exist without concern

Position - Bicyclist prefer NE 38th over NE 37th

Response - We, the neighborhood believe in a livable City - but we are also part of the City Our desires need to be addressed to ensure communities that we all enjoy

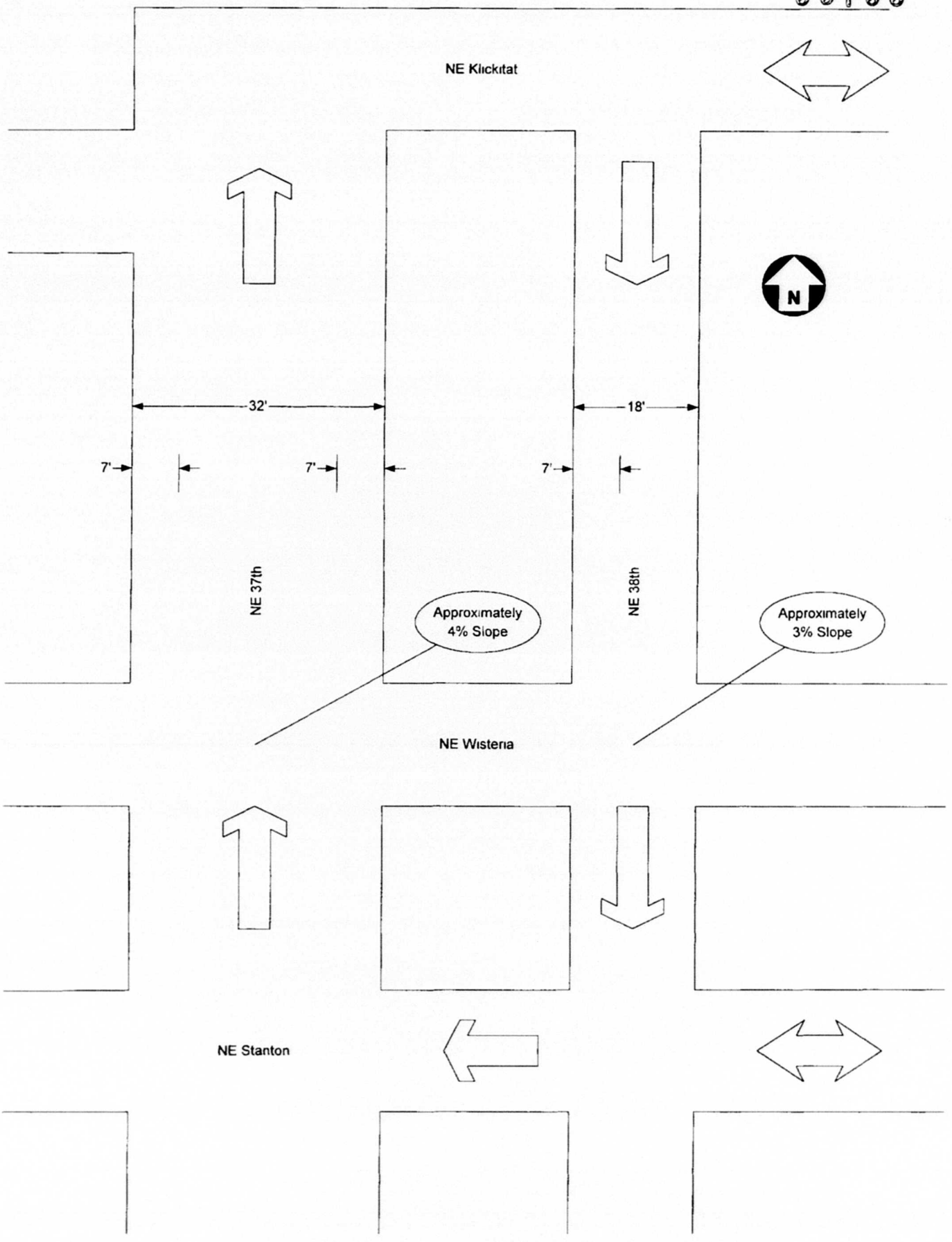
Conclusion:

As stated previously we THE NEIGHBORHOOD along NE 38th support the City of Portland's North South Forties Bikeway Project with the following modification

"NE 37th Avenue from NE 37th and NE Stanton to NE Klickitat shall be marked as a one-way north bound Bicycle Boulevard NE 38th from NE Klickitat to NE Stanton shall be marked as a one way south bound Bicycle Boulevard

Without the modification, we do not support the project

35733


NE Klickitat
N
32'
18'
7'
7'
7'
NE 37th
NE 38th
Approximately
4% Slope
Approximately
3% Slope
NE Wisteria
NE Stanton

To Roger Geller
From Gordon & Linda Dodds <gldodds@mail opusnet com>
Subject Published Bikeway Plan & Staff Recommendations
Cc
Bcc

35733

Mr Geller,
I am not aware that anyone on NE 38 suggests one-way traffic as a solution for the particular challenges on this street Being a resident here, I feel we already contributed to the betterment of the environment when the city restricted parking to one side of this narrow (18' wide) street In my opinion, converting the street into a one way southbound would not be received kindly by anyone here Rather, it is a thinly disguised open invitation for cyclists to coast recklessly down our street It appears from your comments that you have singled out this route because of its character and seeming tranquility, rather than the safety factors that are involved in bike and residential travel
In fact, NE 37th is a much wider street that can accommodate all modes of travel with ease Traffic control already exists at the bottom of the incline, cars can pass one another in both directions, and a bike lane can also be tucked in Bikers that I regularly observe can easily and energetically handle this incline I also want to call your attention to the fact that residents along 37th have the luxury of double garages and do not have to stack their cars in single driveways or park on the street, such as we are required to do on 38th The absence of cars along that street therefore increases safety and creates better visibility for all users
Linda Dodds
3127 N E 38th Avenue
Portland, OR 97212

Jones
From Geller, Roger [GELLER@syseng ci portland or us]
Sent Tuesday, September 29, 1998 10 10 AM
To 'Jones'
Subject RE Traffic Study

Mr Jones

In addition to the recent counts, I will also send you studies conducted on NE 37th just south of Stanton Street in 1992 and 1994 The two 1992 counts were conducted in September on a Wednesday (1,314 vehicles) and a Saturday (1,126 vehicles) The 1994 count was conducted during Spring Break, when school was not in session, at the same location just south of Stanton Street This count was conducted on a Tuesday and counted 1,038 vehicles

So, if you want to analyze this data, and say that there was a 21% decrease in traffic volumes between when school was in session as compared to when it was not in session, and then add another decrease factor of 8% to account for the approximately 4% annual growth in traffic volumes that likely occurred between 1992 and 1994, and then apply that to the 1,059 vehicles counted on NE 37th south of Klickitat, you arrive at a corrected count of 752 vehicles per day when school is not in session (29% less than 1,059)

Of course, all this is rather moot for two reasons 1) measuring traffic volumes is not science, typically one, or perhaps two, counts are conducted under normal conditions and that is the street's traffic volume as far as we are concerned Places where we have done repeated counts bear out that conducting multiple counts is not necessary Scientific method would require gathering a statistically significant sample size But the second reason is the most telling Our staff recommendation to route the bicycle boulevard down 38th rather than 37th is not based on traffic volumes alone As I've mentioned previously, 38th has the gentlest grade down the ridge and also provides the most direct connection to the remainder of the route, which continues slightly to the east of 38th Using 37th is somewhat out of direction, and it has traffic circles on it, which have proven to not be particularly car-friendly (motorists tend to race ahead of cyclists to reach the circles first, and in so doing, squeeze cyclists off the road) The final reason, of course, is traffic volumes Based on the data I have in hand, as well as my experience of using both 37th and 38th, and based on the experiences of local cyclists who participated in the public process, I can conclusively state that 38th Avenue carries significantly less traffic than 37th Avenue, which also makes it a more desirable part of the North-South Forties Bikeway

I hope this addresses your concerns

Roger Geller

> ---

From: **Jones[SMTP:kkjones@email.msn.com]**
Sent Monday, September 28, 1998 4 22 PM
To Geller, Roger
Cc Wardrip, Lewis
Subject RE Traffic Study

Roger,

So is what you are telling me is you conducted the studies at different
times What you are telling me is an opinion not a scientific fact As an
engineer I will question the validity of the comparison If I remember
correctly your earlier study was only 500 +/- cars per day for NE 37th

Also, if you could send me the study and your final report it would be appreciated

35733

3211 NE 38th
Portland OR 97212

Thanks

Greg

-----Original Message-----
From: **Geller, Roger [mailto:GELLER@syseng ci portland.or us]**
Sent Monday, September 28, 1998 9 47 AM
To 'Jones'
Cc Wardrip, Lewis
Subject RE Traffic Study

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NE 37th, taken when school was in session, does not show a lunch time spike, but it does show a slight increase in the 3-4pm slot Any spike
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If you'd like a hard copy of the date send me your mailing address

Roger Geller

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Sent Friday, September 11, 1998 11 43 AM
To 'Geller, Roger'
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conducted during July If the study currently being conducted on NE 37th is to compare the results of the study for NE 38th we will have an apple and oranges comparison When school starts at Grant we get a lot more traffic through the area The results will be non-comparable

What are your thoughts?

Greg

-----Original Message-----
From: Geller, Roger [SMTP·GELLER@syseng.ci.portland or.us]
Sent Tuesday, September 08, 1998 5 35 PM
To 'Jones'
Subject RE Traffic Study

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I'll send a copy of the traffic report to you and will also forward to you the data for NE 37th when I have it in hand

Roger Geller

> > > ----------
From: Jones[SMTP kkjones@email msn.com]
Sent Friday, September 04, 1998 4 43 PM
To 'Geller, Roger/Portland'
Subject Traffic Study

Roger,

What is the status of the traffic study for NE 37th and NE 38th?

Greg Jones

35733

>From GELLER@syseng ci portland or us Tue Apr 14 10 02 30 1998
From. "Geller, Roger" <GELLER@syseng ci portland or us>
To "'Gordon & Linda Dodds'" <gldodds@opusnet com>
Subject RE 40s Bikeway
Date Tue, 14 Apr 1998 09 59 38 -0700

Mrs Dodds
This project, like all transportation projects, is funded from gas tax revenues In the early 1970s the state legislature passed what is known as "The Bicycle Bill" (ORS 366 514), which directs that at least one percent of state gas tax revenues be dedicated to developing bicycle and pedestrian facilities

The help put this 9-mile project in perspective for you, the $150,000 budgeted for it is roughly equivalent to the cost of two traffic signals

I'll be happy to answer any additional questions I have taken the liberty of sending you a copy of the North-South 40's Bikeway Draft Plan

Thanks for your question

Roger Geller

> ----------
> From Gordon & Linda Dodds[SMTP gldodds@opusnet com]
> Sent Tuesday, April 14, 1998 9 39 AM
> To geller@syseng ci portland or us
> Subject 40s Bikeway
>
> Dear Mr Geller,
> I live on along the recommended route selected for the bikeway I
> have
> several questions but would first like know how this project is being
> funded Thank you for your consideration
> Sincerely,
> Linda Dodds
>
>
> Linda Dodds
> 3127 N E 38th Avenue
> Portland, Oregon
> gldodds@opusnet com
>

> the
> street is in the form of an "S," with one nearly blind curve near the
> top
> of the hill While I wholeheartedly endorse the need for the bikeway
> and
> would like to have it pass by my home, I am wondering how the city
> plans to
> safely accommodate three uses of this narrow road biking, one lane
> of
> traffic, and onstreet parking This is perhaps my most urgent
> question
> about impacts Has there been some thought given to the possibility of
> creating an island at both the top of the street, as well as at the
> bottom
> of the street to discourage all but local traffic and bikers? This
> would
> be an ideal solution I feel quite certain that even without being
> included in the bikeway project, an accident on our street is just
> waiting
> to happen (due to to velocity at which some cars travel--particularly
> downhill--on our street) The possbility of adding a steet light at
> Klickitat and 38th would also enhance the safety of the bikeway I
> look
> forward to your response
> Sincerely,
> Linda Dodds
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> Linda Dodds
> 3127 N E 38th Avenue
> Portland, Oregon
> gldodds@opusnet com
>

35733

>From GELLER@syseng ci portland or us Fri Apr 17 16 44 39 1998
From "Geller, Roger" <GELLER@syseng ci portland or us>
To "'Gordon & Linda Dodds'" <gldodds@opusnet com>
Subject RE 40s Bikeway Project
Date Fri, 17 Apr 1998 16 42 21 -0700

Mrs Dodds,
Thank you for your comments It seems there are two issues here the volume of traffic on 38th and the narrow passageway it offers I checked into the traffic volumes, and, though the most recent data dates from 1994, it shows a total of 459 cars on 38th at Stanton (273 southbound, 186 northbound) Further south the volume picks up to a maximum of 701 cars per day at Thompson (1988 count) This is well below the point at which we worry about automobiles and bicycles sharing the road Our standard for bike lanes calls for a minimum of 3,000 cars per day (except when speeds are also high)

Regarding the width, if indeed the road is only 18' wide you already don't have room for a parked car and two automobiles passing each other, let alone a bicycle However, in a situation like this, a bicycle and motorist would not pass side-by-side, as you correctly observed Instead, the motorist would have to wait for the bicyclist to reach the top (or bottom of the hill), and vice versa if the motorist were first in line

I am not sure that your idea about discouraging traffic through use of islands at the top and bottom of the street would work well unless one of the barriers presented a complete physical barrier to the through movement of automobiles While I am all in favor of such barriers to minimize traffic on bicycle boulevards, I am not sure they are needed here, given the already low volumes Also, such diverters, as they are called, are often unpopular with a street's residents, as they reduce access to the street to only one end

As a cyclist who has ridden 38th at all times of day, especially in the past few months, I have not observed conditions that would make this a difficult street for bicyclists to travel

I haven't yet checked the accident history at the 38th/Klickitat/Alameda area, but I will to see if that area merits some attention

Again, thanks for your comments Please feel free to contact me again

Roger Geller

> ----------
> From Gordon & Linda Dodds[SMTP gldodds@opusnet com]
> Sent Wednesday, April 15, 1998 9 36 PM
> To geller@syseng ci portland or us
> Subject 40s Bikeway Project
>
> Dear Mr Geller,
> It is evening and I hope I have time and thought to address my
> concerns
> about the bikeway path along the segment of 38th Avenue between
> Klickitat
> and Wisteria This section of 38th appears belyingly tranquil, but I
> can
> assure you that it is well traveled at rush hours Let me give you a
> few
> details about my concerns
> First, 38th Avenue is only 18' wide in front of my home Without
> measuring
> precisely, I sense that the roadway is even more narrowly constricted
> (perhaps to 15') uphill from here Because of these conditions,
> parking is
> allowed only on the west side of the street To complicate matters,

35733

>From kkjones@email msn com Mon Sep 28 16 22 40 1998
From "Jones" <kkjones@email msn com>
To "Dodds, Linda" <gldodds@opusnet com>
Subject FW Traffic Study
Date Mon, 28 Sep 1998 16 23 00 -0700
X-MSMail-Priority Normal
Importance Normal
X-MimeOLE Produced By Microsoft MimeOLE V4 72 2106 4
Return-Path kkjones@email msn com

-----Original Message-----
From Geller, Roger [mailto GELLER@syseng ci portland or us]
Sent Monday, September 28, 1998 9 47 AM
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Cc Wardrip, Lewis
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Mr Jones,
I finally have the data from the traffic counts conducted on NE 37th and 38th Avenues The daily traffic on NE 37th Avenue (measured between Klickitat and Wistaria) was 1,059 The daily traffic on NE 38th (measured in the same area) was 233 The range of speeds on both streets was similar Regarding your concern about student traffic, I don't think you're going to get much more traffic on 38th Avenue, certainly not in the realm of 800 more cars per day, not even 100 more cars per day Typically, you expect student generated traffic to peak in the hour before school (7-8am) at lunch time, and in the hour after school (3-4) The data for NE 37th, taken when school was in session, does not show a lunch time spike, but it does show a slight increase in the 3-4pm slot Any spike in the 7-8 am slot would be indistinguishable from normal rush hour traffic
If you'd like a hard copy of the date send me your mailing address
Roger Geller

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> Sent Tuesday, September 08, 1998 5 35 PM
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> > To        'Geller, Roger/Portland'
> > Subject   Traffic Study
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>
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>From kkjones@email.msn.com Wed Sep 30 07:36:05 1998
From "Jones" <kkjones@email.msn.com>
To. "Dodds, Linda" <gldodds@opusnet com>
Subject: FW: Traffic Study
Date: Wed, 30 Sep 1998 07·36:08 -0700
X-MSMail-Priority: Normal
X-MimeOLE: Produced By Microsoft MimeOLE V4 72.2106 4
Importance: Normal
Return-Path: kkjones@email.msn.com

-----Original Message-----
From. Geller, Roger [mailto:GELLER@syseng.ci portland or.us]
Sent Tuesday, September 29, 1998 10:10 AM
To: 'Jones'
Subject: RE: Traffic Study

Mr. Jones:
In addition to the recent counts, I will also send you studies conducted on NE 37th just south of Stanton Street in 1992 and 1994 The two 1992 counts were conducted in September on a Wednesday (1,314 vehicles) and a Saturday (1,126 vehicles). The 1994 count was conducted during Spring Break, when school was not in session, at the same location just south of Stanton Street. This count was conducted on a Tuesday and counted 1,038 vehicles. So, if you want to analyze this data, and say that there was a 21% decrease in traffic volumes between when school was in session as compared to when it was not in session, and then add another decrease factor of 8% to account for the approximately 4% annual growth in traffic volumes that likely occurred between 1992 and 1994, and then apply that to the 1,059 vehicles counted on NE 37th south of Klickitat, you arrive at a corrected count of 752 vehicles per day when school is not in session (29% less than 1,059) Of course, all this is rather moot for two reasons. 1) measuring traffic volumes is not science; typically one, or perhaps two, counts are conducted under normal conditions and that is the street's traffic volume as far as we are concerned. Places where we have done repeated counts bear out that conducting multiple counts is not necessary. Scientific method would require gathering a statistically significant sample size. But the second reason is the most telling. Our staff recommendation to route the bicycle boulevard down 38th rather than 37th is not based on traffic volumes alone As I've mentioned previously, 38th has the gentlest grade down the ridge and also provides the most direct connection to the remainder of the route, which continues slightly to the east of 38th. Using 37th is somewhat out of direction, and it has traffic circles on it, which have proven to not be particularly car-friendly (motorists tend to race ahead of cyclists to reach the circles first, and in so doing, squeeze cyclists off the road) The final reason, of course, is traffic volumes Based on the data I have in hand, as well as my experience of using both 37th and 38th, and based on the experiences of local cyclists who participated in the public process, I can conclusively state that 38th Avenue carries significantly less traffic than 37th Avenue, which also makes it a more desirable part of the North-South Forties Bikeway.
I hope this addresses your concerns
Roger Geller

> ----------
> From· Jones[SMTP:kkjones@email.msn com]
> Sent. Monday, September 28, 1998 4·22 PM
> To: Geller, Roger
> Cc: Wardrip, Lewis
> Subject: RE: Traffic Study
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1473

35733

Oct 8, 1998

To Portland City Council

From Karen Frost Mecey
Programs Director

Re North/South 40's Bikeway Project

The BTA has been working for eight years to bring bicycling into the common conversation of elected officials, planners and citizens in Portland and the state Portland offers a national model for bicycle planning The Bicycle Program staff is among the best in the country On every project their analysis is professional, their public outreach is inclusive and their solutions offer the least possible negative impact on residents and businesses The process of the 40's Bikeway project is not flawed

The project is a product of citizen-demand for a safe and direct bicycle route to travel north and south, connecting destinations like schools, commercial districts, parks and places of employment We citizens have chosen bicycle transportation for many reasons And this city council has stated that we need more people to choose cycling as an alternative to driving cars

Our numbers have grown in proportion to the installation of bikeways We have seen this phenomenon working to the maximum with autos Build more car lanes— you get more cars, more freeways?— more cars It works with bikes too You, as city council members, passed a comprehensive Bicycle Master Plan in 1996 to encourage bicycle transportation Add this 40's link to the bicycle network, and you will see the numbers of bicyclists grow even faster Many of them will come from the 40's neighborhoods

Our numbers are to be taken seriously There are about 10,000 bike trips in and out of downtown everyday That is almost one-fourth of the projected trips on South-North Light Rail, with little investment in infrastructure These investments frequently benefit pedestrians and motorists alike

The greatest consequence of installing bike lanes is sometimes the removal of car parking in the public right-of-way We're not asking you to decimate an entire neighborhood as was once common practice when freeways rolled through communities or roads were expanded to accommodate forecasted auto trips We're not asking you to condemn 5 feet of private property on each side of the street Parking removal is at worst an inconvenience for residents The infrastructure is cheap, the impact is low and the benefit of providing this much needed link in the system is great

The fears for the safety of pedestrians and car drivers when adding bike lanes are classic, yet statistically unfounded Some may say they fear for the lives of bicyclists in bike lanes on high volume streets The statistics prove otherwise

WORKING FOR SAFE SANE AND SUSTAINABLE TRANSPORTATION

PO Box 9072
Portland Oregon
97207 9072

EMAIL
bta4bike@teleport.com
WEB
www.teleport.com/~bta4bike
PHONE
503/226 0676
FAX
503/226 0498

There has been consideration of many routes during this planning process to avoid the dreaded parking removal The layout of the city with barriers of a freeway and skewed turn-of the-century streets has limited the options for the most direct route Bike riders have the same travel goals as motorists—to get there in the most reasonable amount of time The accepted route from the north already wanders 10 blocks to the east from NE 37th to 47th Biking further east and out of direction from 47th to 53rd can be compared to a car traveling from 47th to 93nd in order to find a route south—highly unlikely that a motorist would tolerate that trip Another example The striping of bike lanes along Hawthorne Boulevard was dismissed because some participants in the public process objected to delaying auto traffic by 7 minutes from SE 39th to Grand Ave— the result of making space on the road for bikes Certainly citizens who bike in the 40's should be given the same consideration Biking more out of direction would cause quite a delay

This is a good project with difficult solutions We all regret that some citizens will be inconvenienced

I urge you to make the hard choice for the greater goal of safe passage—on the most direct route possible— for citizens who bicycle, and for a city striving to be better

Thank you for your consideration

600 NORTHEAST GRAND AVENUE | PORTLAND OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1797

35733

1473

METRO

October 7, 1998

Portland City Council
1220 SW Fifth Avenue
Portland, OR 97204

SUBJECT NORTH-SOUTH FORTIES BIKEWAY PROJECT

On behalf of Metro's Regional Transportation Planning staff, I am here to support adoption of the North-South Forties Bikeway Project I have attended community meetings and open houses and have reviewed the City's staff report I found the project public involvement process to be sound and the report consistent with Metro's transportation and growth management policy goals

Bicycle transportation is an important component in Metro's vision of getting around the region with a variety of transportation choices The Regional Framework Plan focuses growth in the central city, regional and town centers, main streets and transit station areas An important piece to the puzzle of maintaining our quality of life is increased reliance on biking and walking for shorter distance trips The North-South Forties Bikeway Project is important to the City of Portland and the Metro region for what I call the three "S's "

The first "S" is for system The project is a step toward completion of a seamless regional bikeway **system** It provides connectivity to the Hollywood district and the light rail **system**, to the Springwater multi-use path, an integral part of the regional trail **system** (there's that word again!) and south to Clackamas County

The second "S" is for share The project will help to increase the percentage of bicycle transportation modal **share**, an important City and regional goal The initial results of our regional transportation system analysis points to the increasing importance of utilizing non-motorized transportation in the next twenty years

The third "S" is for safety The project has an appropriate and consistent design that will accommodate bicyclists, pedestrians and motor vehicles, thus encouraging traffic **safety** The City and the Metro region have over twenty years of experience with bikeway projects Projects that were initially controversial, such as the Reed College to Hawthorne Bridge Bikeway in the early 1980s, have withstood the test of time and indeed helped to build a more livable community

As elected officials, you can be justifiably proud of the hard work by City staff on the North-South Forties Bikeway Project I urge you to adopt the Bureau of Traffic Management staff recommendation Thank you for the opportunity to testify on this important city and regional project

Sincerely,

William D Barber
Senior Transportation Planner
Transportation Demand Management Program Manager

#1473

35733

Patrick Donoghue
4055 SE Salmon St
Portland, OR 97214-4434
October 2, 1998

Commissioner Erik Sten
City Hall
1221 SW Fourth Ave
Portland, OR 97204

Dear Commissioner Sten,

I strongly support the proposed North-South 40's Bikeway including bike lanes for the NE 47th Avenue crossing of the Banfield freeway and Sandy Boulevard

This project is an opportunity to encourage bicycling as a mode of transportation When people see that there are avenues for safe and convenient bicycling, they will be more inclined to use it This will help to alleviate traffic congestion and reduce pollution making our neighborhoods better places to live

I ride my bike three to four thousand miles per year in my commute to work, for personal errands, for pleasure and for exercise I appreciate when streets are designed to acknowledge the presence of bikes

Two years ago (10/31/96) I collided with a car while riding my bike in Portland (near SW 6th and Caruthers) The resulting broken bones necessitated surgery and an overnight stay in the hospital (I was wearing a helmet, and I have recovered) Six months after this accident a bike lane was striped in at the exact location of the accident

It is my desire that the number of accidents be reduced by making safety for bikes a high priority before accidents occur

I hope you and all the members of city council share my desire to make bicycling a safer and more convenient means of transportation I urge you to approve the North-South 40's Bikeway including bike lanes for the NE 47th crossing of the Banfield freeway and Sandy Boulevard

Thank you

Respectfully,

Pat

Rev Patrick A Donoghue
pdonoghue@juno com
235-0390

35733

recvd 10/6/98

October 4, 1998

Philip Dekker
4814 SE 41st Avenue, Portland, OR 97202
New address 1011 SE 147th, Portland 97233
New phone number 261-9874

Mayor Vera Katz
City of Portland
1220 SW 5th Ave, Room 303
Portland, OR 97204

Dear Mayor Katz,

I respectfully request your consideration of the following points about the North-South Forties Bikeway Project, before the Wednesday morning Council meeting I understand that this is very late in the game, but the lateness is partially caused by the city's lack of notification to affected property owners

1 INADEQUATE NOTICE OF PARKING REMOVAL

I really feel that when a government action will reduce the livability and market value of a person's home, he should at least be contacted and given a chance to respond We have never officially been informed that the North-South Forties Bikeway would eliminate parking on our side of the street I vaguely recall one or two bulk-type mailings, several months apart in late 1997 or early 1998, that mentioned a proposed bike path on 41st and 42nd We do not have a computer to surf the various websites mentioned in the "Public Involvement Process" section of the project's staff report Also, I have a traveling job and three young children Frankly, neither my wife nor I have the time or inclination to attend neighborhood meetings about matters that appear to be noncontroversial and to not directly impact our lives (I cannot attend the Council hearing because I am working in Seattle all week)

I found out about the parking removal by reading a neighborhood newspaper that we happened to pick up at the store The article was written after the various meetings and hearings had already occurred We recently moved, it is quite conceivable that we could have sold the house without ever hearing about the parking removal, leaving ourselves open to a lawsuit later on by the buyer Fortunately (or perhaps unfortunately) we found our new house before we were ready to sell the one on 41st, so now of course we will have to disclose the bikepath to any potential buyer

I called Mr Geller several months ago, after reading the newspaper article He was polite but not very informative He never mentioned that there would be a written staff report (I learned about it last week from a neighbor and read it yesterday) A couple months ago, our stretch of 41st was repaved and restriped, with no bike lanes or parking loss At that point I assumed that the project had been shelved Then we received a postcard about a hearing, which we promptly misplaced during our move Once again, the postcard said nothing about any removal of parking spaces

It is my understanding that when a traffic calming project is proposed in Portland, there is extensive communication and dialogue with the property owners, culminating in a vote by those affected If the city can undertake such an involved and democratic process for something that seems like a no-brainer (who wouldn't support slower traffic in front of his house?), then why the lack of similar procedures for something like this?

2 OTHER CONCERNS ABOUT THE REPORT AND PROCESS

If our stretch of SE 41st Ave between Holgate and Raymond is to be restriped, with the center line moved over and east side parking eliminated, why did the city just finish repaving with a new center line right down the middle of the street?

The homes on the east side of this stretch are on a slope, just as the east side of the stretch between Gladstone and Holgate The staff report mentions the slope as a reason to keep east side parking between Gladstone and Holgate (bottom of page 24), but the report ignores the similar slope between Holgate and Raymond Enclosed are pictures that show the poor visibility from our driveway, even after we trimmed away some bushy ground cover The garage is very small and nearly half of it is underneath the house The driveway barely holds one car, and to widen it would require major excavation Realistically, we can only park one car offstreet The sidewalk and the strip between the sidewalk and street are both narrow, and there is a telephone pole right next to the driveway, further obscuring our view

Also, the staff report does not accurately depict the shape of 41st between Schiller and Liebe The road makes a sweeping curve in that block Our house is just north of the middle of the block (and therefore just past the middle of the curve, for northbound traffic) Backing out of the driveway is already somewhat hazardous, even with the buffer provided by a parking lane Removing that buffer would increase the hazard, whether involving an oncoming car or a bike

Page 26 of the staff report mentions two commercial establishments between Holgate and Raymond on the west side of 41st This is somewhat misleading because one is a restaurant right at Holgate (with a parking lot on the east side of 41st!), and the other is a small mom-and-pop convenience store right at Raymond, where the road has already widened and parking removal is not an issue

Page 26 also makes a confusing reference to the concerns of local residents about "the curves on the street where 42nd merges into 41st " Judging from the context, the reference is to curves on 41st itself, since 42nd Avenue does not exist between Holgate and Raymond Assuming that this is indeed the intended reference, then the description of our concerns is incomplete The slope severely restricts east side driveway visibility for backing onto 41st, as noted above It also creates a hazard for drivers attempting to cross or turn onto 41st from side streets, such as Schiller or Liebe That hazard affects both east and westbound traffic, since the slope continues downward on the west side of 41st The problem will now be exacerbated for eastbound drivers on those streets, since there will be more parked cars on the west side of 41st to block their view of cross traffic

One reason for the low parking counts cited in the staff report is that several of our neighbors park on side streets, to lessen the visual hazard for people driving up or downhill who must cross 41st near the curve Also, several houses on our side have double lots (Should those owners ever wish to subdivide, the lack of street parking will definitely reduce market value)

Interestingly, page 22 of the report acknowledges that traffic on this stretch of 41st "does not reach the 3,000 vehicle per day level that normally triggers bicycle lanes," yet "the addition of high speeds makes this route uncomfortable without them " What about the comfort of those who must cross 41st by car or on foot? If the city engineers found adequate sight distances for crossing by foot, as stated on page 26, then why the need for bike lanes, rather than the less drastic bike boulevards used on most of the route? And the other concern - for drivers who must cross or enter 41st - is not addressed

The report states on page 26 that this stretch is "highly ranked" on the city's traffic calming list, and that such a project "is strongly supported by the Bicycle Program for the speed reductions it promises " Yet our discussions with city personnel indicated a long-term timeframe at best, due to budget constraints Furthermore, despite the "strong support" voiced here, the project is not mentioned anywhere else in the staff report, there are no funds allocated or on the "wish list"

(SIDE ISSUE) How/why did Tri-Met abandon its one-half interest in the Holgate cut-through (report page 24), forcing the city to negotiate with adjacent property owners (meaning more time and money) to re-acquire the cyclist crossing rights that had previously existed? Don't Tri-Met and the city communicate? If the city has owned a one-half interest throughout the entire process, why did it allow the cut-through to be closed off and taken over by the adjacent property owners? As a result, the only "*potential* solution to this difficult crossing" at Holgate is to undo something that should never have happened in the first place When we first saw fences going up several months ago, we just assumed it was to make a divided bike path, not to let the auto repair shop expand onto the vacated street

3 PERSONAL PERSPECTIVE

We have lived at 4814 SE 41st for over 14 years During that time we've seen a number of accidents, involving side street drivers attempting to cross or turn onto 41st near our curve (I'm not aware of any involving bicycles) On several different occasions the city has considered requests for traffic calming measures Each time the traffic counts and average speeds were deemed too low Yet now we are told that those same levels warrant the removal of our parking to make 41st a more comfortable bike route

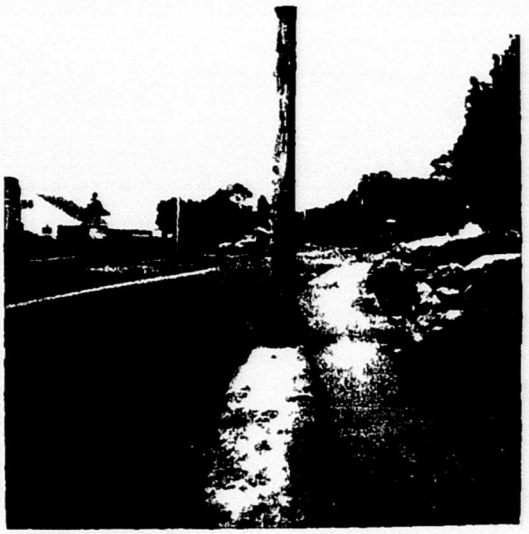
If the bike project is approved, we again request consideration of traffic mitigation Either the Schiller or Liebe intersection with 41st would be a good candidate, since they are midway between the stop signs at Holgate and Steele, and since the most sweeping curve on 41st is between Schiller and Liebe

Thank you for your consideration

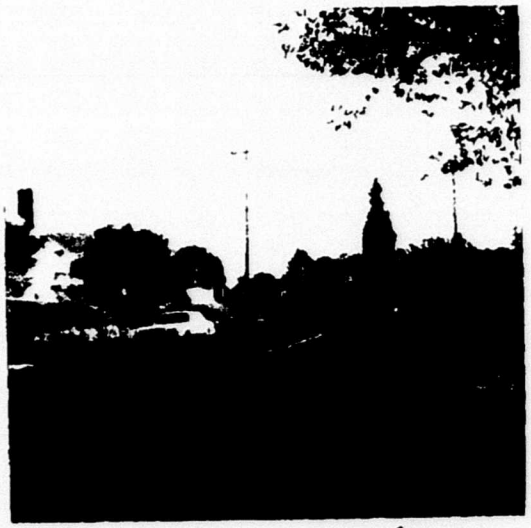
Philip Dekker

35733

Looking north on 41st from just south of Liebe Note the sweeping curve. Our telephone pole is on right.



Looking north on 41st; our driveway (with car on it) is on the right, next to telephone pole.



Looking south on 41st from Schiller Note the sweeping curve.

Looking ~~south~~ north on 41st from a point just south of Liebe. Road curves sharply to right.

35733

Looking North on 41st from Liebe. Our telephone pole is on right-

Looking east (uphill) on Schiller. Note the steep slope.

View from driver's seat in our drive way, looking South. Note the telephone pole on the right-

View of our driveway and garage. The car is a Ford Escort.

NORTH SOUTH FORTIES BIKEWAY PROJECT
STAFF RECOMMENDATION

August, 1998

CITY OF PORTLAND
BUREAU OF TRAFFIC MANAGEMENT BICYCLE PROGRAM

The North-South Forties 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

NORTH SOUTH FORTIES BIKEWAY PROJECT

❑ Introduction

The North-South Forties Bikeway is a 9 8 mile route that will pass closely by ten public schools, six public parks, five commercial districts, several smaller commercial areas, and one of NE Portland's largest institutional employers This bikeway, which also connects to nine existing or funded bikeways, is a long-awaited north-south link in Portland's developing bikeway network

Throughout the public process undertaken to develop Portland's bicycle master plan[1], the city's cyclists consistently identified as a high priority the need for good north-south bicycle routes Because this route ties together many existing bikeways, business districts, schools and recreational facilities, the Forties Bikeway project demonstrates the effectiveness a north-south route can provide for Portland's cyclists

The Forties Bikeway passes through the Concordia, Beaumont-Wilshire, Grant Park, Rose City Park, Hollywood, Laurelhurst, Center, Sunnyside, Richmond, Creston-Kenilworth, and Woodstock neighborhoods The route passes within four blocks of commercial areas on NE 42nd Avenue between Killingsworth and Going and the Beaumont commercial area, and passes through the heart of the Hollywood, Hawthorne, and Woodstock Commercial Districts The route also passes within several blocks of the Belmont commercial area It links directly with smaller, neighborhood commercial areas on Glisan, Division, and Powell, and along SE 41st Avenue In addition, the Forties Bikeway runs right by the front door of the Providence Medical Center at 47th and Glisan, providing an excellent bicycling route to this major Hollywood-area employer The North-South Forties Bikeway, by providing an improved bicycle route and making these important connections, will greatly facilitate bicycle access throughout NE and SE Portland

These many north-south connections made by the Forties Bikeway Project have established this project among the top-ranked of Portland's recommended bikeway developments This project rates highly on most of the criteria used to rank bikeway projects Those criteria are

1 overcoming barriers to cyclists
2 connecting to commercial, recreational, and employment destinations
3 connecting to existing or funded bikeways
4 providing a facility when no nearby parallel bikeway exists

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[1]The Portland Bicycle Master Plan was adopted by City Council in May, 1996, following a more than two year public process involving more than 2,000 Portland residents

5 existing and potential usage by cyclists
6 overcoming topographical restraints
7 relative ease of implementation

This project ranked highly on all criteria except the sixth

The Forties Bikeway development will include 5 1 miles of streets developed as bicycle boulevards, 3 6 miles of streets will be striped with bicycle lanes, and the route will make use of slightly more than one mile of existing bikeways

❑ 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 route now designated as the North-South Forties Bikeway Project was initially identified by the Bicycle Master Plan Steering Committee and Bicycle Program staff 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

Most of the Forties Bikeway project streets are designated as City Bikeways in Portland's Comprehensive Plan 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 "

Several project streets—NE 38th between Klickitat and Tillamook, NE Stanton between 38th and Wistaria, NE Wistaria between Stanton and 47th, NE 42nd between Halsey and Tillamook, and the Hollywood Transit Center ramps themselves—are classified as Local Service Bikeways They were included in the project to minimize difficult maneuvers for bicyclists in, and approaching Hollywood The route designated in the City's Transportation Element to carry bicyclists through Hollywood (from north to south 39th to Broadway to 37th across Sandy to the Halsey Street ramp back to 39th and then east onto Senate) has high volumes of automobile traffic and would involve several difficult, and likely unsafe, maneuvers by bicyclists This route would either place bicyclists in the middle of a high volume traffic lane waiting to turn left across another high volume traffic lane, or require them to merge into a high volume traffic lane at a complicated intersection Bicyclists attending the project open houses, as well as the project steering committee, strongly advocated against any route using 39th Avenue to cross the Banfield Thus, two routes are proposed, one using the Hollywood Transit Center and one using NE 47th Avenue

❑ Public Involvement Process

The North-South Forties Bikeway Project held an extensive public process to solicit input 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 nine of the 11 neighborhood associations in the project area inviting them to appoint a representative to sit on the steering committee [2] The steering committee met regularly throughout the process

Two initial open houses were held in January, 1998 at the Hollywood Senior Center and at the All Saint's Episcopal Church on SE Woodstock A third initial open house was canceled due to inclement weather Two additional open houses were held in April at the Hollywood Senior Center and at the Kenilworth Presbyterian Church

In advance of the open houses, approximately 24,000 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 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 In addition, the Hollywood Star, and other neighborhood newsletters wrote articles before and after the open houses

We contacted—via letter and phone— neighborhood and business associations in the project area and offered to present the project to their boards of directors and/or appropriate subcommittees Five neighborhood associations requested these presentations Hollywood, Center, Rose City Park (two visits), Woodstock, and Creston-Kenilworth In addition, Providence Hospital organized an open house in early April for interested parties in the vicinity of NE 47th Avenue Finally, we met with a number of residents of NE 47th Avenue at a neighborhood meeting in a 47th Avenue resident's home in late June

The four open houses were attended by approximately 92 people, the meeting organized by Providence was attended by an estimated 35 people, and the June meeting in a resident's home was attended by approximately 12 people Comments from these meetings are reproduced or summarized in Appendix C Project staff received correspondence from 36 people, and phone calls from approximately the same number City Commissioners also received many letters, postcards, and email regarding this project All comments received are addressed either within the body of this staff report and/or within Appendix C Copies of original correspondence can be obtained by contacting project staff, as listed on the inside front cover of this report

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[2]Two neighborhood associations were overlooked as part of this initial mailing When alerted to this shortcoming, the two additional associations were contacted

❑ Project Description

The project runs almost ten miles through Northeast and Southeast Portland The Portland Office of Transportation has budgeted $200,000 over the fiscal years 1997-98 and 1998-99 for planning, design, and development of this project

Specific recommended treatments for this project include

- **Creating bicycle boulevards** on most project streets (NE 37th, NE 38th, NE Alameda, NE Stanton, NE Wistaria, NE 41st, SE 41st) by enhancing many arterial crossings with curb extensions or median refuges, altering selected stops to favor through bicycle movements, and providing pavement cuts at the intersection of Prescott and 37th to allow bicyclists to use the sidewalk when crossing Prescott
- **Adding traffic signal markings** to assist cyclists to activate traffic signals at selected locations in the project area , and
- **Marking bicycle lanes** on NE 47th Avenue between Sandy and Glisan, and on SE 42nd/41st between Powell and existing bicycle lanes on Raymond Parking will need to be removed on one side between Halsey and Hoyt on 47th and Powell and Raymond on SE 41st/42nd We will also stripe bicycle lanes on NE 42nd between Tillamook and Halsey streets without parking removal

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 bicycle movement

A *BICYCLE LANE* is that portion of the road designated by striping and pavement markings for the preferential use by bicycles Bicycle lanes are appropriate on most urban arterial and collector streets that carry more than 3,000 vehicles per day

Other, unfunded elements for future development include

- Providing a bicycle-friendly ramp at the north-side of the Hollywood Transit Center, and
- Providing a traffic signal at 41st and Burnside

The following table displays all project elements, estimated costs, and budget Project maps, a more detailed budget, as well as more complete discussions of each project segment follow this table

North-South Forties Bikeway Project Summary

Project Area	Proposal	Estimated Costs	Comment
NE 37th Avenue NE Holman to NE Klickitat	a Curb extension at Killingsworth b Crossing Treatment at Prescott c Route Signing (signs) d Stop Signing at Ainsworth, Jessup, Roselawn, Sumner, Webster, Going, Skidmore, Shaver, Failing & Milton	a $35,000 b $2,000 c $668 d $5,250	This boulevard route includes difficult crossings at Killingsworth (38 gaps per hour), Fremont (53 gaps per hour) and Prescott (limited sight distance due to curves in street) Because crossing Fremont is the least difficult crossing of the project, its treatment is a low priority
NE 38th Avenue NE Klickitat to NE Tillamook	a Channelization at Wistaria b Route Signing c Stop Signing at Brazee & Thompson	a $800 b $334 c $1,734	The intersection at Wistaria has large curb radii, allowing vehicles to turn behind the path of through cyclists, a condition that can be remedied with a painted island
Stanton/Wistaria Streets NE 38th to NE 47th	a Route Signing b Stop Signing at 40th, 41st, 44th, 45th, & 46th	a $334 b $1,750	
NE 47th Avenue NE Sandy to NE Glisan	a Bicycle lane striping b Route Signing c Street Trees	a $9,386 b $167 c $14,000	On 47th bicycle lanes are necessary due to the traffic volume The project proposes to remove parking from the east side from Halsey to the overpass and on the west side from the overpass to Hoyt This configuration will preserve the highest number of parking spaces Street trees will be provided as an amenity to improve the appearance of the street
NE 42nd Avenue NE Tillamook to NE Halsey	a Bicycle lane striping b Route Signing	a $4,031 b $167	This short segment provides a bicycle lane link between Tillamook and the Hollywood Transit Center (HTC)
NE/SE 41st/42nd Avenues HTC to SE Powell	a Curb extensions at Division b Center turn lane at Stark c Route Signing d Stop Signing at Laddington, Flanders, Couch, Ankeny, Ash, Pine, Oak, Washington, Alder, Yamhill, Grant Court, Sherman, Taggart, Tibbetts, & Franklin	a $35,000 b $1,500 c $1,336 d $9,100	Facilitating the crossing of Stark, with its off-set intersection, is a high priority of this project and will be accomplished with an innovative, and relatively inexpensive, center turn lane for bicycles The curb extensions at Division are a high priority (only 40 gaps per hour), and will likely be augmented to include all four corners with additional non-bicycle program funding from the Bureau of Traffic Management The curb extensions for Belmont are the second lowest priority for the project (49 gaps per hour)
SE 42nd/41st Avenues SE Powell to SE Raymond	a Bicycle lane striping b Holgate Cut-Through c Route Signing	a $5,722 b $5,000 c $835	These bicycle lanes will join existing lanes between Raymond and Woodstock The Holgate cut-through is an abandoned Tri-Met easement in which the city has a half-interest Because it lines up directly with the south leg of 41st at this intersection, it provides an advantageously safer crossing for cyclists

Project Area	Proposal	Estimated Costs	Comment
SE Ramona Street SE 41st to SE 46th	a Route Signing b Stop Signing at 43rd & 45th	a $867 b $700	
Project Management and Administration		$43,000	
Contingency		$27,136	This assumes a 20% contingency for all project costs
Total Estimated Costs for Priority Projects		$205,817	These costs do not include curb extensions at NE 37th and Fremont or at SE 42nd and Belmont, nor the contingency costs associated with them
"Wish List" Items	a Third, bicycle-friendly pedestrian ramp at HTC b Signalize intersection of 41st and Burnside c Curb extension at Alameda and Fremont d Curb extension at 42nd and Belmont	a $150,000 b $120,000 c $35,000 d $35,000	The existing north-side pedestrian ramp at the HTC requires a bicyclist to dismount and walk their bicycle up, which is not ideal for a designated bikeway The crossing of Burnside at 41st is the worst intersection of the project (only 25 gaps per hour), but is not adaptable to any crossing treatment other than signalization

Detailed Project Budget and Project Element Prioritization

North-South 40's Bikeway: Estimated Project Costs											
			Construction		Costs						Priority
Project	Project Length (ft)	Project Length (mi)	Medians	Curb Extensions	Subtotal Grinding/ Striping/ Marking	Construction	Subtotal	Contingency	Total	Cumulative Budget	
Staff Time (Projected to July, 98)							$43,000		$43,000	$43,000	
NE 47th Avenue--bike lanes	6,851	1 3			$9,553	$14,000	$23,553	$3,533	$27,086	$70,086	1
NE 42nd Avenue--bike lanes	2,917	0 6			$4,198	$0	$4,198	$630	$4,828	$74,914	1
NE/SE 41st/42nd Avenues											
Powell to Holgate--bike lanes	2,592	0 5			$3,996	$0	$3,996	$599	$4,595	$79,509	1
Holgate to Raymond--bike lanes	1,382	0 3			$2,394	$0	$2,394	$359	$2,753	$82,262	1
Holgate Cut-Through					$167	$5,000	$5,167	$775	$5,942	$88,204	6
37th Avenue	8,023	1 5			$5,918	$0	$5,918	$888	$6,806	$95,010	
Curb Extension at Killingsworth				2	$0	$35,000	$35,000	$5,250	$40,250	$135,260	6
Curb Extension at Fremont				2	$0	$35,000	$35,000	$5,250	$40,250	$175,510	8
Crossing at Prescott					$0	$2,000	$2,000	$300	$2,300	$177,810	2
38th Avenue	3,373	0 6			$1,567	$0	$1,567	$235	$1,802	$179,612	
Channelization at Wistaria					$800		$800	$120	$920	$180,532	4
Stanton/Wistaria Streets	3,660	0 7			$2,084	$0	$2,084	$313	$2,397	$182,009	9
NE/SE 41st/42nd Avenues	15,580	3 0			$10,436	$0	$10,436	$1,565	$12,001	$194,010	
Center Turn Lane at Stark					$668	$1,500	$2,168	$325	$2,493	$196,503	3
Curb Extension at Belmont				2	$0	$35,000	$35,000	$5,250	$40,250	$236,753	7
Curb Extension at Division				2	$0	$35,000	$35,000	$5,250	$40,250	$277,003	5
SE Ramona to 46th	1,846	0 3			$867	$0	$867	$130	$997	$278,000	9
Existing Bikeways Included in Project Route	5,323	1 0									
Total	51,547	9 8	0	8	$42,648	$162,500	$248,148	$30,772	$278,920		
'Wish List"											
Third Pedestrian Ramp at Hollywood Transit Center									$110,000 to $120,000		
Traffic Signal at 41st & Burnside									$150,000		

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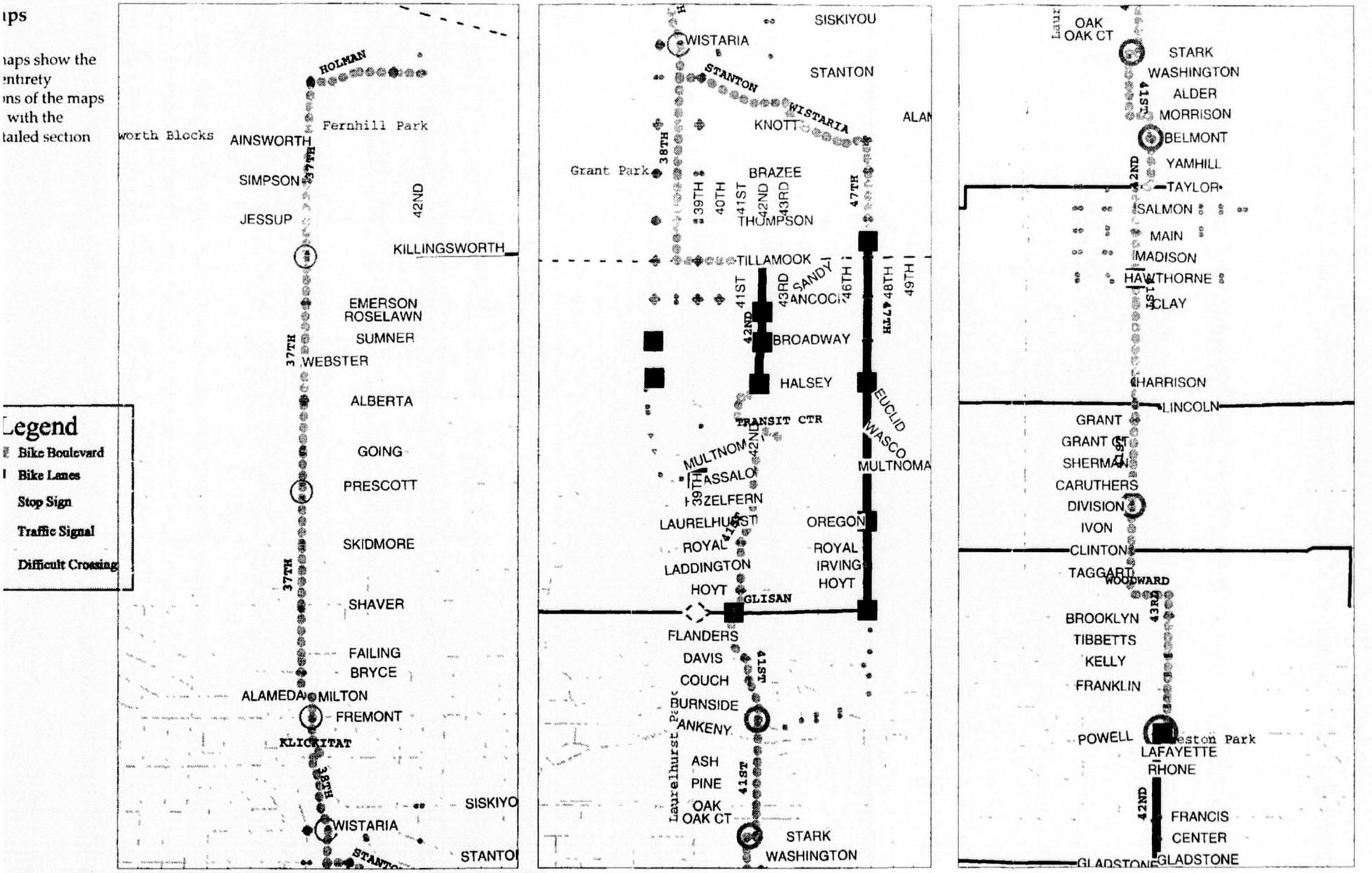
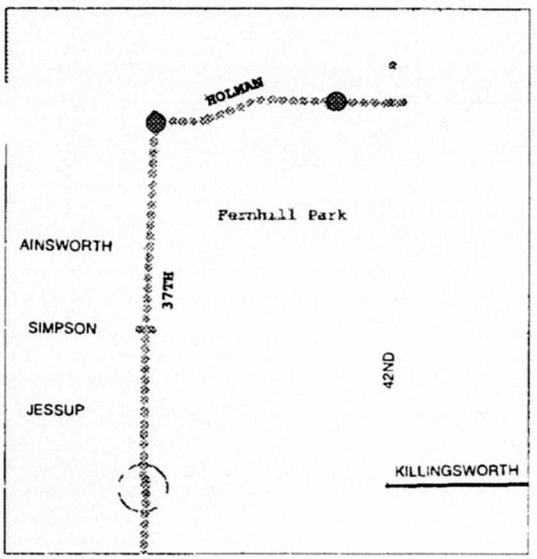


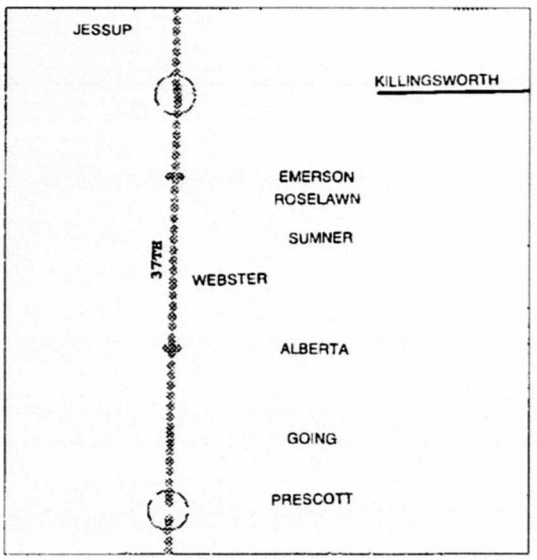
NE 37th Avenue

NE 37th Avenue is a designated City Bikeway from Holman to Klickitat It is a residential street passing by Fernhill Park in the north and Wilshire Park This portion of the route passes near Meek elementary school, and Whitaker and Beaumont middle schools NE 37th passes within several blocks of a commercial area on NE 42nd, between Killingsworth and Alberta, and also provides access to the Alberta commercial area, which begins at NE 33rd This street will be developed as a bicycle boulevard in three distinct segments



Segment 1 Holman to Killingsworth

This segment has a difficult crossing at Killingsworth, where there are only 38 adequate gaps[3] in traffic during the hour of peak traffic This low number of gaps translates into only 16% of the hour available for safe crossing, and will be addressed by providing two curb extensions on Killingsworth, which will allow bicyclists to pull out further into the street, be more visible to traffic, and shorten the distance they need to cross *(For a more complete description of curb extensions, and to see what they'll look like on the street, see Appendix A)*



Recommendations

- construct two curb extensions at Killingsworth
- stop control Ainsworth and Jessup

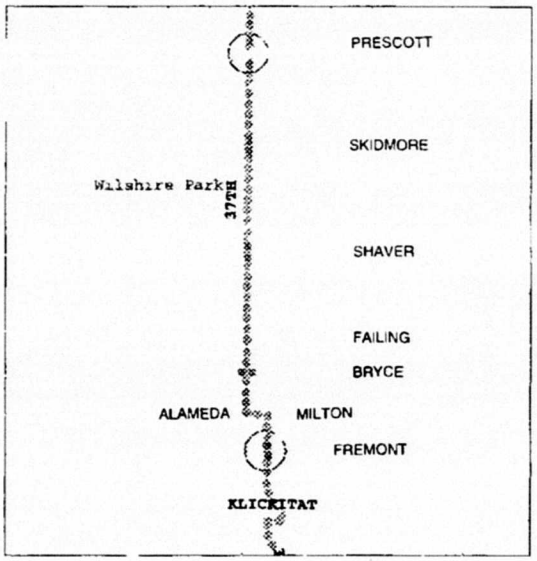
Segment 2 Killingsworth to Prescott

This segment has a difficult crossing at Prescott Blind to the right (regardless of direction of approach), this intersection requires bicyclists to proceed to the border of Prescott Street before

[3]A gap in traffic is when there is no traffic passing in front of a pedestrian or bicyclist waiting by the side of the road An adequate gap is a gap of sufficient time to allow the pedestrian or bicyclist traveling at 3 5 feet per second to cross a street For a 36 foot wide street, measured curb to curb, this is just over ten seconds

having an adequate view of oncoming traffic

Unfortunately, at this intersection bicyclists cannot position themselves to both see oncoming traffic and be out of the path of east-west traffic



Recommendations

- curb cuts on 37th near the intersection to allow bicyclists to use the sidewalk to cross Prescott, with accompanying signing to indicate that bicyclists may use the sidewalk but are not so required
- stop control Roselawn, Sumner, and Webster
- move stop signs at Going to stop traffic on Going at 37th

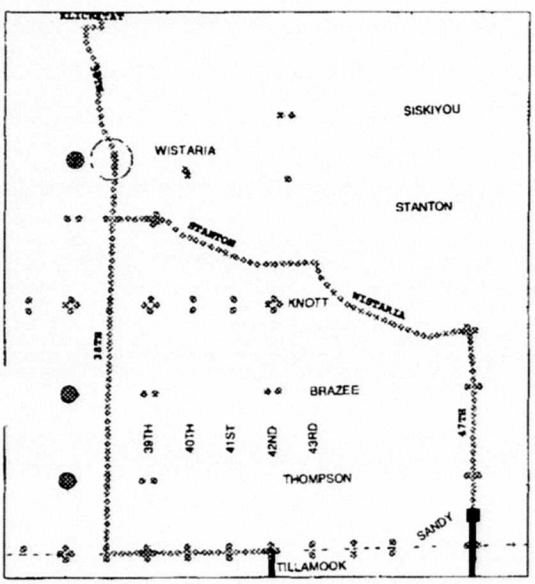
Segment 3 Prescott to Klickitat

Fremont, with 53 gaps per hour is considered to be borderline acceptable for ease of crossing Prioritization of the project elements places this intersection at the bottom of the list for curb extensions Though the idea of providing curb extensions at this intersection was popular with local residents, budget priorities do not allow us to recommend them at this time

Recommendations

- move stop signs at Skidmore and Shaver to stop traffic entering 37th
- stop control Failing and Milton

The route on 37th merges with and turns into Alameda, and remains on Alameda past Fremont to Klickitat At Klickitat the route jogs west to 38th Avenue



NE 38th Avenue

NE 38th Avenue is designated a Local Service Bikeway in the city's Transportation Element It consists of one segment, from Klickitat to Tillamook During the public process, local cyclists indicated that 38th has the gentlest grade coming off the Alameda Ridge and lower traffic volumes, and was thus preferable to either 38th or 39th (see Appendix C, Figure 4 for a comparison of traffic volumes on 37th, 38th, 39th, and Wiberg) 38th passes closely by Grant Park, Grant High School, and Hollyrood Elementary

School

Segment 1 Klickitat to Tillamook

The intersection of 38th and Wistaria poses a potential hazard as westbound traffic on Wistaria turning south onto 38th cuts the corner too close for bicyclists' comfort The curb at the southeast corner of the intersection is cut back and has a large radius Bicyclists, meanwhile, must pull out past the turning path of automobiles in order to see eastbound traffic on Wistaria, which is coming from around a blind corner This can be corrected with a painted island at this intersection that channelizes turning automobiles into a safer path (see Figure 1)

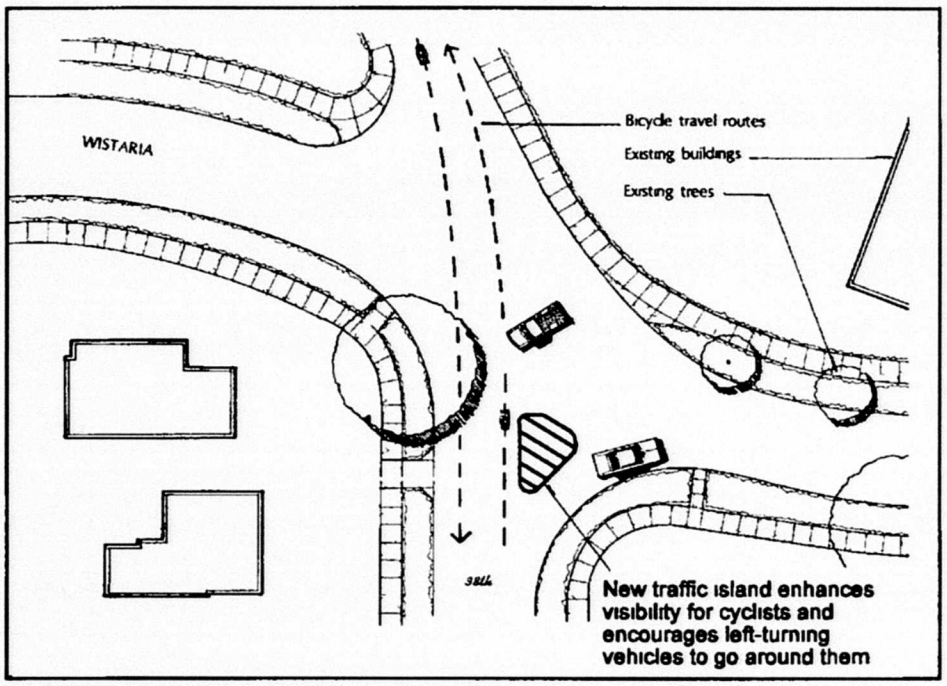


Figure 1 Painted Island Proposed for Intersection of 38th and Wistaria

Recommendations

- paint traffic island at Wistaria and 38th to channelize traffic
- move stop signs at Thompson to stop traffic entering 38th
- stop control Brazee
- provide new street light at intersection of 38th and Klickitat

The route turns east onto Tillamook, which is also being developed as a bicycle boulevard, before jogging south onto 42nd Avenue

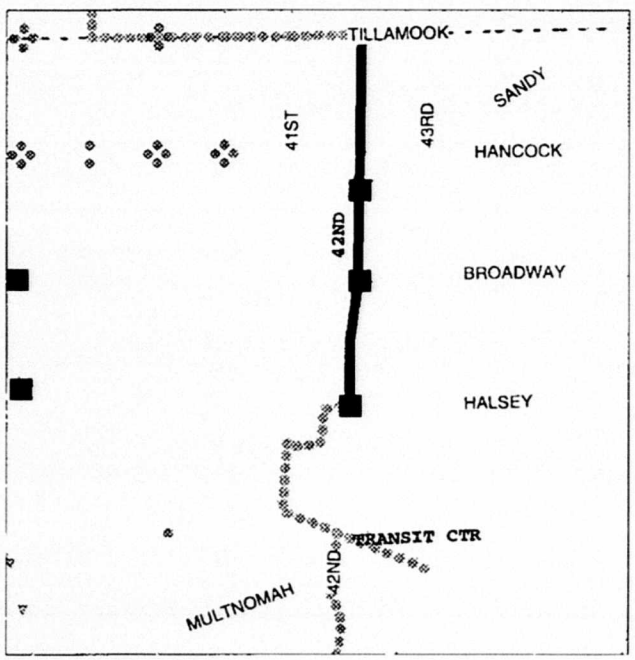
Some residents of NE 38th expressed concerns about the safety of cyclists using the street because of the street's narrowness They recommended using a parallel street—either 37th or 39th Avenues The City's evaluation of NE 38th did not reveal any safety concerns Given the relative gentle grade, and the low traffic volumes on 38th, this street is still recommended as the best option for traveling over the Alameda Ridge A more complete discussion of residents' concerns and staff response can be found in Appendix C

NE 42nd Avenue/Hollywood Transit Center

There are four potential crossings of Sandy Boulevard and the Banfield Freeway in the Hollywood District 37th Avenue, 39th Avenue, the Hollywood Transit Center, and 47th Avenue The project steering committee and open house attendees agreed that the Hollywood Transit Center presents the calmest crossing in terms of traffic volumes and speeds, and also provides the most direct link with the continuation of the route to the south 42nd Avenue in this area is designated a Neighborhood Collector for automotive traffic, a Minor Transit Street, is part of the Hollywood Pedestrian District, and is a Local Service Bikeway

Segment 1: Tillamook to the Hollywood Transit Center

The route turns south on 42nd Avenue, where we recommend bicycle lanes on this 43-foot wide street in the heart of the Hollywood commercial district without removing parking[4] One of the primary advantages of 42nd Avenue is its traffic signal at Sandy Boulevard, and its direct path to the Transit Center and the ramp to cross the freeway



Recommendations

- stripe bicycle lanes on NE 42nd Avenue between Tillamook and Halsey

The Hollywood Neighborhood Association's Transportation Committee requested consideration of 43rd Avenue as an alternate to 42nd Avenue between Tillamook and Broadway NE 42nd Avenue is the recommended route, primarily because it provides a straight line connection from Tillamook to the Hollywood Transit Center A complete discussion of their suggestion and the staff's response is found in Appendix C

Segment 2: Hollywood Transit Center

The advantage of the Hollywood Transit Center is the crossing it provides over the Freeway, which, in conjunction with the relative easy crossing of Sandy on 42nd,

[4]The Transportation Element states that "on-street motor vehicle parking will not be removed on Local Service Bikeways to provide bicycle lanes "

combines to make this a preferred route for bicycle traffic The other freeway crossings in the area are 37th Avenue, 39th Avenue, the Transit Center, and 47th Avenue The crossing at 39th Avenue was ruled out early in the process because of the difficulty negotiating the Halsey Street Ramp and 39th itself with the high volumes of traffic We presented the NE 37th crossing at the open houses, but it was considered too difficult, as it required a left turn across Sandy Boulevard without the possibility of a refuge for cyclists stuck in the middle of the street The 47th Avenue crossing is included in the project and is described in a later section

The Hollywood Transit Center crossing makes use of two pedestrian ramps, one on the south and one on the north of the station The south ramp is straight, and leads to the south sidewalk of Senate Street, where there is a curb-cut to provide easy access to the street The north side ramp consists of a series of switchbacks that wind up to the station It is difficult to ride up or down the north ramp due to the relatively tight turning radii of the ramp However, it is easy to walk one's bicycle up or down, and may be the only allowed option given the potential for conflicts with pedestrians An alternative to the north ramp are the stairs, which can be modified to include a wheel gutter to allow bicyclists to wheel their bicycles up and down the ramp

For the many novice and family bicyclists that will be served by this north-south route, this crossing was clearly the favored choice, and has the added advantage of providing a direct link to light rail and buses

The Hollywood Neighborhood Association and local residents suggested constructing a new north-side ramp at the transit center that would allow bicyclists to ride, and not be forced to walk, up to the overpass An engineer's cost estimate for constructing such a structural sidewalk is $110,000-$120,000, not including any costs associated with needed demolition (if any) This estimate assumes a 12 1 grade must be maintained to conform with requirements of the American with Disabilities Act (ADA), requiring a total ramp length of 180 feet—200 feet if a landing is provided At an approximate cost of $500 per linear foot, construction alone would cost approximately $90,000-$100,000 An additional estimated cost of $20,000 would be required for preliminary and construction engineering An exploration into constructing a less expensive, wooden ramp found that the high costs of maintaining a wooden structure would quickly surpass any initial cost savings

Staff strongly supports the concept of a bicycle-friendly ramp However, the ramp is too costly an element given the total project budget Funding for this item will need to be sought in the future from other sources Thus, it is not a recommended project element at this time

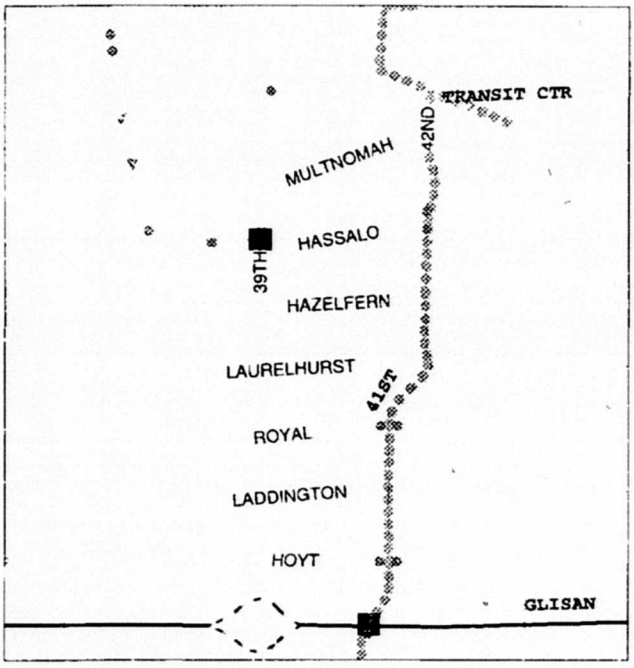
Segment 3 Hollywood Transit Center to Glisan

From the south-side pedestrian ramp cyclists proceed west on Senate to 42nd Avenue, and follow 42nd Avenue through Laurelhurst At Laurelhurst Street, the roadway

merges into 41st Avenue, where it continues to, and across Glisan The crossing at Glisan is facilitated by a pedestrian activated traffic signal No further improvements are being considered for this crossing

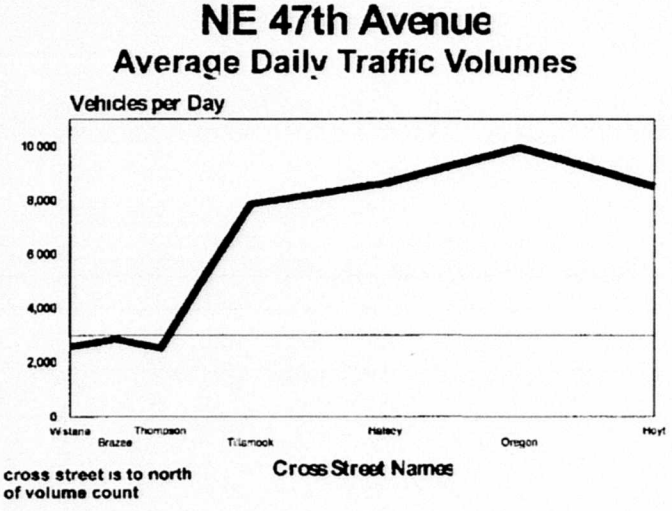
Recommendations

- stop control Laddington



The Hollywood "Bikepass" (NE 47th Avenue)

Similar to a commercial district bypass, this "bikepass" provides a direct, convenient, and fast route past the Hollywood District for cyclists whose main destination is either north or south of the commercial district The open houses revealed that many cyclists already use 47th because of its advantageous crossings of Sandy and the Banfield, as well as its avoidance of the Hollywood Transit Center Because of the relatively high traffic volumes on 47th Avenue between Sandy and Glisan, bicycle lanes will be required [5]



The "bikepass" follows Stanton and Wistaria Streets, and 47th Avenue Stanton and Wistaria Streets are classified as Local Service Bikeways, as is 47th Avenue between Stanton and Sandy South of Sandy, 47th is classified as a City Bikeway, Neighborhood Collector, Minor Transit Street (south of Broadway), and is the eastern boundary of the Hollywood Pedestrian District

The northern portion of the "bikepass" passes through residential areas, 47th from just north of Sandy to Glisan combines commercial and institutional uses along with residential Providence Hospital, at the corner of 47th and Glisan, comprises a major

[5]Generally, more than 3,000 vehicles per day on a City Bikeway triggers the need for bicycle lanes

land use and destination

Segment 1 Stanton to Wistaria to 47th to Sandy (see above map for 38th Avenue)

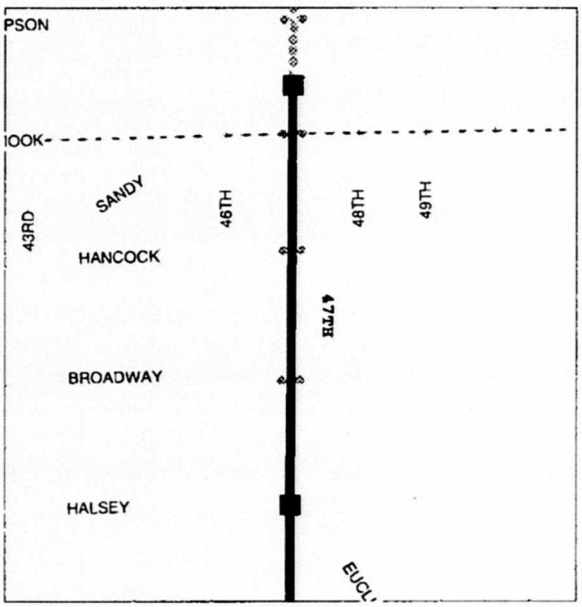
The "bikepass" cuts off from 38th Avenue on Stanton Street and continues to 47th after merging with Wistaria at Knott The only potentially difficult crossing, at 42nd where the main north-south traffic is flowing, is protected by a traffic signal one block south of Brazee

The route proceeds down 47th to Sandy, where it crosses Sandy at a traffic signal Once across Sandy, traffic volumes increase dramatically

Recommendations

- stop control 40th, 41st, 45th, and 46th

Segment 2 NE 47th from Sandy to Halsey



The curb-to-curb distance on this segment is 44 feet, which is wide enough to stripe two 5' bicycle lanes, maintain 7' parking lanes on both sides of the street, and provide 10' travel lanes in both directions

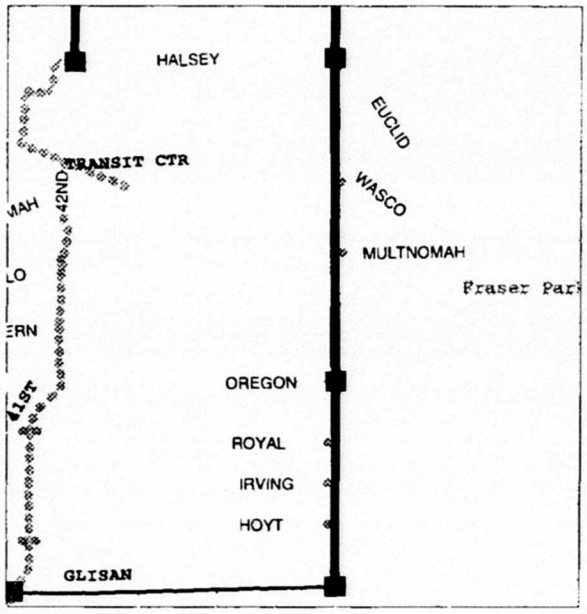
Recommendation

- stripe bicycle lanes on both sides of street

Segment 3. NE 47th from Halsey to Multnomah

On this primarily residential segment north of the freeway overpass (there is one office building on the west side of the street near Multnomah) the curb-to-curb distance narrows to 36 feet Striping bicycle lanes will necessitate removing parking on one side of the street This will result in two 4 5' bicycle lanes, two 10' travel lanes, and one 7' parking lane

A total of eleven parking surveys[6] conducted in December, January, March and April, indicate a total of 53 on-street parking spaces in this segment—33 on the west side and 20 on the east side The highest recorded parking use was on a Friday mid-morning when 22 cars were parked on the street—13 on the west and 9 on the east—resulting in a 42% occupancy rate



Recommendation

- stripe bicycle lanes on both sides of street
- remove parking from east side of street
- plant street trees in conjunction with amenable property owners and where recommended by City Forester

Improvements on this segment will be coordinated with an existing project to improve the safety of traffic operations on NE Halsey at the intersection with 47th and Euclid

Segment 4 NE 47th from Multnomah to Glisan

This segment is identical to the segment from Halsey to Multnomah except for the higher demand for on-street parking Much of this on-street demand is generated by motorists going to the Providence Medical Center on the east side of the street, and their office building on the west side Presently, there is no parking allowed in the block between Hoyt and Glisan

A total of 44 on-street spaces are available—19 on the west and 25 on the east Demand for parking in these spaces was relatively consistent across the nine times counted, with the number of cars parked ranging from a low of 24 on a Sunday morning to a high of 43 recorded on a Friday afternoon (July 28, 1998) at 2 10 pm The peak use had 23 cars parked on the east side of the street and 20 cars parked on the west side The next highest uses had 35 cars parked on the street, which occurred on two occasions, once on a Thursday afternoon in January, and a second time on a Friday morning in April

At Glisan, cyclists would make use of the existing bicycle lanes to proceed to 41st Avenue There, cyclists can easily cross Glisan using a pedestrian-activated traffic signal that is readily accessible to cyclists on the roadway At this point, the "Hollywood Bikepass" joins up with the other stem of the route

Recommendations

[6]The methodology and results of the parking survey are presented in full in Appendix B

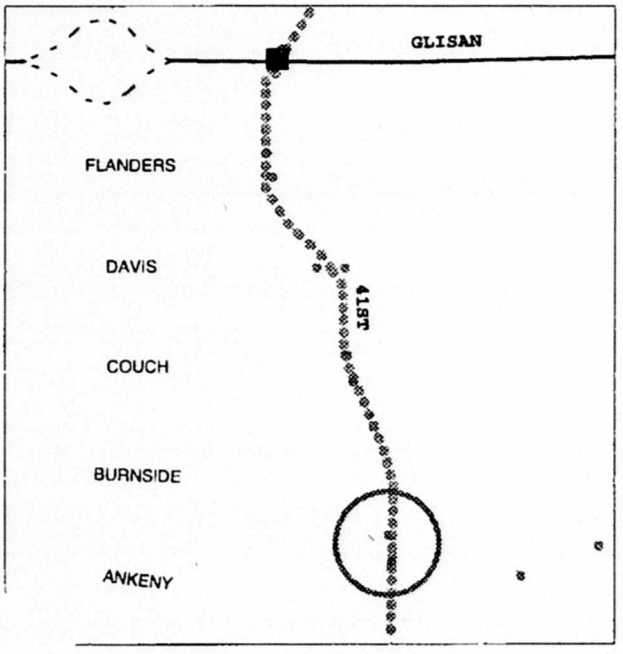
- stripe bicycle lanes on both sides of street
- remove parking on west side of the street
- plant street trees in conjunction with amenable property owners and where recommended by City Forester

Several 47th Avenue residents, as well as administrators at Providence Hospital, expressed concerns about the loss of parking, pedestrian safety, bicyclist safety, and interactions between emergency vehicles and bicyclists The experience of City staff familiar with these issues, as well as the collective experience from bicycle programs across North America and Europe, does not reveal the presence of safety concerns associated with the proposed bicycle lanes on NE 47th Avenue A complete discussion of concerns raised and staff response can be found in Appendix C

Bicycle Boulevard through the 40s

South of Senate Street the entire project route along 42nd and 41st Avenues (and briefly, on 43rd Avenue) is along designated City Bikeways The route is primarily residential, where the predominant issue is crossing busy intersections

Segment 1 NE 41st from Glisan to Burnside



Traveling through the quiet neighborhood streets of Laurelhurst, the route continues as a boulevard down 41st Avenue

Crossing Burnside is problematic It is a four-lane street at rush hour (with parking allowed on both sides of the street at non-peak hours Traveling south, the view of the fast-moving traffic coming from the east is relatively short due to a curve in the street Curb extensions are inconsistent with the four lanes required for rush hour traffic A traffic signal would be a good solution, though its cost is prohibitive [7]

Burnside, at 48 feet to cross, requires a crossing time of approximately 14 seconds At rush hour, there were only 25 gaps of such a length (or longer), and only 18% of the rush hour was adequate for crossing A

[7]For example, installing a traffic signal at the intersection of NW Broadway and Davis (on an unrelated project) was estimated to cost $150,000

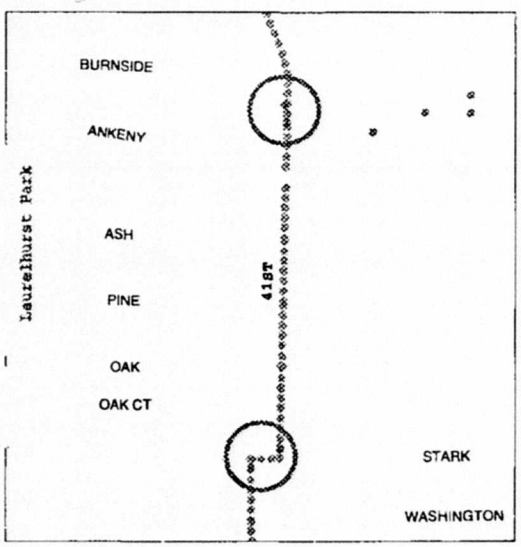
guideline for an acceptable crossing is 60 usable gaps per hour Unfortunately, there is no good solution to crossing Burnside short of a pedestrian- and bike-activated traffic signal The street is too narrow to allow a median with comfortable width, and reducing travel lanes on this District Collector is out of the question

Recommendation

- move stop signs at Flanders and Couch to stop traffic entering 42nd
- provide guide signing at 41st and Burnside alerting cyclists to presence of pedestrian crossing at 39th
- if possible, adjust signal timing at Burnside and 47th to see if more gaps can be created at 41st
- seek future funding to signalize the crossing at 41st

Segment 2· SE 41st from Burnside to Stark

This boulevard section is characterized by all uncontrolled intersections on lightly traveled streets Crossing Stark Street is problematic both because of the high traffic volumes on Stark and because 41st Avenue jogs as it crosses Stark Crossing Stark Street is more akin to making a right-turn and then a left-turn[8] This maneuver effectively increases the distance required to cross the street With a median refuge, this move can be quite comfortable for the cyclist, and allows for adequate gaps, as the cyclist needs to cross only one side of the street at a time Providing a median refuge, in this case a painted center turn lane for cyclists only, will require approximately 90 feet of parking removal along both sides of Stark Street near the refuge



Recommendations

- stop control Ankeny, Ash, Pine, and Oak
- stripe center median/left-turn lane for bicycles (as displayed in Figure 2)

[8]Or, performing a left turn and then a right turn When presented with this choice, i e , making a right and then a left and continuing down 41st Avenue, or first making a left turn and then a right onto 42nd, the project steering committee unanimously chose the right-turn--left-turn combination, as long as there could be a median refuge to shelter the left turn The difference between these two is significant when one considers the availability of gaps in traffic Performing a left-turn first requires sufficient gaps in traffic in both directions Performing the right-turn first requires a gap in one direction of traffic only, the rider must then wait for a second gap in the other direction before executing the left turn

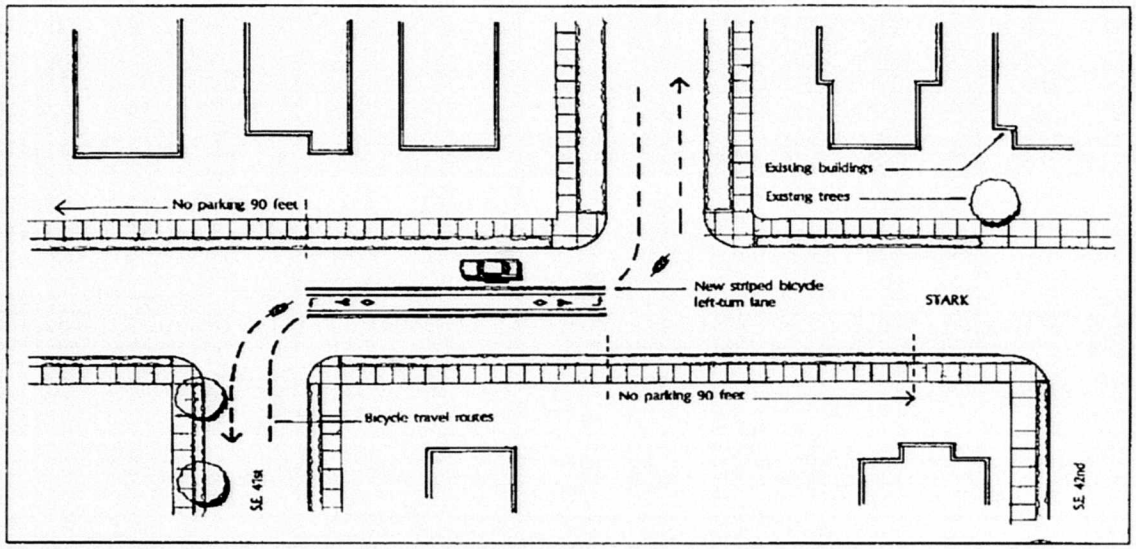
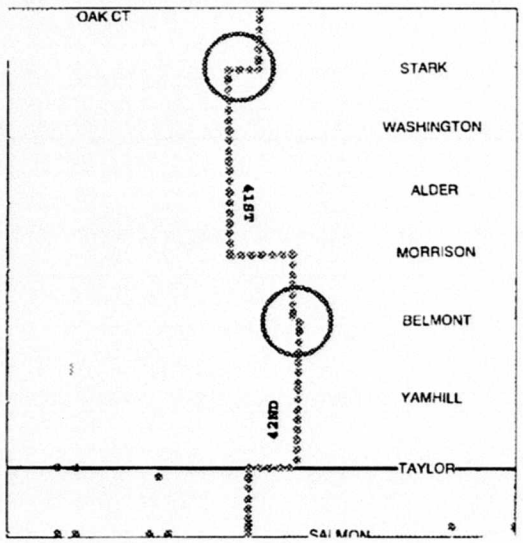


Figure 2 Center Turn Lane at Stark and 41st

Segment 3 SE 41st from Stark to Taylor

This segment is also characterized by uncontrolled intersections The route continues through an area of high density housing, and turns on Morrison Street to 42nd Avenue The route crosses Belmont Street, where a gap study showed only 49 gaps during the peak hour, a level considered borderline unacceptable We propose curb extensions here, though these curb extensions are a relatively low priority of the project and are currently unfunded



South of Belmont Street the pavement becomes concrete and somewhat rough, as the route proceeds to Taylor Street and the established Salmon-Taylor bicycle boulevard, at which point the route jogs back along Taylor to 41st Avenue

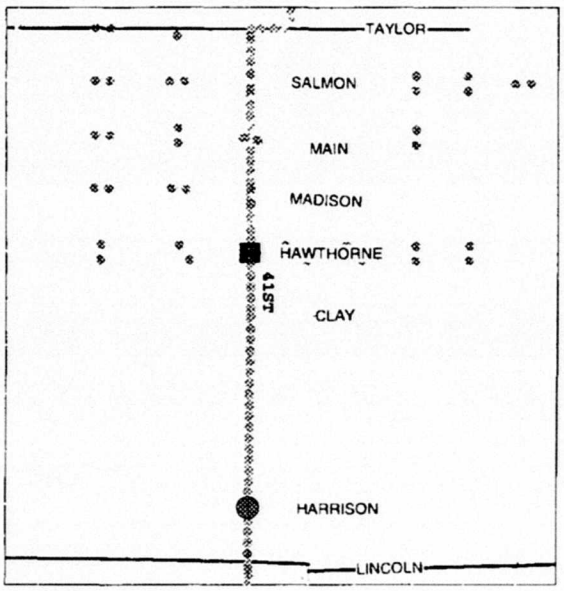
Recommendations

- stop control Washington, Alder, and Yamhill
- seek future funding for two curb extensions at Belmont

Segment 4: SE 41st from Taylor to Lincoln

This segment between two established bicycle boulevards passes through the heart of the Hawthorne District

The crossing at Hawthorne has a stop sign and a pedestrian-activated signal Public comments indicated that the signal is short and the wait is long, though the traffic signal is still a good option when traffic on Hawthorne is heavy[9]



South of Hawthorne the route proceeds along the lightly-trafficked 41st, passes through a traffic circle at Harrison, and crosses Lincoln- a well-established bicycle boulevard The block between Harrison and Lincoln is rough concrete and provides a rough ride

Recommendations

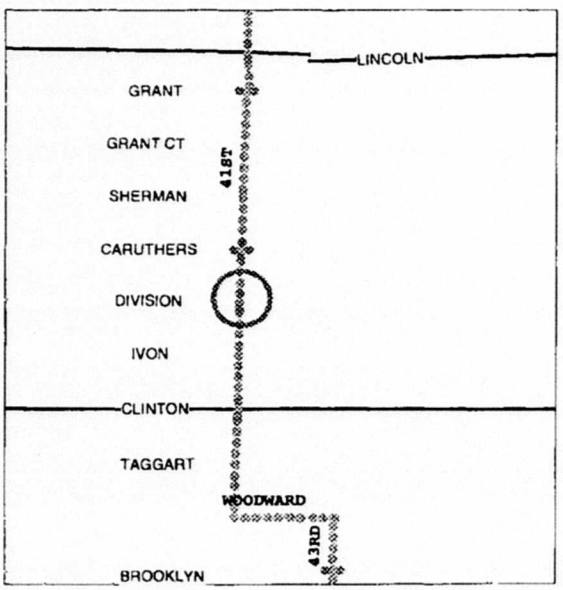
- stop control Clay

Segment 5. SE 41st from Lincoln to Woodward

Continuing along its lightly-traveled path, the route passes another established boulevard on Clinton Street

The roadway remains concrete between Lincoln and Grant Court, providing a rough, yet easily passable ride Traffic near Richmond School can be heavy, especially during the morning drop-off and afternoon pick-up

Crossing Division is problematic because of the high volumes, especially during the evening rush hour, and also because Richmond Place and the bend in Division block the view to the east, especially from the north end of the intersection At only 40 gaps per hour a curb extension is recommended here to facilitate crossing



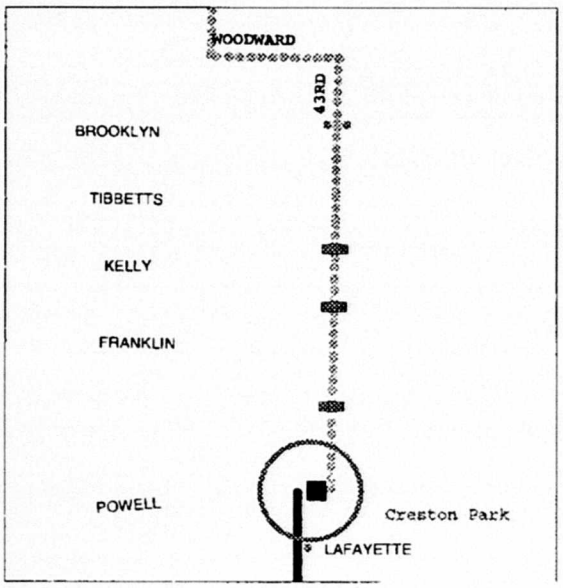
The route proceeds to Woodward, where it jogs to the east, and then continues down 43rd Avenue toward the Woodstock commercial district

[9]Because the timing of this signal is coordinated with the traffic signal at 39th and Hawthorne, it is unlikely we can alter this signal to operate more frequently and provide more crossing time

Recommendations

- construct two curb extensions at Division[10]
- stop control Grant Court, Sherman,and Taggart

Segment 6: SE 41st from Woodward to Powell



This wide segment has been prone to high speeds, and is dotted with several speed bumps

The intersection at Powell currently presents significant crossing difficulties due to confusion over ill-defined turning movements Presently, to proceed "straight" across the intersection feels and behaves more like making first a right turn onto Powell and then a left-turn on 42nd (to the south, and 43rd to the north) This is complicated by the fact that the north-south green light phase is relatively short, especially when compared to Powell, and all movements go at once This introduces potential conflicts between straight across vehicles and those turning left from the opposite direction

Fortunately, a separate safety project will create separate phases for north- and south-bound vehicles This will eliminate conflicts between left turners and those going straight

Recommendations

- stop control Tibbetts and Franklin
- coordinate new signalization plan for Powell with Office of Transportation's Signal Section

Bicycle Lanes on SE 42nd and 41st Avenues

The combination of relatively high traffic volumes and high speeds on 42nd and 41st Avenues south of Powell make these streets good candidates for bicycle lanes Though the average daily number of automobiles on these streets does not reach the 3,000 vehicle per day level that normally triggers bicycle lanes, the addition of high speeds

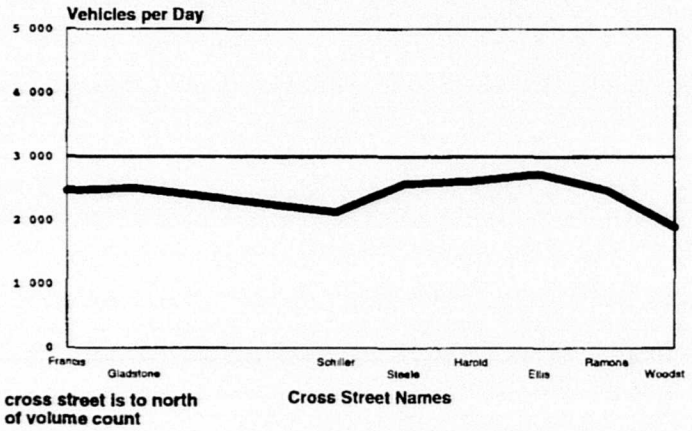
[10]Because of long-standing safety concerns here, two additional curb extensions will be built at this intersection with additional funding to be provided from outside this project's budget

makes this route uncomfortable without them The southern portion of the project—from just north of Raymond to Woodstock—has existing bicycle lanes On the northern, and narrower portion, striping bicycle lanes requires the removal of parking on one side of the street

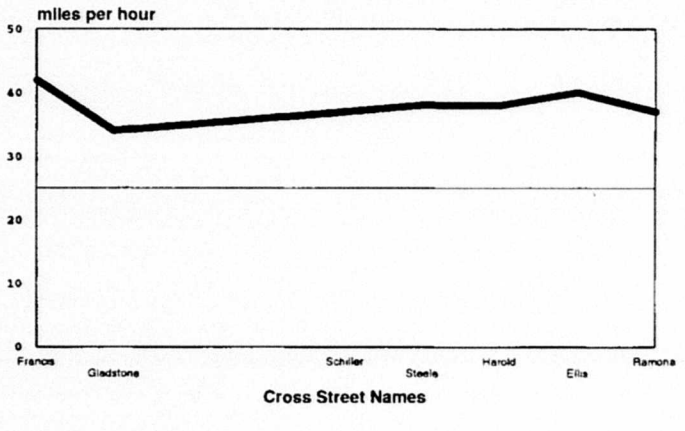
Parking surveys conducted on the segments recommended for bicycle lanes found adequate availability of on-street parking on one side of the street to accommodate the existing demand A complete analysis of the parking study is presented in Appendix B

Both these streets are classified as City Bikeways over their entire length They pass primarily through residential neighborhoods, where there is a mix of single- and multi-family development There are three commercial establishments along the route, all on the west side

SE 42nd/41st Avenues
Average Daily Traffic Volumes



SE 42nd/41st Avenues
85th Percentile Speeds



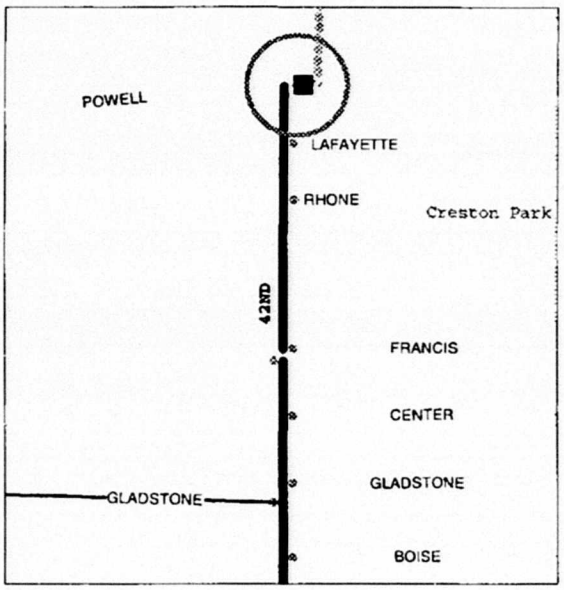
Segment 1 Powell to Gladstone

This segment has a number of apartment houses, which likely do not have enough off-street spaces to accommodate all residents and their guests Nonetheless, there are a total of 85 on-street parking spaces between Powell and Gladstone (39 on the east, 46 on the west) The bicycle lane project will remove approximately 39 from the east side of the street, leaving a total of 46 on-street spaces The highest number of cars parked on this segment was 32 Other counts observed 30, 17, and 23 parked cars

Recommendations

- stripe bicycle lanes on both sides of the street, removing parking along the west side
- explore the possibility of installing a "grip-rail" at the southeast corner of the intersection to allow cyclists to stay on their pedals in this uphill direction while waiting for the traffic signal to change

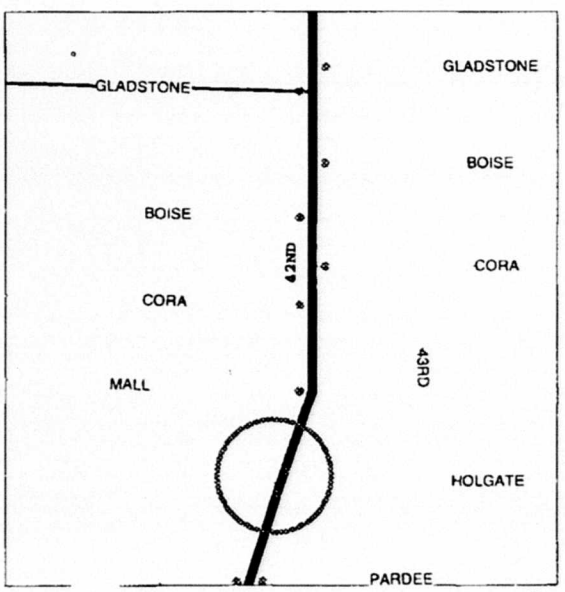
Removing cars from the east side of the street offers two advantages first, it preserves the most on-street parking spaces, second, there are more homes on the west side of the street not adjacent to side streets than there are on the east side, meaning that residents on the east side of the street have easier access to side street parking than do those on the west side



Segment 2· Gladstone to Holgate

The intersection at Holgate presents a difficult crossing for cyclists, especially northbound Northbound, cyclists must first turn right (east) onto Holgate, and then make a left-turn onto 42nd To do this, cyclists travel up a short hill, if there is oncoming traffic, cyclists must step out of their pedals and wait for a gap in westbound traffic, and it must be a long enough gap because cyclists will have to regain their pedal, and, starting from a dead stop, ride a short distance uphill to negotiate the left turn Because Holgate is uphill to the east, cyclists are further hindered and threatened by the relatively short sight distance created by the rise, and the high speeds of downhill cars Fortunately, there is a potential solution to this difficult crossing

Long known to north-south cyclists in this area is a 20-foot alley on the north side of Holgate that lines up directly with the continuation of 42nd Avenue to the south This former Tri-Met right-of-way has long been used by cyclists because it provides a straight crossing of Holgate at 42nd, instead of the badly skewed crossing described above Tri-Met's half-ownership of this right-of-way was ceded to three adjacent property owners,[11] requiring that we obtain a transportation easement to develop an off-street bicycle path here We will continue negotiations with the three property owners to obtain such an easement (see Figure 3)



In this segment homes on the east side are on a

[11]The City of Portland is the other half-owner of all three parcels

slope, and some homes have limited, to no parking available on their lots For this reason we propose to retain parking on the east side of the street The east side also has more spaces available than the west side (31 on the east, versus 27 on the west) Also, the majority of cars parked on the street at any one time were on the east side

As with the first segment, there will remain sufficient on-street parking on one side of the street to accommodate all parking needs The most cars parked on this segment at any one time was 21 cars Other observations counted 18, 11, and again, 21 cars parked on the street

Recommendations

- stripe bicycle lanes on both sides of the street
- remove parking on the west side of the street
- construct bicycle path on cut-through at corner of Holgate and 42nd Avenue

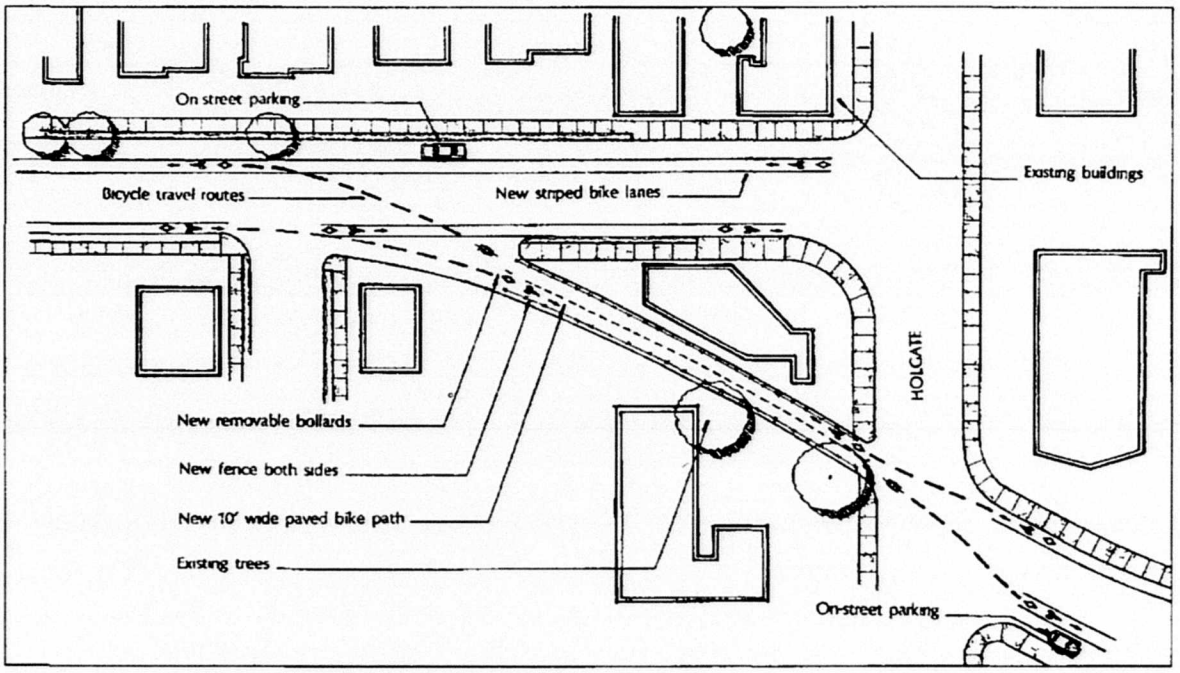


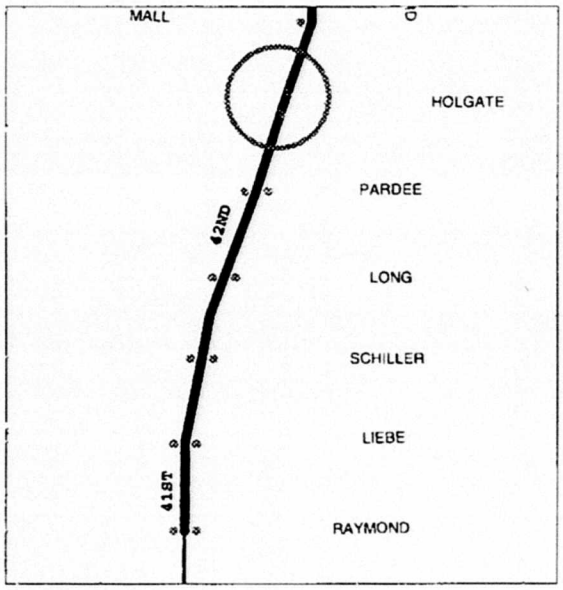
Figure 3 Cut-Through at Holgate and 42nd Avenue

Segment 3: Holgate to Raymond

Continuing south from Holgate, this segment joins with existing bicycle lanes that begin just north of Raymond Street, and then continue south to Woodstock There are 78 on-street spaces in this segment (38 on the east and 40 on the west), and the highest recorded demand for parking was 18 cars

Recommendations

- stripe bicycle lanes on both sides of the street to meet existing lanes near Raymond
- remove parking on east side of the street, as this will maintain on-street parking for the two commercial establishments in this section, both of which are on the west side of the street



Local residents expressed concerns about the plan to remove parking on one side of the street They felt that traffic speeds might increase, and that the curves on the street where 42nd merges into 41st do not leave adequate sight distance for people who will park on the west side of the street and cross to the east side City engineering staff evaluated the sight distance near these curves and found adequate sight distance to allow people to safely cross the street This street is highly ranked on the Office of Transportation's Traffic Calming list, a traffic calming project on 42nd and 41st is strongly supported by the Bicycle Program for the speed reductions it promises

Please see Appendix A for a more thorough discussion about the effect of bicycle lanes on automobile speeds

Segment 4 Raymond to Woodstock

This segment is defined by existing bicycle lanes and no additional pavement marking will occur south of Raymond Street

The crossing at 41st Avenue is difficult, there is no signal and a high volume of traffic on Woodstock However, this route works well for cyclists who wish to continue along the Woodstock bicycle lanes to the west, towards Reed College, and along Bybee to Sellwood For those wishing to continue south or to the east, cyclists will be directed to Ramona between 41st and 46th Avenues Turning south on 46th, cyclists will be able to safely and easily cross Woodstock at a traffic signal, and continue south on existing bicycle lanes on 46th and 45th to the Springwater Corridor

We received a comment at an open house that the superblock on Ramona between 44th and 46th attracts a relatively high volume of traffic, some of it high speed, and also a lot of parking maneuvers for customers and employees of businesses located in the superblock

Recommendations

- stop control 43rd and 45th as they enter Ramona

❑ Other Bicycle Facility Enhancements

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

- ❑ Vehicle-activated traffic signals will be marked to show cyclists the correct location to place their bicycles in order to activate the signal—this is a continuation of an existing city-wide program
- ❑ Destination and route identification signing along the project length

Appendix A: Bikeway Issues and Impacts

Bicycle Lanes

In several important ways, bicyclists differ little from motorists, both sets of travelers want to get to their destinations in as direct, convenient, and timely a manner as possible For both, this generally means traveling the roads that come closest to defining a straight line between point of departure and destination, using roads with the fewest number of stops, and seeking out those routes that provide the easiest crossings of major intersections For motorists and cyclists, satisfying these criteria means sharing the same busy arterial streets Thus, the question to be answered is not, "where do bicyclists belong?", but rather, "how do we best provide for the safety of motorists and bicyclists alike?"

This notion is reinforced by the City of Portland's Comprehensive Plan *Transportation Element,* which states that, " all streets should be designed for bicycle passage " Thus, all streets should be accessible by bicycle, with the appropriate bicycle facility depending on motor vehicle traffic speed and volume, as well as on the street's classification and presence on Portland's Bikeway Network The arterial streets designated for bicycle lanes in this project all experience either traffic volumes well in excess of 3,000 vehicles per day, or traffic volumes approaching 3,000 vehicles per day in combination with high traffic speeds These conditions merit bicycle lanes

Bicycle lanes benefit motorists as well as cyclists The benefits to cyclists are immediately obvious while national and local polls frequently cite the lack of bikeways as the number one reason more people do not bicycle for daily trips, these same surveys found that the most compelling type of bikeway is a bicycle lane because of the space it designates for bicycles only No longer competing directly with automobiles for limited space, cyclists have a space to call their own Because bikeways attract more cyclists, they promote reductions in air, noise, and water pollution Encouraging the switch from automobiles to bicycles also decreases the need for street maintenance and reduces congestion for all roadway users

A study conducted by North Carolina's Highway Safety Research Center demonstrated the significant improvement to both bicyclist and motorist safety from the presence of bicycle lanes Comparing roadways of similar widths, traffic volumes, and speeds, the researchers concluded that the presence of a bicycle lane stripe, by defining the roadway space, resulted in fewer erratic maneuvers on the part of motorists, which has obvious benefits for all roadway users Without a bicycle lane stripe, motorists tended to swerve far to their left when passing a cyclist, as they were unable to accurately gauge the separation between their vehicle and a bicycle

A study conducted by Dr William Moritz of the University of Washington, in which he compiled data from over 4,000 cyclists nationwide, concluded that "streets with bicycle lanes are significantly safer than both major *and minor streets* without special bicycle facilities [emphasis added]

Bicycle lanes cost between approximately $10,000 per mile, with the bulk of the cost resulting form grinding out the old roadway striping Without the grinding, bicycle lanes cost approximately $4,000-$5,000 per mile However, they can be more costly if signal modification

or shoulder widening is needed

Parking Removal

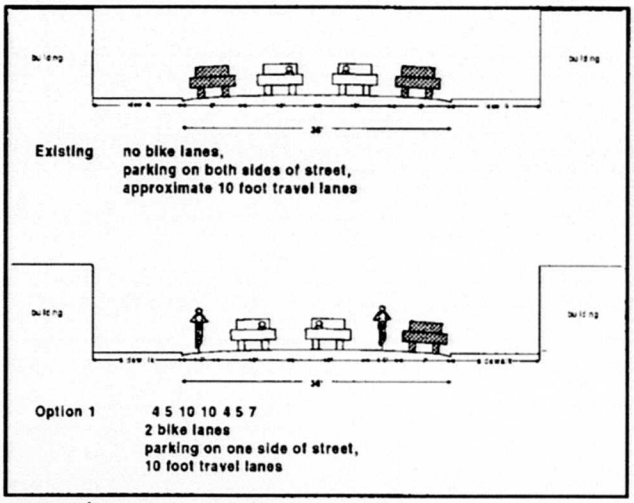
Parking will need to be removed on one side of both NE 47th Avenue, between Halsey and Glisan, and on SE 42nd/41st between Powell and Raymond In both cases, the curb-to-curb width is 36 feet, enough to accommodate two travel lanes, two bicycle lanes, and one parking lane We conducted parking surveys along these streets and found sufficient on-street parking on one side of the street to accommodate the existing demand for parking As noted above, City policy states that parking not deemed essential to served adjacent land uses can be removed on City Bikeways to provide bicycle lanes

That said, removing parking is never popular with the street's residents and business owners, if any By the same token, it is considered essential by the cyclists who do and will use the street if it results in needed bicycle lanes

Appendix B: Parking Surveys

NE 47th Avenue

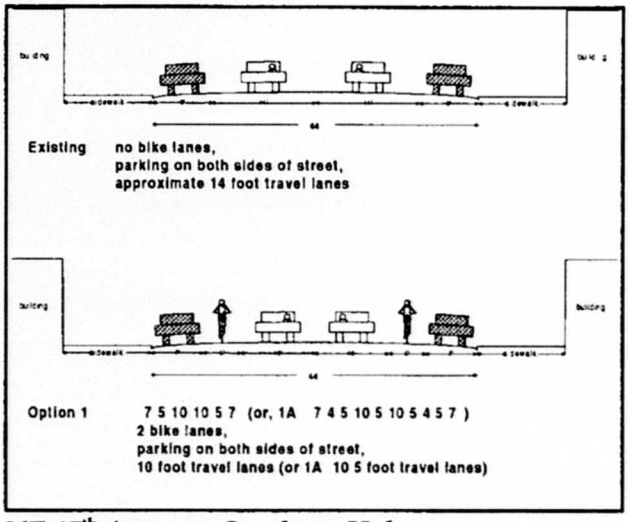
Bicycle lanes are proposed on NE 47th Avenue from Sandy to Glisan The street widths vary over this distance from Sandy to Halsey the street is 44 feet wide, from Halsey to Glisan the curb-to-curb distance narrows to 36 feet Whereas 44 feet is wide enough to accommodate bicycle lanes with parking on both sides of the street, when the street narrows bicycle lanes can be striped only if parking is removed on one side of the street The diagrams on this page show the dimensions on each segment before and after bicycle lane striping



NE 47th Avenue Halsey to Glisan

Surveys of parking use were conducted on 47th Avenue on the following eleven dates and times

Sunday, December 7, 1997 at 8 00 am
Thursday, December 11, 1997 at 7 00 pm
Tuesday, December 16, 1997 at 10 00 am
Thursday, December 18, 1997 at 2 00 pm
Thursday, January 15, 1998 at 1 15 pm
Tuesday, March 31, 1998 at 1 00 pm
Thursday, April 2, 1998 at 11 00 am
Friday, April 3, 1998 at 10 30 am
Friday, April 3, 1998 at 1 30 pm
Monday, July 24, 1998 at 2 00 pm and
Friday July 28, 198 at 2 10 pm



NE 47th Avenue Sandy to Halsey

Methodology

Counting parked cars is simple
Determining the total number of available on-street spaces in an area without parking meters is less straightforward To determine the number of available spaces, we measured the number of feet along each side of each block face where vehicles could possibly park This excludes driveways, areas signed "no parking," yellow zones, bus zones, etc We then divided this distance for each block face by 18, which is the number of curb feet, on average, occupied by a parked vehicle In some areas of the city, such as Northwest Portland, where parking is at a premium, 15 feet is the assumed distance used by a parked car On NE 47th Avenue, we assumed 18 feet

The below table presents the results of the parking survey only for those blocks that will be affected by parking removal

Table A-1. Results of Parking Survey on NE 47th Avenue

	Street Segments																		Summary of Sections								
	Halsey to Wasco			Wasco to Multnomah			Multnomah to Oregon			Oregon to Royal			Royal to Irving			Irving to Hoyt			Halsey to Hoyt			Halsey to Multnomah			Multnomah to Hoyt		
Side of Street	East	West	total	East	West	total	East	West	total	East	West	total	East	West	total	East	West	total	East	West	total	East	West	total	East	West	total
Available Spaces	13	20	33	7	13	20	10	7	17	3	3	6	6	4	10	6	5	11	45	52	97	20	33	53	25	19	44
Sunday 12/7/97 8:00am	5	2	7	1	0	1	0	3	3	0	2	2	5	4	9	6	4	10	17	15	32	6	2	8	11	13	24
Thursday 12/11/97 7 00pm	4	1	5	1	0	1	10	2	12	0	2	2	9	2	11	4	3	7	28	10	38	5	1	6	23	9	32
Tuesday 2/16/97 10:00am	3	3	6	3	3	6	3	6	9	0	6	6	2	4	6	2	4	6	13	26	39	6	6	12	7	20	27
Thursday 12/18/97 2 00pm	5	9	14	3	2	5	3	3	6	2	5	7	5	3	8	4	5	9	22	27	49	8	11	19	14	16	30
Thursday 1/15/97 1:15pm	5	6	11	3	0	3	4	3	7	3	6	9	5	4	9	5	5	10	25	24	49	8	6	14	17	18	35
Tuesday 3/31/98 1 00pm	data not collected for individual blocks																		25	22	47	9	7	16	16	15	31
Thursday 4/2/98 11:00am	data not collected for individual blocks																		26	25	51	10	11	21	16	14	30
Friday 4/3/98 10 30am	5	8	13	4	5	9	5	5	10	0	6	6	7	3	10	4	5	9	25	32	57	9	13	22	16	19	35
Friday 4/3/98 1 30pm	2	1	3	5	4	9	4	4	8	0	7	7	8	1	9	2	4	6	21	21	42	7	5	12	14	16	30
Monday 7/24/98 2 00 pm	6	5	11	6	4	10	5	4	9	0	6	6	5	3	8	4	5	9	26	27	53	12	9	21	14	18	32
Friday 7/28/98 2 10 pm	4	4	8	5	6	11	8	5	13	3	6	9	7	4	11	5	5	10	32	30	62	9	10	19	23	20	43
Highest % Occupancy	46%	45%	42%	86%	46%	55%	100%	86%	76%	100%	233%	150 %	150%	100%	110%	100%	100%	91%	71%	62%	64%	50%	39%	42%	92%	105%	98%

35733

SE 42nd/41st Avenues

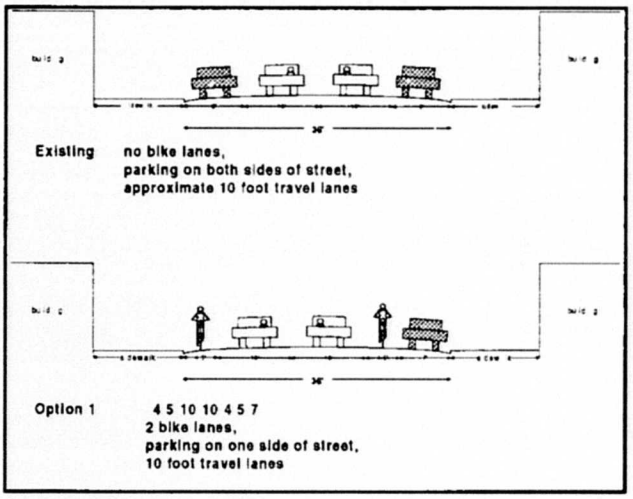
Bicycle lanes are proposed on SE 42nd Avenue from Powell to Raymond[12], where they will join with existing lanes that connect to Woodstock The street widths vary over this distance from 36 feet to 44 feet between Powell and Gladstone the curb-to-curb distance is 36 feet, between Cora and Boise the curb-to-curb distance is 44 feet and may allow the preservation of parking for at least part of the block, the rest of the bikeway is either 40 or 42 feet The diagrams on this page show the dimensions on each segment before and after bicycle lane striping

Surveys of parking use were conducted on 42nd and 41st Avenues on the following dates and times

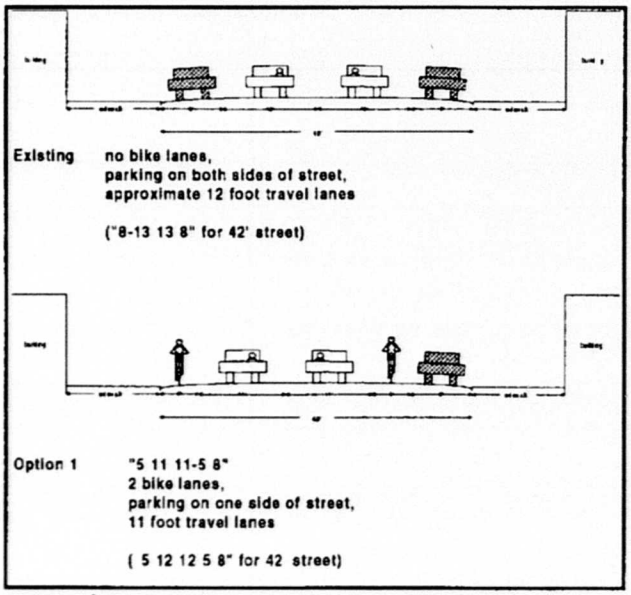
Sunday, December 7, 1997 at 8 00 am
Thursday, December 11, 1997 at 7 00 pm
Tuesday, December 16, 1997 at 10 00 am and
Thursday, December 18, 1997 at 2 00 pm

The same methodology was used as described above for 47th Avenue

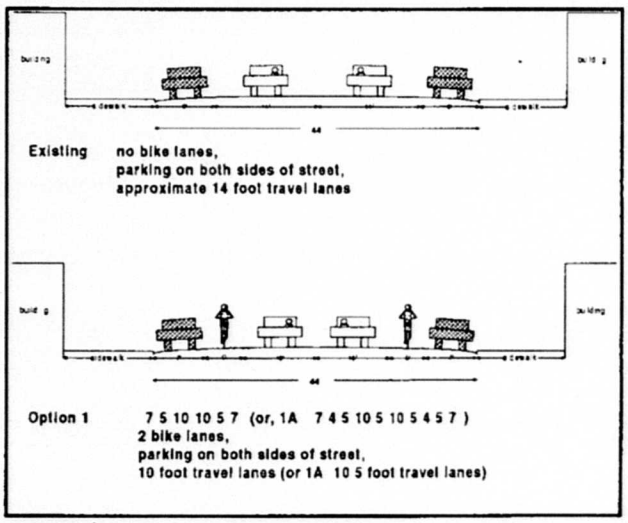
The below tables present the results of the parking survey on SE 42nd and 41st between Powell and Raymond



SE 42nd Avenue Powell to Gladstone



SE 42nd & 41st Avenues· Cora to Raymond



SE 42nd Avenue Boise to Cora

[12]42nd Avenue merges into 41st Avenue south of Leibe

Table A-2. Results of Parking Survey on SE 42nd/41st Avenues: Powell to Gladstone

	Street Segments												Summary		
	Powell to Rhone			Rhone to Francis			Francis to Center			Center to Gladstone			Powell to Gladstone		
Side of Street	East	West	total	East	West	total	East	West	total	East	West	total	East	West	total
Available Spaces	**14**	**10**	**24**	**15**	**19**	**34**	**5**	**6**	**11**	**5**	**11**	**16**	**39**	**46**	**85**
Sunday 12/7/97 8 00am	9	0	**9**	6	9	**15**	1	0	**1**	1	4	**5**	17	13	**30**
Thursday 12/11/97 7:00pm	6	9	**15**	6	7	**13**	1	0	**1**	1	2	**3**	14	18	**32**
Tuesday 12/16/97 10 00am	3	7	**10**	4	2	**6**	1	0	**1**	0	0	**0**	8	9	**17**
Thursday 12/18/97 2:00pm	3	7	**10**	6	2	**8**	1	2	**3**	2	0	**2**	12	11	**23**
Highest % Occupancy	64%	90%	**63%**	40%	47%	**44%**	20%	33%	**27%**	40%	36%	**31%**	44%	39%	**38%**

Table A-3. Results of Parking Survey on SE 42nd/41st Avenues: Gladstone to Holgate

	Street Segments												Summary		
	Gladstone to Boise			Boise to Cora			Cora to Mall			Mall to Holgate			Gladstone to Holgate		
Side of Street	East	West	total	East	West	total	East	West	total	East	West	total	East	West	total
Available Spaces	**7**	**6**	**13**	**7**	**9**	**16**	**11**	**9**	**20**	**6**	**3**	**9**	**31**	**27**	58
Sunday 12/7/97 8 00am	4	1	**5**	1	1	**2**	4	2	**6**	5	3	**8**	14	7	**21**
Thursday 12/11/97 7 00pm	4	0	**4**	0	2	**2**	10	0	**10**	0	5	**5**	14	7	**21**
Tuesday 12/16/97 10 00am	4	0	**4**	0	1	**1**	6	1	**7**	3	3	**6**	13	5	**18**
Thursday 12/18/97 2:00pm	1	0	**1**	1	0	**1**	4	2	**6**	2	1	**3**	8	3	**11**
Highest % Occupancy	57%	17%	**38%**	14%	22%	**13%**	91%	22%	**50%**	83%	167%	**89%**	45%	26%	**36%**

Table A-4. Results of Parking Survey on SE 42nd/41st Avenues: Holgate to Raymond

	Street Segments															Summary		
	Holgate to Pardee			Pardee to Long			Long to Schiller			Schiller to Leibe			Leibe to Raymond			Holgate to Raymond		
Side of Street	East	West	total	East	West	total	East	West	total	East	West	total	East	West	total	East	West	total
Available Spaces	**3**	**5**	**8**	**6**	**8**	**14**	**11**	**9**	**20**	**8**	**9**	**17**	**10**	**9**	19	**38**	**40**	**78**
Sunday 12/7/97 8 00am	1	0	**1**	**0**	**0**	**0**	2	3	**5**	2	3	**5**	0	0	**0**	5	6	**11**
Thursday 12/11/97 7:00pm	**2**	5	**7**	1	1	**2**	**0**	2	**2**	**2**	3	**5**	1	1	**2**	5	11	**16**
Tuesday 12/16/97 10 00am	0	0	**0**	1	0	**1**	0	2	**2**	2	1	**3**	1	1	**2**	3	3	**6**
Thursday 12/18/97 2 00pm	3	1	**4**	**0**	1	**1**	**0**	2	**2**	1	1	**2**	1	2	**3**	4	5	**9**
Highest % Occupancy	100%	100%	**88%**	17%	13%	**14%**	18%	33%	**25%**	25%	33%	**29%**	10%	22%	**16%**	13%	28%	**21%**

Appendix C: Comments Received and Staff Responses

This section reproduces and/or summarizes

- the comments received at the four open houses hosted by the City of Portland Bicycle Program
- the comments recorded at a public meeting hosted by Providence Hospital
- letters and email received and
- comments received over the telephone

Comments Received at the January 14, 1998 Forties Bikeway Open House and Staff Responses

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

Comment	Response
Regarding proposed Route on Ramona between 41st and 46th There are no stop signs for traffic on Ramona 43rd and Ramona is an uncontrolled intersection Heavy parking behind Safeway significantly narrows street Cars travel Ramona very fast during rush hour to avoid Woodstock traffic and lights Neighborhood Association had agreement with previous owner of Safeway that employees would not park on Ramona Such an agreement still holds with nearby Bi-Mart, but apparently, not with new owner of Safeway	We will look at stop sign placement on Ramona for most advantageous arrangement Will also look at speed and volume at rush hour
Thank you for the presentation! We're all for it Looking forward to improved flow @ Powell and 42nd Also, looking forward to traffic improvements ie , to slow it down on 42nd between Holgate and Powell Would suggest traffic circle or triangle at intersection of 42nd and Gladstone to uplift and improve area Please consider it (Drawing included)	Thanks for the suggestion Unfortunately, our budget does not provide enough leeway to put in the type of improvements you recommend
Prefer bike lanes on main through street with signals	This route will have a combination of both
I support sticking close to 39th corridor for direct routes, so between 42nd and 47th s of Woodstock, I endorse 42nd On the other hand, I would try to avoid the zigs and zags through Hollywood just because it's dangerous through there Parking is not a right I support more bike routes even at the expense of parking spots Thanks for your work	Striping bike lanes on NE 42nd would require parking removal in the heart of a commercial district, something we are not presently recommending We are proposing two routes through Hollywood, one through its heart to the transit center, and one that bypasses the zigs and zags and congestion along 47th
As a driver (of a car), I find the narrow, curvy car lanes on 28th between Bybee and Woodstock and Woodstock by Reed very dangerous and find that I must drive in the bike lanes	The travel lanes are sufficiently wide to stay within the lines when traveling the speed limit
Pedestrian light on 41st and Hawthorne should turn to walk faster and stay on longer	That light is coordinated with the light at 39th, we cannot give it more green time without disrupting traffic flow on Hawthorne, something we will not do

Put speed bumps between Hawthorn and Lincoln Enforce laws for bicycle riders going through stop signs on 41st and Harrison Lots of cut-through automobile traffic on 41st	Two traffic volume counts were taken on SE 41st at Lincoln The first, on October 5, 1987, counted 173 northbound cars and 337 southbound cars The second count, conducted on January 6, 1992--after the installation of traffic control devices on Lincoln at 39th, counted 167 northbound cars and 484 southbound cars This showed an increase in traffic southbound on 41st from Lincoln of approximately 40%, a noticeable amount, thought the volume of traffic is still considered low

Comments Received at the January 21, 1998 Forties Bikeway Open House and Staff Responses

Comment	Response
I am concerned that removal of parking on 41st Ave between Holman and Siskiyou would lead to increased traffic speeds on a street that already needs some degree of traffic calming 41st/42nd is very difficult to cross by either foot or bicycle, particularly near Alameda Because 41st/42nd is so residential in character, any solution for the bikeway that increase traffic speed or removes parking would negatively impact the neighborhood I strongly support the project in general, I only hope a route such as 37th, and a design such as a bicycle boulevard, can be used to minimize adverse impacts to the neighborhood	We are no longer proposing bike lanes for NE 42nd/41st You should also know that the striping of bike lanes has been shown to slightly decrease traffic speeds, as the bike lanes create a visual narrowing of the street
I like the 41st Avenue route through Hollywood	ok
I live on 42nd It has much heavier traffic than I realized when I bought my home 2 years ago I have only 1 car and park in my garage daily (I take the bus to work) I am concerned about the removal of parking by my home, however It will inconvenience my guests and affect my property value Hopefully the bicycle lane will slow auto traffic There is a great deal of speeding, especially at night in the summertime	We are no longer proposing bike lanes for NE 42nd/41st
I like the bike boulevard idea on 37th I live on SE Salmon and it works great	ok
42nd between Fremont and Alameda needs to be narrowed Speed bumps like 33rd--a street with buses	At present, those streets are outside of this project's boundaries
I am not sure what your goal is--i e , mostly family trips or mostly commuting--so deciding among the alternatives is difficult For me personally, I like the quickest route (using 47th/45th) I would use this to visit friends in SE PDX and to get to Springwater Corridor I prefer straight, quick routes and don't mind traffic	The goal is to encourage safe bicycling throughout the area Some of the streets in the project require bike lanes because of their traffic volumes and/or high speeds Others do not We anticipate all routes will be used by all types of riders, though family trips, presumably with young children, will likely stick mostly to the boulevard streets

Please avoid 39th-37th and Sandy intersections and area Vehicle traffic is too fast and busy Backs up bumper to bumper into Ptld in the am Sandy is alternate route when accidents occur on I-84 East-bound on Sandy is dangerous at 37th--Many vehicles in right-only turn lane Cars speed over rise of overpass over I-84	Crossing Sandy at 39th or 37th was almost universally seen as being too intimidating and dangerous to include as part of this project
Best to cross 42nd at Siskiyou, not Alameda Alameda is too close to hill and curve and buses charging up hill Avoid north-bound from Wistaria across 41st at curves 47 th route is best choice easy, safe, quick, direct, avoids congestion in Hollywood Also need some kind of bike route through center of Hollywood from Transit Ctr for bikers using transit--consider 42nd/41st from Transit Center to Sandy Perhaps north on 42nd at Sandy and south on 41st(?)	We're now proposing to cross NE 42nd at Stanton in diverting over to NE 47th We are proposing routes both along 47th and through the heart of Hollywood
Please tell the Tri-Met bus drivers to slow down on 41st--if just by chance they are involved in this process	Unfortunately they are not involved in this process, but we are no longer proposing a route along 41st
42nd is an important transit corridor with high vehicular speeds and abundant pedestrian use making this a tricky street for bike lanes Removing parking would be hardship to property owners and increase traffic speeds I usually try to park in the street as a method fo slowing speeding cars	We are no longer proposing bike lanes along this route Bike lanes have been shown to cause a slight reduction in speeds because of the visual narrowing they create on a street
Please coordinate with ped planners At the intersection of Alameda and 41st is desperate, unsafe, yet well used I suggest some sort of traffic calming at this location, i e , narrowing of the intersection	That intersection is no longer part of this project (we're proposing to cross Alameda at 37th/Fremont)
Need better bike and pedestrian route from Sandy to Hollywood, especially to connect to Max (along 42nd) 47th and Sandy is pretty good, but hard to cross at rush hour (even when bike/ped signal is pressed)	We're proposing a direct route through Hollywood to the transit center, crossing Sandy at 42nd (signalized) and at 47th (also signalized) The 47th crossing will be striped with bike lanes
We support your 40's bikeways project but have no particular concern, ideas, whatever Good luck!	ok
I am most concerned about the freeway crossings I would find the 37th and 39th options very daunting I use the transit crossing, and go north on 42nd I would suggest looking at an alternative that uses 42nd at least as far north as Hancock 47th is also a good alternative If you use the 37th option going south, I would appreciate a refuge on Sandy to wait to turn left onto 37th	We're not proposing to use 37th or 39th, and are proposing to use 42nd north to Tillamook
From the south, use 41st to Hassalo then west to 33rd--then north to Prescott, then east to 42nd	We are not proposing to use 33rd as it is outside this project's boundaries
I do not feel that 47th Avenue is a viable alternative for a bike route We have major parking issues and a whole lot of traffic, with no real place for a bike lane without losing half of the parking presently available Thanks!	Yes, parking would have to be removed on one side of the street, studies we have conducted show enough available parking on the west side of the street north of the freeway to accommodate all current parking demands
Incorporate Holly TGM project (planning dept) Products/outcomes which may include traffic pattern changes into 40's route	Planning work at this point is conceptual, actual work will be implemented well into the future At that time we will integrate designs

I'm against removing parking on 47th Don't use 42nd--use 37th	Between the parking that would remain on the street and Providence Hospitals off-street lots and garages, there is more than adequate parking to serve all needs

Comments Posted on the Map at the January 21, 1996 Forties Bikeway Open House

Comment	Response
NE 47th between Columbia and Alderwood needs shoulder improvements	Unfortunately, that is beyond this project's scope
Being away from busy traffic, as on 37th, is a big plus	ok
37th is a great street to bike on from Sandy north to Holman	We've also heard good things about 38th and 39th, we are proposing 39th between Tillamook and Wistaria, 38th from Wistaria to Alameda, and then 37th to Holman
42nd is my last choice for a north-south route--too busy, too fast, too many cars Any street from 37th to 41st works much better, is much safer, and much more pleasant	ok
Speed on 37th is a problem for boulevard development	We've heard that to be the case on 37th south of the Alameda Ridge, and are no longer proposing a route for there Instead, we're proposing 39th from Wistaria to Tillamook
42nd has good sight distance, which allows response time	ok
Can you make improvements on 42nd without removing parking? Boulevard techniques? Problems with bus traffic?	No Because of the high traffic volumes on 42nd, the only safe treatment is to stripe it with bike lanes We are no longer proposing to use 42nd as part of this project
I have ridden 37th Avenue for years--Great Route! Prescott and 37th--maybe a 4-way flashing light?	We are proposing to put new curb cuts at this intersection to allow cyclists to use the sidewalks and crosswalks to cross Prescott
Slow busses down on 42nd --Tri-Met raceway	Not much we can do about that
Bike boulevard makes sense on 37th	ok
Improved pedestrian/cyclist crossings at Fremont and Alameda needed on 37th	We are proposing curb extensions at this intersection
Prefer not to facilitate cross automobile traffic at Fremont and 37th	Curb extensions will facilitate pedestrian and bicycle crossing, not automobiles
Parked cars on 42nd slow traffic	Yes, and so would bike lanes
Bicycle/pedestrian safety issues near Beaumont School	Agreed, but it's no longer a part of this project
Traffic on 42nd/41st too fast Dangerous for the high volume of pedestrians & bicyclists that cross back and forth	ok
37th to Wisteria to 38th has a lower gradient going north than does 37th to Klickitat	We agree and have included it as part of this project

37th between Hancock and Broadway is very busy morning and evenings With access to freeway convenience Also, tight parking in this section due to businesses & classes on Broadway in that area We live in this section & would not want parking taken away as it is already a problem with not enough available Heart of Hollywood District parking removal would be detrimental to businesses there that area already having a difficult time doing business Keep this area business-friendly so shoppers keep coming	We agree We've decided to shift the route over to 39th for the segment between Wistaria and Tillamook The proposed boulevard down 37th would not have removed parking as boulevard streets call for bicyclists and motorists to share the lane
There are no stop signs on 42nd/41st between Knott and Fremont (buses) Easiest to cross at Siskiyou--Alameda crossing is okay, but busier and closer to curve and hill	We're proposing to cross 41st/42nd at Stanton
Coming south on 37th to Fremont, go straight on Alameda to Klickitat Turn left on Klickitat and cross 41st on Klickitat--not on Alameda Turn right on 42nd to Alameda, go left to Wiberg, turn right	See above
The narrow intersection of Alameda and 41st poses an unsafe pedestrian crossing	ok
Wiberg is a big hill and a bad bike opportunity	We agree We'll come down the hill at 38th
I prefer 38th to 37th between Klickitat and Hollywood	We're proposing 38th from Klickitat to Wistaria, and then 39th to Tillamook
Very poor visibility to north if crossing 42nd to east on Alameda	We'll cross 42nd at Stanton
Coming south on 42nd, turn left at Alameda to Wiberg, turn left on Wiberg to 47th	No longer a part of the route
Wiberg is too narrow as it is now	We agree We'll come down the hill at 38th
The next street south of Wiberg is not nearly as narrow or steep	We'll come down the hill at 38th
Wiberg is narrow and steep with poor visibility Auto traffic uses Wiberg to travel south to Providence Hospital area	We agree We'll come down the hill at 38th
47th is a bad route Wiberg--NO!	ok
I like 47th because of speed--also, there will be access to Downtown Hollywood via Tillamook/Hancock bike boulevard	ok
47th avoids the congestion of central Hollywood District	ok
I think 47th is the safest, easiest, fastest route through Hollywood It's my first choice In addition, I recommend some kind of bike accommodation through the heart of Hollywood on 42nd and possibly 41st at Sandy (bikes get off buses at Hollywood Transit Center	ok
Buses go up and down 42nd/41st between Sandy and Fremont Crossing at the corner of 42nd/41st and Wistaria is very dangerous A curve and hill and busses charging up the hill Best to avoid it	We're no longer proposing that as part of our route

No need to stripe lanes on 39th between Thompson and Hancock--the street is wide and not busy	Agreed
To cross Sandy northbound cross I-84 at the Transit Center, cross Halsey at 42nd, proceed one block west, just behind the fitness center to Broadway to cross-walk north of A-Boy Plumbing, then cross Sandy just north of A-Boy at crosswalk	We're planning to cross Sandy at 42nd and at 47th (both signalized, 2-way intersections
Proceed down 42nd to cross Sandy, go 1 block east to 47th, this eliminates the bad hill from Alameda to 47th	We're proposing to come down the ridge at 38th
Please strongly look at creating another route south other than 47th It is too much to ask riders to go 10 blocks east from 37th	We're proposing a route down 42nd to the Transit Center that will cross the freeway on the transit center ramps
If parking is removed on the east side of the street, there are 2 residents who will get tickets for parking because they do not have sufficient off-street parking Do not eliminate parking lane on east	We recommend removing parking on the east side as there are more spaces on the west
30 mph traffic on 47th is a problem People visiting Providence Hospital is a problem, slow cars are often passed by "road rage" drivers and would veer into bike lanes	Actually, the "road rage" drivers would veer to the left into oncoming traffic lanes
There are not crosswalks for residents here who would have to park across busy street if parking is taken away	We can look at marking crosswalks at Wasco and Multnomah
Bicyclists are both consumers and commuter who need access to downtown Hollywood	ok
The intersection of 37th and Sandy is a pretty tricky intersection if you are hoping this will be a family and not just a commuter route	We're no longer considering it for this project

Comments Received at the April 21 and 22, 1998 Forties Bikeway Open Houses and Staff Responses

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

Comment	Response
Speed bumps are infinitely better than circles! As a cyclist I'm not a fan of curb extensions Reason I have to merge into vehicle lane to avoid extensions Consider using 39th from Alameda going south instead of 38th Reasons 4-way stop at both Knott and Tillamook Also, 39th is single-side parking, 38th is only single-side parking on school days	Curb extension do not stick out any further into the street than does a parked car We looked at using 39th rather than 38th Please see body of plan for comparative discussion of these two streets
Use 39th from Stanton to Tillamook (4-way stops at 39th) and use Alameda from 38th to Wiberg	Please see body of plan for discussion of this point
Use 39th from Stanton to Tillamook (4-way stops at 39th) and use Alameda from 38th to Wiberg	Please see body of plan for discussion of this point
47th route proposals are long overdue	Ok

No parking removal on 47th	We'd prefer to not remove parking, but there is no other way to stripe a bicycle lane on 47th Avenue Please see body of plan for discussion of this point
Safety issues involved in the section of 38th between Wistaria and Klickitat street has an incline, the curve near the top, narrow width, multiple use will be hazardous (i e , parked cars with one lane traffic and bikers as well as pedestrians) This section needs more study and consideration for traffic management! All users need to be protected here Perhaps traffic movement can be discouraged with the ride barrier, signs installed, etc to make this area work for the benefit of all	Please see body of plan for traffic engineer's analysis of 38th in this section
My concern is the section of NE 38th from Klickitat to Wisteria 38th is only 18' wide, probably the narrowest roadway on the route It is a fairly steep hill with an "s" turn that creates blind spots If a bike and car meet there is little room, and if they meet where a car is parked, there is no escape route for a bike In my opinion, most bicyclists cannot stop quickly and if it is raining--their brakes are useless I am in favor of the bike route, but I feel there is a strong safety concern for the bicyclists My proposal is to discourage car traffic in favor of bikes Motorists should be sent to 37th An island at 38th/Wisteria similar to 39th/Tillamook would be a solution (no through north-bound traffic)	Please see body of plan for traffic engineer's analysis of 38th in this section
Providence should improve signage to parking on their campus I prefer option #1 [no parking east side of street] (it could also be possible to remove parking on west instead of east between Multnomah and Euclid)	We hope to work with Providence to improve their signage Removing parking on the west side of the street between Multnomah and Euclid would leave only 20 available parking spaces on the street, instead of the 33 that would remain if we remove parking on the east side
Option 2 seems the best solution [no parking east north of the freeway/no parking west south of the freeway]	ok
I think it's a great idea, and it is really needed I see many people riding bikes around these areas, and it would be much safer with a bike path	Ok
At 41st and Prescott Please make certain that the proposed sidewalk signing at 41st and Prescott is optional not interpreted as mandatory!!! "Bikes May Use Sidewalk," not "Bikes Enter Sidewalk" Re 47th Ave I can live with options 1, 2, 3, or 4, but not 5 [no build]	Good suggestion, we'll see what we can do
Wisteria needs a stop sign at 38th going east and west	We'll evaluate that intersection to see if it's needed
38th and Wisteria intersection needs a larger traffic circle or 4-way stop It's dangerous for cars and pedestrians, as well as bicyclists There are near misses every week 38th and Klickitat intersection is pitch dark at night--dangerous because traffic in all directions is coming off blind curves Please check accident histories at these intersections	The crash history at 38th and Wistaria does not indicate the intersection is dangerous (please see body of plan) Neither does that at 38th and Klickitat, where no crashes were reported in the period from 1992 to 1996

Comments Recorded at April 6th Public Meeting Hosted by Providence Hospital

- Skepticism about our parking survey data, e g , dates collected, veracity, bias of staff Parking is already a huge problem
- All our data about crashes is irrelevant, the Bill Moritz study is anecdotal and also not relevant
- Are we coordinating with Hollywood plan process that would potentially modify 39th?
- Is Providence parking at capacity? Providence officials explain that it is at 65-80% at peak, leaving at least 300 available spaces at all times, mostly on the upper floors However, Providence expressed mixed feelings about the project support for increasing bicycling, yet concern about the loss of parking
- People going to Social Security building north of freeway need parking, especially disabled parking
- Can we look at providing left-turn lanes into Providence?
- Can we plant street trees along 47th to help buffer pedestrians?
- Are we aware of stop sign changes in Laurelhurst? We should coordinate better
- Why not use 53rd instead? We don't need this
- Gentleman on Royal Court expressed that he likes not having parking on-street as it is easier to see kids
- Can you stop in a bicycle lane to pick-up passengers?
- Bicycle lanes are part of the community vision to reduce congestion
- Where will cars stop when ambulances come down the street?
- 47th is a speedway
- Kids will have to cross the street This is dangerous
- Feeling that residents losing parking essentially "pay" for the bicycle lanes
- We should license bicyclists
- Why do we need two bicycle routes?
- It is an important route, given the need to cross Sandy and I-84, 47th is the best way
- Ambulances, police cars, social security office, all contribute to making the street dangerous
- Bicycle lanes on Glisan work great
- Speed increases on 47th at night, bicycle lanes will increase speeds
- Critical of process, neighborhood associations didn't hear from us, alternatives should have been presented to associations
- Too many cars are the problem, not bicycles
- Use Oregon to cur over from 47th to 41st instead of Glisan, saves parking near Providence
- Handicap spaces needed in critical areas
- Bicycle lanes work--supports project
- Really need bicycle lanes on this street, parking is very lightly used
- Why did we pick Stanton-Wisteria?
- Why aren't we considering 39th?
- 53rd is best, Royal Court has turnaround for cars (bad)
- Burnside, Stark, Glisan all difficult crossings, why not stay on 47th south of Glisan?
- Should have mentioned parking removal opposition in draft plan
  - Safety concerns about pedestrians, kids crossing the street
  - Residents have been waiting for the area parking permit program for years
  - Providence offers to help reach residents
  - Bicycle lanes will move cars closer to houses and sidewalks
  - People coming to a big party, where will they all park?
  - The trade-off of parking for bicycle lanes is not worth it

Concerns about the use of NE 38th between Klickitat and Tillamook

This segment, particularly the stretch on the ridge between Wistaria and Klickitat, generated some concern among 38th Avenue residents Residents raised the following concerns

- the street is too narrow to accommodate parked cars, two automobiles, and two bicyclists at the same time
- cyclist safety will be further compromised because of poor sight distance and limited lighting
- there is no room for cyclists to "bail out" should a conflict with an automobile become imminent
- privacy on the street will be lost due to its development as a bicycle boulevard as it will attract additional unwanted traffic to the street
- the intersection of 38th and Wistaria is dangerous with frequent crashes occurring there

Residents suggested the following remedies for this

- develop a parallel street as a bicycle boulevard
- limit automotive access to the street with a traffic diverter at Wistaria to prohibit northbound traffic continuing from 38th south of Wistaria
- make 38th a one-way street

Other local bicyclists suggested 39th between Stanton and Tillamook was superior to 38th because they believed it carried lower traffic volumes (due to the traffic diverter at 39th and Tillamook) and because of the advantageous placement of 4-way stops at Knott and Brazee

Staff Recommendation Incorporate NE 38th Avenue between Klickitat and Tillamook as part of the North-South Forties Bikeway

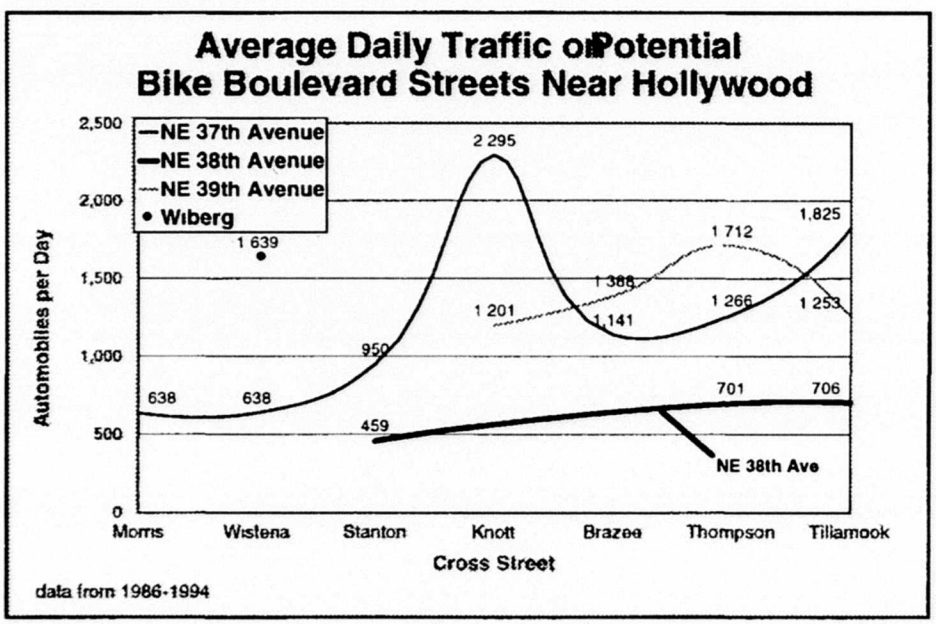


Figure 4

NE 38th is recommended for two main reasons it has the gentlest incline up the Alameda Ridge of the routes considered (37th, 39th, Wiberg), and, as Figure 4 shows, it also has the lowest traffic volumes, at 450-700 vehicles per day A traffic diverter may reduce this further, but with such low volumes today, we cannot recommend such a treatment

The project traffic engineer did not agree that the sight distance is limited on NE 38th Avenue to the extent that it poses a safety hazard Given that two motorists are required to pass one another on the street, the traffic engineer saw no reason why a bicyclist and motorist could not safely pass one another

Portland's Street Lighting Division has evaluated the intersection of 38th and Klickitat for adequate lighting and determined it to be inadequate Therefore, a new street light is recommended for this intersection, pending the approval of residents

Part of some residents' concerns about 38th was based on the misunderstanding that bicycle lanes would be striped on the street, and there was not enough room for two travel lanes, bicycle lanes, and the current parking along one side of the street Rather, bicyclists and motorists will share the lane on this street, as on all other bicycle boulevards and local streets in Portland

The accident history at 38th and Wistaria does not support the idea that this is a dangerous intersection Between 1992 and 1996 (the last year for which crash data is available) there were two crashes one occurred 130 feet south of the intersection when a car backed out of a driveway and hit a parked car, and the second when an automobile with inadequate brakes hit a fixed object under icy conditions (occurred on Wistaria 50 feet west of the intersection) Neither of these crashes indicates a safety problem on NE 38th at its intersection with Wistaria

Hollywood Neighborhood Association suggestion to use 43rd Avenue to cross Sandy Boulevard The Hollywood Neighborhood Association requested that we explore using 43rd Avenue from Tillamook to Broadway as part of the Forties Bikeway, then using Broadway to access 42nd Avenue and the Transit Center

Their suggestion is based in part on their desire to consolidate bicycle routes running through the area, as the Tillamook bikeway (currently under development) plans to use 43rd Avenue to cross Sandy, and their desire to route bicyclists onto the less trafficked 43rd Avenue Figure 5 displays the recommended and suggested routes in this area

Staff Recommendation Use 42nd Avenue as part of the Forties Bikeway to cross Sandy Boulevard and access the Hollywood Transit Center

Using 42nd Avenue to cross Sandy and access the Hollywood Transit Center offers several distinct advantages over using 43rd Avenue Primary among these is that 42nd Avenue is a direct route between Tillamook and the transit center To use 43rd Avenue a cyclist must go one block too far to the east and then cut back one block to the west to rejoin 42nd Avenue at Broadway Other considerations include

- the presence of a traffic signal at Hancock on 42nd and the fact that Hancock Street is vacated to the east of 42nd into a small pocket park, which combine to ease access into and around Hollywood

- the traffic signal at 43rd and Sandy is pedestrian-activated during rush hour, meaning that bicyclists would be required to push a somewhat inaccessible button to activate the signal, the signal at 42nd and Sandy does not require such activation
- the signal at Broadway and 42nd has a very short green time for east- and westbound bicyclists, creating delays beyond which bicyclists would experience when proceeding north and south along 42nd
- the intersection of 42nd and Broadway is very long for westbound bicyclists turning south onto 42nd

The only factors favoring the use of 43rd over 42nd are the lighter traffic volumes on 43rd and the consolidation of routes In the opinion of staff, these benefits do not outweigh the disadvantages 43rd presents compared to the use of 42nd Avenue

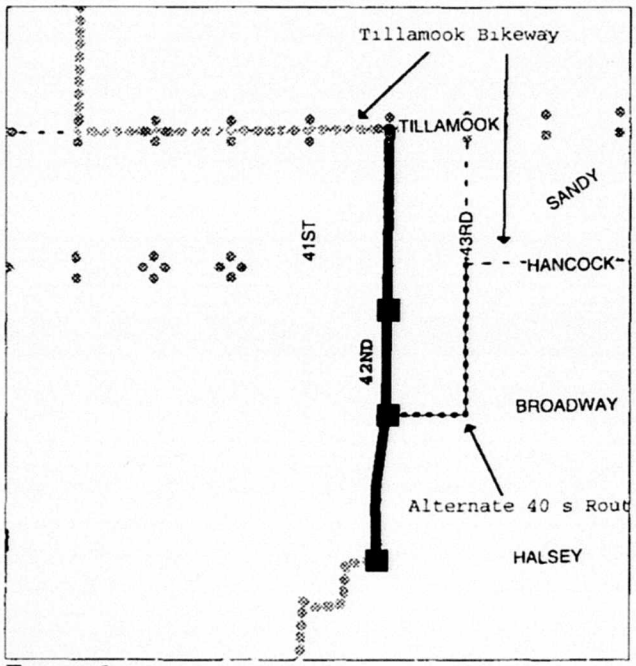


Figure 3

Concerns about Providing Bicycle Lanes on NE 47th Avenue

Concerns about the street have been raised by local residents, the Rose City Park Neighborhood Association, Center Neighborhood Association, and Providence Hospital To understand the controversy, it is necessary to understand current conditions on NE 47th

In the area under consideration, parking is already restricted Mondays through Saturdays between the hours of 7 00 am and 6 00 pm to either 15-minute, one-hour, or two-hour parking There is one short stretch on the east side of the street north of Wasco where there is no parking restriction Restrictions were put in place, in large part, because of the tendency of employees of and visitors to one of the three buildings on the street owned by Providence to use on-street parking, to the exclusion of residents The non-restricted area on 47th was installed at the request of two homeowners who do not have sufficient parking off-street to accommodate their daytime parking needs

The concerns expressed about the removal of parking can be divided into two general areas of concern effects on quality of life, and convenience for hospital visitors Concerns were also expressed about the safety of bicyclists using a new bicycle lane, the process used to collect parking data, and the need for the proposed bicycle lanes given the availability of freeway crossings at the Hollywood Transit Center and at 53rd Avenue These five general areas of concerns will be addressed within this section

Parking Removal and the Quality of Life

Residents presented the following potential effects on their quality of life associated with parking removal

- increased crossing distance for pedestrians
- more pedestrians crossing the street
- removal of the buffer effect provided by automobiles
- higher traffic speeds
- increased automobile volumes
- increased traffic congestion
- spillover parking into the neighborhood from visitors coming to Providence
- decreased property values

There is no information on the potential effect on property values from the removal of parking on one side of a street where all residences have off-street parking However, the other issues raised can be addressed

The City of Portland has removed parking along one side of other 36-foot wide streets in order to accommodate bicycle lanes For those streets where we have collected data, we have not seen increased traffic volumes or automobile speeds In fact, the data we have collected on numerous streets striped with bicycle lanes has shown a slight decrease in automobile speeds, likely attributable to the visual narrowing of the street resulting from the striping [13]

Presently, if automobiles are parked on both sides of the street, the barrier effect presented by these automobiles is not complete North of the freeway overpass, the most cars parked on the east side of the street was ten, out of 20 available spaces (50% occupancy), on the west side, where 33 spaces are available, the highest number of cars parked was 13 (39% occupancy) Other counts recorded as few as one or two cars parked on either side of the street Such a level of parking hardly provides the type of barrier found on streets with more of a commercial character In addition, crashes involving motorists harming pedestrians on the sidewalk are very rare

Presently, with a 36-foot curb-to-curb distance, and with cars parked on both sides of the street, pedestrians wishing to cross the street will travel a total, exposed distance of 22 feet (assuming each automobile occupies approximately seven feet of street space) With the bicycle lanes, the crossing distance would change to approximately 20 feet if measured from bicycle lane stripe to bicycle lane stripe (seven feet of parking and nine feet of bicycle lanes) If measured from curb to parked car, the distance increases slightly to 24 5 feet The "safe" crossing distance is somewhat arbitrary Some professionals consider parked cars to be an adequate buffer, others include bicycle lanes in that category Still others consider only the curb-to-curb distance in calculating crossing distance

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[13]For example, on a 36-foot street with parking on both sides, as on NE 47th Avenue, the only stripe on the street is the double yellow centerline stripe Without parked cars, the street presents what appears to be two, eighteen-foot travel lanes, and the wider the appearance of the lanes, the more comfortable motorists are going fast With bicycle lanes, additional striping is added to the road to create, in addition to the bicycle lanes, two ten-foot travel lanes Even if bicycles are not in the lanes, motorists tend to stay between the ten foot area defined by the striping Even though the curb-to-curb distance has not changed, this visual narrowing of the road encourages slower speeds

While there will likely be increased crossing of the street by people visiting those living on the side of the street where parking will be removed, this is not considered to be a significant threat to people's safety A gap study conducted on NE 47th found 61 gaps per hour during the busiest hour of the day At this level, no pedestrian treatment is recommended to facilitate crossing of the street

There is nothing in the experience of Portland's traffic engineers or planners to indicate a deterioration to pedestrian safety resulting from the removal of parking on the street There are several other streets in Portland with similar cross-sections and traffic volumes to NE 47th where the city has removed parking on one side of the street in order to stripe bicycle lanes We have not observed any problems with pedestrian safety on the street In fact, parking is often removed on Portland's streets to accomplish pedestrian safety goals For example, parking can be removed in the vicinity of crosswalks and near schools to make pedestrians more visible to passing motorists

Aside from pedestrian safety, however, are other quality of life considerations Visitors to one half of the street will have to cross the street Residents living on the street will not be able to park in front of their homes (other than in their garages or driveways) The issue with parking removal is not one of pedestrian safety, but rather about the trade-offs that are made in order to provide safe facilities for bicyclists While the street will continue to work acceptably for pedestrians and motorists, it will work much better for bicyclists

Another concern was that bicycle lanes, by restricting available road space for automobiles at the intersection of 47th and Halsey, would increase peak hour congestion on 47th This would occur, residents believe, because bicycle lanes striped to the intersection would no longer allow northbound motorists to maneuver around cars turning left (west) onto Halsey The actual design of the bicycle lanes will continue to allow this maneuver, either by dropping the bicycle lanes just south of the intersection, or because 47th Avenue widens as it approaches Halsey and will still accommodate two lanes of northbound automobiles and a bicycle lane

The parking restrictions currently in place on 47th Avenue and side streets result from the neighborhood's desire to restrict employees and visitors coming to one of Providence's buildings from parking on the street all day In 1996 Providence Hospital developed an institutional master plan that explicitly states they will accommodate parking for all people coming to their sites Currently, Providence has parking structures that, by their own admission, have 300-400 parking spaces available at any time of the day Providence also provides valet parking, and has a drop-off/pick-up zone for patient admission and discharge Parking spillover into the neighborhoods should not be a significant problem for two reasons Providence is required to accommodate all parking demand generated by their institution on their site, and there exist few alternatives for long-term parking in the immediate vicinity of the hospital

Parking Removal and Convenience for Hospital Visitors

Providence Hospital and representatives of both the Rose City Park and Center neighborhood associations expressed concern about removing parking on the east side of 47th Avenue south of the freeway overpass, i e , next to Providence Hospital All parties noted that this on-street parking is a great convenience for visitors to the hospital, especially those either bringing, or

picking up infirm patients

The intent of removing parking along the east side of the street next to Providence is to provide a safer facility for bicyclists Northbound, 47th Avenue descends a short but steep hill that crests at Glisan Street It is safer to have a 4 5' bicycle lane next to the curb when bicyclists are traveling at high speeds (20-25 mph) rather than next to a line of parked cars where doors may open However, parking can be maintained along the east side of the street To mitigate the potential risk to bicyclists, the northbound bicycle lane would be slightly wider (5'), and the southbound bicycle lane, which would be next to the curb and climbing the hill, would be slightly narrower (4')

One other consideration is a service provided by Providence of which the neighborhood associations, as well many who participated in the public process, were unaware Providence provides valet parking, and also provides a pick-up and drop-off area in the heart of their campus Many expressed the desirability of Providence providing more signs advertising the availability of these services for visitors to their campus

Bicycle Lanes and Safety

Providence Hospital and others participating in the public process questioned the safety of bicyclists using bicycle lanes on a street with 10,000 automobiles per day Portland's standards for bicycle facilities call for bicycle lanes when there are more than 3,000 automobiles per day using the road Because bicycle lanes clearly delineate roadway space for both motorists and bicyclists, they are perceived as, and indeed are, safer than a shared road without any demarcation

Portland's Office of Transportation has extensive experience with bicycle lanes, with more than 100 miles presently striped on our roads Many of these lanes are on streets with much greater daily automobile volumes than are found on 47th, as shown in Figure 6 Not only does the presence of these bicycle lanes correlate with increases in the number of trips made by bicycle, but the number of bicycle crashes has been holding steady Very few bicycle crashes occurring in bicycle lanes

Portland's experience is supported by studies conducted by the National Highway Research Center, as well as by Professor William Moritz, who found, respectively, that the presence of a bicycle lane makes bicyclist-motorist interactions more predictable, and that the safest facilities for bicycling are bicycle routes and major streets with bicycle lanes

Parking Study Data Collection

The Office of Transportation's Data Collection Division gathered information on nine separate occasions about parking demand on 47th Avenue between Halsey and Glisan Typically, data is only collected on four separate occasions Residents questioned whether data collected in early to mid-December accurately represented day-to-day conditions on the street, and whether those collecting data were biased toward providing bicycle lanes In response to the concern that December data was not representative, data collection staff collected additional parking data in

January, March and April In analyzing the data staff looked for peak parking use, in other words, staff did not average the data but focused instead on the highest recorded use in any area In fact, two periods of peak demand were recorded the second week of December

As mentioned above, all data was collected by the Office of Transportation's Data Collection Section, which annually conducts more than 5,000 traffic data studies

A complete description of the studies' methodology and all data collected is presented in Appendix B

Redundancy of Bicycle Facilities

A number of local residents, Providence Hospital, and at least two of the adjacent neighborhood associations, have questioned the provision of bicycle lanes on NE 47th given that the Forties Bikeway also includes a freeway crossing at the transit center, and that 53rd Avenue is a recommended bicycle boulevard, slated for development at some time in the future Providence Hospital noted that the city's guidelines for developing the recommended bikeway network called for bicycle facilities roughly every ten blocks They claim that the development of the transit center, 47th and 53rd Avenues create a north-south redundancy that is not found elsewhere in the city

In the presence of the physical barrier presented by the freeway, every available crossing is important NE 47th Avenue is the only on-street crossing of the Banfield

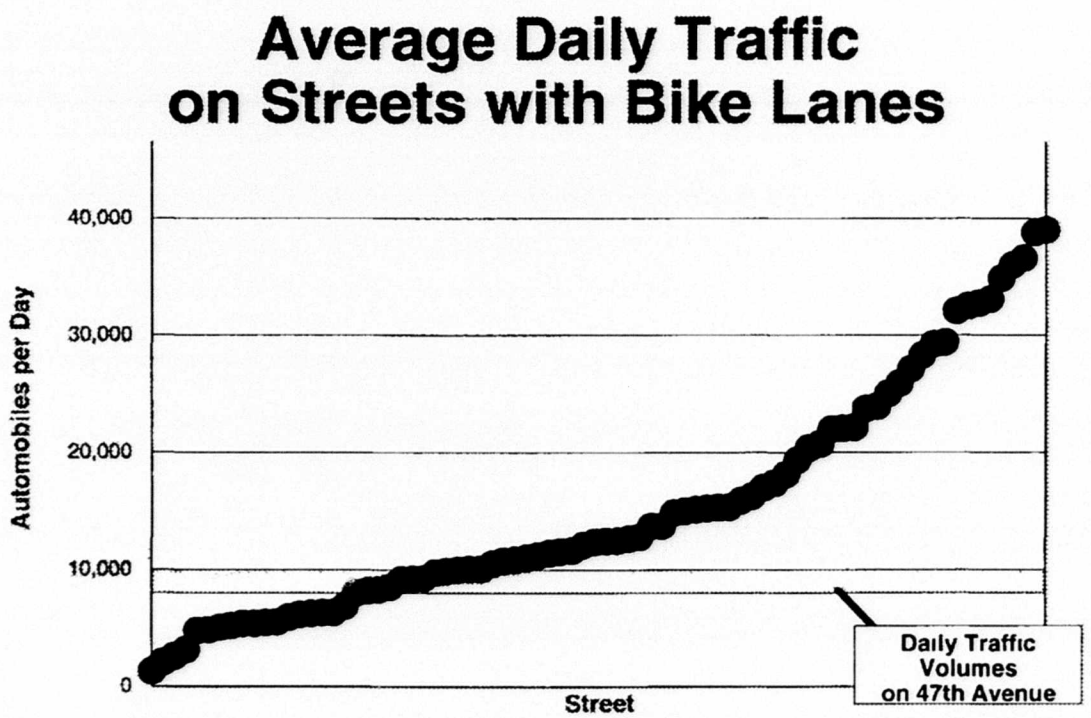

Figure 6

between 30th and 50th Avenues that is readily adapted for bicycle use While the transit center does provide a crossing, it is inconvenient at best, requiring bicyclists to dismount and walk their bicycles up and down the ramps in an area that is often congested with pedestrians While NE 53rd is an acceptable crossing, it does not work as well as NE 47th For bicyclists who would use 47th Avenue, using either the pedestrian overcrossing, or 53rd Avenue represents an unacceptable half-mile diversion (one-quarter mile out and one quarter mile back) This approximately 3 minute diversion is equivalent to automobiles who would normally use 47th Avenue diverting instead to 60th Avenue

NE 47th Avenue is an important element of the city's recommended bicycle network in its own right because streets that work well for automobiles, as NE 47th does, also work well for bicyclists Both types of vehicle operators seek the same conveniences signalized crossings of busy cross-streets and direct connections between destinations Presently, NE 47th is used primarily by those cyclists of sufficient speed and skill to comfortably share high volume lanes with automobiles The striping of bicycle lanes will make 47th Avenue available to cyclists not presently comfortable sharing the road with 8,000-10,000 daily motorists

Though we do not intend to stripe bicycle lanes on 47th south of Glisan, because traffic volumes drop so precipitously at this point[14], we anticipate cyclists will make use of 47th south of Glisan past Burnside, before rejoining the main trunk of the Forties Bikeway They will do this, primarily, because the signalized crossing of Burnside at 47th is a much superior crossing of Burnside than is the crossing at 41st, where cyclists must cross four lanes of traffic with a blind corner to the east Because of the street configuration at 41st and Burnside, there is nothing short of a traffic signal available to remedy this difficult crossing

Staff Recommendation Stripe bicycle lanes on NE 47th Avenue and provide street trees (as approved by local residents) to improve streetscape, remove parking on the east side of the street between Halsey and Multnomah, and on the west side between Multnomah and Hoyt

NE 47th Avenue is too important a bicycle connection in the Hollywood area to abandon It helps achieve City Policy 6 12 (Bicycle Transportation) by contributing to the objective to "complete a network of bikeways that serve bicyclists' needs, especially for travel to employment centers, [and] institutions " NE 47th also ranks highly on three of the criteria used to prioritize bikeway projects in that it overcomes a barrier to bicycle transportation (the freeway), provides a connection to a major employment center (Providence), and connects to two existing or funded bikeways (Glisan Street bicycle lanes and the Tillamook bicycle boulevard) The proposed parking removal is consistent with its designation as a City Bikeway, parking demand studies indicate that all the parking needs can readily be accommodated with off-street parking and the on-street parking that will remain The city's traffic engineers foresee no detrimental effect to users of the street

[14]Traffic volume on 47th drops from approximately 10,000 automobiles per day north of Glisan to approximately 5,000 per day just south of Glisan

RESOLUTION No. 35733

Adopt the North-South Forties 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 Bicycle Master Plan process particularly identified the need to provide bikeways that provide north-south access in Portland, and

WHEREAS, the North-South Forties Bikeway Project is the initial implementation of the Bicycle Master Plan and will provide 9 8 miles of north-south bikeways that will enhance connections for cyclists to and from five commercial districts and smaller commercial areas, ten public schools, six public parks, and one of northeast Portland's largest institutional employers, and

WHEREAS, the North-South Forties Bikeway Project is complementary to existing bikeways, including the NE Killingsworth Street bicycle lanes, the Tillamook Bikeway, the NE Glisan Street bicycle lanes, the Salmon Street Bikeway, the Lincoln-Harrison Bikeway, the Clinton-Woodward Bikeway, the SE 42nd Avenue bicycle lanes, and the Woodstock Street bicycle lanes, and

WHEREAS, the North-South Forties Bikeway Project has been approved by the City's Bicycle Advisory Committee, and the Concordia and Creston-Kenilworth Neighborhood Associations, and

WHEREAS, the North-South Forties Bikeway is funded in fiscal years 98 and 99,

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Portland, Oregon, adopts the North-South Forties Bikeway Project, attached as Exhibit A, and directs the Office of Transportation to begin project implementation

BARBARA CLARK
Auditor of the City of Portland
By **Deputy**
Britta Olson

OCT 07 1998

Adopted by the Council
Commissioner Charlie Hales
R. Geller/emd
October 7 1998

9:30

Agenda No - 1473

RESOLUTION NO 35733

Title

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

INTRODUCED BY	Filed OCT 1 1998
Commissioner Charlie Hales	Barbara Clark Auditor of the City of Portland
NOTED BY COMMISSIONER	
Affairs	
Finance and Administration	By Lays Kershner Deputy
Safety Charlie Hales.	For Meeting of
Utilities	
Works	ACTION TAKEN
BUREAU APPROVAL	
Bureau Traffic Management	
Prepared by Date R Geller 9/23/98	
Budget Impact Review — Completed X— Not Required	
Bureau Head Goran G Sparrman, Director	

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