

5-Year MO Repaving List Leverage Opportunities



BAC - December 13, 2022



PBOT
PORTLAND BUREAU OF TRANSPORTATION

MO Repaving Program Overview

- PBOT Maintenance Operations (MO) repaves streets throughout Portland every year to **prevent deterioration** and keep them in good repair
 - “Keep good streets good”
- Primary type of repaving is a relatively low-cost **2-inch grind and inlay**
 - More extensive repaving work is typically contracted out
- Projects include **curb ramp upgrades** to meet ADA standards
 - Opportunities to make minor adjustments to curbs and add crossings at a much lower cost than normal
- Projects include **basic restriping** on top of the fresh pavement
 - Opportunities to add striping-only changes such as buffered bike lanes at no additional cost—adding physical protection costs extra
 - Sometimes projects can include grinding out lines and restriping outside the limits of the repaving project, but this also costs extra

MO Repaving Program Overview

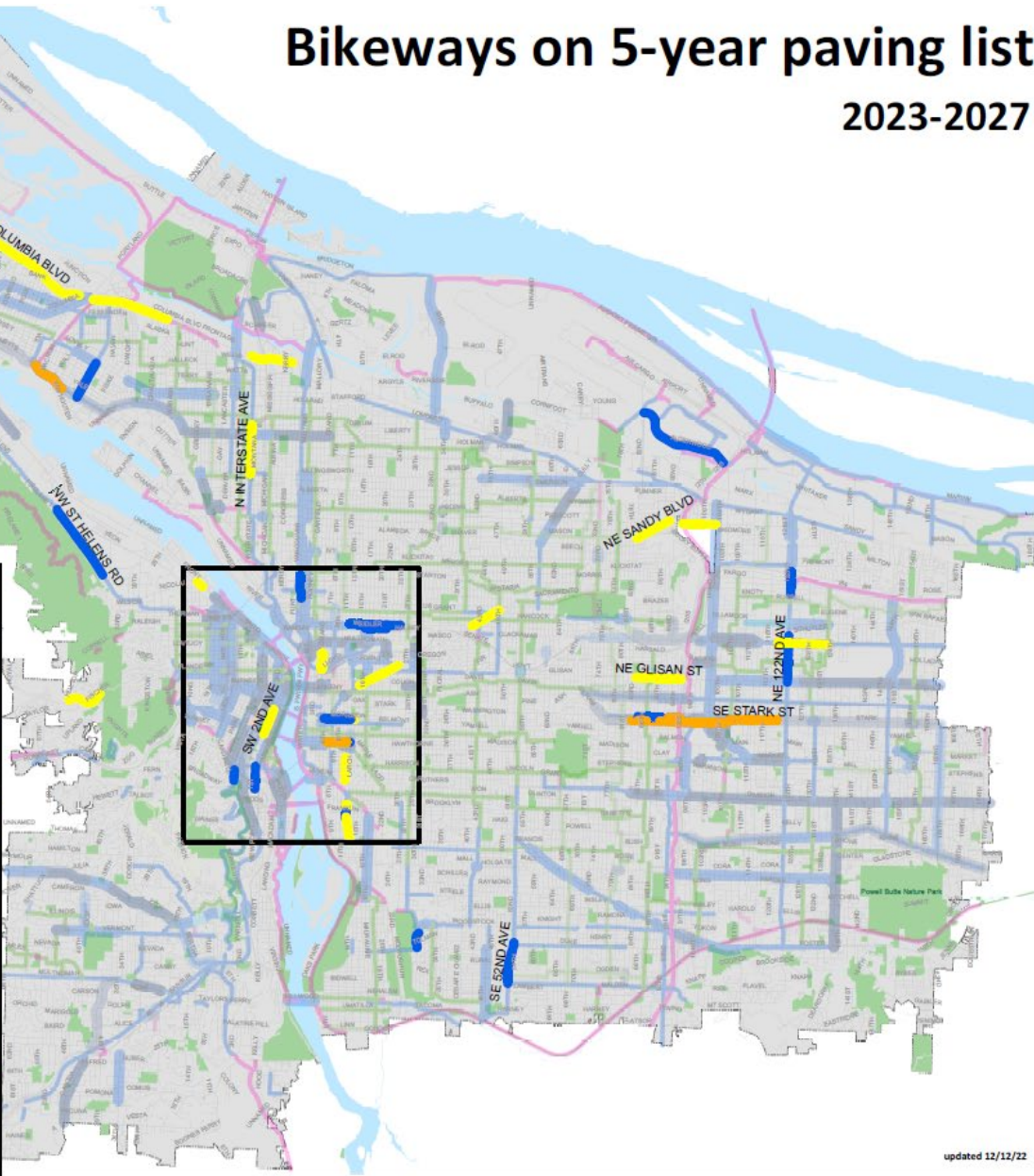
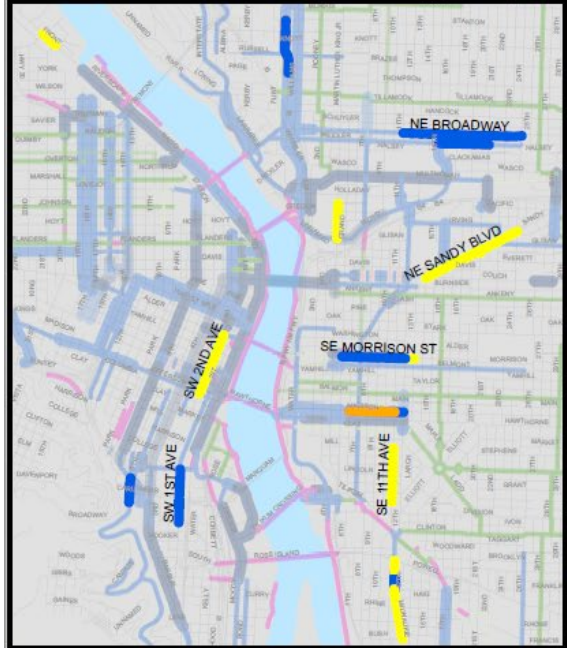
- **Multimodal enhancements** can be considered, but must be provided to MO several months in advance and any additional costs beyond simple restriping must be funded separately through Quick-Build or other programs
- MO recently developed a **5-year paving list** for the first time, allowing us more time to plan and develop leverage projects and do public outreach
- List is always **subject to change**, and does change very frequently due to various circumstances
- Given **limited PBOT funding and staff capacity**, we must prioritize projects carefully and work within the limits of a “pave & paint” project
- Most important thing with a repaving project is to **claim the space** and get the seams in the right place—can always upgrade later

Bikeways on 5-year paving list

2023-2027

Bikeways on 5-year paving list

- Existing bikeway
- Currently Funded
- Bikeways, no status



updated 12/12/22

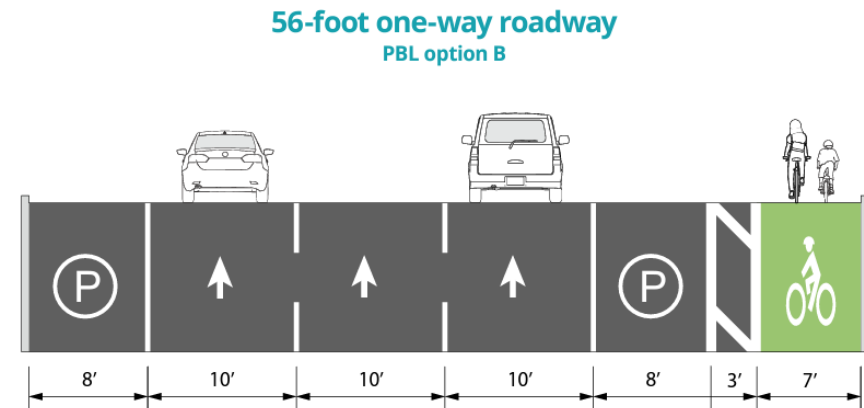


5-Year Repaving List Highlights: 2023

- Not enough time for projects with major trade-offs that have not already had planning and public outreach
- These projects are already funded and in design
- NE 33rd Ave: Brazee to Liberty
 - Offset bike crossing at Mason/Skidmore
 - Buffered bike lanes north of Holman St
- NW St Helens Rd: Lake to Yeon
 - Narrow travel lanes and add buffers to bike lanes
- NE Alderwood Rd: 82nd to 105th
 - Narrow travel lanes and add buffers to bike lanes
- SE Stark St: 86th to 117th and SE Washington St: 82nd to Stark
 - Coordinating with funded capital projects to add and improve bike lanes on both streets through Montavilla and Gateway

5-Year Repaving List Highlights: 2024

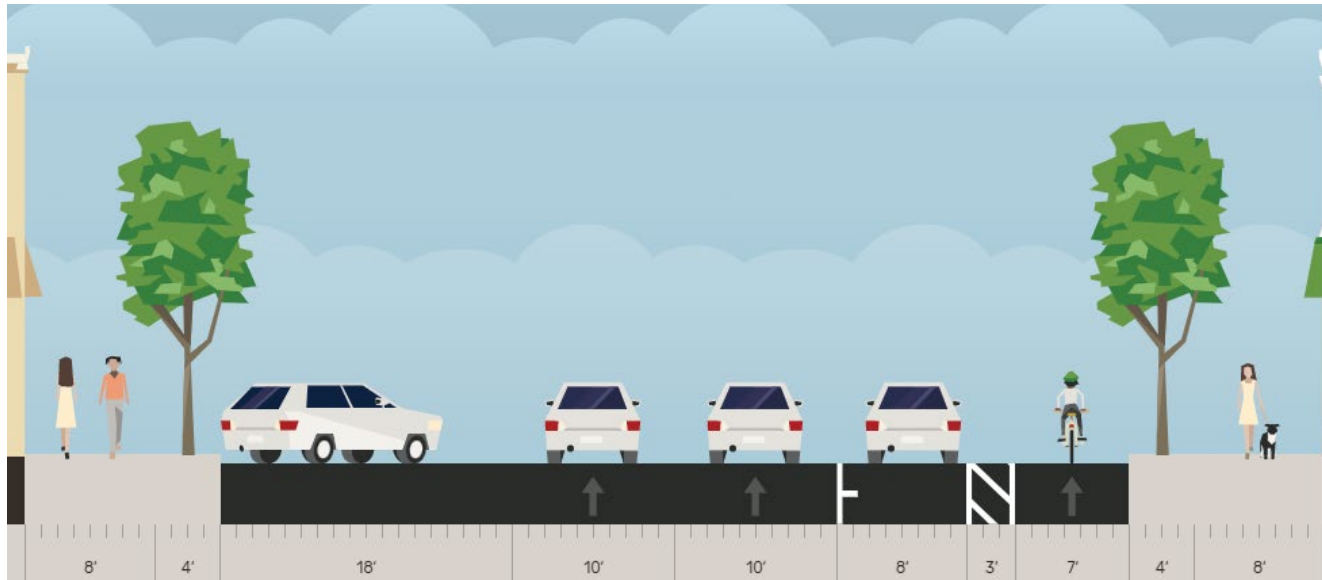
- NE Broadway: 11th Ave to 24th Ave
 - Opportunity to narrow travel lanes on Broadway to provide a parking-protected bike lane, but keeping three one-way travel lanes would present significant safety concerns, especially crossing the street
 - Consider extending bike lane improvements west to 7th Ave to better connect to surrounding bike network



Conceptual example cross-section for illustrative purposes, all concepts subject to change based on analysis and outreach

5-Year Repaving List Highlights: 2024

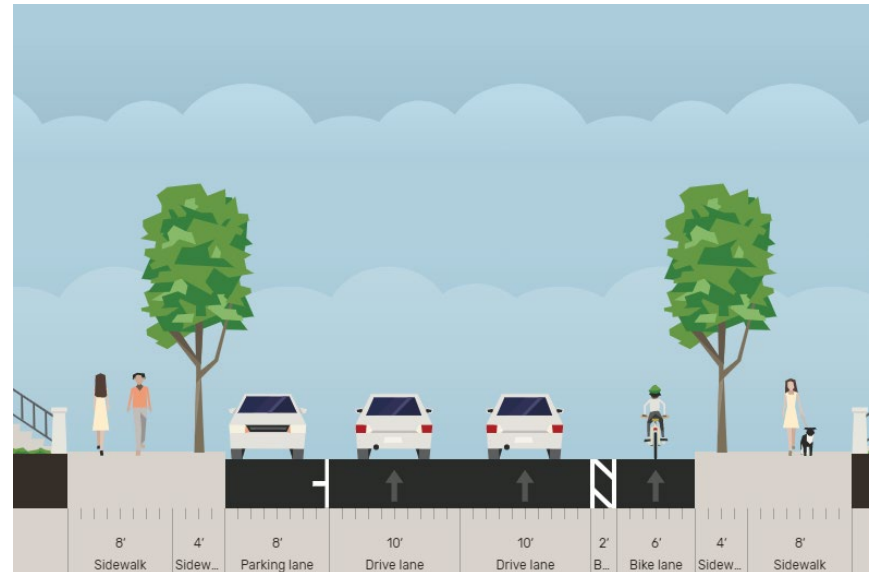
- NE Broadway: 11th Ave to 24th Ave
 - Alternative design would be to repurpose a travel lane on Broadway to provide a parking-protected bike lane and diagonal parking
 - This option would require more analysis and outreach, but would result in a street that is significantly safer and easier to cross



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5-Year Repaving List Highlights: 2024

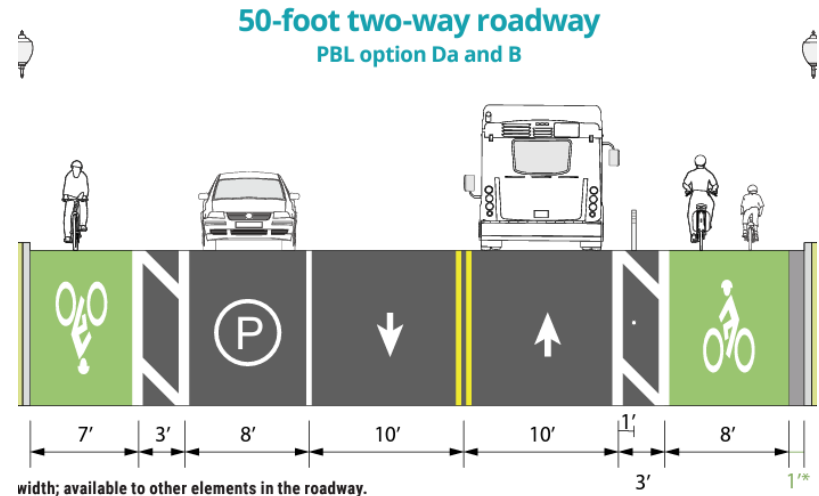
- NE Weidler St: 15th to 20th
 - Opportunity to narrow travel lanes to enhance existing bike lane
 - Consider extending bike improvements east to 24th Ave to better connect to surrounding bike network



Conceptual example cross-section for illustrative purposes, all concepts subject to change based on analysis and outreach

5-Year Repaving List Highlights: 2024

- SE 52nd Ave: Flavel St to Duke St
 - Opportunity to remove parking on one side and enhance bike lanes
 - Planning and project development is already underway through the Lower SE Rising Plan



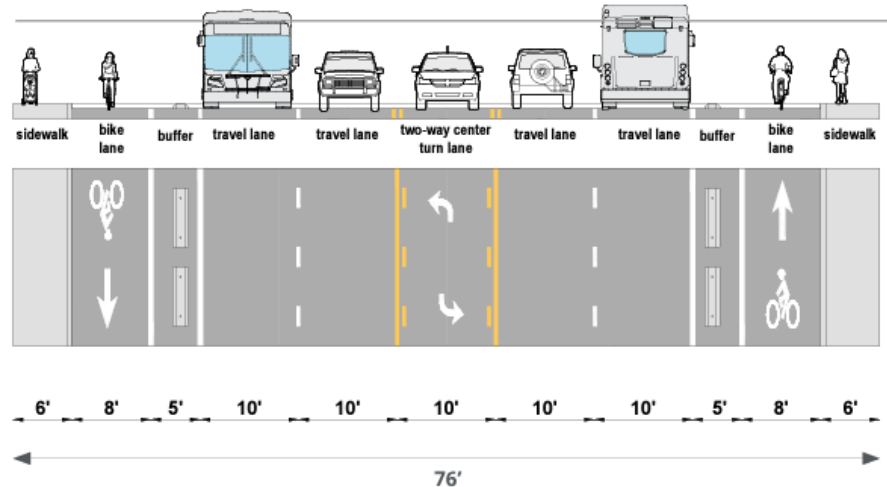
Conceptual example cross-section for illustrative purposes, all concepts subject to change based on analysis and outreach

5-Year Repaving List Highlights: 2024

- NE Halsey St: 119th Ave to 132nd Ave
 - Opportunity to remove on-street parking and enhance the bike lanes as called for in EPASS
 - Consider extending west to the Halsey/Weidler couplet in Gateway



PROPOSED Typical Cross Section (B)



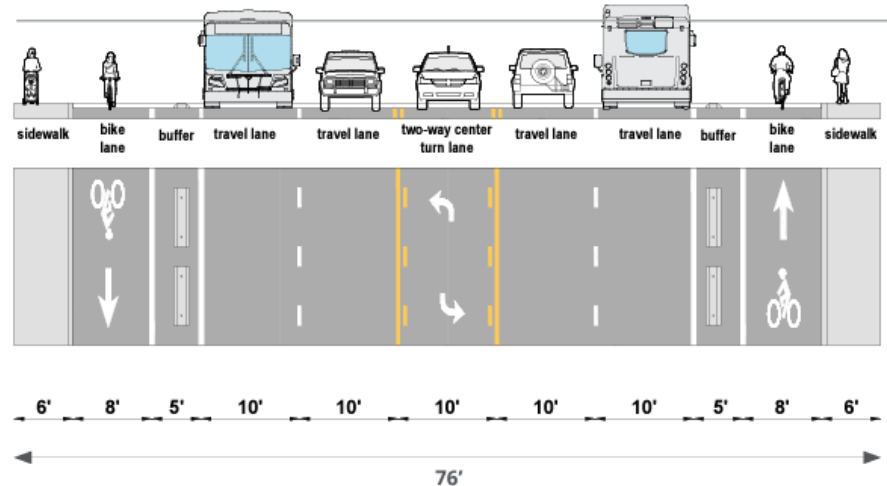
Conceptual example cross-section for illustrative purposes, all concepts subject to change based on analysis and outreach

5-Year Repaving List Highlights: 2024

- NE 122nd Ave: Glisan St to Broadway
 - Opportunity to implement protected bike lane recommendations in the 122nd Ave Plan and EPASS



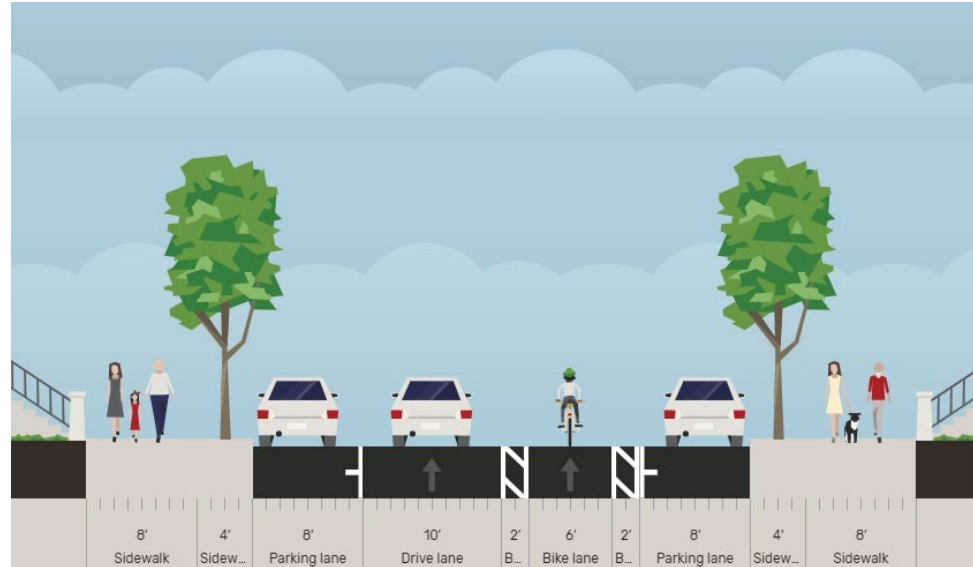
PROPOSED Typical Cross Section (B)



Conceptual example cross-section for illustrative purposes, all concepts subject to change based on analysis and outreach

5-Year Repaving List Highlights: 2025

- SE 11th Ave: Caruthers St to Mill St
 - Opportunity to repurpose a travel lane for a buffered bike lane, as called for in the Central City in Motion Plan
 - Consider extending north to Hawthorne Blvd and south to Clinton St, though this would include railroad crossing that is blocked frequently



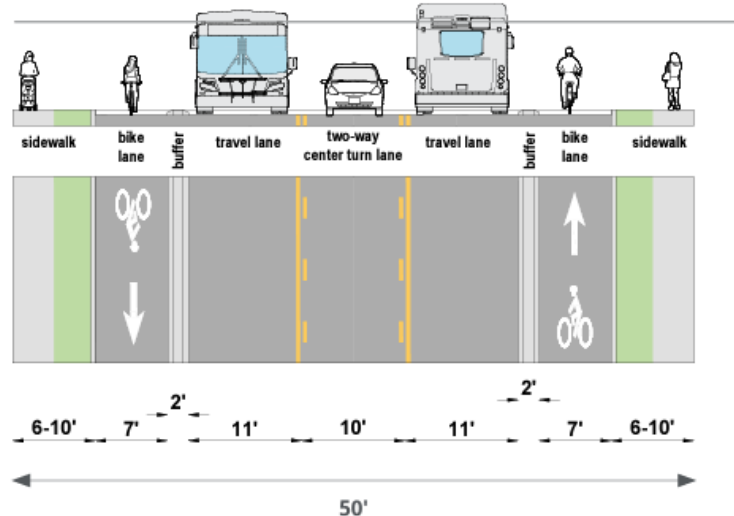
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5-Year Repaving List Highlights: 2025

- NE Glisan St: 84th Ave to I-205
 - Opportunity to implement recommendations in EPASS, which recommended enhanced bike lanes from 87th Ave to 102nd Ave through a combination of parking and travel lane repurposing
 - Will need extensive planning and project development



PROPOSED Typical Cross Section (B)



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5-Year Repaving List Highlights: 2025

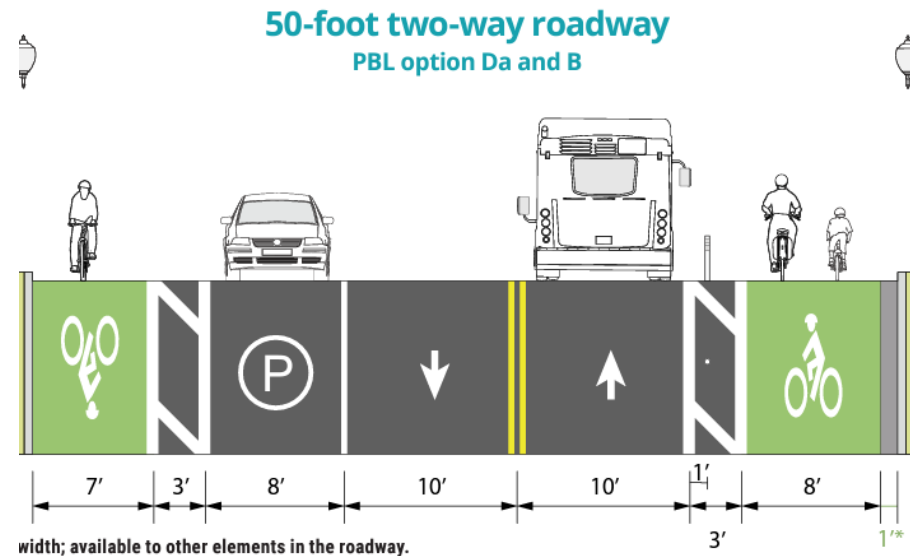
- N Interstate Ave: Killingsworth St to Dekum St
 - Opportunity to repurpose on-street parking for new bike lanes to fill this critical bikeway network gap on Interstate Ave
 - Requires some curb extension modifications, and some pinch points will remain given width constraints at light rail stations and crossings
 - Planning underway through North Portland in Motion



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5-Year Repaving List Highlights: 2025

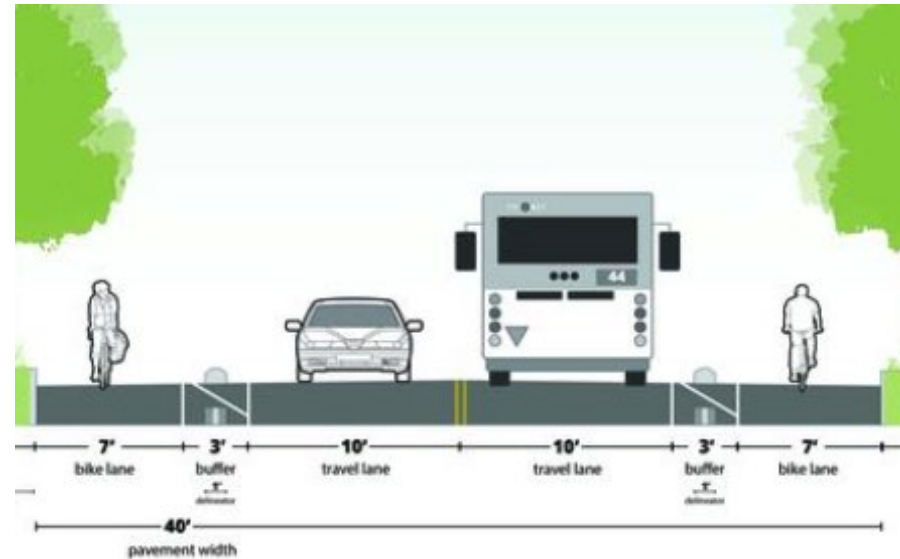
- N Portsmouth Ave: Lombard St to Willamette Blvd
 - Opportunity to repurpose parking on one side to enhance the bike lanes, and add crossings at regular intervals
 - Planning underway through North Portland in Motion



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5-Year Repaving List Highlights: 2025

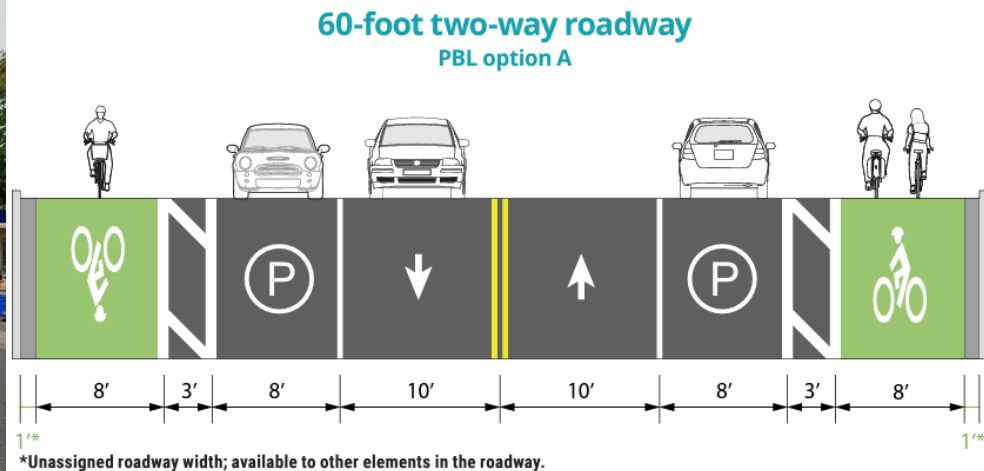
- N Willamette Blvd: Carey Blvd to Portsmouth Ave
 - Opportunity for early implementation of enhanced bike lanes and crossings that are included in federal RFFA grant for Willamette Blvd Active Transportation Corridor
 - Planning underway through North Portland in Motion



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5-Year Repaving List Highlights: 2026

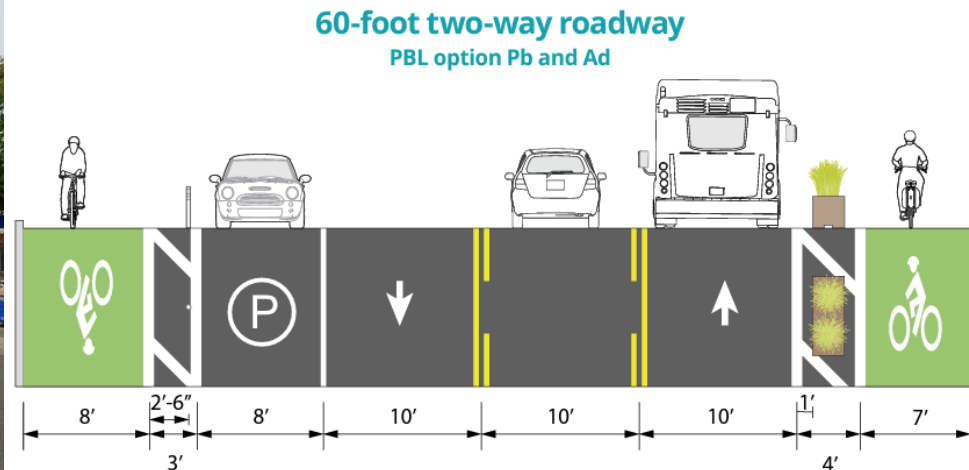
- NE Sandy Blvd: 14th to 27th
 - Opportunity for enhanced bike lanes by reallocating travel lanes
 - Need to consider safety, transit, and impacts to other modes, so this needs extensive planning, project development, and outreach
 - If adding bike lanes, consider extending west to 12th/Couch and east to 28th Ave to connect to rest of bike network



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5-Year Repaving List Highlights: 2026

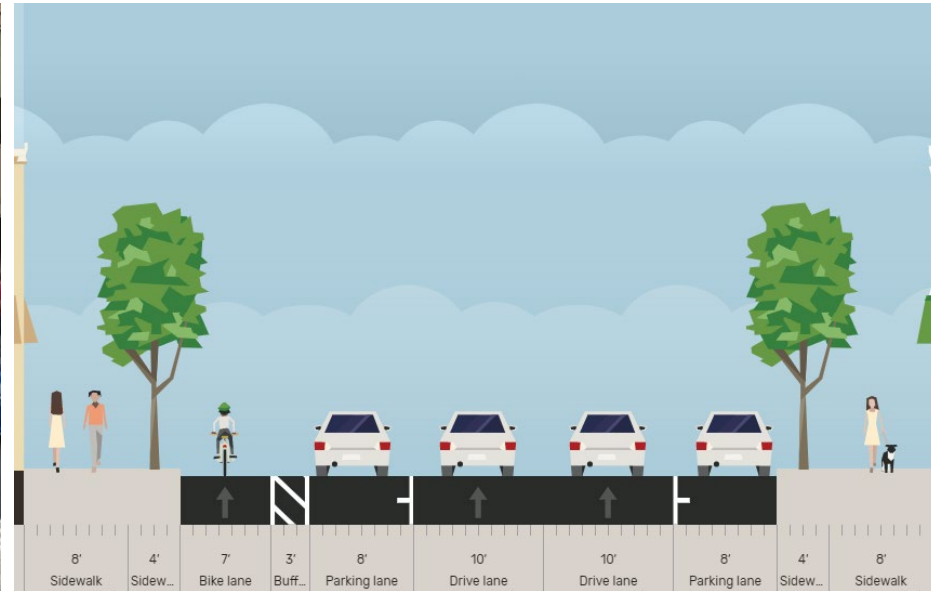
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5-Year Repaving List Highlights: 2026

- SW 2nd Ave: Columbia St to Alder St
 - Opportunity to extend west side parking-protected bike lane from Alder to Columbia



Conceptual example cross-section for illustrative purposes, all concepts subject to change based on analysis and outreach

5-Year Repaving List Highlights: 2026

- SW 1st Ave: Arthur St to Lincoln St
 - Opportunity to enhance bike lanes and fill gaps through travel lane and/or parking reallocation



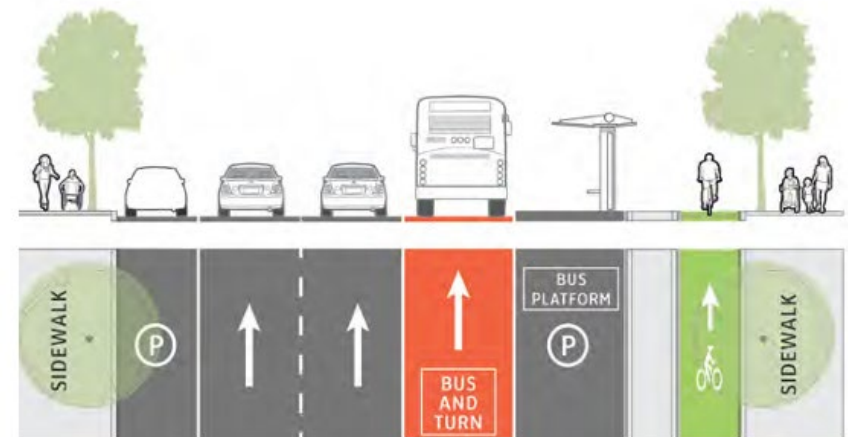
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5-Year Repaving List Highlights: 2026

- SE Morrison St: Grand Ave to 13th Ave
 - Opportunity to implement Central City in Motion project to add transit islands to separate bus and bike movements



SECTION A
SE MORRISON - MLK TO MORRISON BRIDGE
view looking west



Conceptual example cross-section for illustrative purposes, all concepts subject to change based on analysis and outreach

5-Year Repaving List Highlights: 2027

- SE Milwaukie Ave: Bush St to Powell Blvd
 - Opportunity to add bike lanes from Bush to Pershing, which would require parking removal from both sides
 - Opportunity to enhance existing bike lanes from Pershing to Kelly by removing parking on one side
 - Adding bike lanes from Kelly to Powell would require lane reallocation
 - Will require extensive planning, development, and outreach

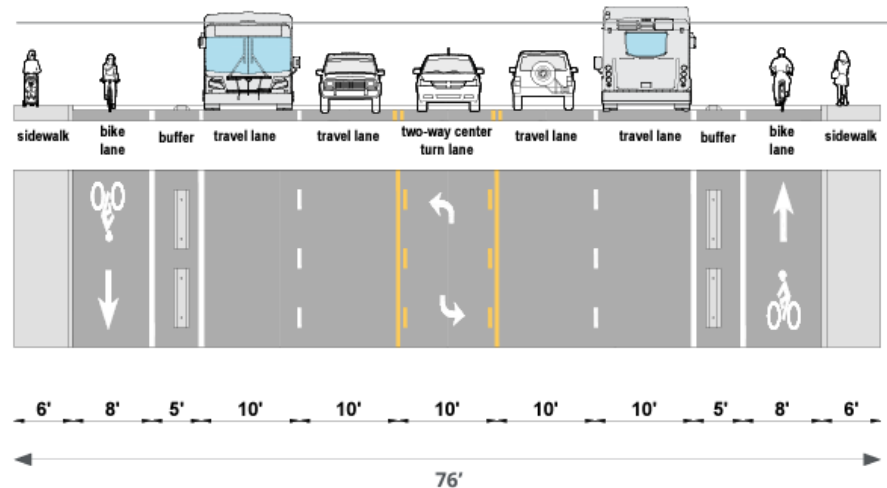


5-Year Repaving List Highlights: 2027

- NE 122nd Ave: Stanton St to I-84
 - Opportunity to implement enhanced bike lane recommendations in the 122nd Ave Plan and EPASS



PROPOSED Typical Cross Section (B)



Conceptual example cross-section for illustrative purposes, all concepts subject to change based on analysis and outreach

Next Steps

- Design and implement 2023 projects (already scoped and funded)
- Determine which paving leverage opportunities to pursue in the out years, taking into account staff capacity and available funding
- Move into project development and public outreach phase in early 2023 for 2024 repaving projects
- Put together a multi-year schedule for planning and project development for repaving leverage projects in 2025 and beyond to build a work program

Contact Information

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