N Vancouver Avenue/NE Wheeler Avenue

**Project Process**

N Vancouver Avenue and NE Wheeler Avenue provide a connection between bikeways north of Broadway and the Rose Quarter Transit Center. The intent of this project is to propose bicycle facilities to fill the existing gaps along N Vancouver Avenue between Broadway and Weidler Street and along NE Wheeler Avenue between Winning Way and NE Multnomah Street.

The N Vancouver Avenue/NE Wheeler Avenue Bikeway Development Project builds on previous engineering studies in the area and recent improvements made as part of the Streetcar project and the redevelopment of the property on the southeast corner of NE Wheeler Avenue and NE Weidler Street. A Stakeholder Advisory Committee and a Technical Advisory Committee have been formed to guide the option development process. The impact on traffic operations, including the I-5 on- and off-ramps, and the safe movement of transit, pedestrians, and cyclists in the area are all important considerations for this project.

**Frequently Asked Questions**

*What are the streetcar impacts to this area? Will there be any additional improvements for bicycling and walking?*

The Portland Streetcar Loop is currently in construction and some of the improvements for bicyclists and pedestrians have already been constructed. Improvements include new crosswalks across Broadway and Weidler to the streetcar stops, and a new bicycle-only signal at NE Broadway and Williams to improve the safety of westbound bicyclists.
Vancouver Option 1

Vancouver Option 2

Wheeler Option 1

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**NE 12th Avenue Overcrossing**

**Project Process**
The section of NE 12th Avenue between NE Lloyd Boulevard and NE Irving Street is a four lane overcrossing of I-84 with sidewalks provided on both sides. Although this is an important connection between bicycle facilities north and south of the overcrossing, there are currently no dedicated bike facilities.

The NE 12th Avenue Overcrossing Bikeway Development Project has so far included activities to identify existing issues including surveys, stakeholder consultation, and walking tours of the area. A Stakeholders Advisory Committee and a Technical Advisory Committee has been formed to guide the development and refinement of options. There are numerous considerations for this project including traffic operations, freight movements (particularly on and off I-84), students travelling to and from Benson High School, and bicycle connections to the Lloyd District and facilities north and south of the overcrossing.

**Frequently Asked Questions**

**What are current traffic conditions on NE 12th Ave.?**
The NE 12th Avenue overcrossing of I-84 is a busy traffic environment, particularly during peak times. Approximately 1,800 automobiles (on average 30 automobiles every minute) use the overcrossing during the weekday p.m. peak hour. The eastern legs of the NE Lloyd Boulevard and NE Irving Street intersections each carry approximately 1,200 automobiles during the same period and the western leg of the NE Lloyd Boulevard intersection carries approximately 1,400 automobiles.

**What is the current number of cyclists using the overcrossing?**
In the p.m. peak hour, approximately 135 bicycles use the overcrossing. Approximately 70 bicyclists use NE Irving Street and the western leg of the NE Lloyd Boulevard intersection, 60 bicyclists were observed on NE 11th Avenue, and 20 bikes on the eastern leg of the NE Lloyd Boulevard intersection.

**What are the existing truck use patterns in the area?**
Most trucks using the overcrossing originate or are destined for the Central Eastside Industrial Area. There are a number of major trucking generators in this area. The major truck movements include the westbound left turn from the I-84 off-ramp and Lloyd Boulevard onto 12th Avenue and the northbound right turn or eastbound through movement at the 12th Avenue / Irving Street intersection to access I-84. Several hundred trucks cross the bridge each day.

**This area is already congested with motor vehicle traffic. How will these improvements impact congestion and vehicle flow?**
The City of Portland is improving traffic signal hardware and signal timing to better coordinate traffic signals, resulting in improved traffic flow. Coupled with the proposed bicycle improvements, traffic will move with less delay and improved safety for all users.

**What level of motor vehicle traffic enforcement has occurred in this area, around Benson High School? How many citations were issued?**
The Portland Police Bureau does not currently keep track of locations where they write traffic citations.

**Statistics**

**Traffic**
- 1,800 motor vehicles per hour (PM peak hour) – 7% of total traffic.

**Bicycle**
- 135 bicyclists per hour (PM peak hour).

**Reported Crashes**
- 42 reported crashes (2005 – 2009) at Lloyd / 12th and Irving / 12th.
- 5 reported crashes involved pedestrians (all at Irving / 12th).
- 2 reported crashes involved cyclists – both involved cyclists travelling south on NE 12th Avenue being struck by vehicles turning across them.

**Transit**
- Trimet Route 70 – southbound stop at NE 12th Avenue / Irving Street – 85 average daily riders (ons and offs).
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NE Holladay Street

Project Process
NE Holladay Street is open to eastbound traffic between NE 1st Avenue and NE 13th Avenue. Currently, eastbound cyclists share the travel lane with motor vehicle traffic, while there are no westbound bike facilities along the street.

The NE Holladay Street Bikeway Development Project has so far built on previous work conducted by stakeholders in the area including the Lloyd TMA, Portland Development Corporation, the Portland Bureau of Transportation, and local property owners to develop an initial set of design concepts for enhancing bikeways along the street. A Stakeholder Advisory Committee and a Technical Advisory Committee have been formed to guide the process and have been active in identifying and addressing issues such as NE Holladay Street’s importance as a local traffic circulator, trade-offs in on-street parking to achieve a westbound bike lane, as well as maintaining the street’s role in providing access to the Convention Center during events and as an active transit street.

Frequently Asked Questions

What are current motor vehicle traffic conditions on NE Holladay Street?
NE Holladay Street is a low-volume and low-speed street that currently accommodates both automobiles and bicycles one-way eastbound. In the p.m. peak hour, approximately 75 – 100 automobiles were observed using the street. This can be compared to NE Multnomah Street that carries approximately 1,000 automobiles per hour.

What is the current number of cyclists and the expected increase in bicycle use after the improvements?
In the p.m. peak hour, approximately 55 – 60 bicycles were observed using NE Holladay Street.

It is difficult to accurately predict the expected increase in bicycle traffic following improvements. The creation of a westbound bike lane coupled with enhancements to the NE 12th Avenue Overcrossing, NE 7th Avenue, and improved connections to the Eastbank Esplanade will likely increase bicycle demands along NE Holladay Street.

What is the parking supply and utilization along NE Holladay Street today?
There are 232 on-street auto parking spaces in the nearby area, with 45 of these on the south side of NE Holladay Street. Of the 45, 18 are reserved for registered carpools from 6:00 – 10:00 a.m. All spaces require a fee to park. In addition, there are many off-street garages that have ample parking availability.

Along NE Holladay Street, parking is well utilized between NE Grand Avenue and NE 9th Avenue and between NE 11th Avenue and NE 13th Avenue. It is underutilized between NE 9th Avenue and NE 11th Avenue. There is no parking between NE 1st Avenue and Martin Luther King Jr. Boulevard and between NE 7th Avenue and NE 9th Avenue.

Where do you expect NE Holladay Street to connect to the north / northeast and to the rest of the bicycle network?
The project team has explored the connection between NE Holladay Street, the NE 12th Avenue Overcrossing, and bicycle facilities proposed on NE 7th Avenue as part of the Streetcar project. Other connections that will be explored as a subsequent stage of the project include connections to NE Multnomah Street, NE Wheeler Avenue, and the Eastbank Esplanade. These are not currently included in the project scope of work.
I have heard about the Portland Development Commission’s (PDC) effort to create a green street on NE Holladay Street. What is a green street and will these projects coordinate?

A green street uses planted areas like bioswales to manage storm-water runoff at its source, rather than only using a sewer system. The City of Portland has built many green street installations and they have proven to be effective and popular. The PDC is working to create a green street on NE Holladay Street, but this project would take place outside the roadway, on the sidewalks and public plazas. We are coordinating with the PDC on these efforts.

Statistics

Parking
- Trade 30 – 45 on-street spaces for westbound bike lane.

Traffic
- 75 – 100 motor vehicles per hour (PM peak hour).

Bicycle
- 55 – 60 bicyclists per hour (PM peak hour).

Transit
- MAX red, blue, and green lines – 4 stations along NE Holladay Street – 32,000 average daily riders (on and offs).
- Future streetcar crossings at NE Grand Avenue and NE 7th Avenue.
- TriMet Route 70 runs between NE 9th Avenue and NE 11th Avenue – 250 average daily riders (ons and offs).

Options Being Considered:

**Option 1: Add westbound bike lane**
Would trade off 30 to 45 on-street parking spaces

**Option 2: Add westbound bike lane with selected eastbound motor vehicle traffic closures**
Would trade off 30 to 45 on-street parking spaces and consider closures at one or more of the following:
- Close access to Holladay from 1st Avenue (except during events)
- Close southbound 2nd Avenue onto Holladay Street
- Close between MLK and Grand Avenue
- Close between 7th and 9th Avenues