

TESTIMONY SIGN-UP

35869

FOR

Item # 275

MAX / Bicycle

Michael F. Sun - in his  
Neil McFarlane  
Di met

Jed Warner  
Intact!  
took free

IF YOU WISH TO SPEAK TO CITY COUNCIL,  YOUR NAME & ADDRESS

NAME

ADDRESS & ZIP CODE

2nd Hand

- ① ~~Hicki Kidwiler~~ ~~ATPM 304 SW Wash~~
- ✓ ② TODD LASKER 5632 N. ATLANTIC AVE. 97217
- ③ BARNEY SPEIGHT Kaiser Permanente 500 NE Multnomah Stc 100 Portland, OR 97232
- ✓ ④ ELLIE GODFREY
- ✓ ⑤ Jane Eichenberger 6937 SW 10<sup>th</sup> Ave PDX 97219
- ✓ ⑥ Rey Cabral ~~1011~~ ~~JOHN~~ Prescott PDX 97211
- ✓ ⑦ Lenny Anderson 2934 NE 27th Ave PDX 97212
- ✓ ⑧ David Hampsten 1630 SW Clay #46, PDX 97201
- ✓ ⑨ Larry Mills 1406 N. Winchell 97217
- 10 ~~Curtis Roth~~ 6937 SW 10<sup>th</sup> Av 97219
- ✓ 11 Catherine <sup>CIARLO</sup> Ciavlo PO Box 9072 97217
- 12 ~~Elizabeth Alloway~~ 2805 N Emerson 97217

Date: 2/23/00

Page 1 of

TESTIMONY SIGN-UP

FOR

85869

Item # 275 Mark / Bicycle

IF YOU WISH TO SPEAK TO CITY COUNCIL, ~~PRINT~~ YOUR NAME & ADDRESS

NAME

ADDRESS & ZIP CODE

13 Barbara M. Brooks-Lacy 7315 N. Curtis Ave 97217

✓ 14 Chris Gmiewosz POB 25190 Ptn 97298  
POLISH LIBRARY & POLISH CHURCH

✓ 15 MAREK STEPIEN P.O. Box 343 Beaverton, 970

✓ 16 Steve <sup>Rogers</sup> Rosen 533 NE Brazee St 97212

✓ 17 Eva <sup>MAKACHOWSKI</sup> ~~MAKACHOWSKI~~ 11990 SW Butner Rd  
Portland, OR 97225

18 ~~JANINA JUSZCZAK~~ ~~POLISH LIBRARY~~

19 Ariela Jefferson 3804 N. Grantenbein, Portland 97227

✓ 20 MARK SMITH 7114 N. DATMAN 97217

✓ 21 PAM ARDEN 1817 N. WINCHELL 97217

✓ 22 Doug <sup>Hartman</sup> ~~Hartman~~ 4615 N. Colonial 97317

✓ 23 Bozena Giedwojn Polish Library



35869 # 275

## North Interstate MAX Conceptual Design Hearing

February 23, 2000

### TESTIMONY OF CATHERINE CIARLO, EXECUTIVE DIRECTOR, BICYCLE TRANSPORTATION ALLIANCE

On behalf of the Bicycle Transportation Alliance, I would like to thank the Council for including bicyclists and the BTA in the task force to look at bicycle issues raised by the Interstate MAX conceptual design. The BTA is pleased to support the recommendation that came unanimously out of that task force.

We believe that the task force came up with a solution that meets the needs of "through" bicycle commuters and provides good bicycle access to the light rail stations. While the recommendation is not ideal for bicyclists seeking local access to destinations along Interstate Avenue, it does provide for key east-west bicycle improvements which substantially mitigate the lack of a continuous lane on Interstate between Willamette and Dekum.

In addition to stating the BTA's support for the bicycle task force's recommendation, I want to say a word about the process of coming to that recommendation. Members of the task force – both bicyclists and non-bicyclists alike – recognized that adequate parking to encourage mixed-use development would benefit the neighborhood enormously. We came up with a recommendation that removes the bike lane from Interstate for about 15 blocks to maximize on-street parking at the station areas. It is a proposal that the BTA feels good about, despite that removal. But our support for the recommendation is contingent on all parts of the proposal moving forward – including the segments of bike lane on Killingsworth and Portland.

Finally, we hope the Council and the Interstate MAX project team will see the task force's recommendation not in isolation but as a piece of the bicycle network "puzzle" in North Portland. With the new light rail line comes the opportunity to create one of the most bicycle-friendly places in the city, where a well-connected grid of streets allows residents to bike rather than drive to the MAX line and the businesses along it. This potential should be maximized by providing quality bicycle parking at the station areas and good connections to other parts of the city – including a safe, well-designed connection north of Kenton to the 40-mile loop trail and to Vancouver.

CREATING SAFE, SANE AND SUSTAINABLE COMMUNITIES (ONE BIKE AT A TIME)

# Polish Library Building Association

Establish since 1911  
3832 N. Interstate Av.  
PORTLAND, OR 97227  
Phone 503 287-4077

3 5 8 6 9 # 275

Tuesday, February 22, 2000

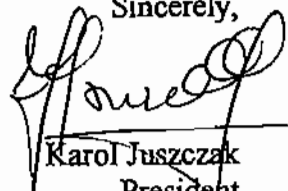
Mayor Vera Katz  
City of Portland  
1221 SW Fourth Ave. Suite 340  
Portland, OR 97204

Dear Mayor Katz:

The original Interstate Max Design and later revisions included parking spaces along N. Interstate Avenue. The proposed changes to N. Interstate Avenue Max Design to include bike lines will result in loss of parking spaces for Polish Library Building Association and St. Stanislaus Church. Polish Library needs parking spaces. We can not afford to loose any more parking spaces. Our members come by car from all over Portland and surrounding cities to attend our events. We are proud of our Polish culture and want to share it with others. In 1993 we lost the ability to park on both sides of N. Interstate west of N. Failing. During that time Kaiser was expanding and left turn lane was created for cars to turn into N. Kaiser Center Drive leading to Kaiser facilities and parking lots.

Our Polish Community is growing and we need more parking spaces not less. This year we will be having 7<sup>th</sup> Annual Polish Festival on September 23 and 24. This will bring more than 5,000 people to our neighbor hood. We will need safe pedestrian crossing over Max tracks on N. Interstate and N. Failing. On the weekend and during a week we have events at both Polish Library and St. Stanislaus Church our members will be crossing the MAX tracks on N. Interstate Avenue. They park on both sides of N. Interstate Avenue and adjoining streets. We are worried about safety of our children and others when they will be crossing N. Interstate Avenue. Neighbor hood children use the Overlook Park for various activities, they will need a safe way to cross N. Interstate Avenue Max tracks. Please take our needs under consideration when you review the North Interstate Max Conceptual Design.

Sincerely,



Karol Juszcak  
President

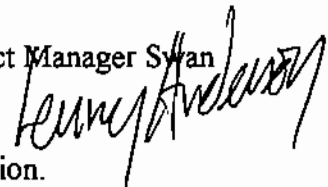
**Lenny Anderson**  
Transportation Options  
lenny.anderson@inetarena.com

**35869 # 275**  
2934 N.E. 27th Avenue  
Portland, Oregon 97212  
Tel: 503-460-0211

February 23, 2000

To: Mayor, City Council

From: Lenny Anderson, Member Interstate Bike Taskforce, Project Manager Swan Island TMA, NE Portland resident, and bike/transit commuter.



Subj: Interstate Bike lanes and Going Street light-rail station location.

**Interstate Bike lanes:**

Our assignment was to look at how to maximize on-street parking and maintain bike access on Interstate Avenue, particularly at key light-rail station areas. For the most part between stations and signalized intersections there is minimal conflict between bike lanes and on-street parking; existing right of way is adequate to accommodate both, though choices will have to be made between existing trees and parking. See street cross sections "Upper Interstate Ave., Typical between signalized intersections." Note 16' travel lanes that may be divided into 5' bike lanes and 11' truck/auto lanes.

The Taskforce focused on station areas where on-street parking is critical to the survival of existing businesses and TOD mixed use projects. Analyses of each station area reduced to two the number station areas with highest potential for development, Killingsworth Street and Portland Blvd.

(The potential for development around the Going Street station will be enhanced by shifting it to south and is not impacted by bike lanes as there is plenty of parking available in adjacent streets to east.) See discussion below.

I had three goals for bike network in N/NE:

- 1) Direct regional through bike route
- 2) MAX station access for bikes
- 3) Local access for bikes along Interstate Avenue

The proposed plan meets these three objectives (and substantially increases on-street parking at two key station areas.) But more on that in a minute!

1) Denver/Willamette provides a clear, direct alternative route parallel to Interstate which with adequate signage will work as well or better than an all Interstate route.

2) East/West improvements provide access to every MAX station on Interstate; only Lombard station area is accessed via bike lanes on Interstate as Lombard Street cannot be reconfigured to accommodate bikes.

3) Local access on Interstate is provided by bike lanes on Interstate from Kenton, through Lombard area to N. Dekum; access between Portland Blvd. and Killingsworth St. stations is provided on Interstate Avenue by wider travel lanes (with potential for bike lanes) north and south of Ainsworth (bike boulevard) to within two blocks of station areas. South of Willamette Blvd., local access is provided by regional thought bike route on Interstate Avenue.

**Lenny Anderson**  
 Transportation Options  
 lenny.anderson@inetarena.com

2934 N.E. 27th Avenue  
 Portland, Oregon 97212  
 Tel: 503-460-0211

What about on-street parking goals:

- 1) Increase on-street parking at key station areas.
- 2) Maintain on-street parking in between station sections.

- 1) The Proposal increases by 2.5 times over FEIS the number of on-street parking spaces at Killingsworth and Portland stations.
- 2) Parking between station areas is maintained at levels comparable to current situation, but is subject to reduction on a space by space basis to accommodate larger, older trees.

Only those in general opposition to providing bike lanes at all can dislike this proposal. Council should reaffirm its commitment to multi-modal transportation by approving this redesign.

The bike community should be applauded for their willingness to give up what is by statute theirs in the interest of a successful project.

Others should be willing to give something as well to accommodate their neighbors who take their autos off the street everyday and get around on their bikes.

#### **Going Street Station:**

The original design of the Going Street light-rail station, with a split platform, north and south of Going presented a number of problems:

Distant from developable land; most is south of Going Street.

Mixed pedestrian movement with heavy east/west industrial traffic.

Provided poor location for transfers to shuttle transit service to Swan Island.

Limited possibility of nearby parking.

Distant from Skidmore and access to east side of I-5 neighborhoods.

Placed light-rail riders in the midst of busiest intersection on entire line.

Moving the station as proposed one block south, resolves all these issues, placing the center platform adjacent to broad public rights of way (Prescott and Skidmore) and to developable land, note vacant lots. With the one block shift south of the Overlook station, distance between stations is maintained. If there are losers, it is folks to the north of Going, between Interstate and I-5, including the State Rehabilitation facility. A clearer path to and from light-rail may compensate for the greater distance, but Tri-Met should explore a neighborhood shuttle program north to Alberta, possibly in conjunction with Swan Island service.

This redesign will make Interstate MAX a more successful project.

**SURVEY RESULTS**  
**For The**  
**INTERSTATE MAX BICYCLE TASKFORCE**  
**RECOMMENDATIONS TO THE PORTLAND CITY COUNCIL**

Residents and businesses along the roadway of the most effected areas (striped bike lanes proposed) were given the following information when surveyed door-to-door:

- The State of Oregon Statute 366.514 requires that "...bicycle trails...shall be provided wherever a highway, road or street is being constructed, reconstructed or relocated."
- The Albina Community Plan supports "early development of a light rail serving inner North and Notheast Portland" and "a convenient system of bicycle routes within the district that also links to the Albina Community to the rest of Portland".
- The City of Portland, TRI-MET, and Metro have supported the proposed N. Interstate MAX Project.
- The City of Portland has had bicycle lane improvements on N. Portland Blvd. in the City Bike Plan.
- The North Interstate MAX Bicycle Taskforce agreed to support N. Interstate revitalization parking needs by allowing bike lanes to be consistently removed on N. Interstate from N. Willamette to N. Dekum.
- The Taskforce made this agreement based upon improved east/west connections that include the following:

## Impacts and Resident's Responses Total = 55

### I. N. Portland Blvd.

A. Bicycle lanes will be added in each direction from N. Denver to N. Montana.

<b>Respondents Location</b>	<b>Support</b>	<b>Do Not Support</b>	<b>No Preference</b>	<b>Own</b>	<b>Rent</b>	<b>Lease</b>
All of the most effected areas (striped bike lanes)	31	9	13	31	15	6
N. Portland Blvd. and related side street corners	24	9	12	28	11	5
N. Killingsworth	3	0	6	1	5	

B. One travel lane will be removed from N. Detroit to Greenwich.

<b>Respondents Location</b>	<b>Support</b>	<b>Do Not Support</b>	<b>No Preference</b>	<b>Own</b>	<b>Rent</b>	<b>Lease</b>
All of the most effected areas (striped bike lanes)	28	11	16	31	15	6
N. Portland Blvd. and related side street corners	17	14	14	28	11	5
N. Killingsworth	2	1	6	1	5	

C. Parking will be removed on the north side of N. Portland from N. Montana to the 2<sup>nd</sup> property toward N. Interstate from N. Greenwich.

<b>Respondents Location</b>	<b>Support</b>	<b>Do Not Support</b>	<b>No Preference</b>	<b>Own</b>	<b>Rent</b>	<b>Lease</b>
All of the most effected areas (striped bike lanes)	28	11	12	31	15	6
N. Portland Blvd. and related side street corners	23	10	12	28	11	5
N. Killingsworth	3	0	6	1	5	



## II. N. Killingsworth

A. Bicycle lanes will be added on N. Killingsworth from N. Interstate Avenue to N. Minnesota. (the City does not know, but believes that this will not cause any other road way changes).

<b>Respondents Location</b>	<b>Support</b>	<b>Do Not Support</b>	<b>No Preference</b>	<b>Own</b>	<b>Rent</b>	<b>Lease</b>
All of the most effected areas (striped bike lanes)	43	5	19	31	15	6
N. Portland Blvd. and related side street corners	28	5	12	28	11	5
N. Killingsworth	9	0	0	1	5	

## III. N. Denver

A. The bicycle lane will be extended to N. Willamette.

<b>Respondents Location</b>	<b>Support</b>	<b>Do Not Support</b>	<b>No Preference</b>	<b>Own</b>	<b>Rent</b>	<b>Lease</b>
All of the most effected areas (striped bike lanes)	28	6	10	31	15	6
N. Portland Blvd. and related side street corners	23	6	16	28	11	5
N. Killingsworth	3	0	6	1	5	

**INTERSTATAE MAX BICYCLE TASKFORCE  
RECOMMENDATIONS TO THE PORTLAND CITY COUNCIL**

- The State of Oregon Statute 366.514 requires that "...bicycle trails...shall be provided wherever a highway, road or street is being constructed, reconstructed or relocated."
- The Albina Community Plan supports "early development of a light rail serving inner North and Notheast Portland" and "a convenient system of bicycle routes within the district that also links to the Albina Community to the rest of Portland".
- The City of Portland, TRI-MET, and Metro have supported the proposed N. Interstate MAX Project.
- The City of Portland has had bicycle lane improvements on N. Portland Blvd. in the City Bike Plan.
- The North Interstate MAX Bicycle Taskforce agreed to support N. Interstate revitalization parking needs by allowing bike lanes to be consistently removed on N. Interstate from N. Willamette to N. Dekum.
- The Taskforce made this agreement based upon improved east/west connections that include the following:

**Impacts and Resident's Responses**

**I. N. Portland Blvd.**

A. Bicycle lanes will be added in each direction from N. Denver to N. Montana.

Support \_\_\_\_\_ Do Not Support \_\_\_\_\_

Comments: \_\_\_\_\_

B. One travel lane will be removed from N. Detroit to Greenwich.

Support \_\_\_\_\_ Do Not Support \_\_\_\_\_

Comments: \_\_\_\_\_

C. Parking will be removed on the north side of N. Portland from N. Montana to the 2<sup>nd</sup> property toward N. Interstate from N. Greenwich.

Support \_\_\_\_\_ Do Not Support \_\_\_\_\_

Comments: \_\_\_\_\_

**II. N. Killingsworth**

A. Bicycle lanes will be added on N. Killingsworth from N. Interstate Avenue to N. Minnesota. (the City does not know, but believes that this will not cause any other road way changes).

Support \_\_\_\_\_ Do Not Support \_\_\_\_\_

Comments: \_\_\_\_\_

**III. N. Denver**

A. The bicycle lane will be extended to N. Willamette.

Support \_\_\_\_\_ Do Not Support \_\_\_\_\_

Comments: \_\_\_\_\_

Address: \_\_\_\_\_ Name \_\_\_\_\_

35869 # 275



# City of Portland, Oregon Pedestrian Advisory Committee

Charlie Hales, Commisloner

---

Rod Merrick, Chair

February 22, 1999

David Aulwes

Mayor Katz and Council

Scott Combs

City of Portland

Peter Finley Fry

1220 SW Fifth Ave.

Robert Jones

Portland, OR 97204

Doug Klotz

Dear Mayor Katz and Council:

Anne Marsh

The Pedestrian Advisory Committee has had an opportunity to review the current version of the N Interstate MAX right of way and the recommendations of the MAX Bicycle Task Force to accommodate additional on street parking which you will be considering for adoption this week.

Tedde McMillen

William Nelson

Chris Relsner

William Stein

The Ped CAC considered the right of way issues at our September and February meetings. We understand that certain interim compromises are necessary to accommodate the transportation and development objectives into the existing right of way. Nevertheless, we are chagrined that the city will be approving a project that is so far from meeting the City's Pedestrian Design Guidelines. The proposed sidewalk widths of 10 feet and 7 feet at constrained situations at the LRT stations fall very short of the 15 foot width called for in the design guideline for Main Streets.

Sharon Wood  
Wortman

The Committee is especially concerned that these narrow sidewalk widths will be part of a major transportation project that depends primarily on good pedestrian access. Both MAX ridership and pedestrian-friendly development depend upon a good pedestrian environment. It is not possible to achieve that with substandard sidewalks along a busy street with commercial activity and especially around the LRT stations.

Should Council approve the design as recommended by the Task Force, we hope that the City will simultaneously reiterate its commitment implementing the adopted Ped Guidelines along this corridor. A better sidewalk environment is needed and it can be achieved. The Pedestrian Advisory Committee by unanimous vote suggests two actions by the city.

City of Portland  
Office of Transportation  
1120 SW Fifth Avenue  
Suite 800  
Portland, Oregon 97204

First, we urge the Council to assure (ultimate) compliance with the Pedestrian Design Guidelines, especially those related to width of sidewalks, by requiring (or acquiring) additional right-of-way with all future development projects in the Interstate MAX corridor (beginning immediately).

Phone: 503/823-7004  
Fax: 503/823-7576  
TDD: 503/823-6868

Second, we urge the Council to direct the Portland Development Commission to use their resources toward increasing sidewalk widths in PDC's own development projects along the Interstate corridor.

Thank you for the opportunity to comment on this phase of the Interstate MAX project. The Pedestrian Advisory Committee looks forward to continuing involvement in the station area planning and development phases of the project.

Sincerely,

*Rod Merrick (by Donna Beck)*

Portland Pedestrian Advisory Committee  
Rod Merrick, Chair

35869

#275

---

**F A X**

---

**DATE:** February 23, 2000  
**TO:** Britta  
**FROM:** Doug Hartman  
**PAGES:** 2  
**RE:** Council deliberations on Interstate Avenue  
recommendations for February 23, 2000

**RECEIVED**

2000 FEB 23 P 2:32

GARY BLACKMER, AUDITOR  
CITY OF PORTLAND, OR

BY \_\_\_\_\_

35869

February 22, 2000

Douglas Hartman  
4815 N. Colonial Ave.  
Portland, OR 97217

Mayor Katz and City Commissioners  
City of Portland  
1220 S.W. 5th  
Portland, OR 97204

Honorable Mayor Katz and Commissioners:

Please postpone a recommendation on bicycle lane routing for further analysis. The Bicycle Taskforce recommendation is premature and insufficiently researched.

The IMAX Advisory Committee discussed bicycle lane placement at great length. Several requests were made of Staff (PDOT) to provide information on this topic. As the deadline for our report approached, the committee took the position that we were not given enough information about alternatives to make a reasonable recommendation. The committee made note that there are significant issues with placing bicycle lanes on Interstate Avenue.

The recommendation was placed in the hands of the new Bicycle Taskforce Committee, a committee with a heavy bias towards the bicycle lobby. Once again Staff (PDOT) skirted the tasks of providing a more thorough analysis of alternatives and immediately recommended elimination of the route (Alternative 2) that is the favored route today. At the heart of the matter is the analysis of ramp improvements to the Going Street footbridge at Concord Avenue. Assertions were made about bridge changes that are based on nothing more than personal guesses with no evaluation of any sort.

Though the Taskforce recommendation takes bicycles off Interstate Avenue and onto Denver north of Willamette, the southern end of Interstate Avenue actually contains some of the greatest potential difficulties for bicycle lanes. The issues revolve around primarily three concerns. Removal of on street parking, congestion in the vicinity of the Going Street and Interstate Avenue intersection, and safety associated with traffic volume on Interstate Avenue. The parking issue has been described by PDC as a significant issue for many potential retail uses. The focus of the Taskforce was on station areas with the assumption that redevelopment potential is not great south of Killingsworth. Once again, this assertion is based on nothing of substance. In fact, two or three of the more likely redevelopment sites (in planning stages) are located south of Going Street. One of the largest issues for the IMAX Advisory Committee revolved around concerns for the functioning of the Going and Interstate intersection. Simulation analysis show that it might be made to minimally work with mitigation strategies. These strategies did not take into consideration bicycle lane dynamic with large volumes of rush hour traffic turning off of Interstate onto Going while travelling to Swan Island. Concerns about this intersection partially played in the recommendation to move the station south of the intersection. Finally, the reason most given for the preference of Denver by bicyclist's today is safety concerns on Interstate Avenue.

I think the geography of North Portland (flat terrain and a good street grid) makes it an ideal area to facilitate bicycle commuting. We should facilitate an infrastructure to support bicycles. Placing bicycle lanes on Interstate Avenue may not be the logical way to accomplish this end.

Thank you for your consideration.



Douglas Hartman

# **INTERSTATE MAX**

# **CONCEPTUAL DESIGN REPORT**

## **AMENDMENTS**

**February 2, 2000**



Prepared By

**PORTLAND OFFICE of TRANSPORTATION**  
**Charlie Hales, Commissioner**  
**Victor F. Rhodes, Director**

### Interstate MAX Bicycle Task Force

Jackie Strong, Chair	Vancouver Business/Oregon Association of Minority Entrepreneurs member
Lenny Anderson	Swan Island Transportation
Charlie Bedford	Williams Business/ Oregon Association of Minority Entrepreneurs member
Magnus Bernhartt	Kenton NA
Maggie Brister	Overlook resident/NEWorkforce
Catherine Ciarlo	Bicycle Transportation Alliance
Elizabeth Galloway	Overlook NA
George Kiraz	Interstate Business
Todd Lasher	Overlook resident/BTA member
Paul Mortimer	Arbor Lodge NA and IMAC
Steve Rogers	Eliot NA and IMAC
Mark Smith	Bicycle Advisory Committee and Arbor Lodge Resident
Judy Stubb	Interstate Business

### Technical Team

Stephen Iwata	Portland Office of Transportation
Roger Geller	Portland Office of Transportation
Lore Wintergreen	Portland Office of Transportation
Art Pearce	Portland Office of Transportation
John Southgate	Portland Development Commission
Michael Fisher	Tri-Met
Phil Goff	Crandall Arambula
Garry Papers	SERA

Report Reproduction  
Samy Fouts, Portland Office of Transportation



# TABLE OF CONTENTS

- Executive Summary ..... i**
- Introduction ..... 1**
- North interstate Corridor Bicycle Task Force Role, Operating Process,  
Principles and Practices ..... 2**
- Policy and Planning Framework ..... 2**
- Options ..... 5**
- Evaluation and Recommendations ..... 7**
- Interstate MAX Bicycle Task Force Recommendation to the  
Portland City Council ..... 14**
- Appendix ..... 17**

## LIST OF FIGURES

1.	Option 3A.1 Modified .....	vii
2.	Option 3: Denver to Willamette Connection .....	viii
3.	Interstate Corridor East-West Bike Connections .....	ix
4.	Overlook Station Recommendation .....	x
5.	Going Street Station Recommendation .....	xi
6.	Evaluation Criteria .....	8
7.	Option 1-FEIS Design .....	12
8.	Option 3A.1 Modified .....	13

## APPENDIX

9.	Option 1: FEIS Concept-Interstate Bike Lane .....	19
10.	Option 2: Denver-Skidmore Connection .....	20
11.	Option 3: Denver-Willamette Connection .....	21
12.	Option 4: Mississippi/Albina .....	22
13.	Bicycle Master Plan Routes .....	23
14.	Interstate Corridor East/West Bike Connections .....	24
15.	Killingsworth Street, Existing Cross-Section .....	25
16.	Killingsworth Street, Proposed Cross-Section with Bike Lanes .....	25
17.	Portland Blvd. Existing Cross-Section .....	26
18.	Portland Blvd., Proposed Cross-Section with Bike Lanes .....	26
19.	Bike Box Concept Design at Interstate/Skidmore .....	27
20.	Bike Box Concept Design at Interstate/Willamette .....	28
21.	Option 3A.1 .....	29
22.	Option 3B .....	30

## TABLES

1.	Comparison of Bike Lane Options .....	11
2.	Summary of Additional Project Costs .....	11

## EXECUTIVE SUMMARY

The City Council adopted the Interstate MAX Conceptual Design Report on October 13, 1999, Resolution No. 35832. This report approved the Interstate MAX design based on the Preliminary Engineering and Final Environmental Impact Statement. The conceptual design included track design, shelter design, station location, and street design. When City Council adopted N. Interstate Ave. as the preferred alignment in the North Corridor (Resolution No. 35800 on June 16, 1999), the Council requested that this project become part of a larger North and Northeast Revitalization Strategy.

This report is recommending that the Portland City Council amend the Conceptual Design Report by approving the following three actions:

1. Adopt the design option for N. Interstate Ave. (Option 3A.1) and the attached recommendations of the Interstate MAX Task Force.
2. Adopt relocation of the northbound Overlook Station platform to N. Fremont St.
3. Adopt relocation of the Going Street Station to N. Prescott St.

## RECOMMENDATION FOR BICYCLE IMPROVEMENTS

The City Council recognized that not all design issues could be resolved during the Preliminary Engineering phase of the project. They directed the City Engineer to provide a report to City Council concerning the increasing supply of on-street parking spaces to support existing businesses and future mixed-use development, and consider options for bicycle lanes on N. Interstate Ave. The following is from Resolution No. 35832:

1. *"Identify and analyze options for modifying the conceptual design for accommodating light rail, auto/truck traffic, bicycles, on-street parking, and adequate sidewalk widths. The analysis should examine several options for accommodating bicycle movements in the North and Northeast area, including N. Interstate Ave. and other north-south streets with strong east-west connections to Interstate Ave. at station locations;*
2. *The City Engineer will develop recommendations for a comprehensive bicycle plan for the North Interstate MAX Project."*

The Portland Office of Transportation (PDOT) and Tri-Met have completed a detailed evaluation of options for bicycle routes in North Portland and developed design options to maximize on-street parking. Commissioner Hales appointed community representatives to the Interstate MAX Bicycle Task Force to prepare a recommendation to the City Council.

This report includes the recommendations of the task force and summarizes the process and technical evaluation. The Interstate MAX Bicycle Task Force recommends that City Council approve Option 3A.1 (Fig. 1) with conditions. This option would provide for the following:

- 
1. Shifts the regional through bike route from N. Interstate Ave. to N. Denver Ave. at N. Willamette Blvd. N. Denver Ave. is currently striped for bike lanes from N. Killingsworth St. to N. Argyle. N. Denver is a lower traffic volume street and would be a more pleasant and safer route than N. Interstate Ave.
  2. Provide for local bike access with a shared travel lane between signalized intersections.
  3. Provide the following east-west bike connections to Interstate MAX station:
    - To the Killingsworth Station via bike lanes on N. Killingsworth St. from N. Interstate Ave. to I-5 Freeway, and bike boulevard from N. Interstate Ave. to N. Denver Ave.
    - To the Portland Blvd. station via bike lanes on N. Portland Blvd. from N. Denver Ave. to I-5.
    - To the Lombard Station via bike boulevards on N. Buffalo St. and N. Dekum St.

Fig. 2 illustrates the bike improvements included in Option 3A.1.

The benefits of this option are:

- Increase the amount of on-street parking at the Killingsworth and Portland MAX Station to support existing businesses and future mixed-use development—from 25 parking spaces today to 65 spaces.
- Provide improved east-west bike connections to the light rail station as part of the Interstate MAX Project.

In addition to the bicycle connections to the Interstate MAX, PDOT requests that the City Council accepts the overall concept bike plan for N. Interstate Corridor as illustrated in Fig 3.

## **OVERLOOK STATION RECOMMENDATION**

Kaiser Permanente staff requested that Tri-Met study options to move the Overlook Station closer to the main front door of the Interstate Kaiser medical facility at N. Fremont St. Kaiser studies indicated that approximately 15 percent of their clients arriving by transit have limited mobility. Furthermore, the existing transit stop at N. Fremont St has the third highest passenger volume among the bus stops on the upper Interstate Ave. segment of bus route #5.

Tri-Met completed an alternative analysis of station platform locations to best meet the needs of Kaiser and the surrounding neighborhood. Tri-Met and PDOT recommend moving the northbound platform to N. Fremont St. and retaining the southbound platform at N. Overlook Blvd., Fig. 4. This would accomplish the following:

1. Reduce the walking distance from station platform to Kaiser by one half compared to the FEIS Option.
2. Better location for serving the long-term development on the Kaiser campus.
3. Best balances the access needs of Kaiser and Overlook neighborhood.

Kaiser Permanente, Overlook Neighborhood Association, and Boise Neighborhood Association support this recommendation.

---

## GOING STREET STATION

Tri-Met developed design options for the Going Station based on community concerns regarding the redevelopment potential at the intersection of N. Interstate and N. Going. Because of the high traffic volumes and noise, which are due to the truck traffic generated by industrial businesses on Swan Island and Lower Albina, this intersection has low potential for transit-oriented development. Tri-Met developed options to move the station to the south to enhance redevelopment in the vicinity of N. Prescott and N Skidmore.

Recommendation is illustrated in Fig. 5 to move the station at N. Prescott.

### STATION OPTIONS

- Option A: Split platforms at Going St. Option A is a modification of the FEIS design to accommodate turns of large trucks.
- Option B: Center platform at Prescott St. Going Street is designed to accommodate turns of large trucks.

### BENEFITS OF OPTION B COMPARED TO OPTION A

- Provide more leeway for trucks turning at Going St.
- Reduces conflicts between trucks and pedestrians walking to and from the station platform. Also, Option B has shorter crosswalks at Going St. than Option A.
- Provides a more comfortable station environment away from the noise and vibration of heavy truck activity on Going St.
- Maintains desirable station spacing with the relocated Overlook station.
- Better serves potential long-term development. The triangular area between Going St., I-5 and Interstate Ave. is the prime area for redevelopment for this station.
- Provides a more direct route to the station for the Boise neighborhood via Skidmore St.
- Has less impact to Taco Bell site.
- Reduces costs of Interstate MAX project.

---

## DISADVANTAGES OF OPTION B COMPARED TO OPTION A

- Requires longer walk between station platforms and State Vocational Rehabilitation Center; however, the walk avoids conflicts with turning trucks and is less confusing because of the single platform.

---

	<b>Option A: Going St. Station</b>	<b>Option B: Prescott St. Station</b>
Distance to northbound platform	300 ft.	835 ft.
Distance to southbound platform	700 ft.	835 ft.
Total	1000 ft.	1670 ft.

---

- Requires an interim 7-foot sidewalk on the west side of Interstate for one block until redevelopment occurs.
- This recommendation has not gone through a public review process.

---

**ATTACHMENT:**  
**INTERSTATE MAX BICYCLE TASK FORCE**  
**RECOMMENDATION TO THE PORTLAND CITY COUNCIL**

The Interstate MAX Bicycle Task Force recommended Option 3A-1, contingent upon guaranteed funding from the City of Portland and the Interstate MAX Project for the following:

1. Bicycle lanes on N. Interstate Ave. will be maintained or newly provided from the Steel Bridge to N. Willamette Blvd. and from N. Dekum Street to the N. Victory Blvd.
  - The segment between N. Willamette Blvd. and N. Dekum Street will maximize on-street parking opportunities to support existing businesses and future transit-oriented development.
2. North of N. Willamette Blvd., N. Denver Ave. shall be designated the regional north/south bicycle route through North Portland, while N. Interstate will provide local bicycle access.
  - The concrete road surface on Denver Ave. between N. Willamette Blvd. and N. Portland Blvd. will be improved for bicycle travel.
3. The following are improvements to be funded by Tri-Met and PDOT's Interstate MAX Project to accommodate local bicycle access to N. Interstate:
  - Pursue, through a public process, a bike lane or other innovative improvements to N. Willamette Blvd. from N. Interstate Ave. to N. Denver Ave. (emphasizing this as a regional through-route);
  - Design treatment at the intersection of N. Interstate and N. Willamette Blvd. to accommodate bicyclists' left turn westbound onto Willamette;
  - Bicycle lanes improvements on N. Killingsworth Street from N. Interstate Ave. to N. Minnesota;
  - Bicycle lanes improvements on N. Portland Blvd., from N. Denver to N. Montana;
  - Bicycle Boulevard treatment on N. Dekum from N. Denver to N. Interstate; and
  - Bicycle Boulevard treatment on N. Buffalo Street, from N. Denver to N. Interstate.
4. The roadway width will be set to accommodate future bicycle lanes from two blocks north of N. Killingsworth to two blocks south of N. Portland Blvd. (as shown in Exhibit A, Sections 2 & 3). Whether or not these lanes are striped will be determined as part of a larger public process that will address the trade-off of their effectiveness at providing local access versus the safety concerns they produce.
5. Techniques will be explored with the bicycle community to facilitate bike access through the N. Killingsworth and N. Portland Blvd. station areas. The culmination of this process will be concurrent with the opening of the Interstate MAX project.

- 
6. Beyond what the project provides, the City of Portland will give high priority status to additional bicycle roadway connections running east/west from the bluff to N. Vancouver.
  7. The City of Portland and the Oregon Department of Transportation will look into improving the Bryant Street Overpass as a component of this project's support of affiliated bicycle improvements.

If the City Council and the Interstate MAX Project do not commit to all of the above improvements, the Interstate MAX Bicycle Task Force defers their recommendation back to the FEIS.



---

## INTRODUCTION

The purpose of this report is to respond to City Council direction to develop a design for N. Interstate Avenue that can balance the needs for all transportation modes while supporting transit-oriented development at MAX Stations. On-street parking is a valuable street element that is necessary to support existing retail businesses and to encourage future mixed-use development. Additionally, parked cars provide a buffer between moving vehicles and pedestrians. When City Council adopted the Conceptual Design at the completion of the Final Environmental Impact Statement and Preliminary Engineering phase of the Interstate MAX Project (Resolution No. 35832 on October 13, 1999), the street design lacked on-street parking at MAX stations. The Council requested that the City Engineer develop options for North Interstate Avenue, including relocating bicycle lanes from N. Interstate Avenue to provide additional on-street parking.

The City Council adopted the N. Interstate Avenue alignment as the preferred alignment on June 16, 1999, Resolution No. 35000. As part of this resolution, Council adopted the following:

*“Commuter Bicycle Facilities–Tri-Met and the Office of Transportation develop and implement strategies to enhance bicycle access to one or more stations by developing covered bike parking facilities at MAX stations; and consider a bike commuter center located at one station, at least. The Office of Transportation will identify bicycle access routes to MAX Stations and implement improvements to encourage bike to rail commuting in the North and Northeast Portland community.”*

The Council recognized that certain design issues were not able to be resolved on the basis of conceptual design and preliminary engineering work completed for the FEIS. The Council, as part of the October 13th action directed the City Engineer to provide a report to Council within 90 days concerning the following two issues:

- 1. “Identify and analyze options for modifying the conceptual design for accommodating light rail, auto/truck traffic, bicycles, on-street parking, and adequate sidewalk widths. The analysis should examine several options for accommodating bicycle movements in the North and Northeast area, including N. Interstate Avenue and other north-south streets with strong east-west connections to Interstate Avenue at station locations;*
- 2. The City Engineer will develop recommendations for a comprehensive bicycle plan for the North Interstate MAX Project.”*

To advise City Council on the issue of options for bicycles in the N. Interstate Corridor, Commissioner Hales appointed a Citizens Task Force. The members of the committee are listed in the front of this report.

---

# **NORTH INTERSTATE CORRIDOR BICYCLE TASK FORCE ROLE, OPERATING PROCESS, PRINCIPLES AND PRACTICES**

The Task Force accepted the following functioning definitions:

## **Roles**

The Bicycle Task Force is charged with advising the City Council on a concept bike plan for the North Interstate MAX Project. The Task Force will produce a recommendation to the City Council by January 30, 2000. In addition, the Task Force will provide advice on community involvement and outreach as it relates to this effort.

## **Principles**

1. Task Force membership will reflect diversity of perspective in the communities along the corridor.
2. It is expected that Task Force members will commit to meeting at least twice monthly in order to meet the tight deadline set before us.
3. All Task Force members will have an opportunity to share 'airtime' at meetings.
4. Task Force members are expected to be active participants in meetings and in the community involvement process.
5. Task Force members are expected to share information with their neighbors, organizations, constituents, etc and to bring those viewpoints back to Task Force deliberations.
6. Divergent views and opinions are expected and are to be listened to and respected.
7. The power of the Task Force to affect City decisions is in seeking agreement among its diverse membership.

## **Practices**

1. Decision-making: Decisions will be reached through consensus, though straw votes may be taken to expedite the process.
2. Homework: Homework reading and discussion will be a part of coming to the meetings prepared for decision making.

## **POLICY AND PLANNING FRAMEWORK**

There are two key bicycle requirements that have to be addressed regarding bicycle lanes on N. Interstate Avenue as part of the light rail project-the City of Portland's Transportation Element of the Comprehensive Plan and the State of Oregon's Bike law.

The Transportation Element of the City of Portland provides the following bicycle policy framework.

## **Policy 6.12 Bicycle Transportation**

*Make the bicycle 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**

- A. Complete a network of bikeways that serves bicyclists' needs, especially for travel to employment centers, commercial districts, transit stations institutions, and recreational destinations.*
- B. Provide bikeway facilities that are appropriate to the street classifications, traffic volume, and speed on all rights-of-way.*
- C. Maintain and improve the quality, operation, and integrity of bikeway network facilities.*
- D. Provide short- and/or long-term bicycle parking in commercial districts, along main streets, in employment centers and multifamily developments, at schools and colleges, in industrial developments, at special events, in recreational areas, and transit facilities such as light rail stations and park-and-ride lots.*
- E. Provide showers and changing facilities for commuting cyclists. Support development of such facilities in commercial buildings and at "Bike Central" locations.*
- F. Increase the number of bicycle/transit trips. Support Tri-Met's "Bikes On Transit" program.*
- G. Develop and implement education and encouragement plans aimed at youth, adult cyclists, and motorists. Increase public awareness of the benefits of bicycling and of available resources and facilities.*
- H. Promote bicycling as transportation to and from school.*

The Oregon Revised Statute 366.514, known as the "Bicycle Bill" requires that "...bicycle trails...shall be provided wherever a highway, road or street is being constructed, reconstructed or relocated." The type of bicycle trail required is set out by guidelines in the City of Portland Bicycle Master Plan. For Interstate Avenue, with traffic volumes of 13,000-19,000 vehicles per workday, the appropriate facility is a bicycle lane.

The following is Oregon Department of Transportation's (ODOT) interpretation of ORS 366.514. Note that the terminology of the original bill is outdated: "footpaths and bicycle trails" should read "walkways and bikeways."

The law requires that reasonable amounts of State Highway Funds be expended by the ODOT, counties and cities to provide walkways and bikeways. Reasonable amounts are related to the need for bikeways and walkways; if there is a need, the governing jurisdiction shall expend a reasonable amount to construct the needed facilities.

---

When the bill was introduced in 1971, most road projects were funded through the highway fund. While the law itself refers to the highway fund, several drafters of the original bill have indicated that the intent was not to limit this requirement to the highway fund only, but rather to make this fund available for the construction of walkways and bikeways, to benefit all users of the highway.

The law requires the ODOT, counties and cities to provide walkways and bikeways on all roadway construction, reconstruction or relocation projects. The funding source or amount is not the determining factors; what is important is that pedestrian and bicycle facilities be provided as part of road improvements. "Construction, reconstruction and relocation" refers to all projects where a roadway is built or upgraded. Walkways and bikeways don't necessarily have to be provided on projects such as signal or signing improvements, landscaping and other incidental work. Preservation overlays are also excluded if the only intent of the project is to preserve the riding surface in usable condition, without any widening or realignment. Projects where the entire depth of the roadway bed is replaced are usually considered reconstruction projects.

The law provides for reasonable exemptions. The following is the provision for allowing exceptions to the Bike Law:

- "(2) Footpaths and trails are not required to be established under subsection (1) of this section:*
- (a) Where the establishment of such paths and trails would be contrary to public safety;*
  - (b) If the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use; or*
  - (c) Where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."*

The determination that one or more exemptions is met should be well-documented. The decision should allow opportunities for public review and input by interested parties. Exemptions (b) and (c) refer back to the need. The burden is on the governing jurisdiction to show the lack of need to provide facilities; the need is legislatively presumed but can be rebutted. The following are the interpretations for the exemptions:

*contrary to public safety:* this exemption applies where the safety of any group of highway users would be jeopardized by the inclusion of walkways or bikeways. In most instances, the addition of walkways and bikeways improves safety, both for motorists and non-motorized users, but there may be instances where the inclusion of a walkway or bikeway decreases safety, for example, sidewalks on a limited access freeway would be considered unsafe.

*cost is excessively disproportionate to need or probable use:* this exemption applies if it can be shown that there is insufficient need or probable use to justify the cost. Probable use must extend to cover the anticipated life of the project, which can be twenty years or longer for roadway projects, fifty years or longer for bridge projects. It is not sufficient to claim that there is little or no current pedestrian or bicycle use. This is often due to

the lack of appropriate facilities. The law does not provide guidelines for determining when costs are excessively disproportionate.

*sparsity of population:* this exemption most commonly applies to rural roads or highways where walkways and bikeways would get very little use.

*other available ways:* for this exemption to apply, it must be shown that the “other available ways” serve bicyclists and pedestrians as well as or better than would a facility provided on the road, street or highway in question. The “other available ways” must provide equal or greater access and mobility than the road, street or highway in question. An example sufficient to indicate other available ways would be providing sidewalks and bike lanes on a parallel or adjacent street rather than along a freeway. An example not sufficient would be choosing not to provide bike lanes and sidewalks on an arterial street and encouraging use of local side streets that do not include bicycle and pedestrian facilities nor offer the equivalent direct route or access as the arterial street.

*other factors:* this exemption allows consideration of other factors that are particular to a project. A common example, is the acceptability of cyclists sharing the roadway with automobiles on low volume, low traffic local streets. Again, the absence of any need must be found.

The Oregon Court of Appeals upheld the intent of this statute in *Bicycle Transportation Alliance v. City of Portland* (9309-05777; CA A82770). The judge’s summary was: “Read as a whole, ORS 366.514 requires that when an agency receives state highway funds and constructs, reconstructs or relocates highways, roads or streets, it must expend a reasonable amount of those funds, as necessary, on bicycle and pedestrian facilities. The statute also requires the agency to spend no less than one percent per fiscal year on such facilities, unless relieved of that obligation by one of the exceptions in the subsection.

## OPTIONS

Staff from the Portland Office of Transportation felt that to develop a design that did not include bicycle lanes on all or part of N. Interstate Avenue as part of the light rail project, a determination “other available ways” must be met. To select a recommended option, the Citizens Task Force went through a two step process. Step One developed a range of options to be narrowed for detailed evaluation. Step Two completed the detailed evaluation and selected a preferred option.

The following four north/south options were presented for the Step One narrowing process:

- Option 1 Existing FEIS option—or base case, which includes a 5-foot bike lane throughout Interstate.
- Option 2 N. Denver Avenue as an alternative route from N. Interstate Ave., diverting the bike route at N. Skidmore (N. Skidmore west to N. Concord north to N. Willamette Blvd. west to N. Denver Ave. and north to Kenton).

- 
- Option 3 N. Denver as an alternative route from Interstate diverting at N. Willamette Blvd.
- Option 4 N. Mississippi/Albina as an alternative route from N. Interstate Ave. diverting at N. Skidmore St. (A sub-option would be for a bike lane along the full length of Mississippi simultaneously.)

Appendix contains illustrations of the four options.

The Bicycle Master Plan routes are shown in Fig. 13 in the appendix.

The following technical findings or recommendations were included with these options:

1. Station-by-station preliminary economic conclusions by the technical team:
  - The Going Street Station had the least transit-oriented development potential because of heavy truck traffic and noise.
  - The Killingsworth and Portland Stations have good potential for transit oriented development around the station and the greatest need for on-street parking. Also, Main Street-type of development could occur on N. Killingsworth east of the freeway and west to N. Denver, and on N. Interstate Ave. between N. Killingsworth and N. Portland Blvd.
  - Lombard Station would largely depend on future redevelopment of the Fred Meyer store.
  - Kenton Station redevelopment would most likely focus redevelopment along N. Denver Ave. an historic main street with numerous redevelopment parcels.
2. To compliment shifting the bike lanes to N. Interstate Avenue, east-west improvements are needed to connect parallel north/south bike lanes to Interstate MAX Stations. These improvements, shown in Figure 14 in the appendix, illustrate an overall bike plan for east-west bike improvements for N. Portland.
3. With Options 2 and 3, special left-hand turn devices are needed off N. Interstate at N. Willamette or N. Skidmore to accommodate the shift to N. Denver. Possible bike boxes giving cyclists priority on N. Interstate and/or on the cross street are potential design solution to provide for safe left turns access.

The evaluation criteria to review these options are shown in Figure 6, as completed by the technucak team.

The Task Force agreed to drop Options 2 and 4 at their December 6, 1999 meeting.

Option 2 was dropped because of it would require significant investment to meet the test of serving cyclists "as well as or better than" a facility on N. Interstate Ave. The crux of making

this route a viable alternative is the N. Concord Avenue pedestrian ramp over N. Going Street. That overpass is too narrow to accommodate bicyclists safely when crossing paths with another bicyclist or pedestrian traveling in the opposite direction. The corkscrew ramps are at a steep enough grade and radii to be difficult for novice cyclists. Finally, the ingress and egress points to the ramps lead bicyclists to concrete walls. While this ramp is sufficient for the occasional cyclist, it will not serve any appreciable volume of bicyclists. Replacing the ramp could be problematic with potential residential displacement to straighten out the corkscrew. Additionally, the Concord/Skidmore route is inferior as a direct route for commuter cyclists, for it requires many more turning movements and includes steeper inclines compared with Interstate Ave. This route, however, would continue to be available as an alternative route for local residents.

Option 4 was dropped because the diversion to N. Mississippi to N. Albina was considered fatally flawed because of the following three concerns:

- The grade on N. Mississippi, between N. Russell and N. Fremont, was considered too steep for bicyclists (steeper than N. Interstate).
- Bicycle lanes on N. Albina would have required the removal of on-street parking through a commercial area.
- Being east of the freeway, the route psychologically seems distant from the LRT corridor.

The Committee recommended that Option 3 and the FEIS design, Option 1, should be examined for detailed evaluation.

Option 3 utilizes N. Denver Ave. as the principal bike route because of its relatively low traffic volumes and wide bicycle lanes. It presents a more pleasant riding environment than does N. Interstate today; even where there are bicycle lanes on N. Interstate. Though there are no traffic counts on N. Denver north of N. Holman Street (counts south of N. Holman found slightly more than 3,000 vpd), a ride along both streets is enough to show that N. Denver's volumes do not approach those currently on N. Interstate Ave. With this option, N. Denver Ave. would become the primary piece of the regional north/south route for bicycle travel in North Portland. N. Interstate Avenue would remain important and partially accessible for local bicycle use and access to all MAX stations.

## **EVALUATION AND RECOMMENDATIONS**

Based on issues and comments from the Interstate MAX Bicycle Task Force, PDOT and Tri-Met staff prepared detailed design analysis. The analysis considered maximizing on-street parking, providing for local bike access, providing for adequate sidewalks, providing for emergency vehicles, and traffic circulation.

FIGURE 6

# EVALUATION CRITERIA

Interstate MAX Bike Lane Alternatives and Impacts

12/7/99

## KEY OBJECTIVES FOR NORTH/SOUTH BIKE MOVEMENT

### ALTERNATIVES

	1 FEIS Concept - Interstate Bike Lane	2 Denver Alternative - Skidmore Connection	3 Denver Alternative - Willamette Connection	4 Mississippi/Albina Alternative
1) Local Access: Avoids Out-of-Direction Travel to Station Areas	■	◻	◻	□
2) Regional Access: Provides a Direct Route Through Corridor	■	◻	■	□
3) Provides Connections to Existing/Planned Bike Facilities	■	■	■	◻
4) Minimizes Physical Barriers (e.g. - Steep Hills, Freeways)	■	□	■	◻
6) Minimize Impacts on Curb-Side Parking and Existing Developments on Interstate Avenue	◻	■	■	■
7) Political & Neighborhood Acceptance (e.g. - Parking Impacts, Street Reconfiguration)	◻	◻	■	✖
8) Provides Direct Access to Albina Plan "Attractions" (e.g. - Jobs & Commercial Centers, Schools, Parks, Institutions, etc.)	■	◻	◻	◻

**KEY:**

Good	Fair	Poor	Potential Fatal Flaw
■	◻	□	✖



The Portland Development Commission staff and consultant provided information to the task force on the importance of on-street parking for mixed-use projects. Redevelopment efforts for transit-oriented development and support of existing businesses should be emphasized at station areas, which provide easy MAX transit, and bus service on cross streets. Future mixed use projects and existing merchants with ground floor commercial space require some on-street customer parking.

On-street parking at station areas and in front of existing businesses is critical for business development and retention. One study conducted by The National Main Street Center estimated the value of a parking space to be between \$13-20,000 annually in retail sales depending on adjacent retail synergy. The customers' perception that a business has convenient, visible, easily accessible parking often overrides the fact that it may be full.

All ground floor development at station areas need not be retail, but even services (travel agents, salons, etc.) need short-term customer parking. Residential development on the ground level at station platforms is less desirable, because of the need for privacy screening from active sidewalks and traffic. Residential development is better suited above the ground floor or at less active mid-station locations.

Tri-Met developed several options to respond to committee concerns regarding the trade-off's between bicycle lanes and on-street parking. Important issues included the amount of street parking gained with no bike lanes and local bicycle access on N. Interstate Avenue to existing and future development.

The following is a brief summary of the sub-options developed for the taskforce.

- Option 1A is the FEIS design from the Conceptual Report Fig. 7.
- Option 1B modified the FEIS design to provide on-street parking for the businesses on the west side of N. Interstate Avenue at the N. Portland Blvd. intersection, and eliminates the bike lane one block on each side of the intersection.
- Option 3A.1 would have N. Denver Ave. as the regional north/south bicycle route with bike connections to N. Interstate Ave., Fig. 8. The connections would include the following:
  - ✓ Bike boulevard connection on N. Willamette Blvd. between N. Interstate Avenue and N. Denver Avenue.
  - ✓ Bicycle lanes on N. Killingsworth between N. Interstate Ave. and I-5 Freeway.
  - ✓ Bike lanes on N. Portland Blvd. between N. Denver to I-5 Freeway.
  - ✓ Bike boulevard connection on N. Dekum. between N. Interstate Avenue and N. Denver Avenue.
  - ✓ Bike boulevard connection on N. Buffalo St. between N. Interstate Avenue and N. Denver Avenue.
  - ✓ A six-foot setback on the south-east block of the Killingsworth station to provide a shared 14' travel lane

Local bicycle access on N. Interstate Ave. would be provided with a shared wide traffic lane, except where left-turn lanes are planned at Killingsworth, Ainsworth, and Portland.

- 
- Option 3A.2 would be similar to 3.A.1 but with fragmented or incremental bike lanes between signalized intersection.

The Task Force recommendations include actions to mitigate the impacts of moving the bicycle lane off of N. Interstate Avenue, improve the bicycle riding surface on the portion that is a concrete street from N. Willamette and N. Portland; and improve its riding surface on the one block of unimproved street on N. Buffalo St. between N. Fenwick and N. Concord.

In addition to the local connections between N. Denver and N. Interstate, the overall North Portland bike plan calls for extending the bike boulevard treatment on N. Willamette west to the bluff, extending the bike lanes on N. Portland Blvd. west to N. Willamette Blvd and east to N. Vancouver/N. Williams, and extending the N. Killingsworth bike lane east across the freeway and identify options to extend bike access to N. Vancouver/N. Williams. Additional improvements include bicycle lanes to access the Russell Station in Lower Albina, improving or rebuilding the Bryant Street Overcrossing for bicycle access from east of the freeway to the Lombard Station, improvements on N. Going Street, a connection from the Interstate bike lane to the Broadway Bridge, bike boulevard improvements to N. Terry Street and a future connection from the Kenton Station to the 40-mile loop trail.

The committee supported the need for on-street parking and mix-use development at the N. Killingsworth and N. Portland MAX Station. As a result, the need to remove bike lanes on a portion of N. Interstate Avenue was identified. To provide for equal or better access for bicyclists the proposed street improvements were approved and summarized in the table below.

An issue that the committee wanted further consideration on was for PDOT to continue to investigate, through a public process, the feasibility of fragmented bike lanes between N. Killingsworth and N. Portland. The safety of fragmented bike lanes was a concern for the City Traffic Engineer and some members of the Bicycle Advisory Committee. The Task Force asked that PDOT initiate a public process that would explore options to provide for safe fragmented bike lanes.

**Table 1: Comparison of Bike Lane Options**

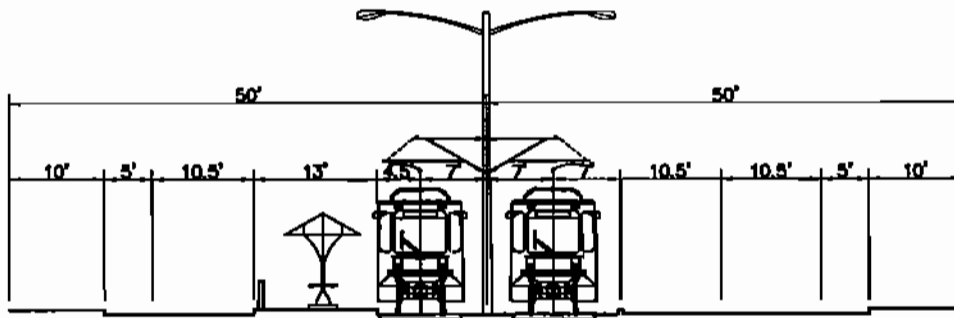
	Existing	Option 1A-FEIS	Option 1B Modified FEIS	Option 3A.1
Bike Lane	None	Continuous	Continuous except no southbound bike lane at Portland Blvd. (2 blocks)	No Bike Lanes between N. Willamette Blvd. and N. Dekum
On-street parking spaces between Willamette to Lombard	138 parking spaces	108 parking spaces	121 parking spaces	164 parking spaces
On-street parking at station areas	25	28	37 parking spaces	65 parking spaces
Added Project Costs		\$0	\$50,000	\$450,000

**Table 2: Summary of Additional Bike and On-Street Parking Project Costs**

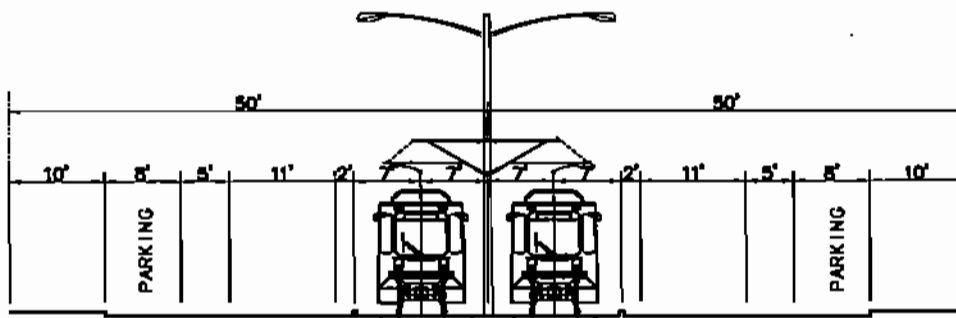
Bike Connections Improvements	Costs
1. Bicycle Boulevard* improvements to N. Willamette Blvd. from N. Interstate to N. Denver Avenue	\$10,400
2. Design treatments at intersection of N. Interstate and N. Willamette Blvd. to accommodate bicyclists turning left westbound onto N. Willamette Blvd.	Included in Interstate MAX costs
3. Provide bicycle lanes on N. Killingsworth St. from N. Interstate Ave. to N. Minnesota.	\$5,100
4. Provide bicycle lanes on N. Portland Blvd. from N. Denver Ave. to N. Montana.	\$162,000
5. Bicycle Boulevard treatment on N. Dekum from N. Denver to N. Interstate Ave.	\$6,400
6. Bicycle Boulevard treatment on N. Buffalo St., from N. Denver to N. Interstate, and including improvements to unimproved one block segment N. Fenwick and N. Concord St.	\$18,600
7. Improvements to concrete street pavement on N. Denver, between N. Willamette Blvd. and N. Portland Blvd.	\$30,000
	Bike Improvements Subtotal:
On-street parking improvements at Killingsworth and Portland Blvd. stations including additional right-of-way (\$136,000)	\$232,500 \$207,500
Total Additional Costs of Option 3A.1	\$440,000

\* Bicycle boulevards do not have lanes striped; they utilize traffic calming devices on wider and less driven roads.

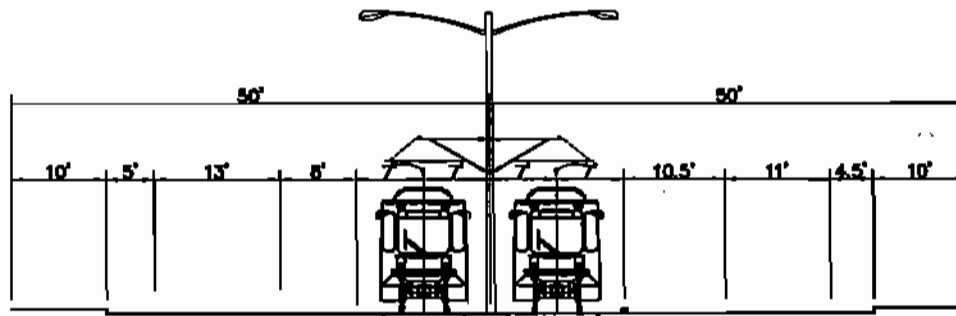
**Figure 7**  
**OPTIONS I-FEIS DESIGN**



**UPPER INTERSTATE AVE.**  
**TYPICAL SIGNALIZED INTERSECTION W/STATION**



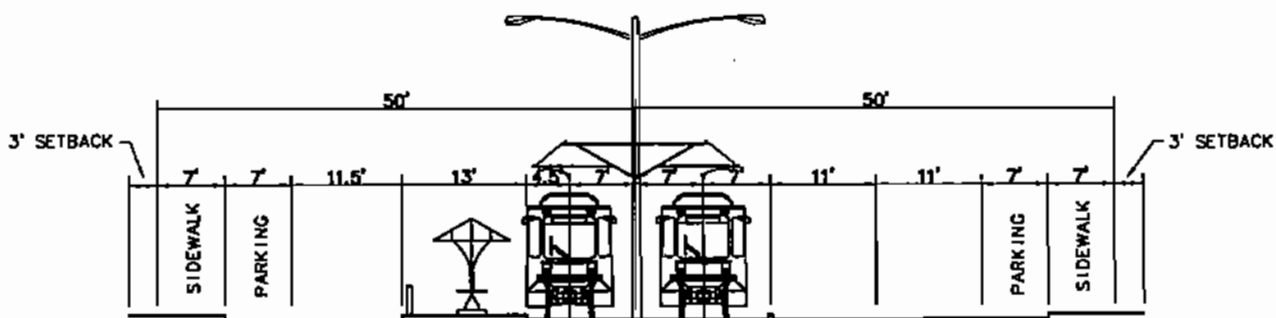
**UPPER INTERSTATE AVE.**  
**TYPICAL BETWEEN SIGNALIZED INTERSECTIONS**



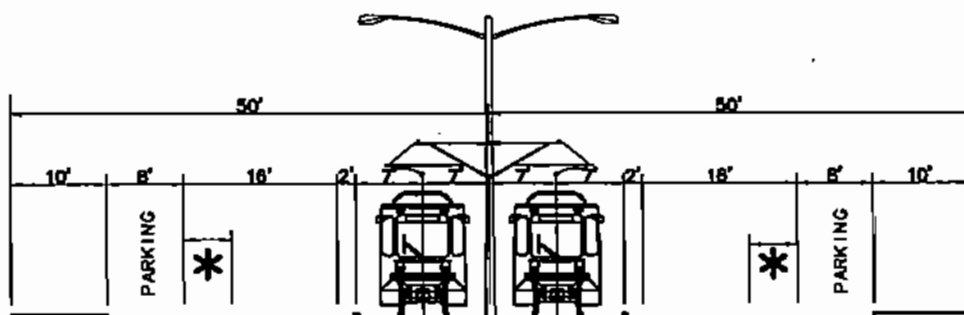
**UPPER INTERSTATE AVE.**  
**TYPICAL MAJOR SIGNALIZED INTERSECTION W/OUT STATION**



**Figure 8**  
**OPTIONS 3A.1-MODIFIED**  
**3 Foot Setback at Station Areas**

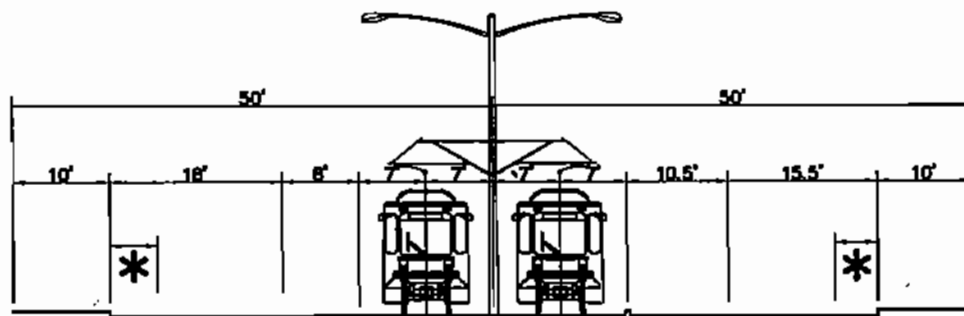


**UPPER INTERSTATE AVE.**  
**TYPICAL SIGNALIZED INTERSECTION W/STATION**



\* POSSIBLE FUTURE BIKE LANE

**UPPER INTERSTATE AVE.**  
**TYPICAL BETWEEN SIGNALIZED INTERSECTIONS**



\* POSSIBLE FUTURE BIKE LANE

**UPPER INTERSTATE AVE.**  
**SIGNALIZED INTERSECTION AT AINSWORTH & SOUTH OF DEKUM**



---

## **INTERSTATE MAX BICYCLE TASK FORCE RECOMMENDATION TO THE PORTLAND CITY COUNCIL**

The Interstate MAX Bicycle Task Force recommended Option 3A-1, contingent upon guaranteed funding from the City of Portland and the Interstate MAX Project for the following:

1. Bicycle lanes on N. Interstate Avenue will be maintained or newly provided from the Steel Bridge to N. Willamette Blvd. and from N. Dekum St. to the N. Victory Blvd.
  - The segment between N. Willamette Blvd. and N. Dekum St. will maximize on-street parking opportunities to support existing businesses and future transit-oriented development.
2. North of Willamette Blvd., N. Denver Ave. shall be designated the regional north/south bicycle route through North Portland, while N. Interstate will provide local bicycle access.
  - The concrete road surface on N. Denver Ave. between N. Willamette Blvd. and Portland Blvd. will be improved for bicycle travel.
3. The following are improvements to be funded by Tri-Met and PDOT's Interstate MAX Project to accommodate local bicycle access to N. Interstate:
  - Pursue, through a public process, a bike lane or other innovative improvements to N. Willamette Blvd. from N. Interstate Ave. to N. Denver Ave. and to Denver Ave. from Willamette to Killingsworth (emphasizing this as a regional through-route);
  - Design treatment at the intersection of N. Interstate and N. Willamette Blvd. to accommodate bicyclists turning left westbound onto N. Willamette;
  - Bicycle lane improvements on N. Killingsworth St. from N. Interstate Ave. to N. Minnesota;
  - Bicycle lane improvements on N. Portland Blvd., from N. Denver to N. Montana;
  - Bicycle Boulevard treatment on N. Dekum from N. Denver to N. Interstate; and
  - Bicycle Boulevard treatment on N. Buffalo Street, from N. Denver to N. Interstate.
4. The roadway width will be set to accommodate future bicycle lanes from two blocks north of N. Killingsworth to two blocks south of N. Portland (as shown in Fig. 8, Sections 2 & 3). Whether or not these lanes are striped will be determined as part of a larger public process that will address the trade-off of their effectiveness at providing local access versus the safety concerns they produce.
5. Techniques will be explored with the bicycle community to facilitate bike access through the Killingsworth and Portland Blvd. station areas. The culmination of this process will be concurrent with the opening of the Interstate MAX project.
6. Beyond what the project provides, the City of Portland will give high priority status to additional bicycle roadway connections running east/west from the bluff to N. Vancouver.

- 
7. The City of Portland and the Oregon Department of Transportation will look into improving the Bryant St. overpass as a component of this project's support of affiliated bicycle improvements.

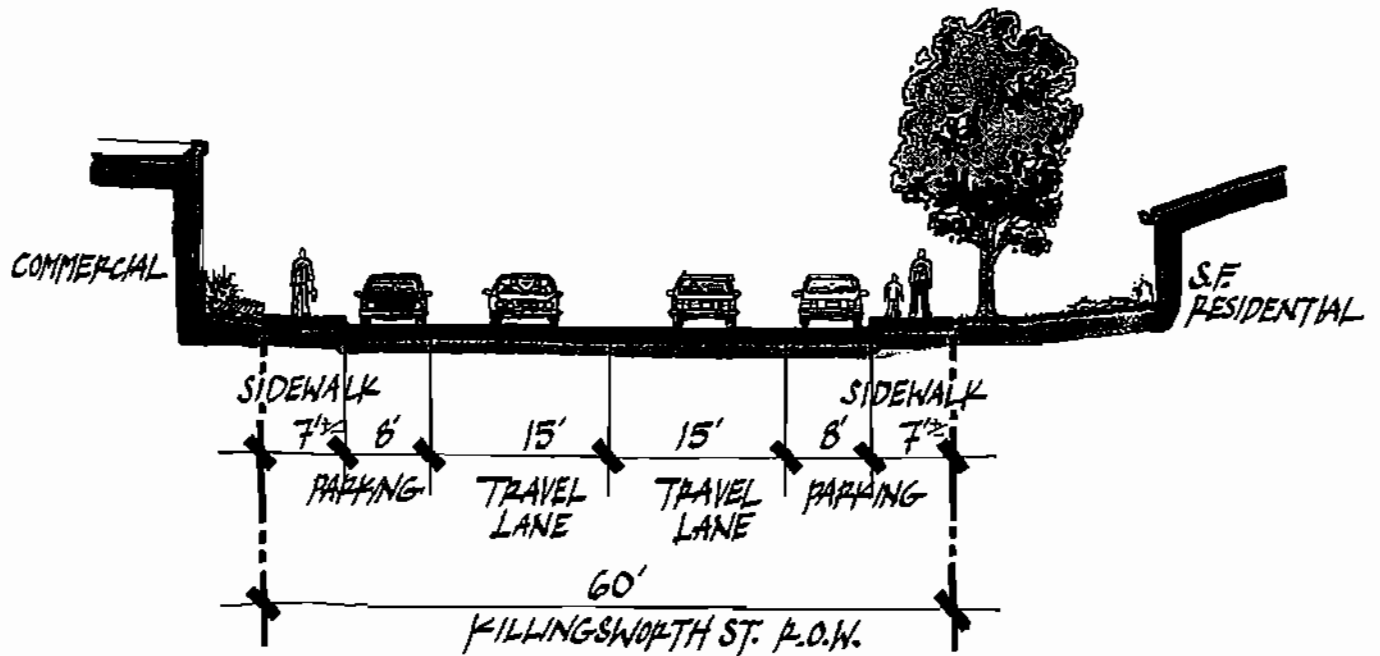
If the City Council and the Interstate MAX Project do not commit to all of the above improvements, the Interstate MAX Bicycle Task Force defers their recommendation back to the FEIS.

# APPENDIX

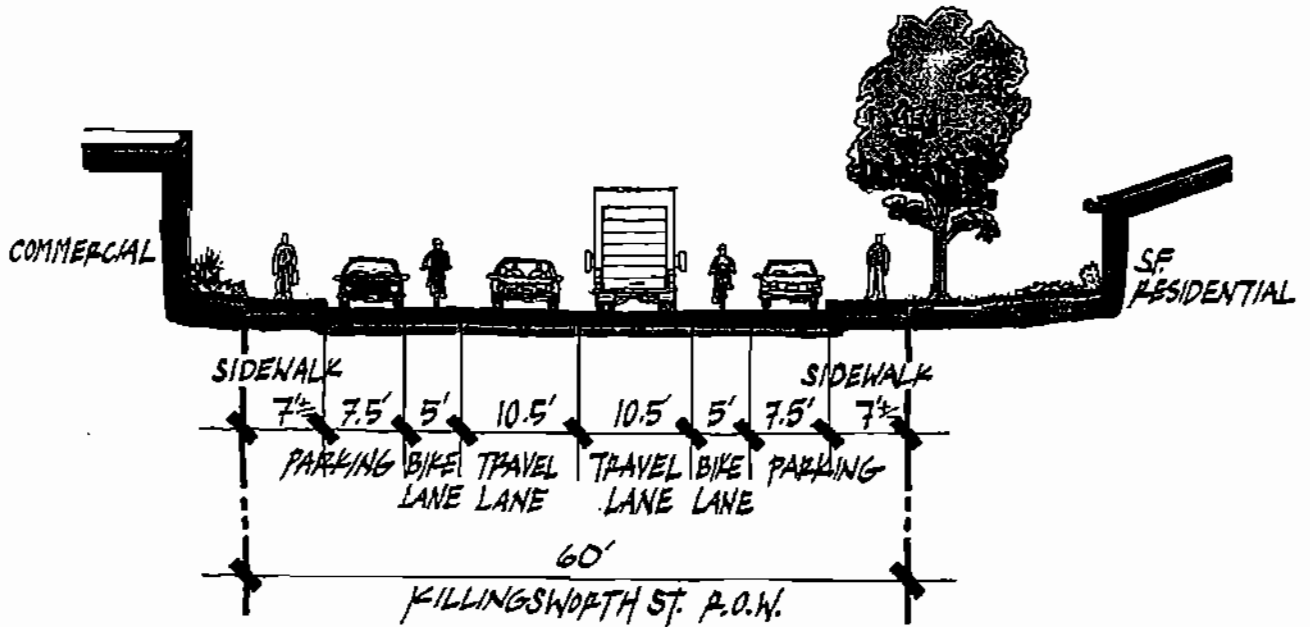
---



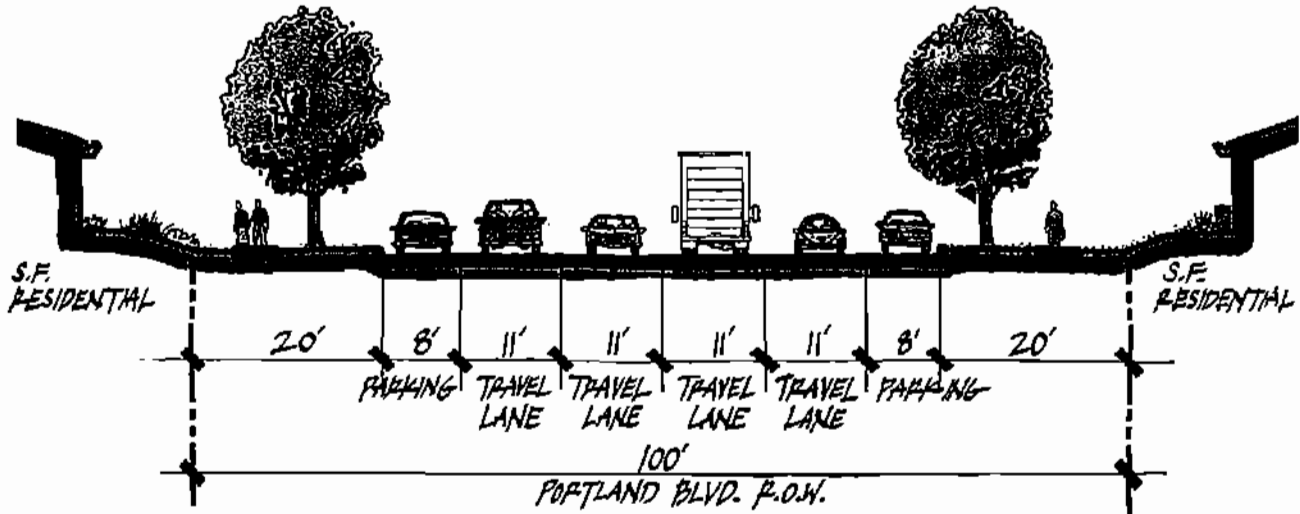
**Figure 15  
KILLINGWORTH STREET EXISTING CROSS SECTION**



**Figure 16  
KILLINGWORTH STREET PROPOSED CROSS SECTION  
WITH BIKE LANES (Between Interstate and I-5)**



**Figure 17  
PORTLAND BOULEVARD EXISTING CROSS SECTION**



**Figure 18  
PORTLAND BOULEVARD PROPOSED CROSS SECTION  
WITH BIKE LANES (From Greenwich to Denver)**

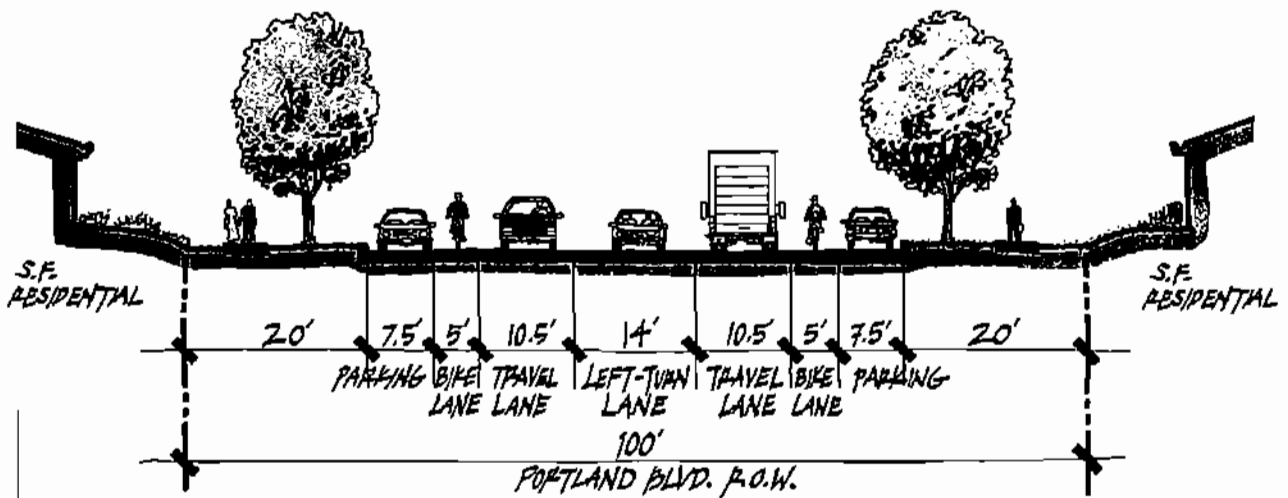
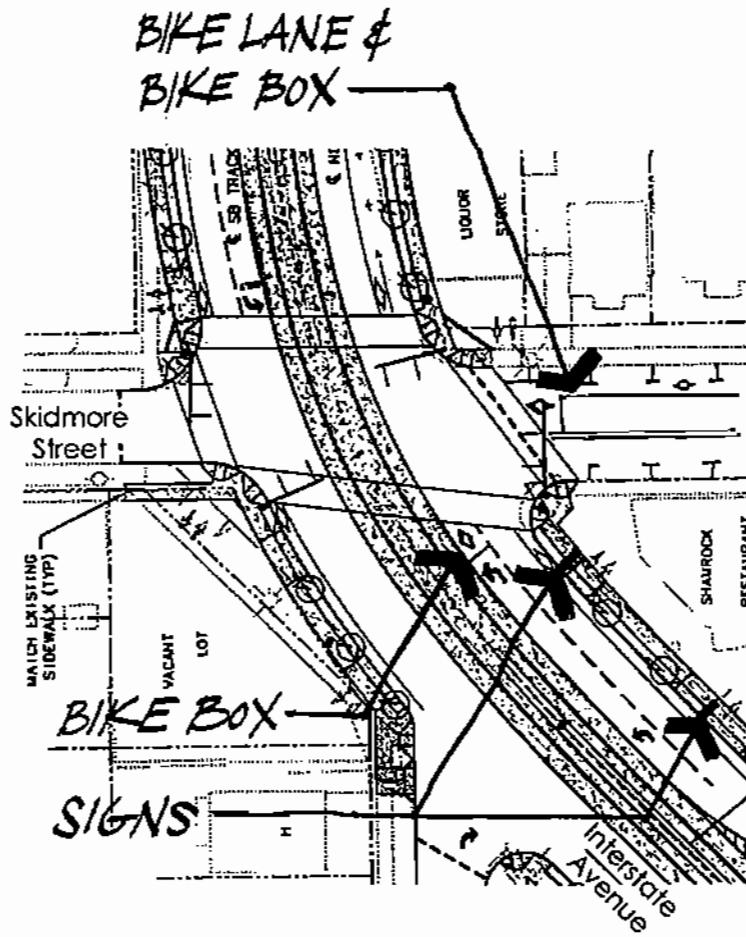
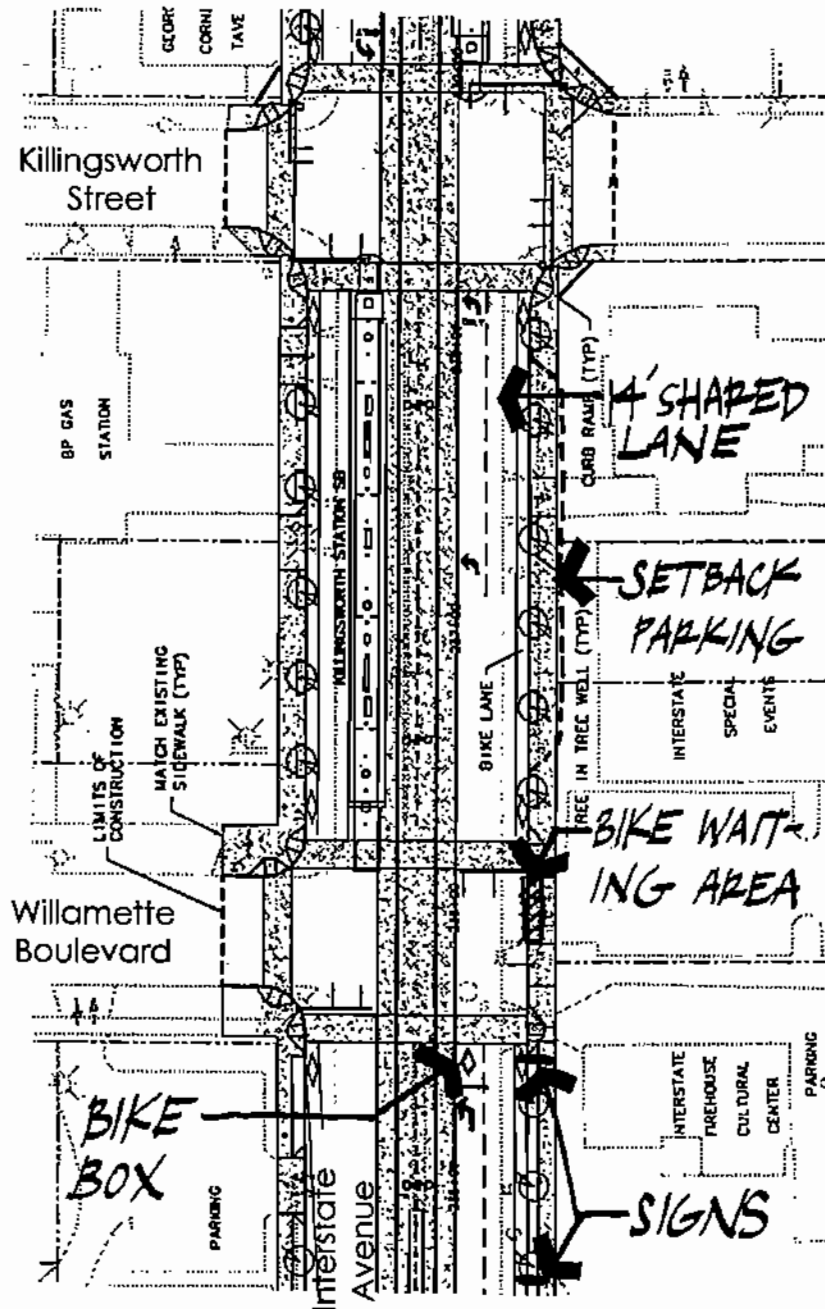


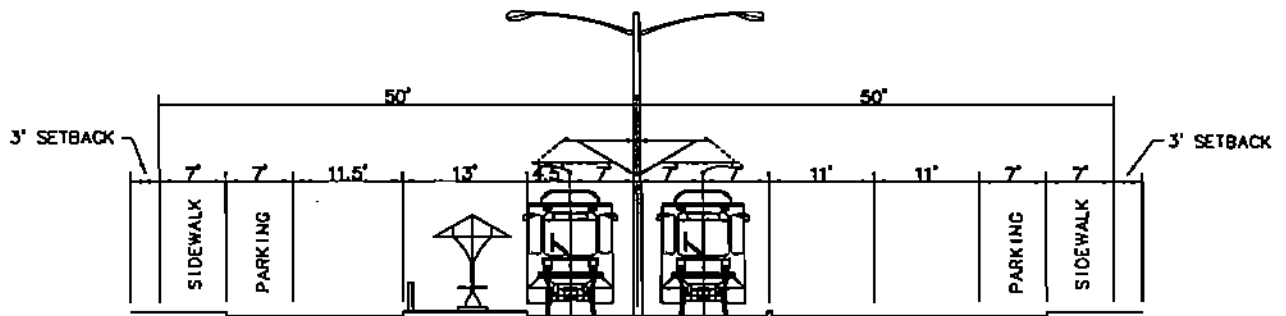
Figure 19  
BIKE BOX DESIGN AT INTERSTATE AND SKIDMORE



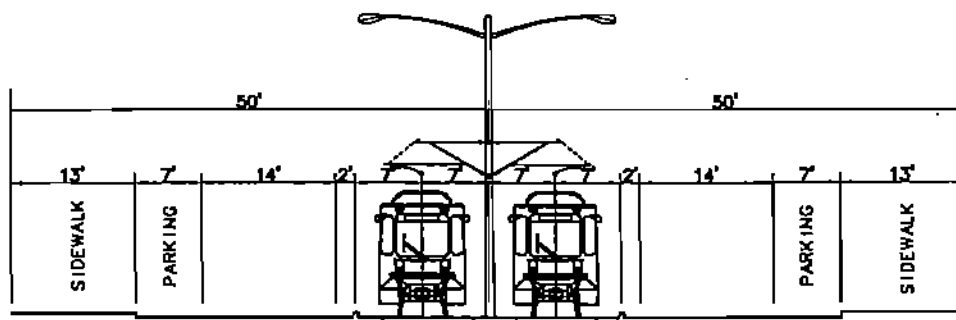
**Figure 20**  
**BIKE BOX DESIGN AT INTERSTATE AND WILLAMETTE**



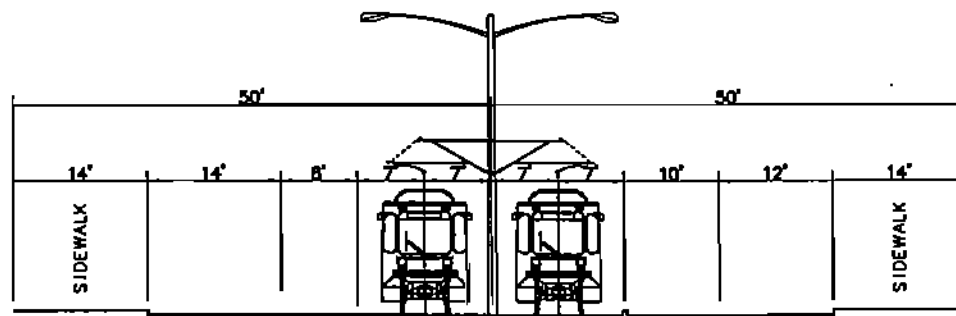
**Figure 21**  
**OPTIONS 3A.1**  
**3 Foot Setback at Station Areas**



**UPPER INTERSTATE AVE.**  
**TYPICAL SIGNALIZED INTERSECTION W/STATION**

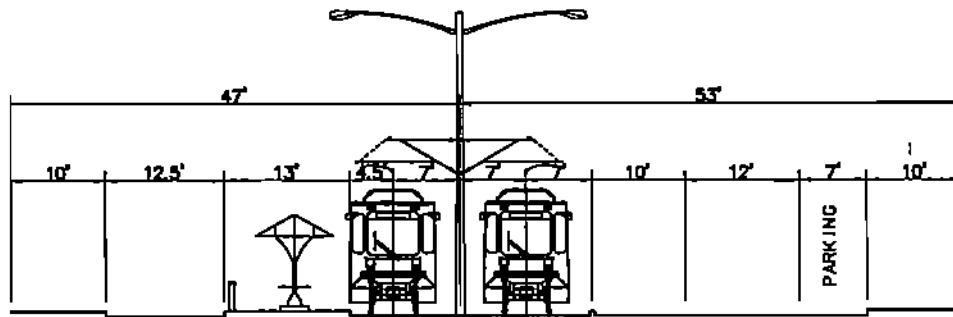


**UPPER INTERSTATE AVE.**  
**TYPICAL BETWEEN SIGNALIZED INTERSECTIONS**

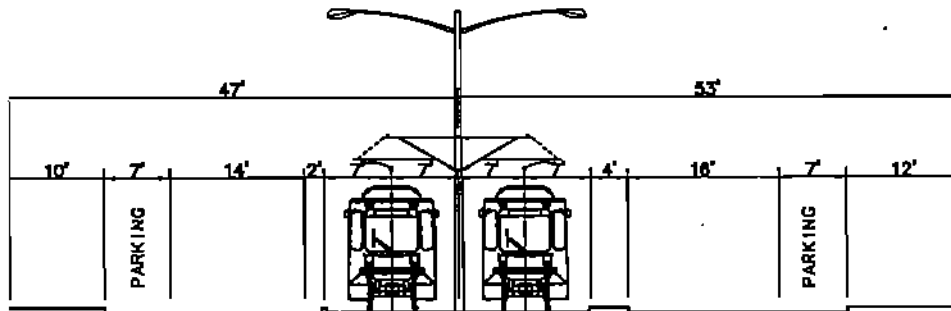


**UPPER INTERSTATE AVE.**  
**TYPICAL MAJOR SIGNALIZED INTERSECTION W/OUT STATION**

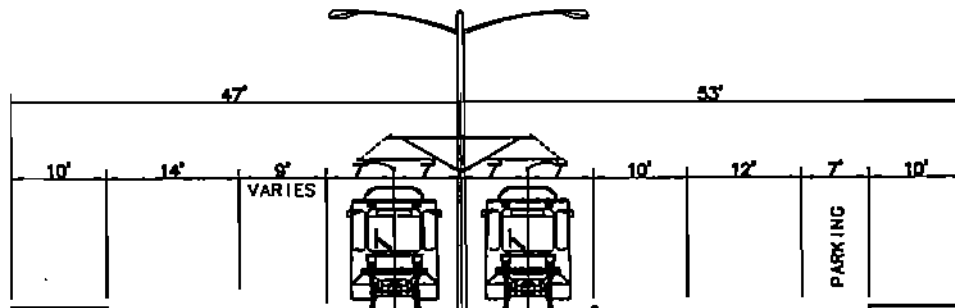
**Figure 22**  
**OPTIONS 3B-NO SETBACK**



**UPPER INTERSTATE AVE.**  
**TYPICAL SIGNALIZED INTERSECTION W/STATION**



**UPPER INTERSTATE AVE.**  
**TYPICAL BETWEEN SIGNALIZED INTERSECTIONS**



**UPPER INTERSTATE AVE.**  
**TYPICAL MAJOR SIGNALIZED INTERSECTION W/OUT STATION**



RESOLUTION NO: **35869**

Adopt amendments to the Interstate MAX Conceptual Design Report to incorporate the recommendation from the Interstate MAX Bicycle Task Force, and modifications to the location of the Overlook Station and the Going Street Station (Resolution)

WHEREAS, the Council adopted Resolution No. 35800, on June 16, 1999, to approve the North Interstate Alternative as the preferred option and first segment to be constructed in the South/North Corridor; and

WHEREAS, Tri-Met completed the Final Environmental Impact Statement and Preliminary Engineering for the North Interstate MAX Project and the Council adopted Resolution No. 35832 to approve the Interstate MAX Conceptual Design Report; and

WHEREAS, that the Council recognized that certain design issues are not able to be resolved on the basis of conceptual design and preliminary engineering work; and

WHEREAS, the Council directed the City Engineer to evaluate options for modifying the conceptual design to shift bicycle lanes on N. Interstate Avenue to other north-south streets, with strong east-west connections to N. Interstate Avenue at station locations; and recommend a comprehensive bicycle plan for the North Interstate MAX Project, and

WHEREAS, Commissioner Hales appointed the Interstate MAX Bicycle Task Force to evaluate and recommend a preferred street design and bicycle plan for the Interstate MAX Project; and

WHEREAS, the Interstate MAX Bicycle Task Force has completed their evaluation and the recommendation is attached in Exhibit A, Amendments to the Interstate MAX Conceptual Design Report; and

WHEREAS, Tri-Met has completed design analysis for the Overlook Station and Going Street Station to better meet community desires for access and improved redevelopment opportunities; and

NOW, THEREFORE BE IT RESOLVED that the Council of the City of Portland adopts the Amendments to the Interstate MAX Conceptual Design Report, Exhibit A, which includes the recommendations of the Interstate MAX Bicycle Task Force and the changes in locations for the Overlook Station and Going Street Station, and

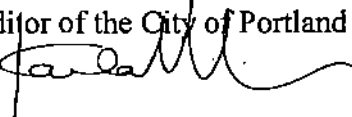
BE IT FURTHER RESOLVED, that the Council recognizing that additional public outreach is needed to implement the bicycle improvements as recommended by the Interstate Bicycle Task Force and directs the Portland Office of Transportation to continue public outreach subject to final review and approval by the Council, and

BE IT FURTHER RESOLVED, that the Council directs the Portland Office of Transportation to develop, seek public input on, and evaluate alternatives to provide access along Interstate Avenue for bicycles between and through the Killingsworth and Portland Station areas; these alternatives may include segments of bicycle lanes and/or other appropriate measures for possible implementation with the opening of the Interstate MAX Project, and

BE IT FURTHER RESOLVED, the Council recognizes the importance of completing the east/west bicycle network for the Interstate Corridor and directs the Portland Office of Transportation to consider future funding priority, and

BE IT FURTHER RESOLVED, the Council directs the Portland Office of Transportation to evaluate potential changes to bicycle street classifications in the TSP.

Adopted by the Council **FEB 23 2000**  
Commissioner Charlie Hales  
Stephen Iwata  
February 8, 2000

GARY BLACKMER  
Auditor of the City of Portland  
By   
Deputy



Adopt amendments to the Interstate MAX Conceptual Design Report to incorporate the recommendation from the Interstate MAX Bicycle Task Force, and modifications to the location of the Overlook Station and the Going Street Station. (Resolution)

INTRODUCED BY	Filed: <b>FEB 17 2000</b>
Commissioner Hales	Gary Blackmer Auditor of the City of Portland
NOTED BY COMMISSIONER	By: <u>Britta Olson</u> Deputy  For Meeting of: _____  ACTION TAKEN:
Affairs	
Finance and Administration	
Safety <i>Charlie Hales</i>	
Utilities	
Works	
BUREAU APPROVAL	
Bureau: Portland Office of Transportation	
Prepared by      Date: Stephen Iwata      February 15, 2000	
Budget Impact Review: <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Not Required	
Bureau Head: Victor F. Rhodes <i>VFR</i>	

*M.A.D. Project 7/19/01*

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