

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1001 SW 5th Avenue, Room 1300
Portland OR 97204



April 26, 2023

Commissioner Mingus Mapps
Portland City Hall

Dear Commissioner Mapps,
PBOT Maintenance Operations (MO) has proposed a [5-year paving list](#). At the December 13, 2022 BAC meeting, we saw a PBOT Active Transportation [presentation](#) about the upcoming Maintenance and Operations Grind and Pave projects. The presentation described five significant opportunities for PBOT to coordinate and collaborate to deliver enhanced bicycle infrastructure in 2024. We are writing to ask that you provide the direction to Maintenance Operations and other parts of PBOT to work together to carry these five projects to fruition.

Calendar Year 2024 Projects		
N Columbia Blvd: Chautauqua to Fiske	Yes, City Bikeway	Already has a multi-use path.
NE Weidler: 15th to 20th	Yes, Major City Bikeway	Potential to narrow travel lanes and enhance the bike lane. Needs planning and project development work. Consider extending east to 24th Ave.
NE Broadway: 11th to 24th	Yes, Major City Bikeway	Potential to remove a travel lane and enhance the bike lane. Needs planning and project development work. Consider extending west to 7th Ave.
NE Halsey: 119th SS to 132nd	Yes, Major City Bikeway	Potential to remove on-street parking and enhance the bike lanes. Needs planning and project development work. Consider extending west to the Halsey/Weidler couplet in Gateway.
SE 52nd: Flavel to Duke	Yes, Major City Bikeway	Potential to remove parking on one side and enhance bike lanes. Planning is already underway through Lower SE Rising Plan. Will need more project development and outreach.
NE 122nd: Glisan to Broadway	Yes, Major City Bikeway	Opportunity to implement enhanced bike lane recommendations in the 122nd Ave Plan

After the December meeting, members of the BAC reviewed the 2024 paving list and the presentation while also looking at the [High Crash Network](#), TriMet transit routes, Google Bikeways, and the City's [Transportation System Plan](#) (TSP).

The BAC has the following observations on the following five projects on the 2024 list:

- 1) NE Weidler St: 15th to 20th -- Good connection to N/S bikeways, Streetcar at NE 7th Ave & Halsey, Grand Ave & Broadway/Weidler, and TriMet routes 17 and 77 with 8 and 77 nearby or crossing. Weidler is not a high crash corridor. **This project should be extended east to 24th Ave** due to alligator cracking between 24th and 20th Avenues (see 2019 google street view photos). Bike lanes on Weidler are called for in **TSP 20113**.
- 2) NE Broadway: 11th Ave to 24th Ave -- Good connection to N/S bikeways, Streetcar at NE Grand Ave & Broadway/Weidler, and TriMet route 17 and 77 with 8 and 77 nearby or crossing. **Broadway is a High Crash Corridor, with a high crash intersection at I-5. This project should be extended west to 7th** due to alligator cracking between 7th and 11th Avenues (see 2021 google street view photos). Bike lanes on Broadway are called for in **TSP 20113**.

- 3) NE Halsey St: 119th Ave to 132nd Ave -- Some connection to N/S bikeways and TriMet route 77 with 73 nearby/crossing. **Halsey is a High Crash Corridor with a high crash intersection at 122nd Ave and a difficult intersection at 128th Ave. This project should be extended west to the Halsey/Weidler couplet to maximize safety. Improvements are called for in EPASS and TSP 50027.**
- 4) SE 52nd Ave: Flavel St to Duke St -- Good connection to E/W local streets with Pedestrian Crossing Islands at Rural & Knapp and TriMet route 71. SE 52nd Ave is not a high crash corridor, but bikeways on the street are called for in the Lower SE Rising Plan.
- 5) NE 122nd Ave: Glisan St to Broadway -- Some connection to E/W bikeways, pedestrian crossing island at 630 NE 122nd and 1027 NE 122nd, and TriMet route 73 with 77 nearby/crossing. **NE 122nd Ave is a High Crash Corridor with high crash intersections at Glisan & Halsey. Improvements are called for in EPASS, 122nd Ave Plan, and TSP 50049.**

We recommend that all of these projects be catalysts for new striping plans, at a minimum, to accommodate future enhanced bicycle infrastructure and safety improvements. Any outreach, if necessary, that needs to happen, should begin at PBOT's earliest convenience. Opportunities to implement EPASS & Lower SE Rising should be maximized. We appreciate the challenges these five projects and their extensions may create, especially after reviewing the Bureau's budget request letter.

The BAC strongly recommends that all five of these bicycle projects be implemented and that three of them are extended as discussed above. This is simply good governance. It is a quadruple win. Roads get maintained, bike infrastructure gets enhanced, new bike projects are not required to connect to Maintenance and Operations projects, and safety is improved.

We recommend that all bureaus of the City of Portland, and especially PBOT, should be following the city's modal hierarchy, Vision Zero, and TSP. We need all of PBOT to be working together to maximize opportunities to add bicycle infrastructure, improve safety and be wise practitioners of good governance.

Respectfully,



Ally Holmqvist, Chairperson
Bicycle Advisory Committee



Joseph Perez, Vice-Chairperson
Bicycle Advisory Committee

cc: Zef Wagner, PBOT