

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1001 SW 5th Avenue, Room 1300
Portland OR 97204



November 15, 2024

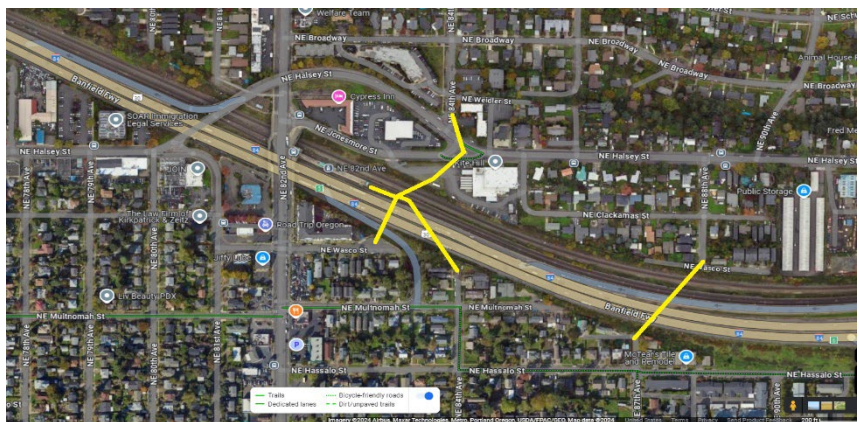
To: Portland Bureau Of Transportation Building a Better 82nd Project Team
From: Portland Bicycle Advisory Committee (BAC)
Re: Bicycle Strategy priorities in the vicinity of NE 82nd Avenue

Portland's Bicycle Advisory Committee (BAC) advises the city on all matters related to bicycling. At the September 2024 monthly meeting of the BAC the 82nd Avenue project team asked the BAC for a letter about priority bicycle projects as part of the project's "Bicycle Ladder" strategy. We recognize the "ladder" strategy—which will develop facilities parallel to but not on 82nd—is substituting for the preferred but currently unattainable provision of bicycle facilities on 82nd Avenue. For the ladder to succeed in mitigating for the absence of a bikeway on 82nd it will require robust and immediate funding. Thus, our first recommendation is to:

1. **Fully fund all proposed bicycle ladder improvements concurrent with other project improvements on 82nd Avenue.** To be effective and to truly substitute for a bikeway on 82nd, the bicycle ladder needs to be funded and built at the same time as a bikeway on 82nd would have been installed with the current "Better 82nd" project. Portlanders want to ride bicycles.
2. **Prioritize improvements at the following intersections to remove the most significant barriers to the parallel routes:** the crossings of Powell, Stark, Halsey, Washington and Glisan on the 80s leg of the ladder and other high crash intersections on the 70s greenway. Similarly, improve the crossing of 82nd at Burnside as that is a principal connection from the ladder to destinations both east and west.
3. **Build improvements on the ladder to the highest guidance for neighborhood greenways.** No more than 1000 cars / day. Consider adopting tighter guidance of 500 cars / day to create the highest quality parallel bikeways.
4. **Include well-funded education and encouragement programs as key elements supporting use and awareness of the ladder.** The bikeways that define the ladder will be less obvious than a bikeway directly on 82nd Avenue. These programs will be necessary to heighten awareness and use.

The above represent our principal near-term recommendations. In the longer-term:

5. **Build a pedestrian & bicycle bridge on the east side of 82nd Ave** to address the barrier presented by the Banfield, as suggested in the diagram.
6. **Continue to explore options with re-development that will ultimately provide a bikeway on 82nd Avenue.**



The BAC appreciates the opportunity to provide these high level recommendations to the Building a Better 82nd project team. We would appreciate a response following your presentation is made to city council, and before the FY 2025-2026 PBOT budget is requested. We look forward to tracking and participating in future planning and implementation of this plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Middaugh".

Jim Middaugh, Chairperson
City of Portland Bicycle Advisory Committee

A handwritten signature in black ink, appearing to read "Joseph Perez".

Joseph Perez, Vice-Chairperson
City of Portland Bicycle Advisory Committee