

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Dan Saltzman Commissioner **Leah Treat** Director

May 1, 2018

Rian Windsheimer
ODOT Region 1 Manager
123 NW Flanders St
Portland, OR 97209

Dear Mr. Windsheimer,

Thank you for your patience and flexibility as we have worked with you and your team on the Inner Powell Safety Project. With your help, the former State Traffic-Roadway Engineer agreed to allow a new signalized intersection at SE 28th to support our 20's Bikeway Project without first removing the signal at SE 26th. I have appreciated your willingness to delay a decision on the intersection treatments at SE 26th to allow time to study the traffic counts at both SE 26th and SE 28th.

As such, this letter provides follow up to your correspondence with The Street Trust, dated April 13, 2018. In that letter you provided a memorandum from Mike Kimlinger, the interim State Traffic-Roadway Engineer, that addressed conditions of approval for the new signal at SE 28th Avenue. Mr. Kimlinger provided three options for bringing the bike facilities on SE 26th Ave to an acceptable industry standard for safety. Your correspondence with The Street Trust stipulated that PBOT would need to determine and communicate to ODOT by May 1, 2018 its preferred option for bike facilities on SE 26th.

Of the options presented, the third appears to have the most consensus among stakeholders. This option would replace the bike lane striping at the intersection approaches with 4" shoulder striping and/or shared lane markings that would preserve a stripe and three-foot area for bikes should they choose to use it, without a designation as a bike lane. This option would also include a dedicated signalized crossing for people walking and biking at SE 28th, the addition of protected lefts, new provisions for "no right turn on red," and a leading pedestrian interval to protect people walking and biking from right turn crashes.

You have also offered to add the implementation of this work to your Inner Powell Safety Project or through a separate contract, with any additional costs to be borne by PBOT. Thank you for this offer and we gladly accept it. We will not require a permit to make these changes



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and will pay for their associated costs. Kindly have your designated staff with work Millicent Williams, Capital Program Division Manager for PBOT, to finalize details of this arrangement.

Thank you for providing clear options to consider and for your patience in this process. I have appreciated your willingness to reconsider our warrant analysis and to provide additional time to justify enhanced bike facilities at both SE 26th and SE 28th. In that spirit, within the next twelve months, PBOT will conduct a complete assessment and draft a proposal for improved bike facilities at SE 26th. This Warrant 4 analysis will be submitted to ODOT for review and consideration.

In closing, I know this letter is overdue and I thank you for allowing some flexibility in finalizing our agreement. I look forward to our continued partnership and opportunities to make Portland roads safe for all users.

Sincerely,

A handwritten signature in blue ink, appearing to be 'Leah Treat', with a stylized, cursive script.

Leah Treat

c: Jillian Detweiler, Street Trust Executive Director
Matt Grumm, Senior Policy Advisor, Commissioner Saltzman