



Community Bike Ride

Date: Saturday, August 01, 2015

Time: 10:00 AM to NOON

Location: SE Powell Blvd. from Ed Benedict Park (SE 104thAve.) to SE 174th Ave. and back.

OVERVIEW

The ODOT US26: Outer Powell Transportation Safety Project team and East Portland Action Plan Bike Subcommittee co-sponsored a community bike ride on Saturday, August 1st, 2015 from 10:00 a.m. to noon to discuss existing bike conditions, areas of concern and potential improvements along the study area on Powell Blvd. from SE 99th Ave. to SE 174th Ave.



The bike ride began at Ed Benedict Park where a sign-in station was located and participants were offered safety sashes, sunscreen, water, refreshments, and pocket-sized bike route maps with space for comments. The maps identified five stop locations along the corridor:

- 1.) Eastbound SE 122nd (Safeway)
- 2.) Eastbound SE 145th (St. Timothy Lutheran Church)
- 3.) Eastbound SE 174th (Legacy Health Clinic)
- 4.) Westbound SE 136th (Car wash)
- 5.) Westbound SE 129th (Location of future city greenway connection)

The event was publicized through the project website, announcements at the Community Advisory Group and Decision Committee meetings, and through two email messages to the project's 'interested parties' list. Additionally, advocacy groups such as the Bicycle Transportation Alliance, BikePortland.org and East Portland Action Plan helped get the word out about the ride opportunity. Fifteen people signed in for the ride with an additional nine project team members on site to support the event.



DISCUSSION AND OBSERVATIONS

Stop Location 1: *Eastbound SE 122nd Ave.*

- Participant stated that there are a lot more pedestrian crossings now than before and as a driver she is a lot more cognizant of pedestrians because of the crossings.
- Metro Councilor Shirley Craddick asked how many bus stops there are.
- Scott Richman asked what kind of feedback ODOT has been having about the median barriers at this intersection.
 - Mike Mason, ODOT Project Manager, responded that while some of the businesses have offered negative feedback due to impacts to access, that there has been general support for the added safety they provide overall. ODOT is looking to add barrier treatments like these at strategic points throughout the corridor.
- Andy Johnson, Consultant Project Manager, noted the different kinds of bike treatments the project team is looking into.
 - Buffered bike lanes
 - Buffered bike lanes with vertical delineators
 - Raised bike lanes
 - Sidewalk-level cycle track



Stop Location 2: *Eastbound SE 145th Ave.*

- Councilor Craddick emphasized the importance of a low-stress bike route, and further asked if the future bike and pedestrian facilities will have landscape treatments.
 - Project team stated that landscape treatments are still being assessed as to type and location, but yes there will be landscape treatments.
- David noted that there are a lot of large driveways along the corridor, particularly between SE 140th and SE 145th and that it can pose danger to bikes as cars pull out of driveways and do not always see bikers.
 - Mike stated that driveways are assessed as part of the 'Access Management' piece of the project, which occurs after funding has been identified. Open frontages will typically be designed with a delineated driveway.
- Participant asked if street parking will remain and if not how does ODOT mitigate for this.
 - Project team responded that street parking will not remain. The team will work with property owners to acquire the land if ODOT does not own it already. ODOT has certain rules for what they are able to do with the land once it is acquired.



- Participant asked what kind of bike treatments will be at intersections.
 - Project team stated that this is something they are looking into right now.
- Participant asked what happens if the area is too constrained.
 - ODOT said in cases where the roadway is constrained the team has to assess these specific areas and it can sometimes be an issue.
- Participants said that next time it would be useful to have examples of bike treatments at other intersections around Portland that may be similar to options along Powell Blvd.

Stop Location 3: *Eastbound SE 174th Ave.*

- Mike stated that there are proposed bus pullouts on Powell Blvd. on both east and west sides of the SE 174th Ave.
- Project team noted that this intersection is reaching the same level of concern as SE 122nd Ave. in terms of collision rates – primarily vehicle collisions
- Participant asked what a typical bike lane for this project would be.
 - Typical bike lane types for this project are:
 - 1.) 6 foot bike lane with 2 foot buffer with striping (8 feet total)
 - 2.) raised/mountable bike facility – considerations are still being assessed. This treatment has challenges with drainage and maintenance which may have impacts to the overall project cost and design.
- Jim Chasse asked if the recently identified funding includes transferring the facility to the City of Portland.
 - ODOT responded, no.
 - Chris Werner, with the City of Portland, stated that jurisdictional transfer is often talked about but nothing has been packaged.
- Participant asked if tree mitigation is part of this project.
 - Mike said yes, trees will be assessed and some will be removed, however some will also be installed. There are planned landscape treatments between curb and sidewalk.
- Is there a strategy to avoid sidewalk being uprooted by trees.
 - Yes, specific trees that work for these kinds of areas are considered and assessed in the selection process.
- David asked about putting the bike lane to the right of the vehicle lanes with a separated buffer.





- Project team responded that this can be a challenge with certain kinds of treatments due to required widths for freight vehicle clearances.
- Councilor Craddick noted that the north-south traffic at SE 174th Ave. is growing rapidly due to vehicle movements coming from Foster and going east to Gresham via this intersection.

Stop Location 4: *Westbound SE 136th Ave.*

- Jim Chasse stated that East Portland Action Plan (EPAP) are strong supporters of the Vision Zero concept and would like to see people walking in the bike lanes and sometimes with strollers moved into appropriate pedestrian lanes.
- Participant noted concern for vehicles using the bike lane to pass turning vehicles.
 - Mike noted that the proposed design accounts for a median/turn lane throughout the corridor which should help minimize these kinds of scenarios.
 - Andy further noted that it was sited at a prior public event that center turn lanes were considered the most important improvement for resolving this issue.
- Councilor Craddick asked about the gas/fuel property near the corner of SE 162nd Ave. and if this area would be considered a brownfield.
 - Mike said this is something that will be assessed during the design phase. Soil samples would be taken to determine its condition.

Stop Location 5: *Eastbound SE 129th Ave.*

- April Bertelsen with Portland Bureau of Transportation (PBOT) addressed the group and informed them of a future bikeway that connects north-south from SE 129th to SE 130th. There would be a reverse counter flow bike way along the north side of Powell to connect the access from SE 129th to SE 130th. PBOT is at 60% design and is working to coordinate with bus stops and crosswalks so it is an intuitive connection.

Comment Forms: *“Do you have any comments about the project that you would like to share with us?”*

- 1.) Protected intersections will be critical at major and problem crossings. 2.) Tree mitigation (especially pruning) work could be started immediately and have an immediate safety impact. 3.) I’m concerned that adding to the road width via a center median will increase speeds via the perceived highway effect. 4.) Blocking left turns from/onto side roads and driveways may prove necessary to prevent left-hook collisions. 5.) Greenway crossings require HAWK signals or better (RRFBs are insufficient). 6.) Connectivity to I-205 multi-use path should be included (if not already).
- Biggest surprise for me was the apparent lack of a north-south bus route on SE 174th. At SE 145th heading southbound, it’s really hard to turn onto Powell. You mentioned a number of ways to manage displacements from about SE 120th to 150th, those are going to use lots of budget, I fear.



- Trees east of Ed Benedict Park need to be preserved at SE 104th to SE 105th on south side of Powell. Move Powell to the north on funtastics property to preserve trees on south side. Keep bike lanes smaller in the 104th area to preserve trees; cyclists can use Bush Street, It is a designated bikeway. This grove of trees is preserved as part of Parks master Plan. Also, people can use bike paths in Ed Benedict park so bike path not needed from SE 99th to SE 105th Ave.
- Field Observations Notes:
 - [SE 122nd] Regarding bus wrap-arounds – consolidate number of stops.
 - [SE 145th] Displacements – pedestrian crossings; apartment traffic; acquire business property.
 - [At/near SE 174th] Lots of traffic; bus pullouts; street or water issues.

