



Hawthorne Bridge Bike Lane

**Department of Community Services
Transportation Division**

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Agenda

- **Who is responsible for what on downtown bridges?**
- **Project History and Development**
- **Future Changes**
- **Lessons Learned**

Hawthorne Bridge Bike Lane:

Who is responsible for What?

1. The Board of County Commissioners of Multnomah County **shall**:
 - a. **Maintain, keep in good condition and repair and operate** the bridges and **their approaches**. The lighting of the bridges and their approaches is a part of the duty to maintain and operate such bridges, and the board may enter into contracts for such lighting.
 - b. Operate, maintain and keep in good condition all parts of the bridges owned by the city or leased by the city or by the board of county commissioners.
2. The Board of County Commissioners of Multnomah County **shall**, at the cost and expense of the county:
 - a. Employ, hire and discharge, from time to time, agents, workers, laborers and servants, as it deems necessary in the conduct, maintenance, repair and operation of the bridges and their approaches.
 - b. Make needful rules and regulations for the operation and maintenance of the bridges, but such rules and regulations shall be subject to the exercise by the City of Portland of such police power and authority as the city has under its charter with respect to the bridges owned by the city.

Hawthorne Bridge Bike Lane:

Who is responsible for What?

The City of Portland, Oregon, **may**:

1. **Regulate traffic** upon and across the **bridges and their approaches constructed by the City of Portland.**
2. Lay and maintain upon the bridges and their respective approaches constructed by the City of Portland all rails and tracks necessary, desirable or convenient for the operation of street cars.
3. Provide for the use of the bridges and their approaches constructed by the City of Portland and rails and tracks by street cars propelled by electrical and other motive power, and the carrying of passengers on street cars.

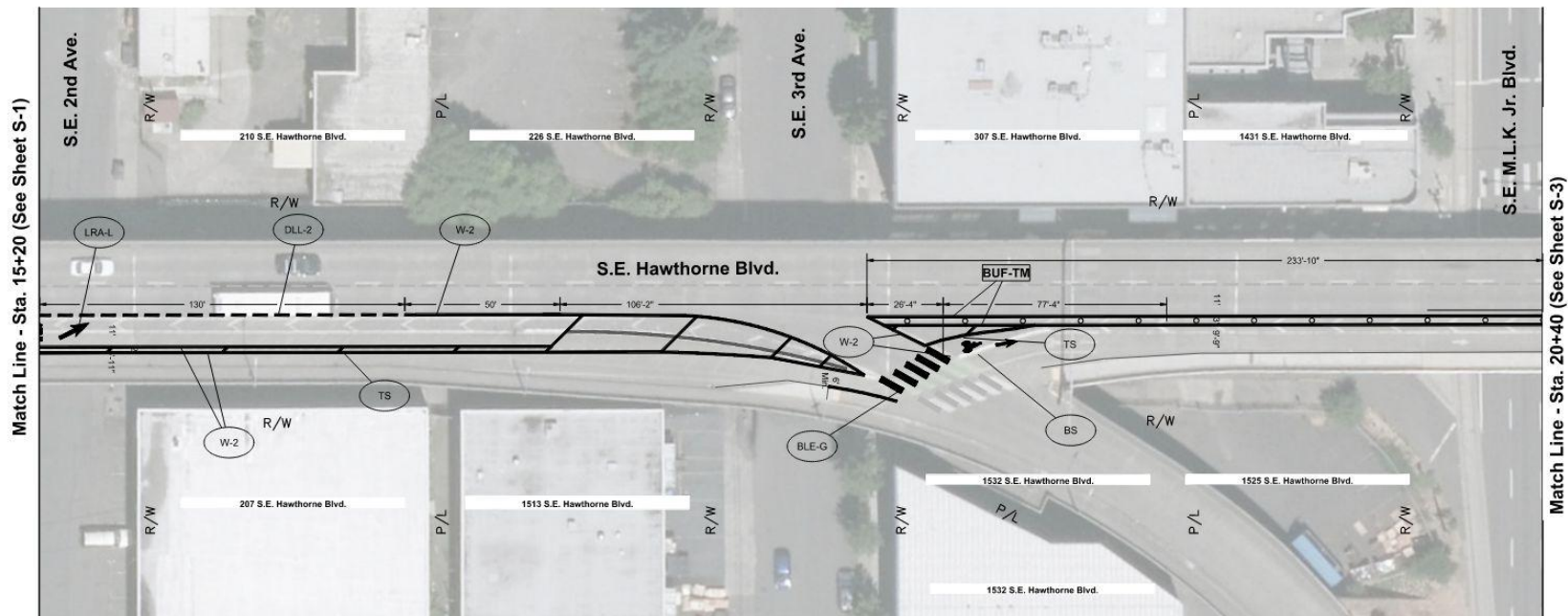
Hawthorne Bridge Bike Lane: Project Development

Central City in Motion (CCIM)/Enhanced Transit Corridors (ETC) Plan

- 2017/2018 PBOT effort to develop and prioritize strategic investments in protected bikeways, pedestrian safety improvements, and targeted transit priority projects
- Develop a package of projects to help people move around the Central City more efficiently
- Identify locations to improve transit reliability and reduce modal conflicts
- County participated in plan development as technical advisor and supported projects for the bridges

Hawthorne Bridge Bike Lane: Project Development

- Received first concept plans from City in May 2020
- Sent them to Bike/Ped that Fall for Input
- Those plans included this drawing shifting the angle of the Bike crossing at the Clay Ramp
- Project was combo County (striping) and City (everything else)



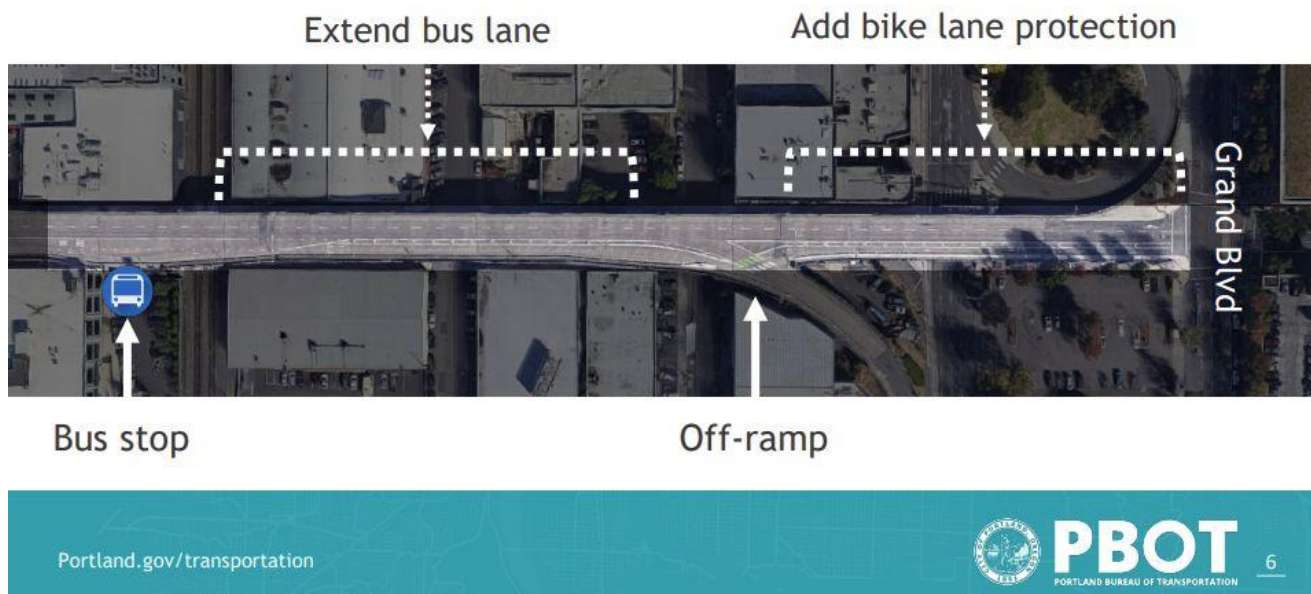
Hawthorne Bridge Bike Lane: Project Development

- September 2021 City first presentation of bus island and Clay St off ramp changes to bike ped committee.

Work remaining: Viaduct Bus Lane Implementation

Status: Currently refining design and seeking additional feedback before implementing

Scope: Extend bus lane, improve bike-auto conflicts at off-ramp, add bike lane protection approaching Grand Blvd



Hawthorne Bridge Bike Lane: Project Development

- Three items of work on viaduct
 - Bus island
 - Increase space for bikes, improve separation from cars
 - Off-Ramp Bike/Ped Crossing ADA Ramp improvement
- City had received some complaints bike/car conflicts at Clay ramp through TrackIT system
 - difficult to turn head so far back to look for cars
 - proposed solution was to improve angle to make it easier for cyclist to see if car was coming

Hawthorne Bridge Bike Lane: Project Development

- October 2021 - City provided County draft plans based on public outreach conducted during summer of 2021 and input from City and County Bike Ped Committees
- Focus was on narrowing vehicle lanes for bus island and wide bike lanes
- Also discussed a lane reduction on the viaduct to allow for a bus only lane the full length of the viaduct, but did not propose in plans
- Included realigned Bike lane at Clay Street off ramp

Hawthorne Bridge Bike Lane: Project Development

- June 2022 - City provided County updated draft plans
- Looking for Contractor to do work on bridge and on Hawthorne and Madison off bridge
- ODOT Viaduct Load Rating implied bus island would overstress viaduct deck as designed
 - Decided to add to upcoming deck rehab project to investigate further
 - Deck project engineers rechecked (more detailed) math and found bus island could be implemented without over stressing the deck
 - City gave County funds to add project to deck overlay work

Hawthorne Bridge Bike Lane: Project Development

- January 2023 - Bus Island and striping now part of decking project -
 - came back to County bike ped, but focused on bus island and west side sidewalk bike lane changes.
 - No discussion of Clay off Ramp Bike Lane realignment
- October 2023 - Project back at County Bike Ped committee for final comments
 - Not clear that there was focus on the changes at Clay off ramp bike lane realignment.

Hawthorne Bridge Bike Lane: Future Work

- After changes at Clay St Ramp put back to pre deck project condition we met with the City to discuss options for improvement
 - Is there signage that improve the safety and reduce conflict between cars and bikes?
 - Would a larger future capital project help like a signal?
 - Something else?
- Currently exploring sign improvements for the sign bridges to warn cars of the conflict and where to look for bikes and peds.
 - not standard situation so will have to adapt signs for other uses to this situation

Hawthorne Bridge Bike Lane: Lessons Learned

- Staff and managers came to committee to get feedback on the design
 - Should I have given more direction to specifically talk about this change and explore it with the group?
 - How do we ensure that the critical change gets discussed?
 - Might not have resulted in a different outcome
- City also went to their Bike Ped committee and did other public outreach on this specific project to solicit feedback
 - Some feedback specifically requested the type of change that was incorporated into the plans
- Sometimes we are very reactive with changes to our biking infrastructure
 - We make adjustments based on the input of one or two complaints
 - It can be difficult to find solutions to the non standard one of a kind situations on the viaducts
 - It is dangerous to try iterative solutions, so anything we try must be carefully thought out