

NE San Rafael, 111th to 122nd
& 132nd to 148th

Advisory Bike Lane Project

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PBOT
PORTLAND BUREAU OF TRANSPORTATION



What is an Advisory Bike Lane?

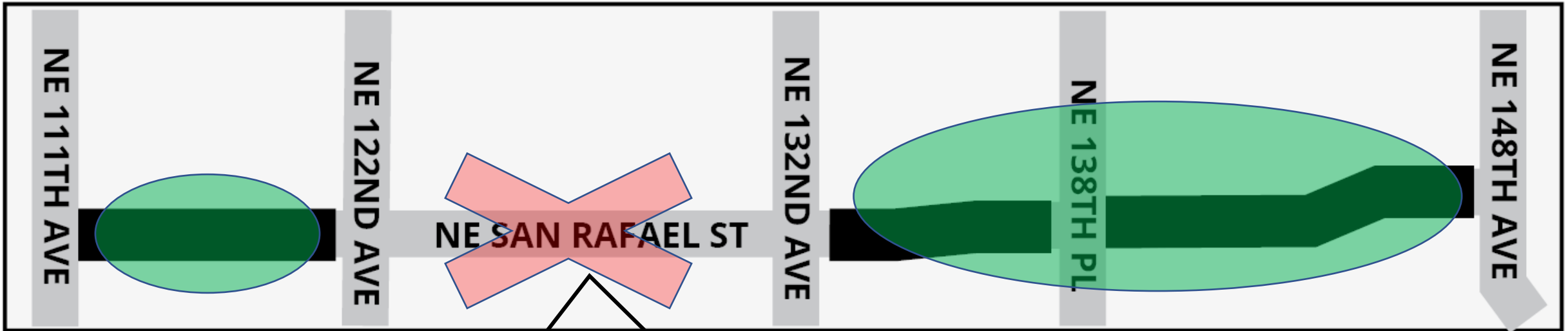


- Defined space for people **walking, biking and rolling**
- **Dashed** bike lanes, allow vehicles to enter
- Installed on **narrow roads**
- Installed on **lower traffic roads** (less than 5,000 cars per day)





Where will Advisory Bike Lanes be located?



Between 122nd and 132nd San Rafael will have two standard travel lanes, two bike lanes, and one parking lane.



How do Advisory Bike Lanes work?



Click image to view video on YouTube





Why Install Advisory Bike Lanes on San Rafael?



- Low-cost way to add space for people **walking, biking,** and using **mobility devices.**
- They have **proven safe** in dozens of cities.
- To **slow down traffic** on the street.
- To make San Rafael feel more like a **neighborhood street** and less like a highway.
- To keep **two-way traffic** for vehicles.



What research has PBOT done?



- Evaluated over 80 traffic studies on San Rafael between 111th and 148th.
- Studied other installations in US and international cities.
- Traveled on San Rafael by foot, bike, and car.
- Coordinated with:
 - Portland Fire and Rescue, including Station 30
 - TriMet
 - Federal Highway Administration



Where else are Advisory Bike Lanes?



- Portland has two locations
 - NE 43rd in Hollywood District
 - NE 53rd near Providence Hospital
- Dozens of other cities in the US, including:
 - Boulder, CO • Hailey, ID • Sandpoint, ID • Chicago, IL • Bloomington, IN • Cambridge, MA • Somerville, MA • Scarborough, ME • Yarmouth, ME • Grand Rapids, MI • Edna, MN • Mankato, MN • Minneapolis, MN • Hanover, NH • Alexandria, VA • Burlington, VT





What have we heard?



PBOT sent 4,000 postcards and installed 50 posters along San Rafael.

- How to use the road?
- How to navigate intersections?
- What about speeding by other drivers?
- Why build with so few cyclists using San Rafael?
- Why not sidewalks?
- Why now?



What have we heard?



- How to use the road?
 - Drive in the center and move to the right when another vehicle approaches.
 - Yield to people using the advisory lane.
- How to navigate intersections?
 - Busy intersections will be marked differently.



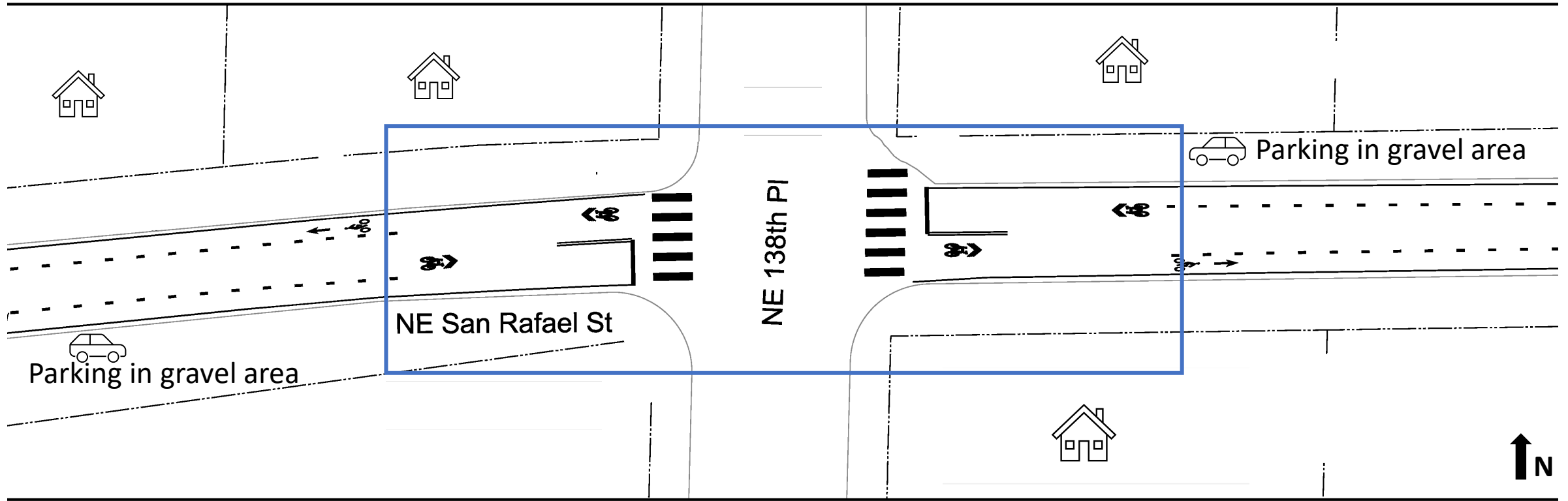


What have we heard?



How to navigate intersections?

- Busy intersections will be marked differently.





What have we heard?



- What about speeding by other drivers.
 - In other cities, the road design led to lower overall speeds.
- Why bike lanes with so few cyclists currently using San Rafael?
 - Without comfortable and safe bicycle facilities, few people will cycle. The advisory lanes will help create a safer, more accessible street and lead to more people biking and walking.
- Why not sidewalks?
 - The cost to add sidewalks is very expensive. Advisory lanes help provide pedestrian space.
- Why are you doing this project now?
 - Pavement preservation project offered opportunity to update road design with minimal additional cost.



What are the next steps?

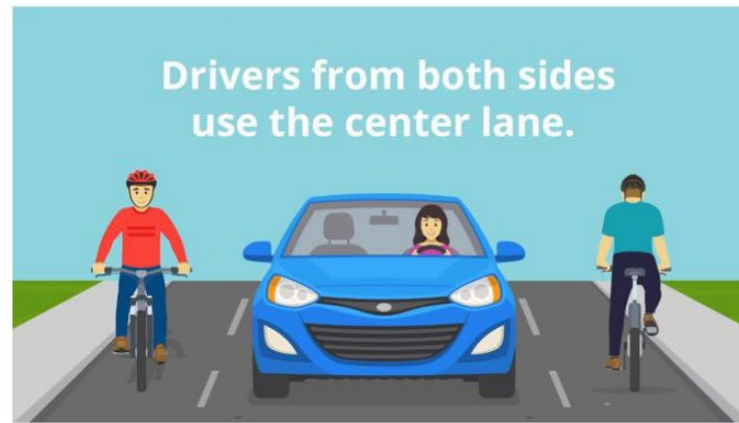


After the advisory bike lanes are installed, PBOT will:

- Observe how the road is working, including in-person visits by project staff and traffic engineers.
- Conduct a minimum of three traffic studies in approximately six months:
 - San Rafael between 111th and 122nd
 - 122nd and 132nd
 - 132nd and 148th
- Track major crashes.
- Solicit feedback from community.



Questions and Contact Info



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