COMMUNITY ADVISORY GROUP

August 27, 2015


1
WELCOME BACK!

Let's take a moment to CELEBRATE!

Legislature Poised to Deliver Transformational Investment in Outer Powell Blvd.

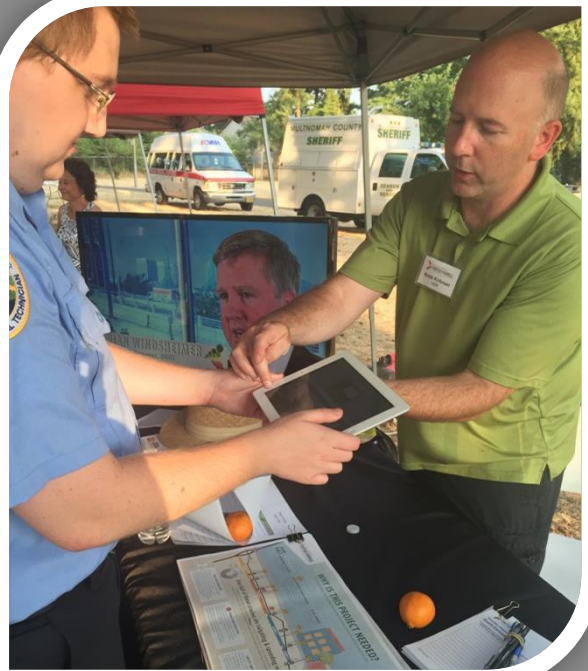
SALEM – The Oregon Legislature is set to deliver a major investment in outer Powell Blvd. that will dramatically improve traffic and pedestrian safety. The state's bonding package, which was introduced in the Capital Construction Committee today, includes $17 million to build sidewalks, improved roadways, crosswalks, street signals, bike lanes, buffer zones, a


2
COMMUNITY OUTREACH ACTIVITIES

OUTREACH UPDATE

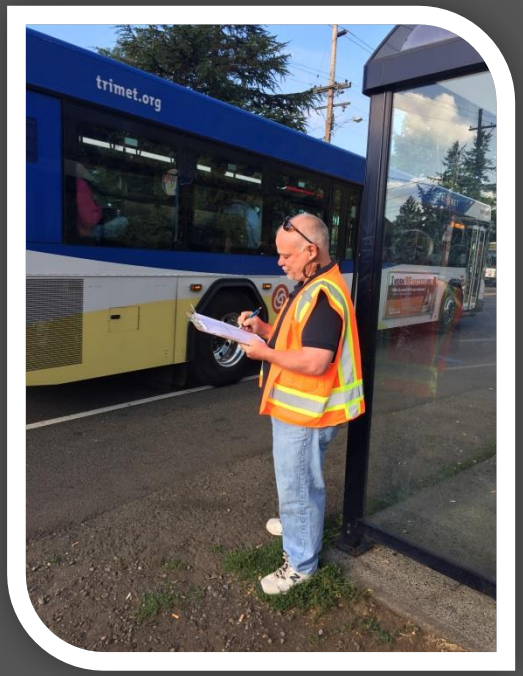
Community Bike Ride

Movies in the Park

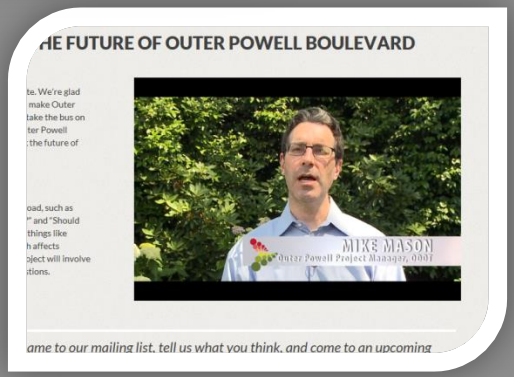


OUTREACH UPDATE

Bus Canvassing



Project Video



Next Open House: September 16, 2015
Ron Russell Middle School Commons 5:30-7:30 pm


3
DECISION COMMITTEE
UPDATE

A WORD FROM THE CO-CHAIRS

Paul Grosjean,
Pleasant Valley Neighborhood Association

Jennifer Beil,
St. Timothy Church


4
PUBLIC COMMENT
PERIOD


5
CONCEPT DESIGN
UPDATES

CONCEPT DESIGN UPDATES

Overview:

- Bus Stop Locations
- Bike Treatment Options & Considerations
- Intersection Configurations
- Turn Lanes
- Ed Benedict/Skate Plaza
- Cross Section Updates

BUS STOP LOCATIONS

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OUTER POWELL
Transportation Safety Project

PROPOSED BUS STOP LOCATIONS

Approximate locations of proposed bus stops and enhanced pedestrian crossing features

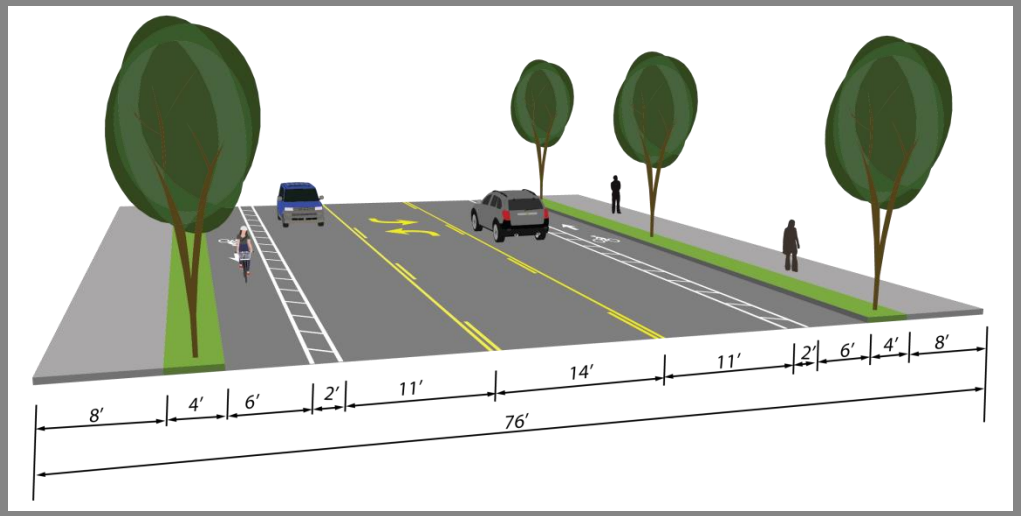
LEGEND

- BUS STOP IN TRAVEL LANE
- BUS PULLOUT
- BUS PULLOUT WITH QUEUE BYPASS
- ENHANCED PEDESTRIAN CROSSING

DRAFT *August 21, 2015*

BIKE TREATMENT OPTIONS

Buffered Bike Lane



Pros	Cons
Spatial separation between bike and vehicle	No physical separation
No new driveway reconstruction needed	Buses will need to pull across bike lane
Easy sweeping and maintenance	

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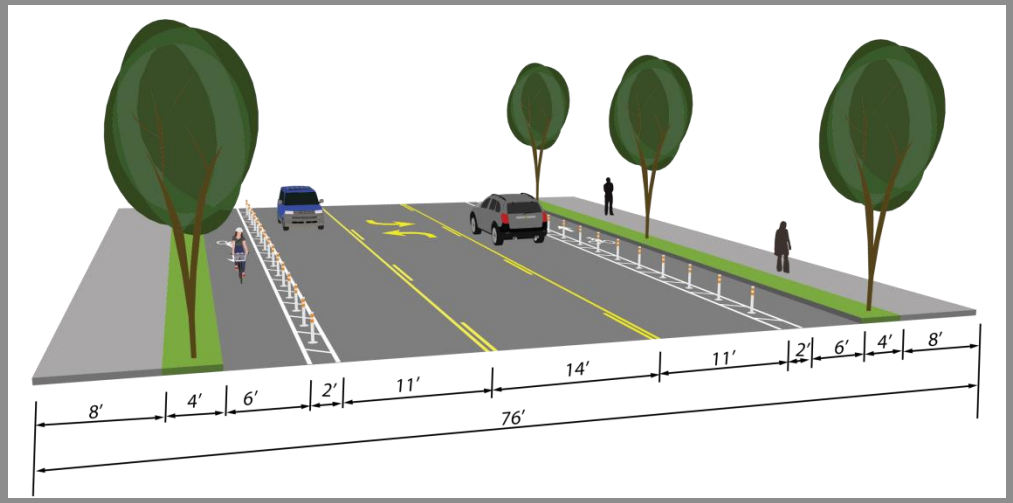
BIKE TREATMENT OPTIONS

Buffered Bike Lane with Vertical Delineation



Pros	Cons
Vertical elements to provide additional bicyclist comfort	Some delineation types may limit ability for bike to exit lane
Visually reduce width of roadway	Frequency of driveways might limit effectiveness
Easy to transition at intersections, bus stops, etc.	Delineators may need regular replacement
Bicyclist/driver expectations and maneuvers are more controlled and apparent	Existing street sweeper does not fit behind

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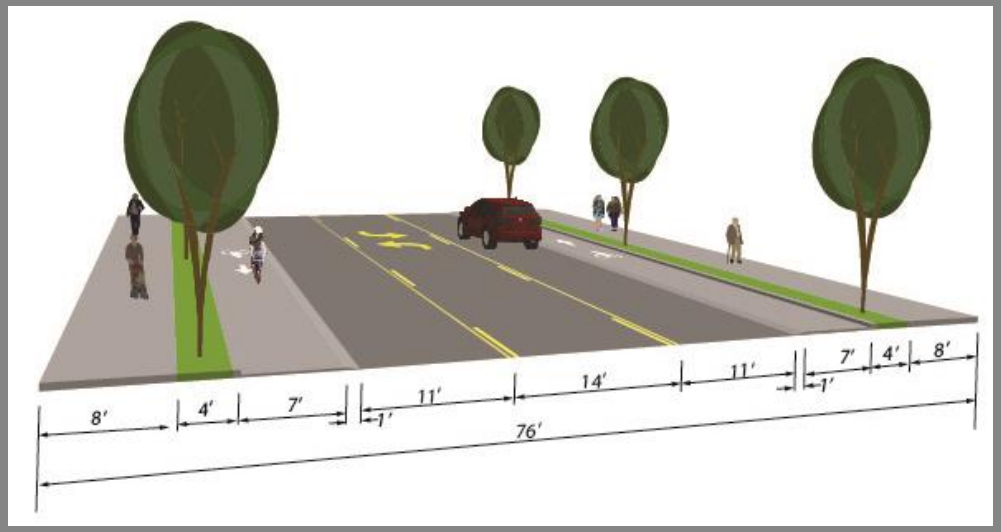
BIKE TREATMENT OPTIONS

Raised Bike Lanes



Pros	Cons
Vertical rise provides additional bicyclist comfort	Potential for vehicles to block bike lane at driveways
Collects less debris– less sweeping needed	Drainage needs are greater– more inlets
Visually reduces width of roadway	Current street sweeper may be ineffective
	Regular grade changes for bicyclists
	Design around transit stops is more difficult

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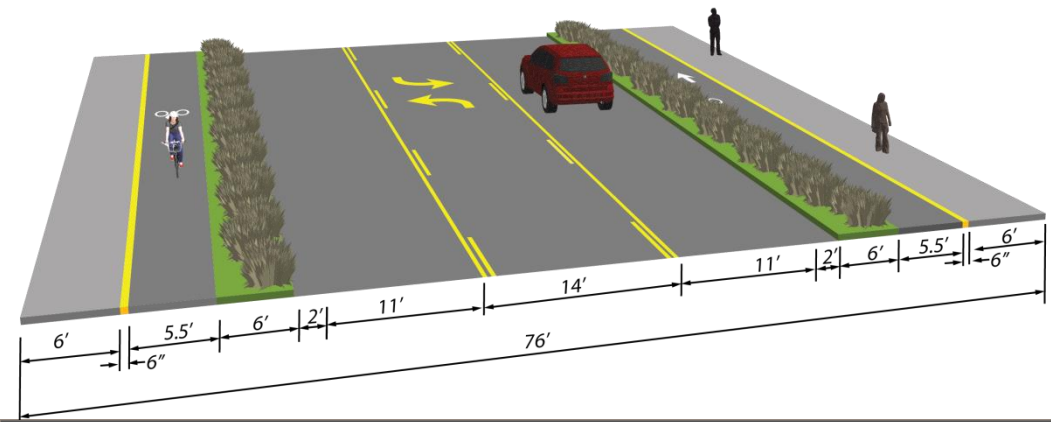
BIKE TREATMENT OPTIONS

Sidewalk Level Cycle Track



Pros	Cons
Physical separation encourages new/inexperienced riders	Bicyclists are further from turning motorists' field of view
Less debris collection	Potential for more pedestrian/bike conflicts
	ODOT does not currently maintain sidewalk
	Drainage needs are greater– more inlets
	Potential for vehicles to block cycle track at driveways
	Shy distance needed for stormwater and regulatory signs
	Limited opportunities for street trees due to potential restriction of sight lines

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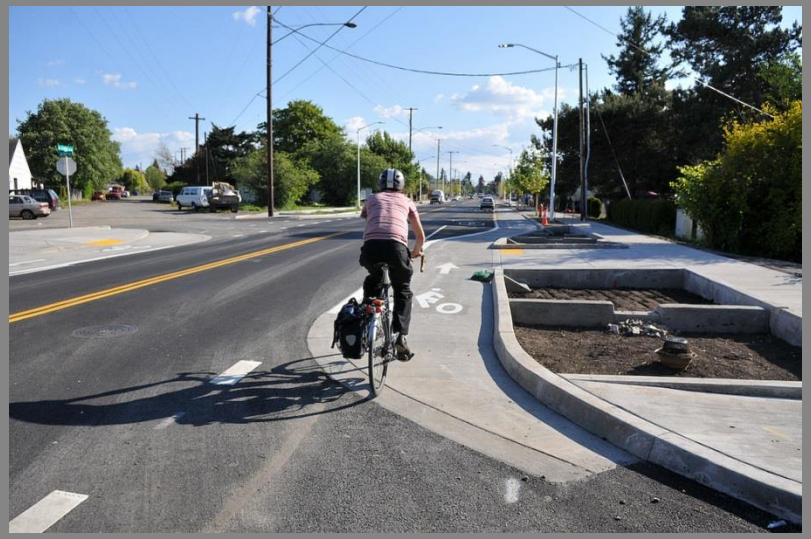
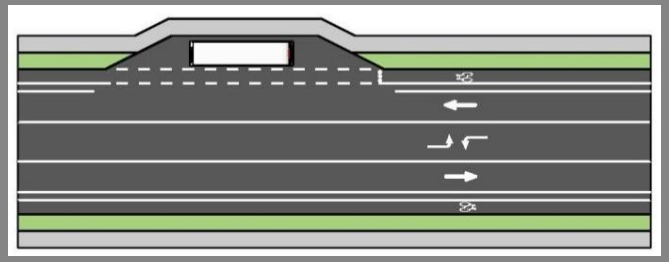
BIKE TREATMENT OPTIONS

Key Issues:

- Storm water management
- Maintenance
- Cost

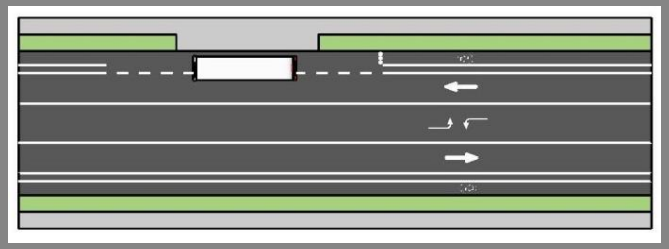


BUS/BIKE TREATMENTS



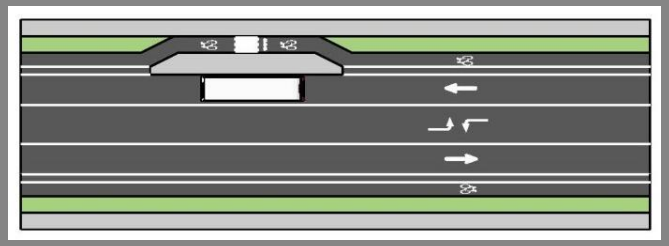
Bus Pull-Out

Requires bus to cross bike lane to enter/exit pull-out; bikes can continue to use bike lane



In-lane Stop

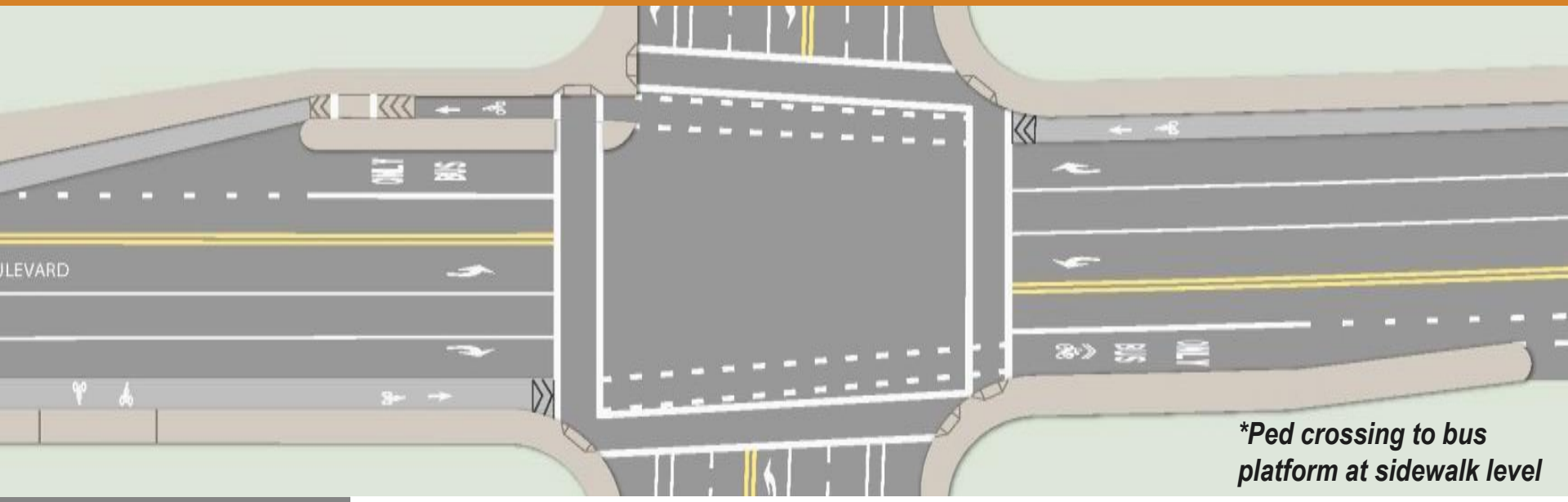
Requires bus to merge into bike lane; bikes must wait or decide to pass bus



Wrap-around Bike Lane

Removes bus/bike conflict; potential for bike/ped conflicts; provide transit island for waiting passengers

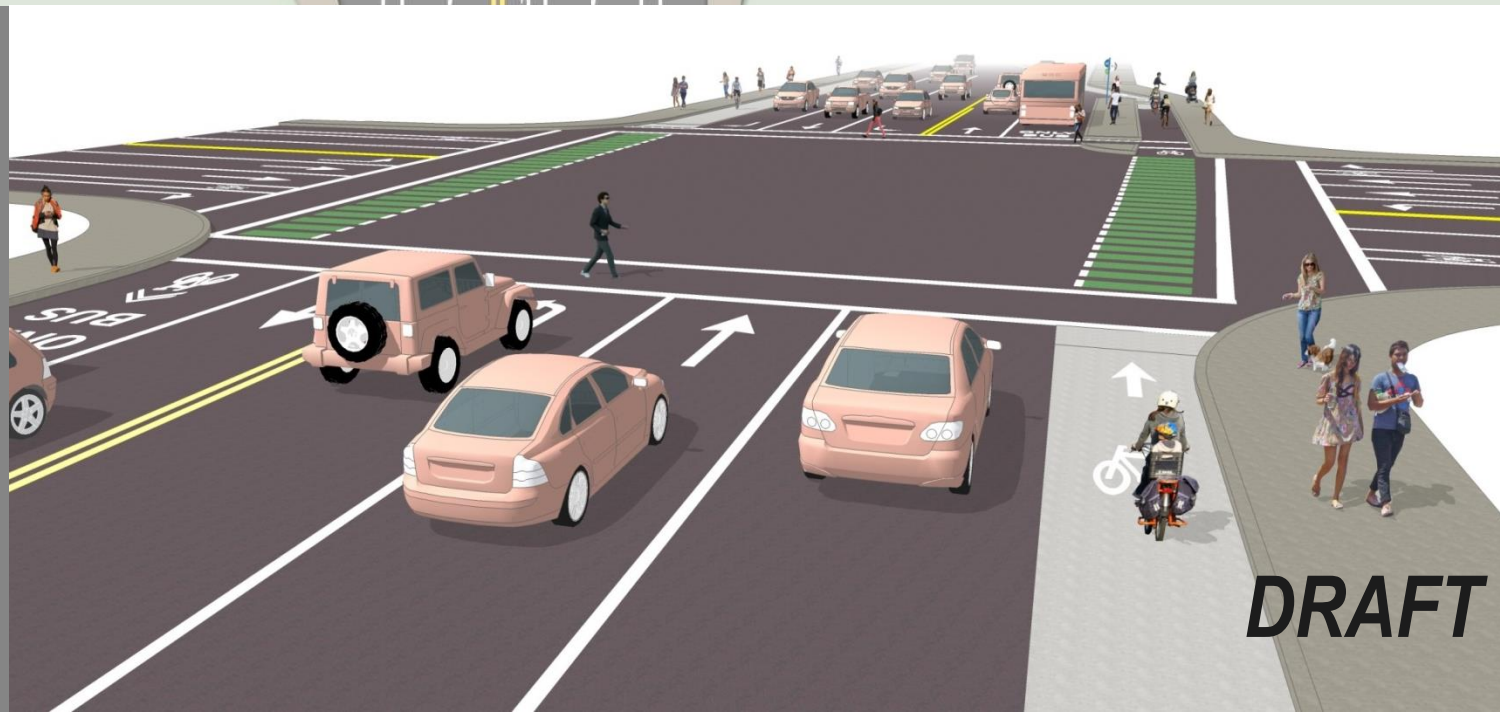
BUS/BIKE TREATMENTS



**Ped crossing to bus platform at sidewalk level*

North: Bike wrap-around with bus pull-out

South: Shared bus pull-out / bike lane



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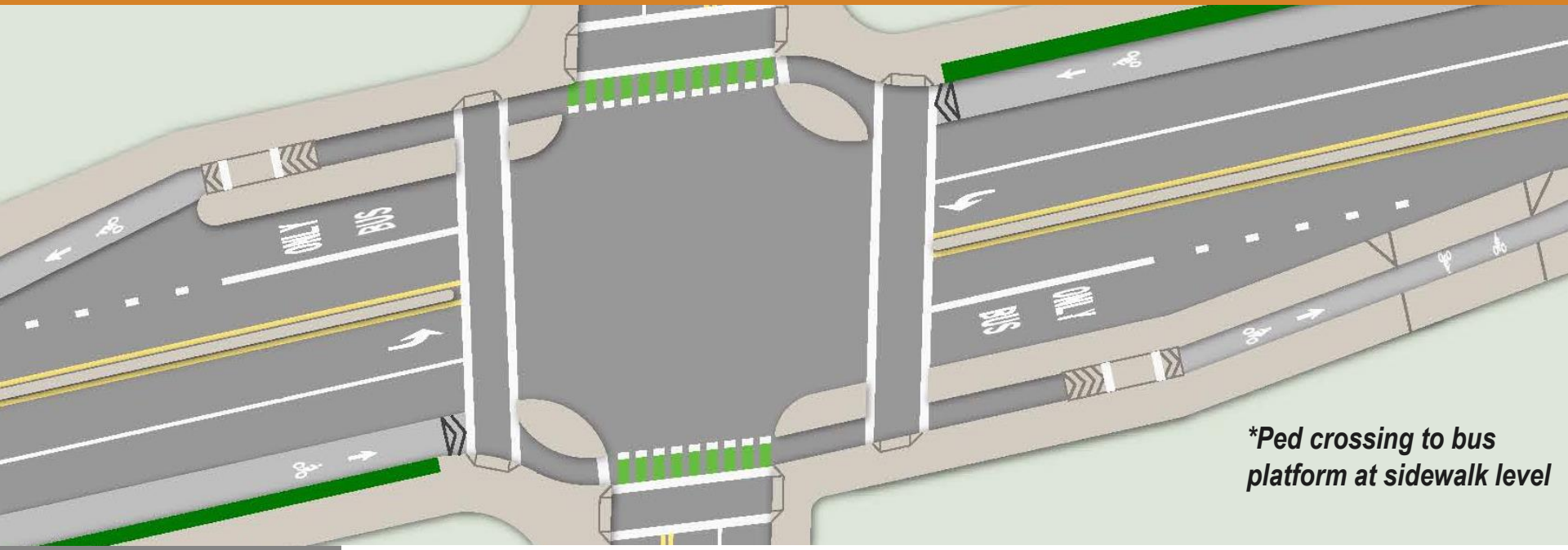
BUS/BIKE TREATMENTS



**Ped crossing to bus platform at sidewalk level*

Enhanced intersection with wrap-around bus pull-out

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BUS/BIKE TREATMENTS

**Ped crossing to bus platform at sidewalk level*

Wrap-around at off-set unsignalized intersection

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INTERSECTION CONFIGURATIONS

Overview:

Signalized *with* Right-Turn Lanes

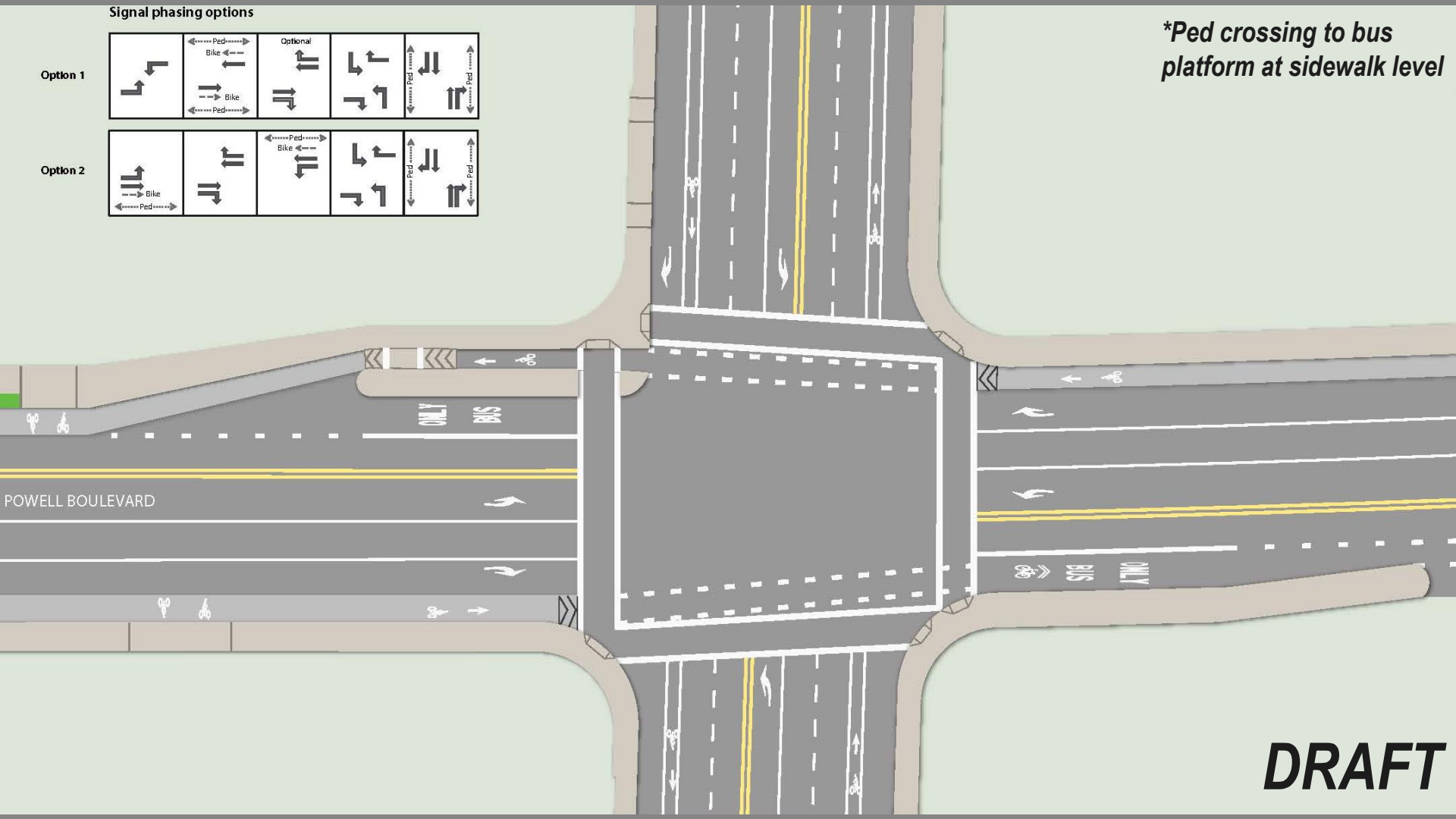
- Bicycle signal phasing options
- Enhanced intersection design

Signalized intersections *without* Right-Turn Lanes

- Enhanced intersection design

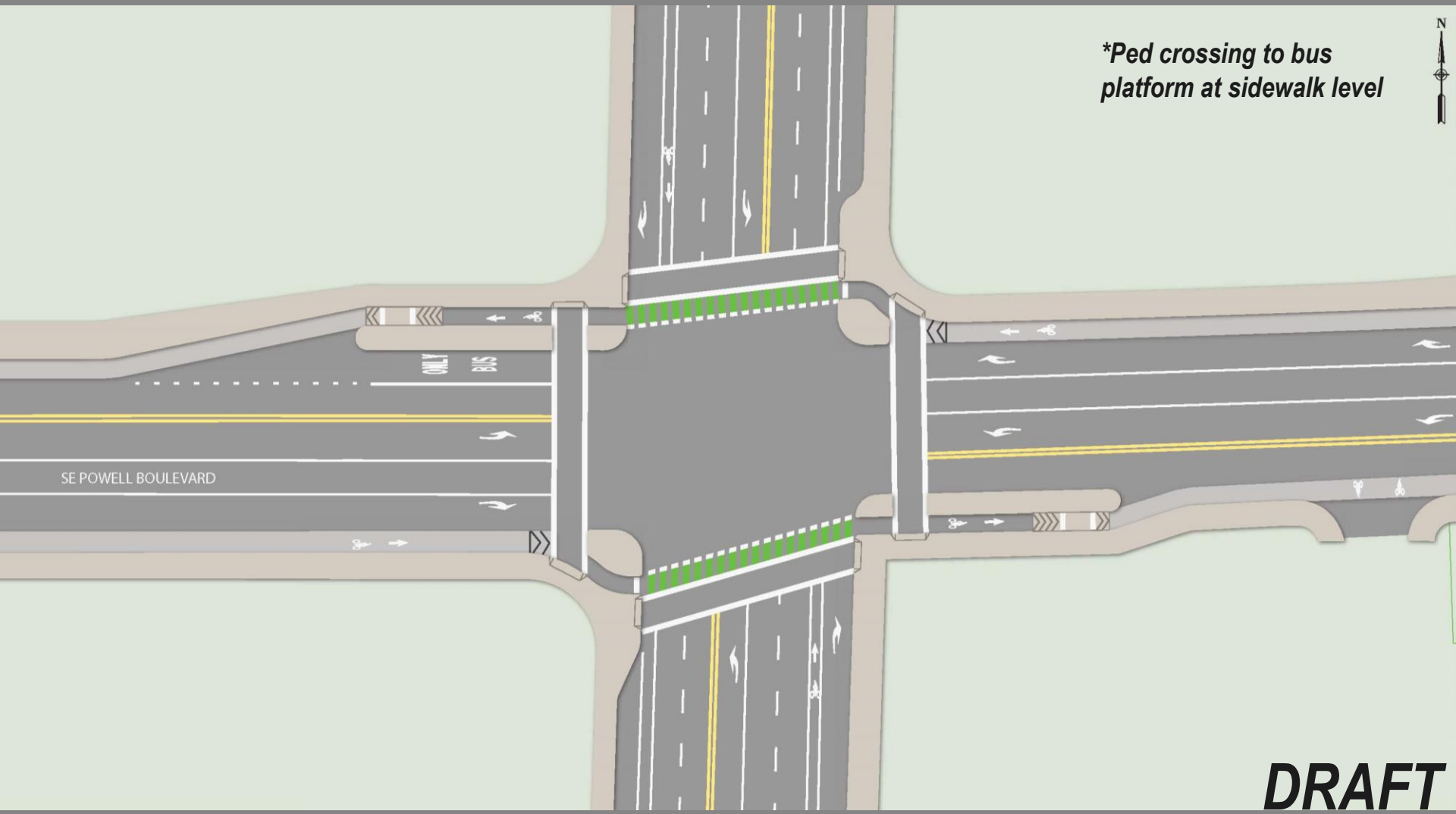
SIGNALIZED INTERSECTION WITH R/T LANES

Bicycle Signal Phasing Options



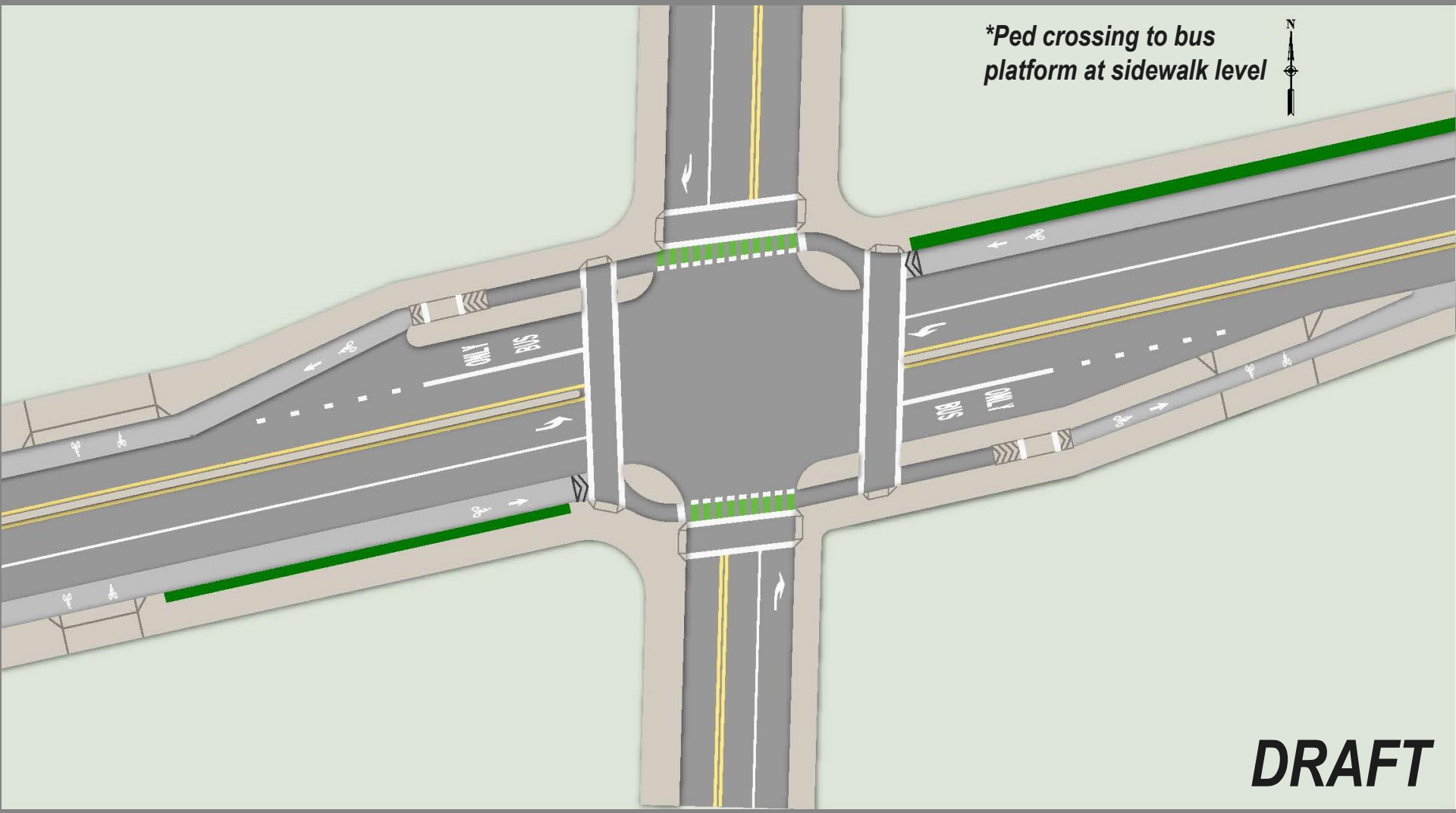
SIGNALIZED INTERSECTION WITH R/T LANES

Enhanced Intersection Design Concept



SIGNALIZED INTERSECTION WITHOUT R/T LANES

Enhanced Intersection Design

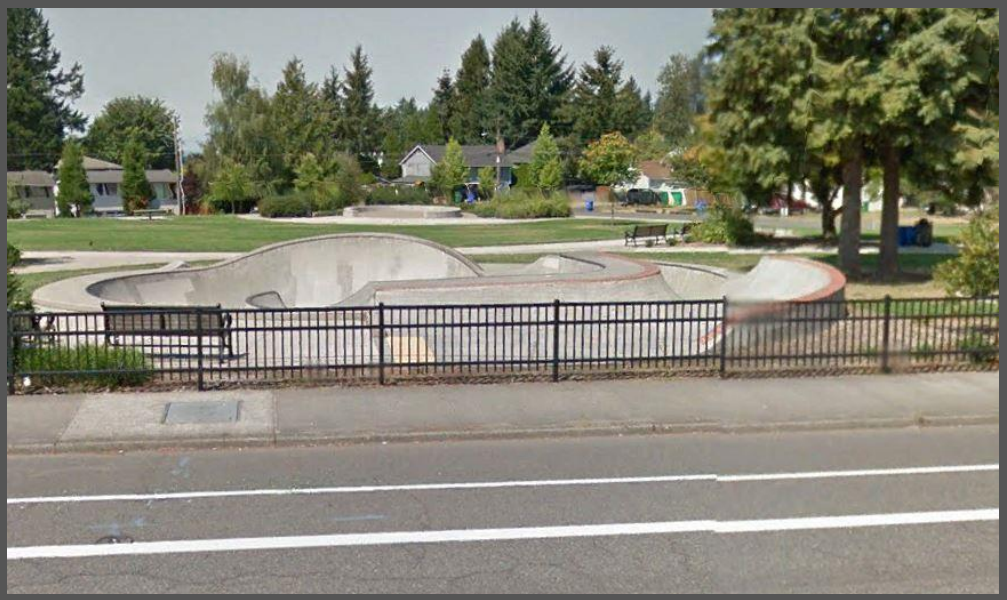


NEAR ED BENEDICT PARK

Skatepark Barrier Examples

❖ **Non-skateable seatwall**
(Tanner Springs, Portland)

❖ **Fencing** *(Holly Farm, Portland)*



❖ **Non-skateable seat wall with skateguards**
(Eastbank Esplanade, Portland)

CROSS SECTION UPDATES

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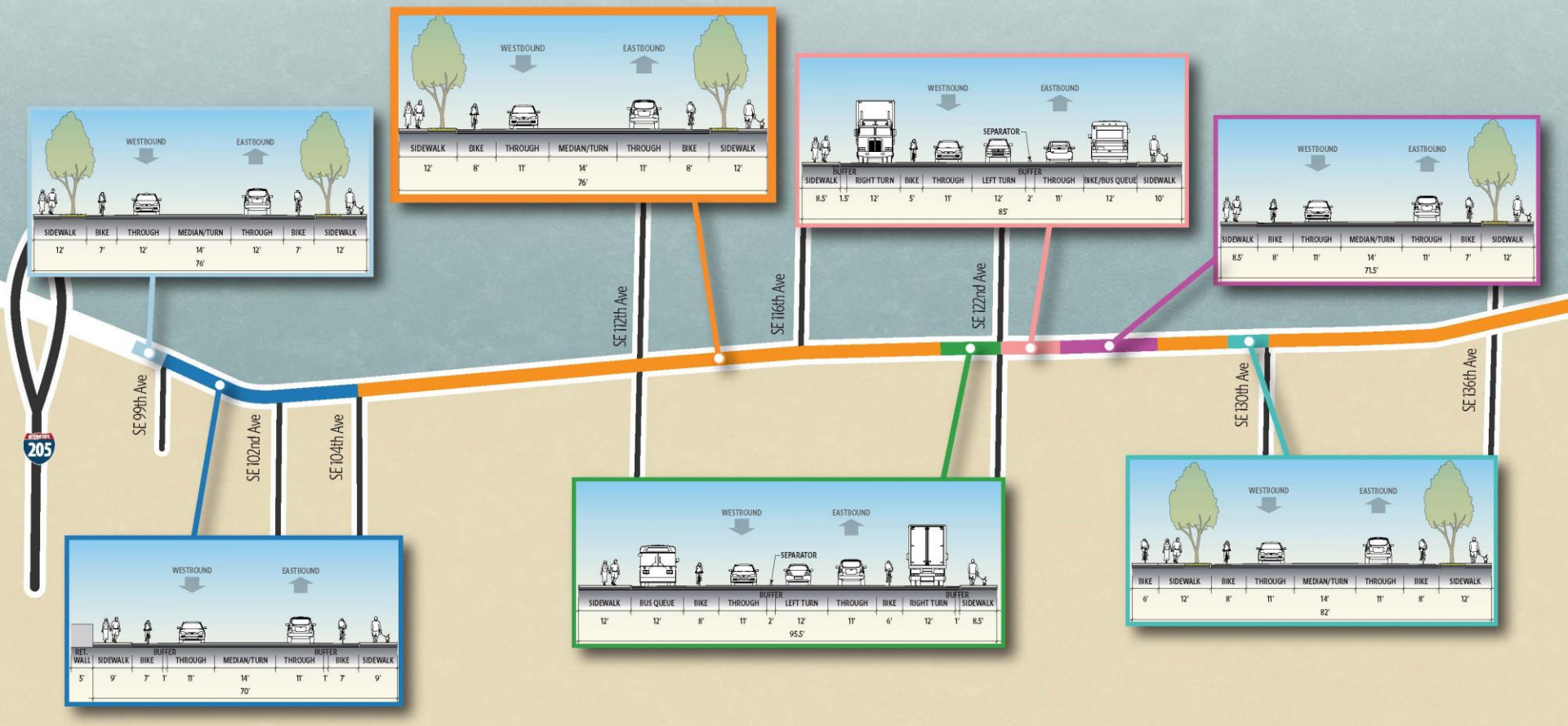
PROPOSED CROSS SECTIONS

The cross section of Powell Boulevard varies along the length of the corridor: SE 99th Ave - SE 136th Ave



August 11, 2015

SHEET 1

CROSS SECTION UPDATES

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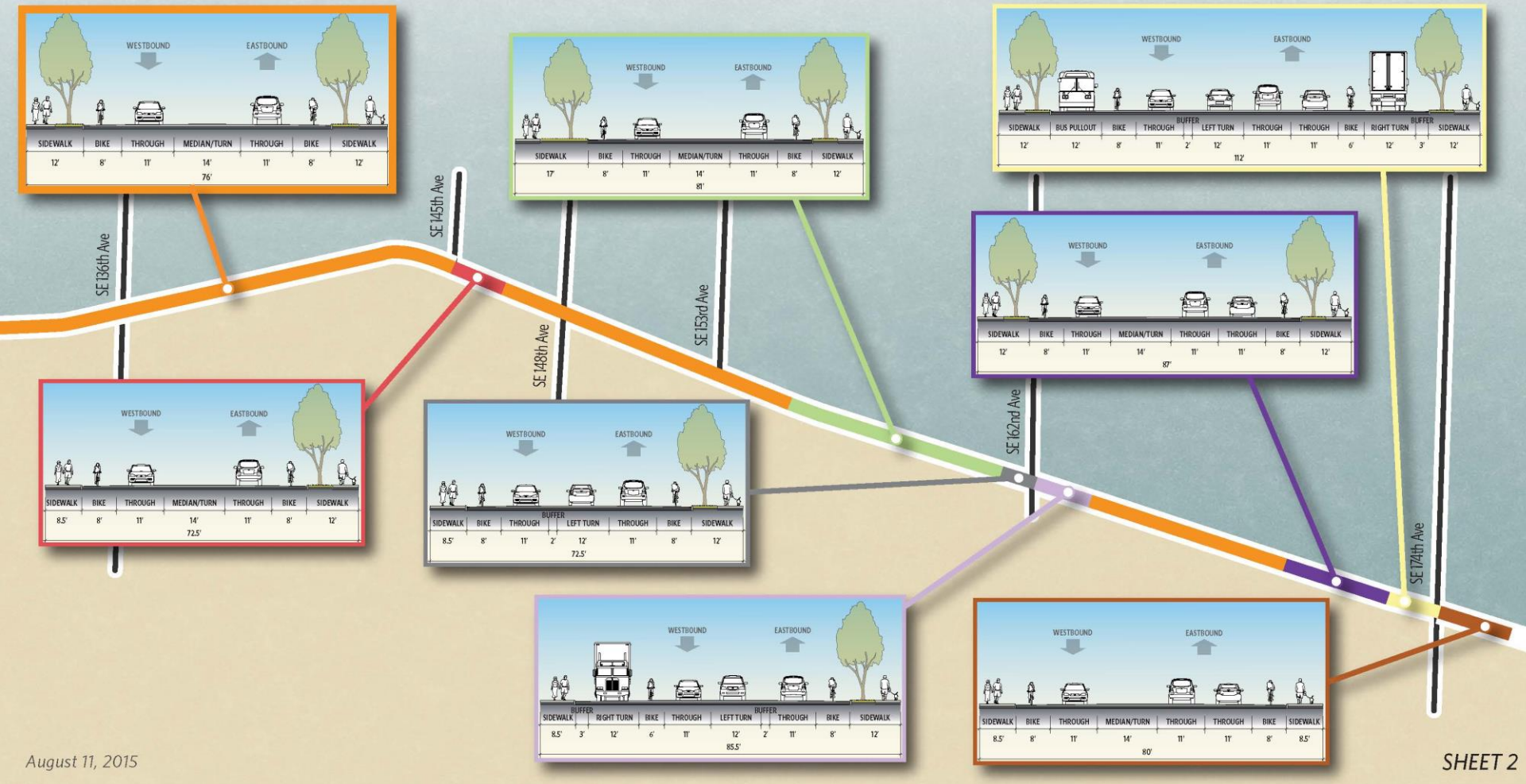
PROPOSED CROSS SECTIONS

The cross section of Powell Boulevard varies along the length of the corridor: SE 136th Ave - SE 176th Ave



August 11, 2015

SHEET 2


6
PROJECT TIMELINE

ENVIRONMENTAL TIMELINE

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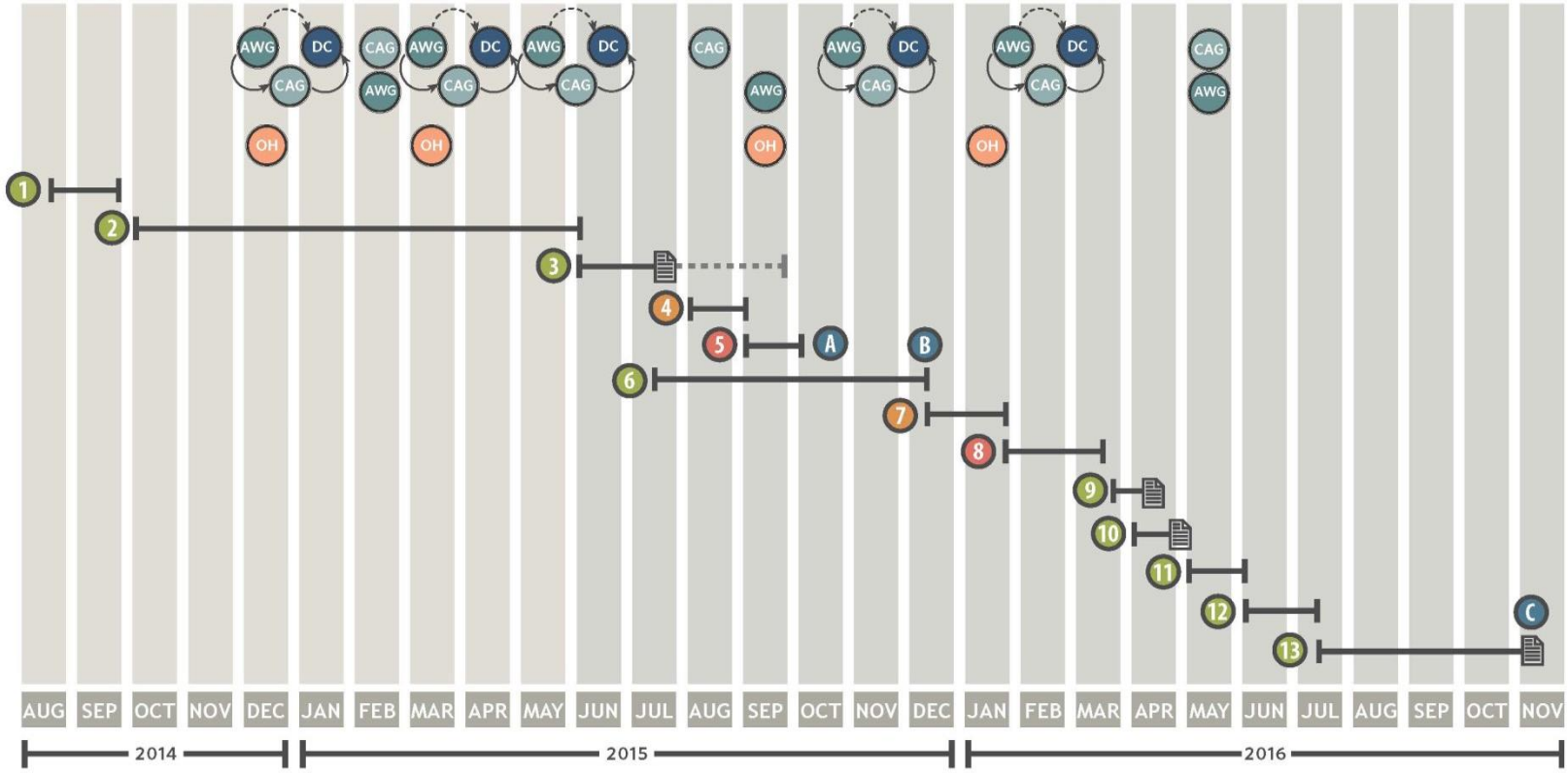
Proposed Environmental Process Timeline for
US 26: Outer Powell Transportation Safety Project



TASKS

1. Establish Baseline
2. Design Refinement
3. Draft Technical Report
4. ODOT Review Period
5. FHWA Review Period
6. Draft Environmental Documentation
7. ODOT Review of Draft Environmental Documentation
8. FHWA Review of Draft Environmental Documentation
9. Draft Revised Environmental Documentation
10. Prepare Environmental Documentation for Public Review
11. Public Comment Period
12. Public Comment Revisions
13. Review and Approve Decision Document

ADVISORY GROUPS

- AWG Agency Working Group
- DC Decision Committee
- CAG Community Advisory Group
- OH Open House

MILESTONES

- A Environmental Class Confirmation
- B Draft Environmental Documentation Published
- C Decision Document

Updated August 24, 2015


7
PUBLIC COMMENT


NEXT MEETING
&
FINAL THOUGHTS