



East Portland Action Plan

October 17, 2016

Re: Appreciation for enhanced “buffered” bike lanes and Adjustment Advocacy for cycle track physically protected treatment in design/build of the Outer Powell Blvd. (US 26) Safety Project, SE 122nd to 136th

Dear State of Oregon Department of Transportation Region 1 Manager Rian Windsheimer, City of Portland Commissioner Steve Novick, and City of Portland Director of the Bureau of Transportation, Leah Treat:

East Portland Land Use and Transportation (EPLUTC), East Portland Action Plan (EPAP) and Bicycle Transportation Alliance greatly appreciate the revision work the Outer Powell Blvd. engineering team has done to make the bicycle treatment to enhanced “buffered” bike lanes and physically protected cycle track pilot project in your design/build of the Outer Powell Blvd. (US 26) Safety Project, SE 122nd to 136th. We are fully supportive of the bike signal improvement planned for 122nd and Powell Blvd.

Due to a comprehensive presentation of the proposed project at the City of Portland Bicycle Advisory Committee, we understand the limitation presented by the water pipe on the north side of the street.

Given this restriction, we support the bicycle treatment on the north-side of the street that includes “tough curb” with a commitment to vertical plastic posts/wand delineation and colored roadway that was presented by the Oregon Department of Transportation (ODOT). Thank you for finding an approach under these physically restrictive conditions that will enhance the safety of the roadway.

We see a need for the following essential adjustments:

- ODOT apply to the full south-side of the project area the concept of a “Pilot Cycle Track” physically protected treatment. Instead of applying this design to only 131st/132nd to 135.5th on Powell Blvd., we think that a true pilot project will address and encounter the multiple issues a full roadway experiences. Concern expressed by ODOT staff about need to pursue multiple design exceptions should be able to be addressed equally under the auspices of either pilot project option.

In addition, we agree that the Cycle Track treatment has the ability to provide enhanced safety and will support an environment that enhances economic development in the area.

- Hawk signals be instituted instead of pedestrian islands and rapid flashing beacons, given that this is a roadway rebuild and Powell Blvd. is a high crash corridor.
- 30 mph be the set speed limit along Powell Blvd., given the constraints imposed upon the design by the water pipe and because this is in alignment with ODOT's commitment to Vision Zero.
- A bike specific traffic signal be established at Powell and 136th Ave.

The above adjustments are in accordance with the EPAP 2015 – 16 Strategic Priority that was established by full consensus of the EPLUTC and EPAP:

Fund the 'Outer Powell Conceptual Design Plan'; make improvements to Powell Boulevard (US 26) east of I-205 a regional priority. Add cycle- track or protected bike lanes to the project design. (T.4, T.4.2, and T.4.15)

Again, we thank ODOT for working to make improvements to Powell Blvd. that will best serve the community.

Sincerely,

Jim Chasse,
East Portland Action Plan City of Portland Bike Advisory Committee Representative

Teresa Keishi Soto, East Portland Action Plan Transit Representative

Kem Marks,
East Portland Action Plan Powell-Division Transit Development Project Representative

Linda Bauer
Chair on behalf of the East Portland Land Use and Transportation Committee

Arlene Kimura and Jeremy O'Leary
Co-Chairs on behalf of the East Portland Action Plan

Rob Sadowsky, Bicycle Transportation Alliance Executive Director

State Representative Jeff Reardon

Either included as signatories, or on Cc: review by Representatives will establish which:

State Representative Shemia Fagan

State Representative Alissa Keny-Guyer

State Representative Jessica Vega Pederson

Cc:

April Bertelsen

Matthew Freitag

Roger Geller

Susan Hansen

Jessica Horning

Mark Lear

Bobby Lee

Shelli Romero

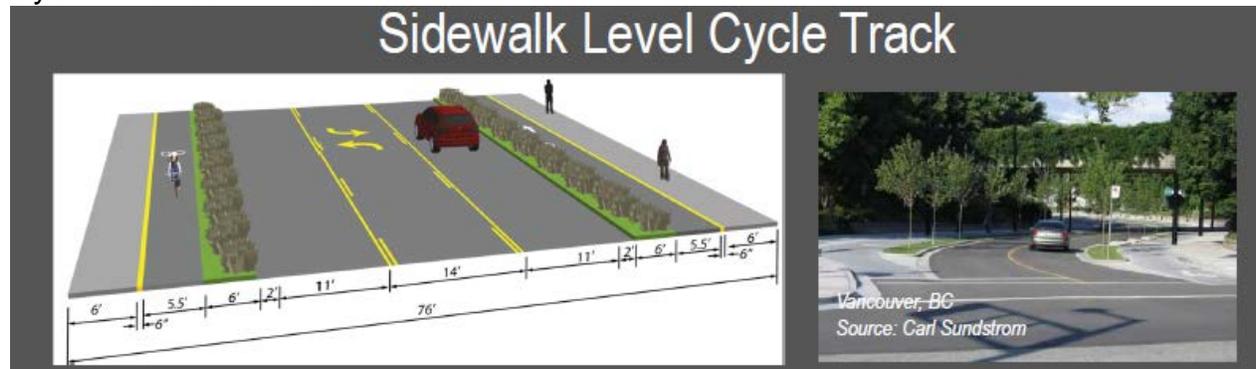
Lewis Wardrip

Ps: Please see illustrations below taken from the ODOT PowerPoint.

Tough Curb protected enhanced treatment:



Cycle Track boulevard treatment:



EAST PORTLAND ACTION PLAN

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