

Bike lane design and the SE 162nd Safety and Access to Transit Project

SE Stark Street to Powell Boulevard



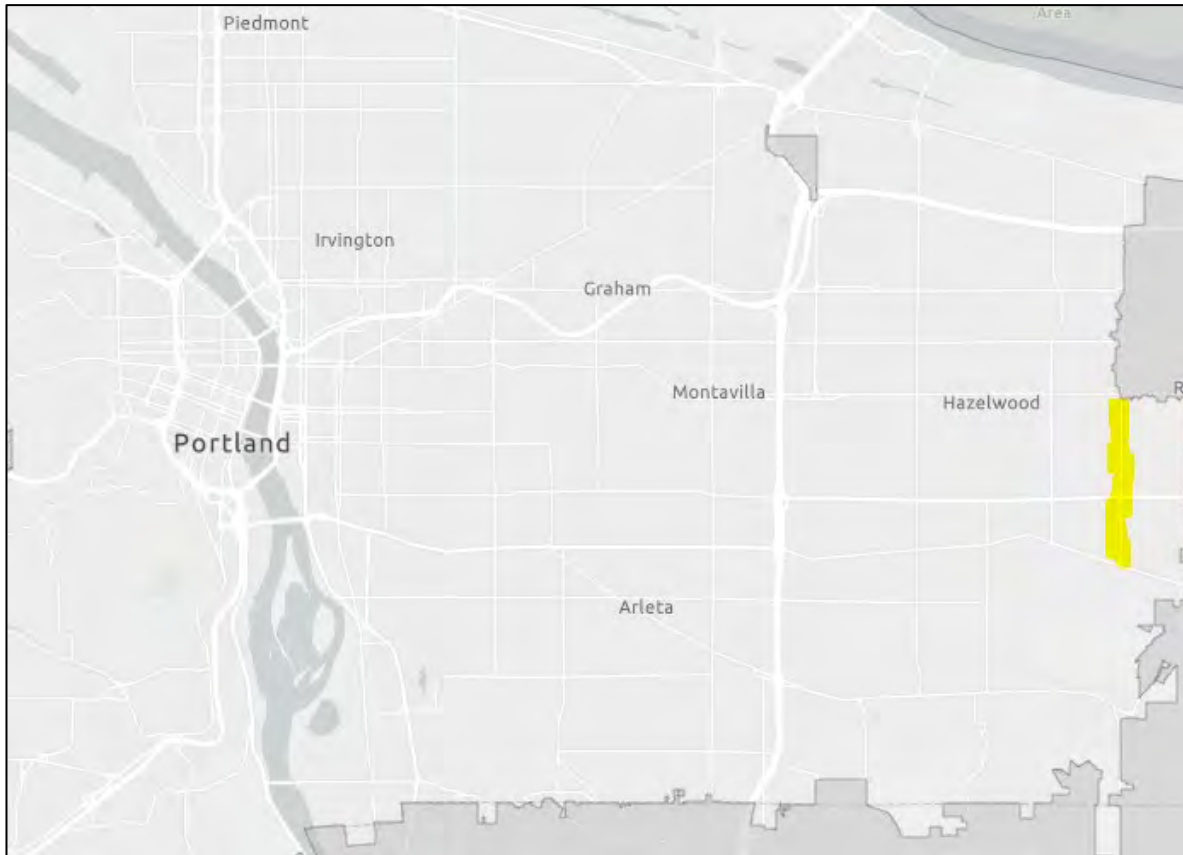
Bicycle Advisory Committee 11/10/2020



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Liz Rickles, Capital Project Manager

About the project



SE Stark



SE Powell



North of SE Stark, including
intersection of SE 162nd and Stark,
is City of Gresham

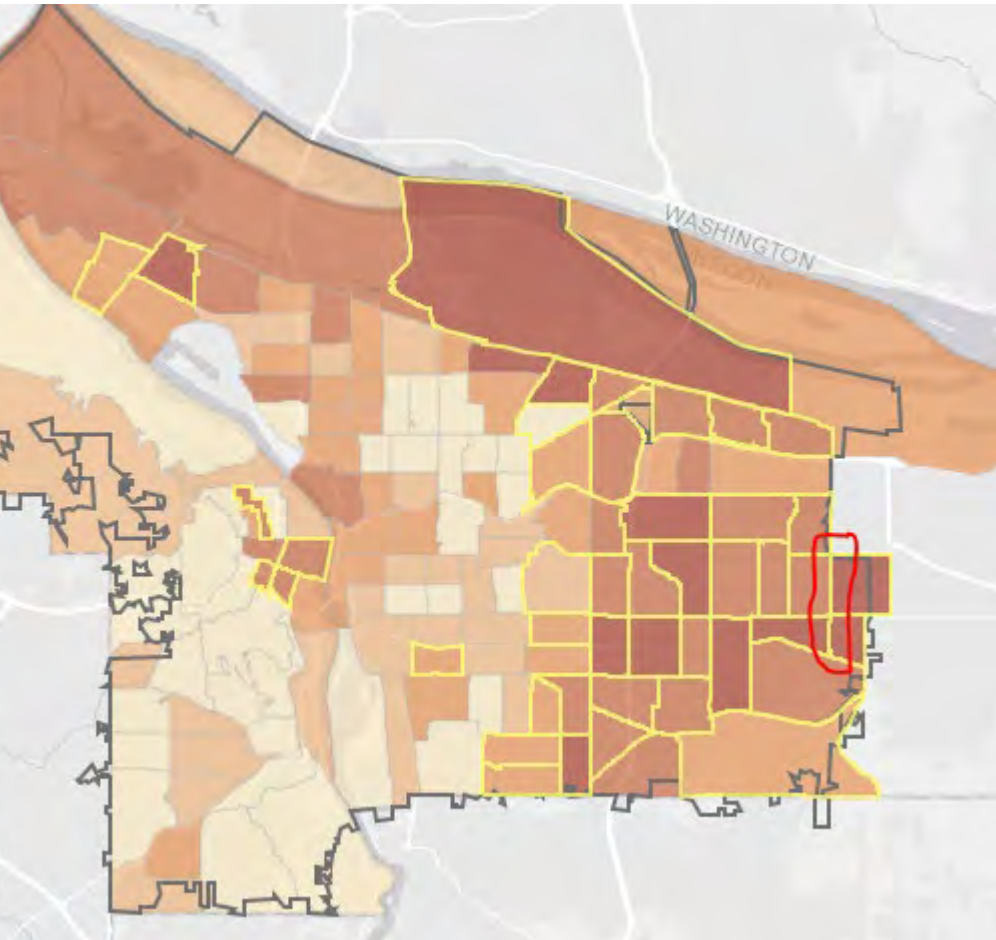
About the project

SE 162nd has a mix of apartment buildings and single family homes



Project will reorganize road SE 162nd from 5 lanes for auto travel to 3 lanes for auto travel

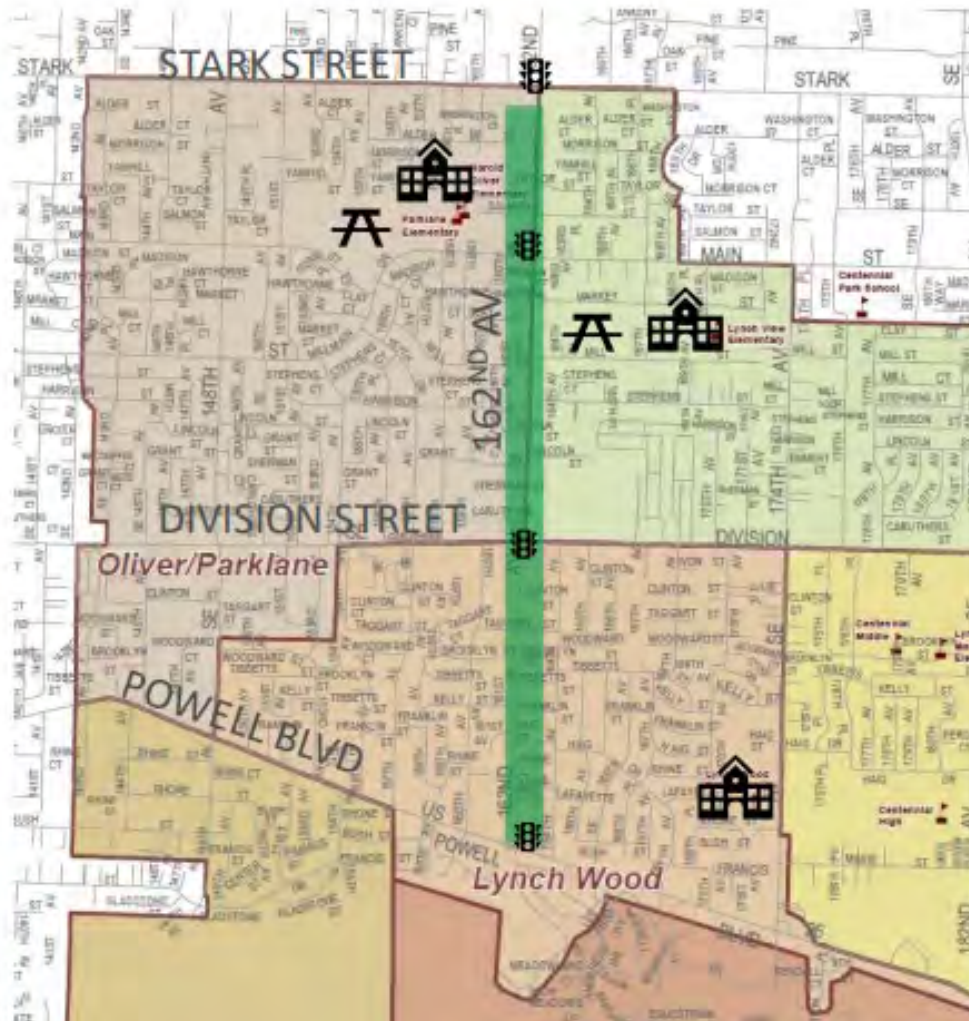
About the project



- SE 162nd scores 10/10 on PBOT Equity Matrix
- 36-46% people of color or identify as Hispanic or Latino
- Annual median income \$42,000
- 6-10% Limited English Proficiency household

About the project

1.7
miles



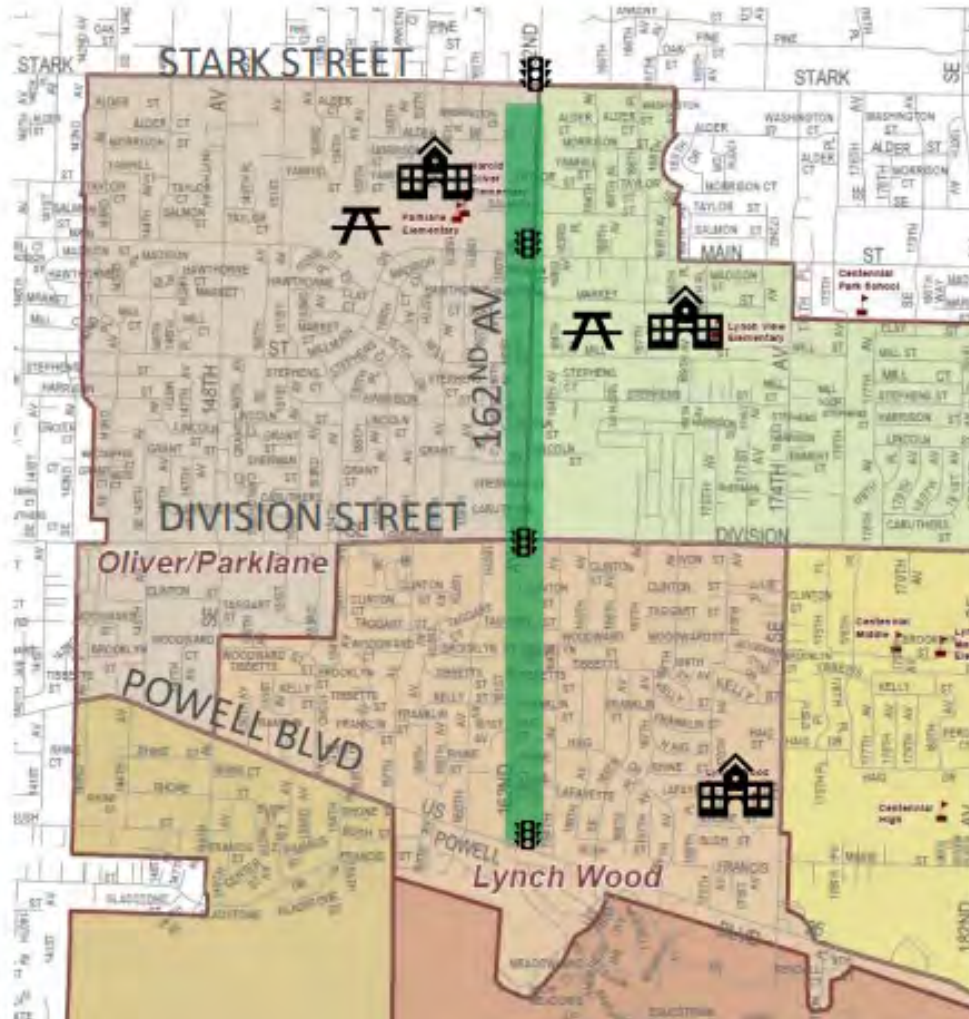
Other projects in area:

- ODOT Outer Powell
- TriMet Division Transit Project
- PBOT Outer Division Safety Project
- 150's Neighborhood Greenway
- Recently completed Rutherford Park
- Parklane Park



About the project

1.7
miles



- 2018: TriMet launches new bus line 74. Service expansion in 2019.
- These signals are the only marked places to cross the street.
- Project began as pedestrian crossing project to serve bus stops

About the project

- About \$6million budget
- Funding comes from mix of Federal Transit Administration grant dollars from TriMet, House Bill 2017, Fixing our Streets II
- Scope includes:
 - 7 pedestrian crossings on 162nd with lights for crossing visibility
 - Paving of 162nd: Division to Powell
 - Road diet with wide buffered bike lanes, intersection treatments, bus stop treatments
 - Missing sidewalk pieces on 162nd

Parking protected bike lane design

- Initial design was a parking protected bike lane
- Challenge
 - So many driveways
 - So little parking remains – “floating” parked cars



Available parking on west side between Haig & Rhine Ct (~380 ft): 3 spaces

Available parking on east side between Haig & Rhine Ct (~245 ft): 3 spaces



Available parking on west side between Clay & Mill (~510 ft): 3 spaces

SE MILL ST

SE MILL ST

SE 12TH AVE

Available parking on east side between Mill & Stephens (~470 ft): 0 space

Available parking on west side between Mill & Stephens (~370 ft): 2 spaces

SE STEPHENS ST



Wide buffered bike lane design

SE Mill



SE 162ND AVENUE APPROACHING MILL STREET
Looking south

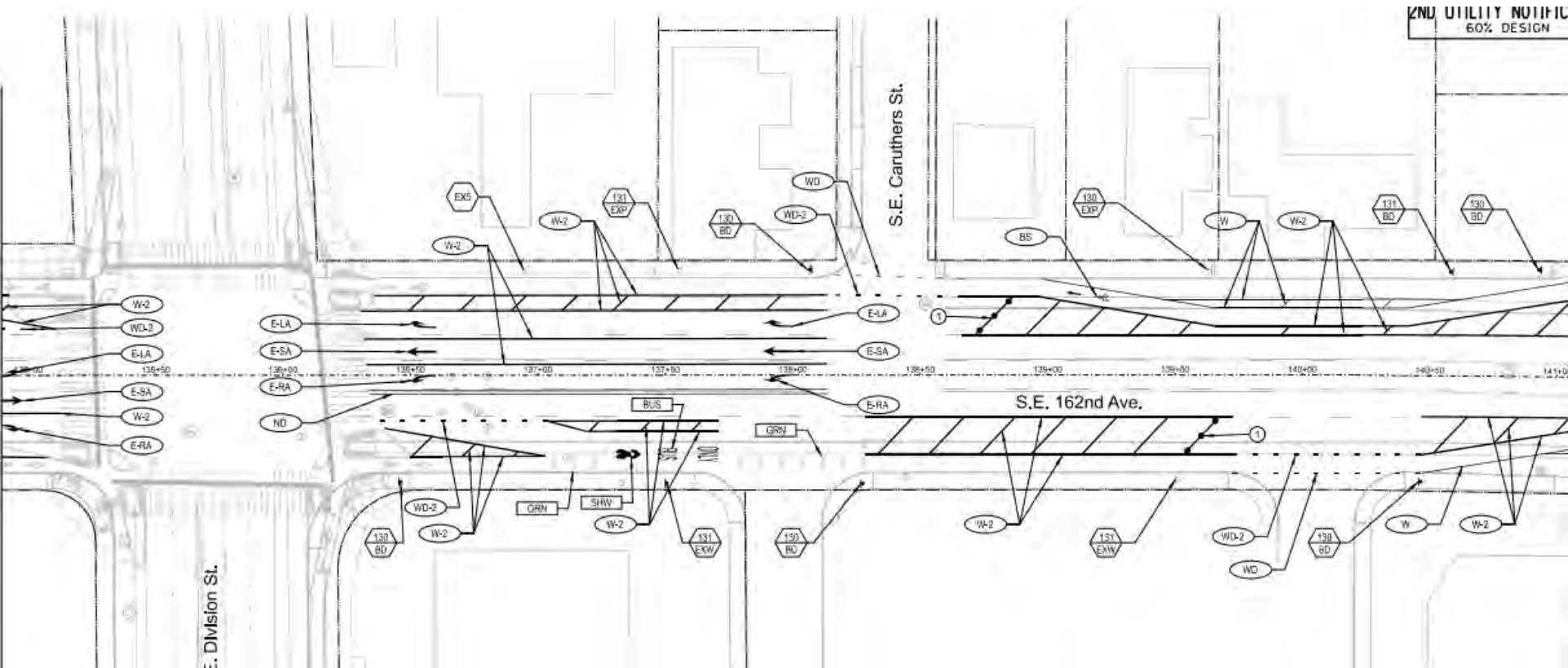
Wide buffered bike lane design



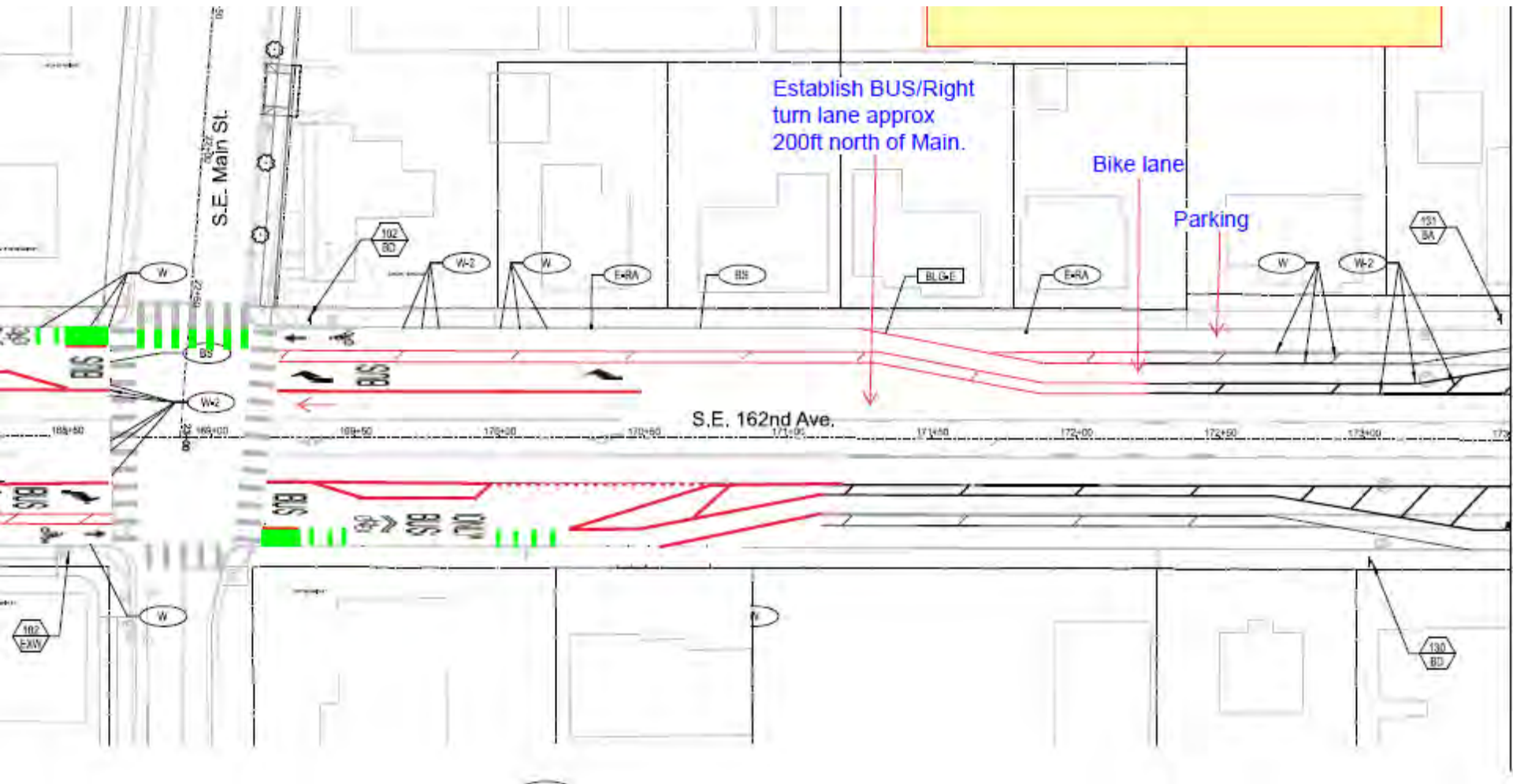
Wide buffered bike lane design



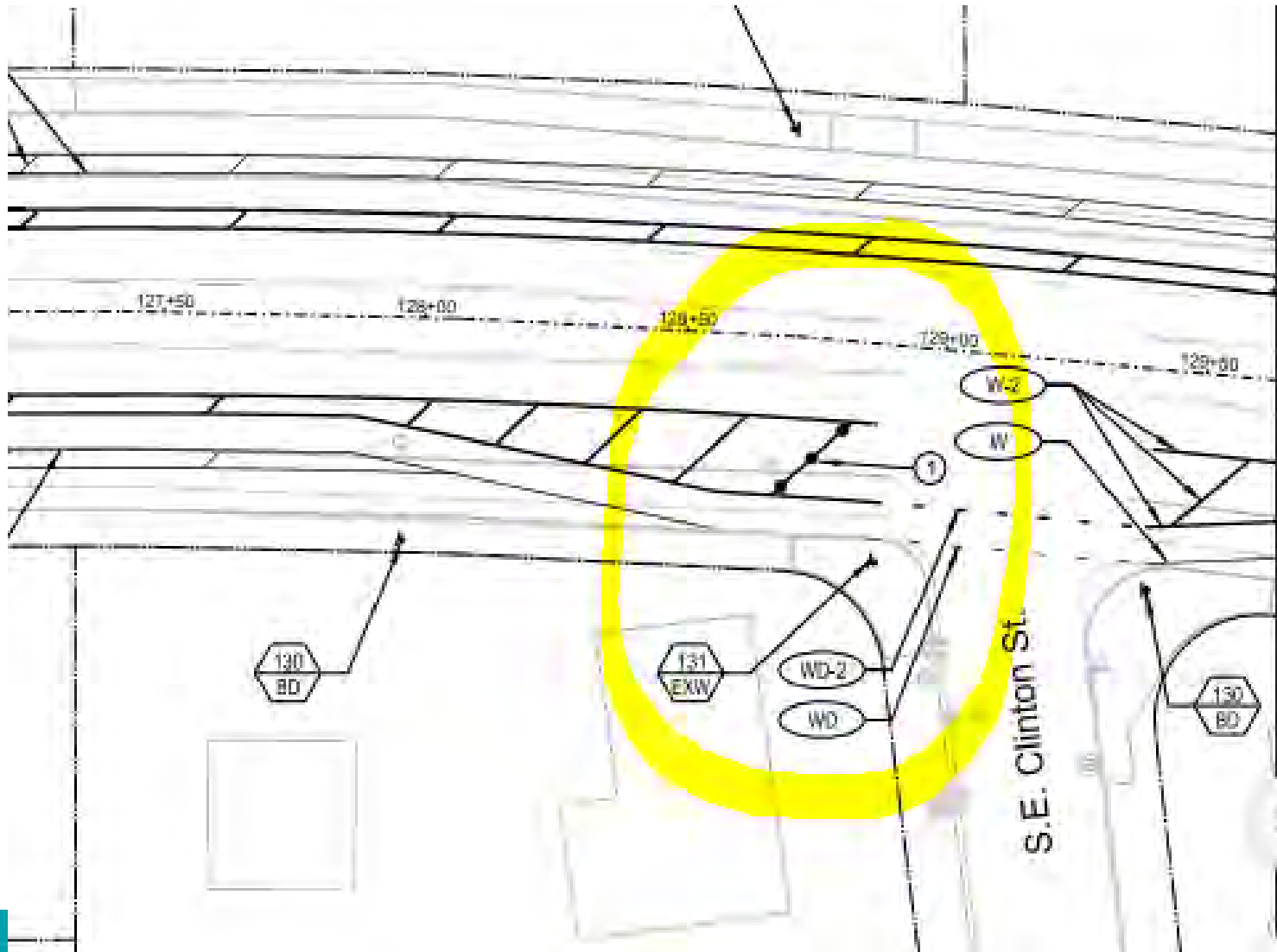
162nd and Division



162nd and Main



Bike lane incursion prevention



Wide buffered bike lane instead of Parking protected design

Summary

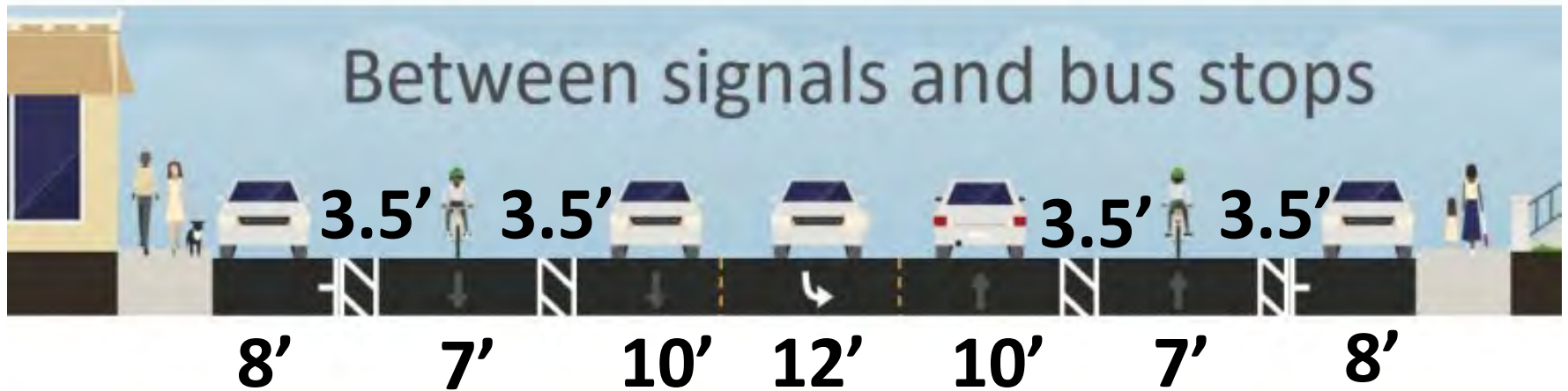
- So little parking remained in parking protected option – floating cars
- Cost estimate was higher of parking protected option
- Outreach feedback



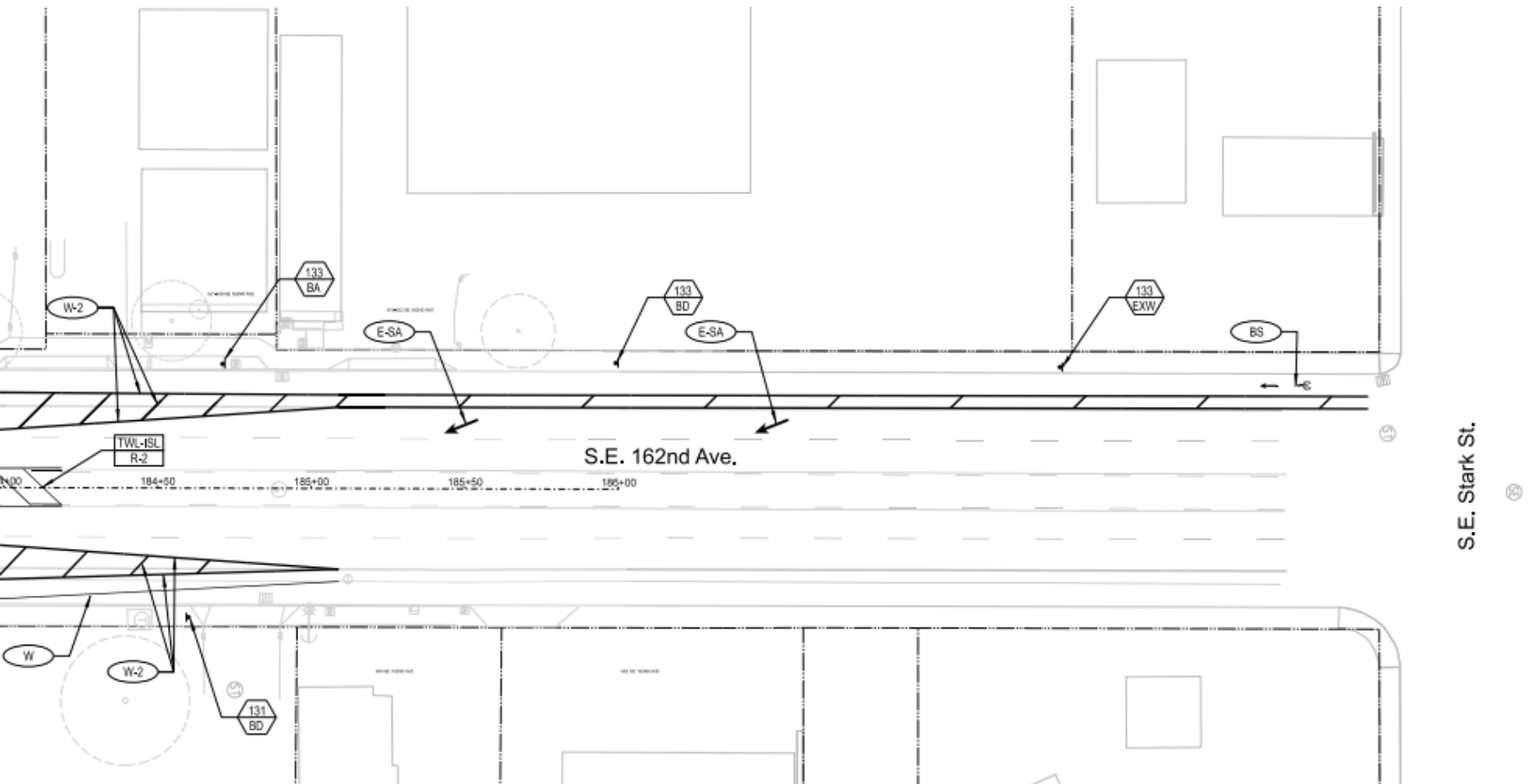
Time for questions



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162nd and Stark



Cost differential between designs

PRELIMINARY ESTIMATE FOR COMPARING COSTS OF A PROTECTED BIKE LANE DESIGN ON 162ND (POWELL TO STARK) vs BUFFERED BIKE LANE DESIGN							
PARKING PROTECTED DESIGN				BUFFERED BIKE LANE DESIGN (PARKING AT CURB)			
ITEMS OF WORK AND MATERIALS	TOTAL QUANTITY	UNIT PRICE	TOTAL	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL
PAVEMENT LINE REMOVAL	21,160.00	\$ 0.83	\$ 17,592.46	FOOT	0.00	\$ 0.83	\$ -
SURFACE MOUNTED TUBULAR MARKERS	529.00	\$ 106.14	\$ 56,146.47	EACH	0.00	\$ 106.14	\$ -
LONGITUDINAL PAVEMENT MARKING - PAINT	42,320.00	\$ 0.50	\$ 21,160.00	FOOT	31,740.00	\$ 0.50	\$ 15,870.00
			\$ 94,898.93				\$ 15,870.00

Multiple amount by 2.5 for total cost to project

Fall 2020 estimate of 60% design

Scope includes 4 crossings with lights, bus stop improvements, sidewalk infill, wide buffered bike lanes

TOTAL CONSTRUCTION	\$ 1,300,000
TOTAL PROJECT ENGINEERING & MANAGEMENT	\$ 800,000
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60% DESIGN PROJECT ESTIMATE	\$ 2,100,000
PROJECT ESTIMATE	\$ 2,100,000
PROJECT BUDGET	\$ 1,800,000
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BUDGET SHORTFALL	\$ 300,000