

**CITY TRAFFIC ENGINEER'S REPORT  
ISSUE NO. TC 762**

**Bike Lanes on SW 5<sup>th</sup> Street east of SW Western Avenue**

**September 18, 2017**

**Background Information**

Requested by staff. Currently, there are bike lanes on 5<sup>th</sup> Street west of the intersection with Western Avenue but there are no bike lanes east of the intersection. Bicyclists are involuntarily having to use the travel lane when cars are parked on both sides of the street. This condition position the cyclists in an unsafe situation especially when cars turn from Western Avenue at a high speed and the cyclists are not in the line of sight of the driver.

The pavement width of SW 5<sup>th</sup> Street east of SW Western Avenue is 40 feet. It is a dead end street and is classified as a Local Street. There are no sidewalks on either side of the street. Currently parking is allowed on both sides of the street except within 100 feet from the intersection. Truck parking is restricted for trucks that are over 10 tons gross vehicle weight rating (GVWR). At the east end of the street there is a path that connects with Chestnut Place and is heavily used by cyclists to connect to Allen Boulevard and the Fanno Creek Trail. There were no reported crashes on 5<sup>th</sup> Street east of Western Avenue during the most recent three years of available crash data.

The area near 5<sup>th</sup> Street and Western Avenue is industrial in nature. There is an undeveloped vacant lot along the south side of 5<sup>th</sup> Street east of Western Avenue. Businesses in the area have large parking lots with ample parking that exceeds the required number of parking stalls. On occasion few employees park on 5<sup>th</sup> street east of Western Avenue.

Staff is proposing to stripe 5 foot wide bike lane on both side of SW 5<sup>th</sup> Street along with 2 foot buffer and 13 foot travel lanes. At the intersection with Western Avenue there will be three 11 foot travel lanes, one for eastbound traffic, one for westbound left turn traffic and one for a shared westbound thru-right traffic. The bike lane on the north side of the roadway will begin 75 feet east of the designated left turn lane while a bike lane on the south side will be provided the entire length of SW 5<sup>th</sup> Street east of the intersection. To accommodate this striping plan, it would be required to restrict parking to all vehicles on both sides of 5<sup>th</sup> Street east of Western Avenue.

Restricting parking on SW 5th Street would provide the space to install the bike lanes and ensure bikers be able to travel safely on the roadway without conflict from parked vehicles. Also the on-street bike lanes will ensure drivers and cyclists are aware of the lanes designated for their use minimizing confusion.

The Beaverton Bicycle Advisory Committee endorsed the striping plan and staff recommendations at their September 14, 2017 meeting.

**Applicable Criteria**

Applicable criteria from Beaverton Code 6.02.060A are:

- 1a (provide for safe vehicle, bicycle and pedestrian movements);
- 1b (help ensure orderly and predictable movement of vehicles, bicycles, and pedestrians);
- 1d (accommodate the parking needs of residents and businesses in a safe and equitable fashion).

**Conclusions:**

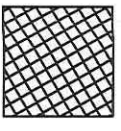
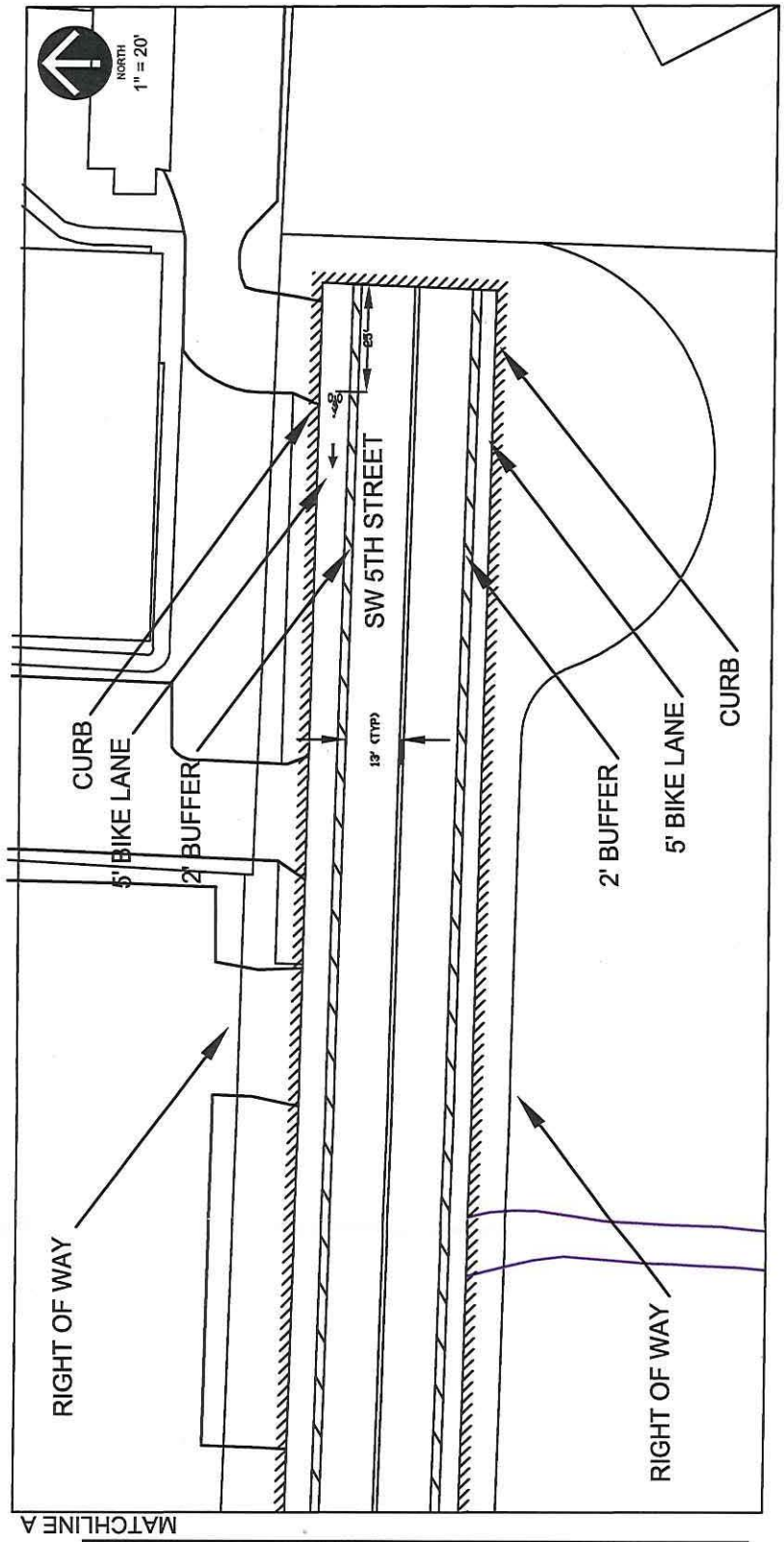
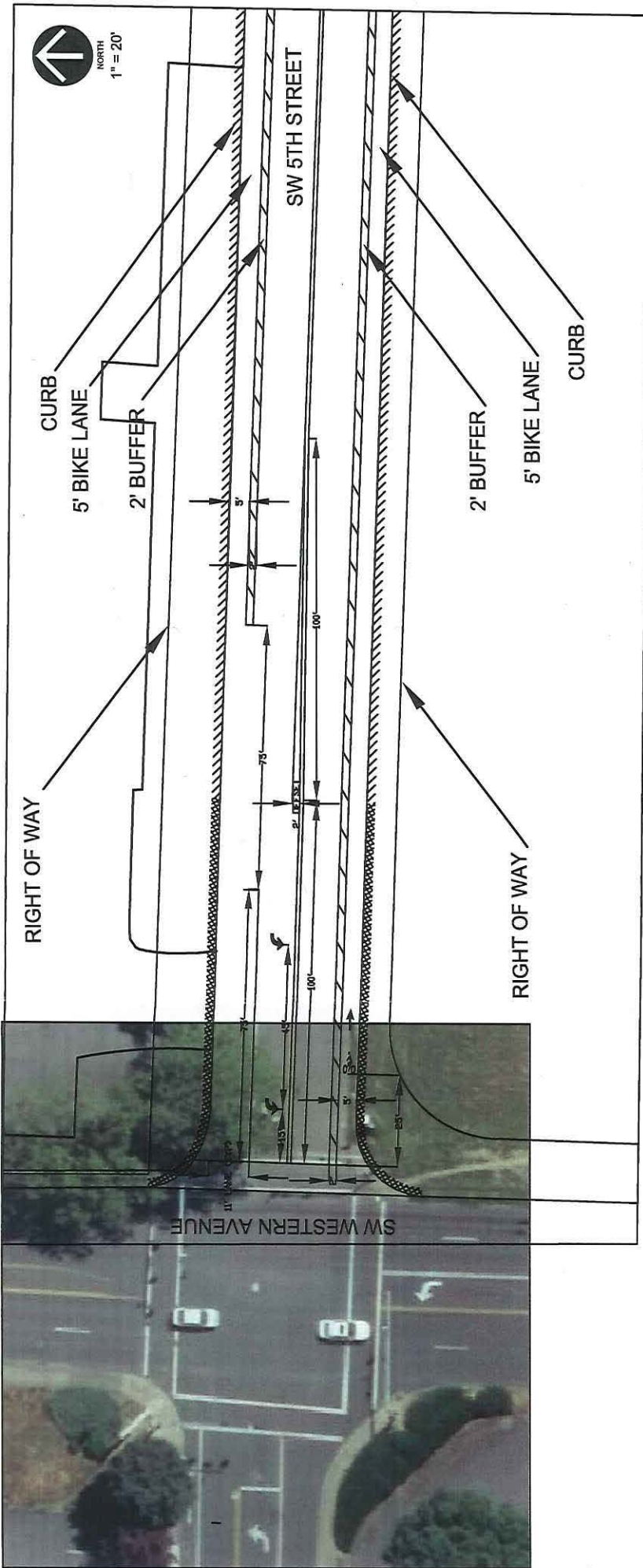
1. The addition of bike lanes on SW 5th Street east of Western Avenue would ensure drivers and cyclists are aware of the lanes designated for their use. This will improve safety and ensure orderly and predictable movement of vehicle and bicycle satisfying Criteria 1a, 1b.
2. The demand for on-street parking is low as this area is mostly industrial with large parking lots that exceeds the parking requirement for these types of facilities. The proposed parking restrictions will have a minor impact on on-street parking, satisfying Criterion 1d.

**Recommendation:**

1. Stripe 5 feet bike lanes and 2 feet buffer on SW 5<sup>th</sup> Street east of Western Avenue as shown on the attached drawing.
2. Restrict parking on both sides of SW 5<sup>th</sup> Street east of Western Avenue.

MATCHLINE A

TC 762



EXISTING NO PARKING



PROPOSED NO PARKING

SHEET 1 OF 1



RESTRIPING OF PAVEMENT MARKINGS  
ON SW 5TH STREET (EAST OF SW WESTERN AVE)

**PUBLIC WORKS DEPARTMENT**  
**TRANSPORTATION DIVISION**

Drawn By: TC Date: 9/18/17  
 Reviewed By: \_\_\_\_\_ Date: \_\_\_\_\_  
 Approved By: \_\_\_\_\_ Date: \_\_\_\_\_

# MEMORANDUM

Beaverton Police Department



DATE: September 21, 2017

TO: Jabra Khasho, City Transportation Engineer

FROM: Sergeant Steve Schaer

SUBJECT: Traffic Commission Issues No. TC 762

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On review of the City Traffic Engineer's report, and my visitation of the location, I concur with the Traffic Engineer's recommendation to:

1. Stripe 5 feet bike lanes and 2 feet buffer on SW 5<sup>th</sup> Street east of Western.
2. Restrict parking on both sides of SW 5<sup>th</sup> Street east of Western Avenue.

Sgt Steve Schaer

**Jabra Khasho**

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**From:** Richard Hill <earl2062@gmail.com>  
**Sent:** Friday, September 22, 2017 3:21 PM  
**To:** Jabra Khasho  
**Subject:** Re: 5th St bike lanes

On Sep 20, 2017 11:26 AM, "Richard Hill" <[earl2062@gmail.com](mailto:earl2062@gmail.com)> wrote:

Hello my name is Richard Hill,  
30 year resident of Beaverton.

This issue has come to be a major disruption for me. I can't walk by or ride my bike any more. Persons simply hanging out all day, it's so very sad. Has the city looked into a work programs from the State/ Federal. I see many able body persons, surely there are many that need some type of help. If it no work, mental issues or drug abuse etc. I am all in for clearing these persons off the proposed "BIKE LANE".

As we all know this will not solve this issue of people living in the street. I was told that there are 15 other places that have this same issue city wide.

Can't we do something to help theses people, pushing them around is not going to help.

For more years than I can count the space right next to the Max still goes not developed. Why not level land the set up a camp for persons willing to maintain the space. Beaverton Next Step Camp.

Thank You  
Richard Hill

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