

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1120 SW 5th Avenue, Room 1300
Portland OR 97204



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Transit Oriented Development
TriMet
1800 SW 1st Avenue, Ste 300
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Guy Benn, Program Manger
Transit-Oriented Development
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Dear Fiona and Guy,

The Bicycle Advisory Committee (BAC) would like to thank TriMet for presenting on Hollywood HUB at the BAC's June meeting. While we think that Hollywood Transit Center could be greatly improved—and strongly support building new affordable housing at this location—we have a number of concerns about the project as currently envisioned. These concerns include the following:

- The existing bridge over I-84 at 42nd is one of the few safe freeway crossings in the area. The existing connection on the north side is very difficult to navigate on a bicycle. Of the three concepts presented for replacing the existing stairs/ramps, only Concept 3 includes ramps to grade without switchbacks. The two-way path for bikes is however only 8' wide, which is narrower than the 12' recommended by NACTO for two-way paths. Given the speed differential between people going up and down the ramp, an 8' wide two-way path is not appropriate.
- The connection to the future Sullivan's Gulch Trail, while welcome, is squeezed between a brick wall at an existing building and the new stairs/ramp. This passageway would not likely feel safe, particularly at night.
- The proposed relocation of buses out of the existing Transit Center will require buses to stop on NE 42nd, increasing conflicts between buses and bikes. NE 42nd is already less than ideal street to cycle on, given the high traffic volumes and lack of bike lanes on the block adjacent to Trader Joe's. Increasing the amount of time that buses spend on NE 42nd is only likely to exacerbate conflicts.
- Most significantly, the removal of buses from the Transit Center will result in a substantial degradation in the experience for transit riders. Hollywood Transit Center is a major transfer point, and those transfers will become much more difficult—particularly in bad weather. People transferring between buses, or between buses and MAX, will have to walk significantly further than they do today. This is a particular concern for riders who will have to cross the busy NE Halsey St to reach their stop. If transit riders have to rush across NE Halsey to make their transfer the project will be creating a dangerous condition.
- It is not clear how existing amenities for riders can be replicated outside of the Transit Center. The narrow sidewalks on both NE 42nd and NE Halsey preclude the provision of shelters of the size that currently exist.

Given these concerns, the BAC cannot support the redevelopment as conceived. The BAC hopes that it can work with the project team to find alternative concepts that provide affordable housing while enhancing the experience for people on bicycles, on foot, and riding transit.

Respectfully,

A handwritten signature in black ink, appearing to read 'David Stein'.

David Stein, Chairperson
City of Portland Bicycle Advisory Committee

Cc: Chris Warner, Director, Portland Bureau of Transportation
Robert Haley, Portland Bureau of Transportation
Bob Kellett, Portland Bureau of Transportation