

CITY TRAFFIC ENGINEER'S REPORT

ISSUE NO. TC 783

Bike Lanes on SW 5th Street east of SW Western Avenue

September 17, 2018

Background Information

In October 2017, under TC 762, the Traffic Commission considered installing bike lanes on SW 5th Street east of Western Avenue. Following the public hearing on the issue, the Traffic Commission voted to deny the request to install bike lanes on 5th Street. The Traffic Commission decision to deny the request was due to public testimony received that emphasized the need for on-street parking to accommodate the campers on 5th Street (see attached excerpt meeting minutes on the issue).

Recently, the City of Beaverton adopted a NO Camping ordinance and there is no longer a camping issue on 5th Street east of Western Avenue. Staff is bringing the bike lane installation issue back to the Traffic Commission for consideration.

Currently, there are bike lanes on 5th 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 positions 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 5th 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 and pedestrians to connect to Allen Boulevard and the Fanno Creek Trail. There were no reported crashes on 5th Street east of Western Avenue during the most recent three years of available crash data.

The area near 5th Street and Western Avenue is industrial in nature. There is an undeveloped vacant lot along the south side of 5th 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 5th street east of Western Avenue.

Staff is proposing to stripe 5 feet wide bike lanes on both side of SW 5th Street along with 7 feet wide parking on the south side of the roadway and 11.5 feet 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 25 feet east of the designated left turn lane while the bike lane on the south side of the roadway will begin at the intersection with Western Avenue. To accommodate this striping plan, it would be required to restrict parking on the north side of SW 5th Street east of SW Western Avenue.

Restricting parking on SW 5th Street would provide the space to install the bike lanes, ensure bikers be able to travel safely on the roadway while local businesses and residents will still be able to use the south side of the street for parking. The bike lanes will ensure drivers and cyclists are aware of the lanes designated for their use minimizing confusion.

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).

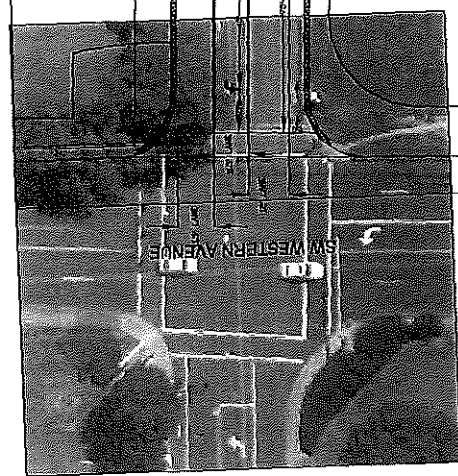
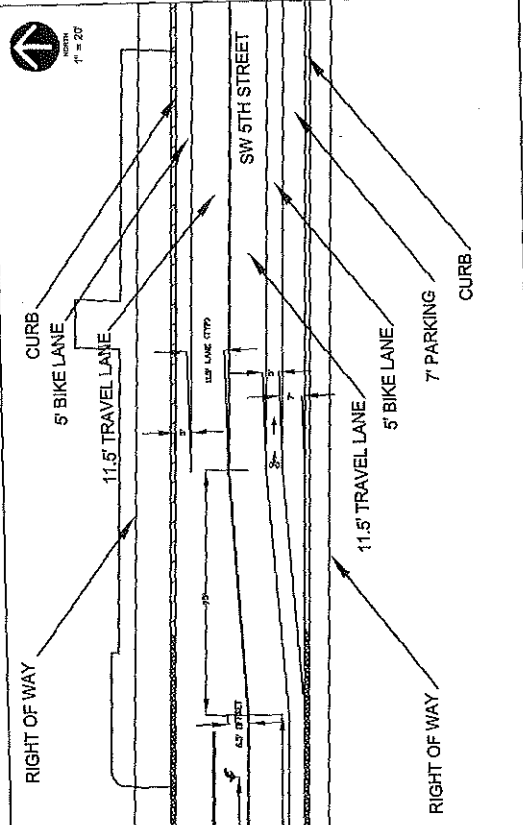
Conclusions:

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 vehicles and bicycles 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 this type 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 on SW 5th Street east of Western Avenue as shown on the attached drawing.
2. Restrict parking on the north side of SW 5th Street east of Western Avenue.

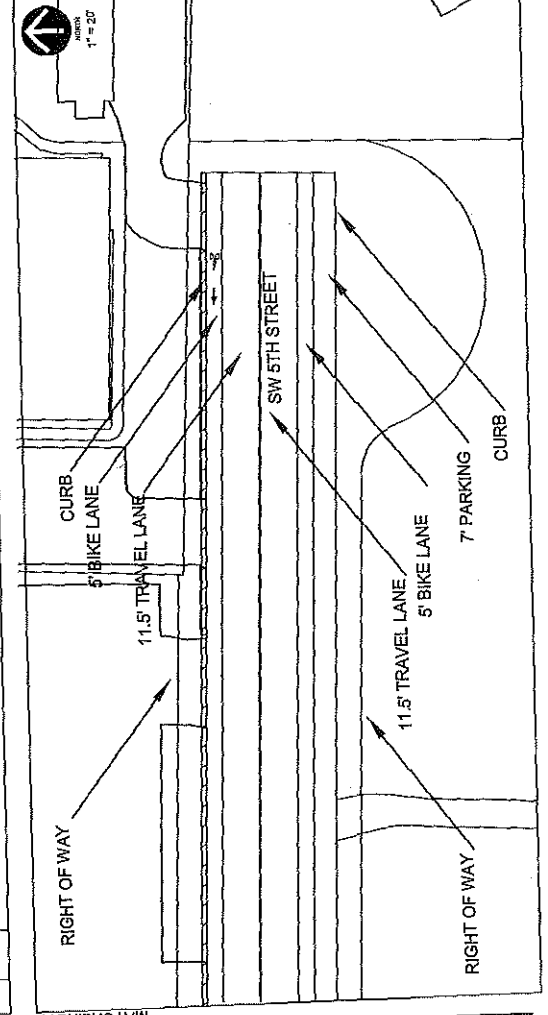
MATCHLINE A



EXISTING NO PARKING



PROPOSED NO PARKING



MATCHLINE A



BIKE LANES
ON SW 5TH STREET (EAST OF SW WESTERN AVE)

PUBLIC WORKS DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: <u>TC</u>	Date: <u>9/17/2018</u>
Reviewed By: _____	Date: _____
Approved By: _____	Date: _____