

Today's Agenda

- Introductions 10 minutes
- Since We Last Met 10 minutes
 - Scope amendment
 - Schedule update
- Draft TM#4: Development of Design Concepts 15 minutes
 - Concept design recap
 - Plan view recap
 - Prototypical intersection design recap
- General Discussion 45 minutes
 - TAC feedback on TM#4
 - Outstanding questions and clarification
 - 9th/10th couplet
- Next Steps 10 minutes

Schedule Update

TAC#5

- **Today (February '23)**
- Purpose: Reviewing TM#4: Design Concepts Memorandum

TAC#6

- **June '23**
- Purpose: Reviewing TM#5: Concept Evaluation Memorandum

TAC#7

- **August '23**
- Purpose: Reviewing Draft Concept Plan

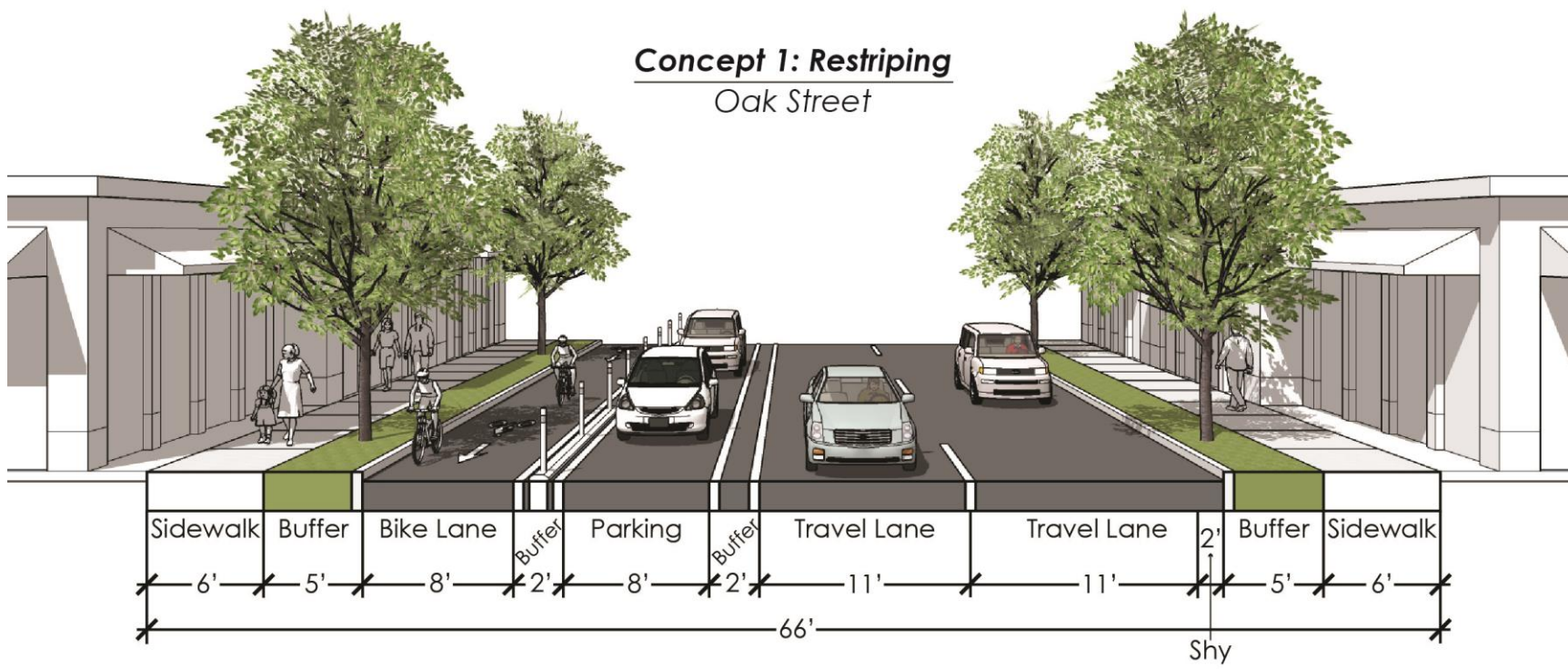
TAC#8

- **September '23**
- Purpose: Reviewing Updated Concept Plan

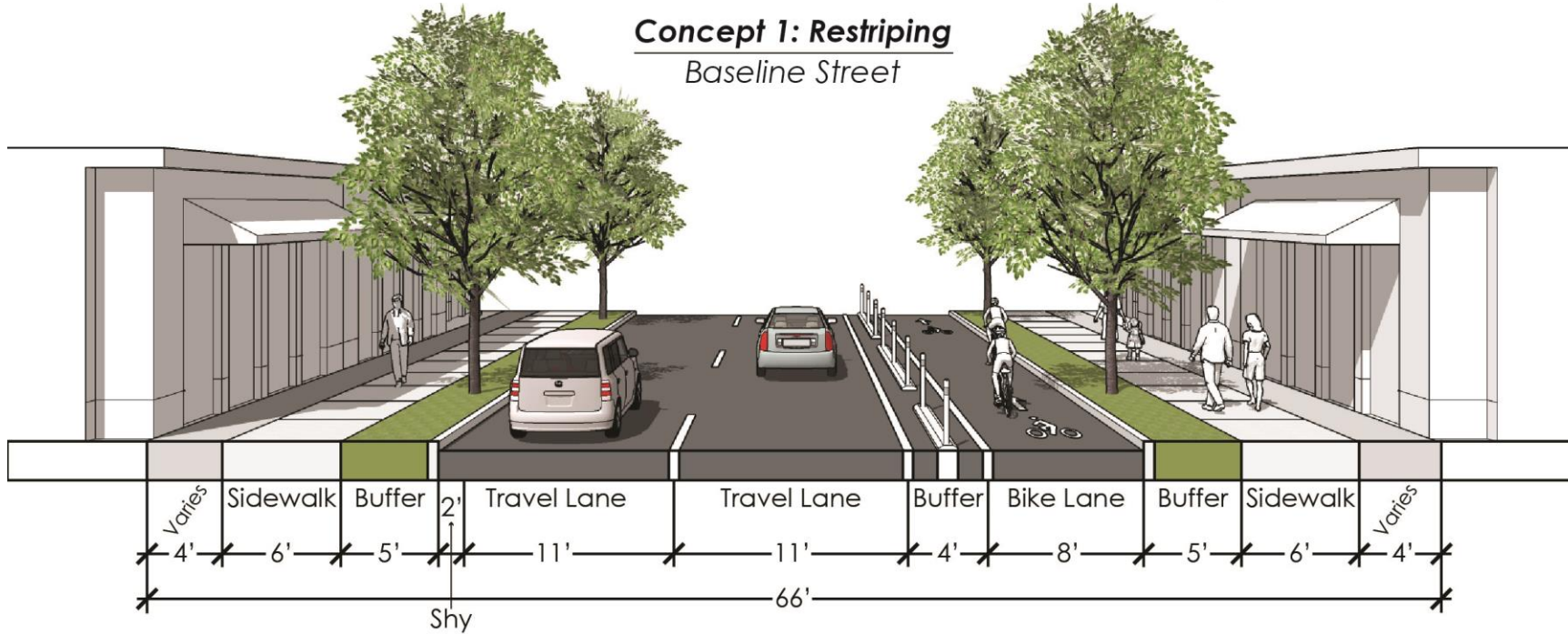
Concept Design Recap

Concept 1

Concept 1: Restriping
Oak Street



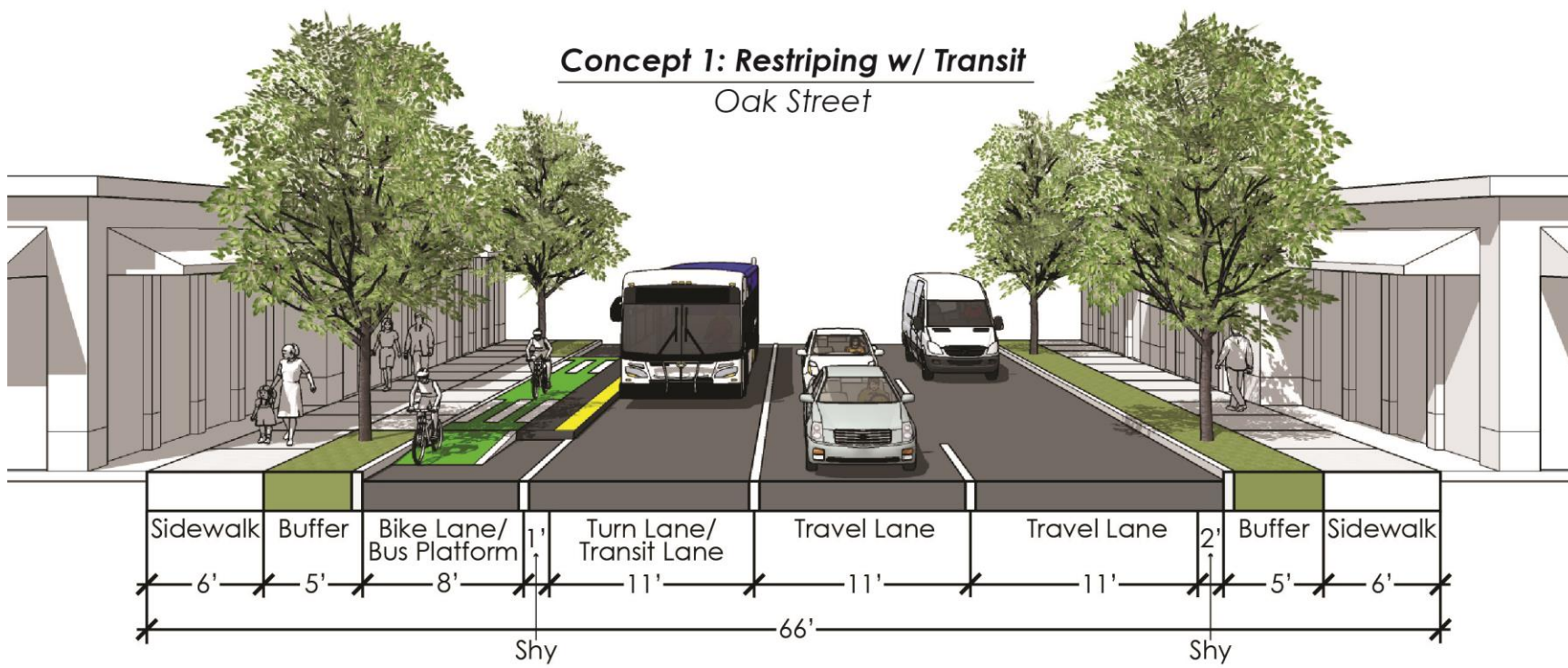
Concept 1: Restriping
Baseline Street



Concept 1

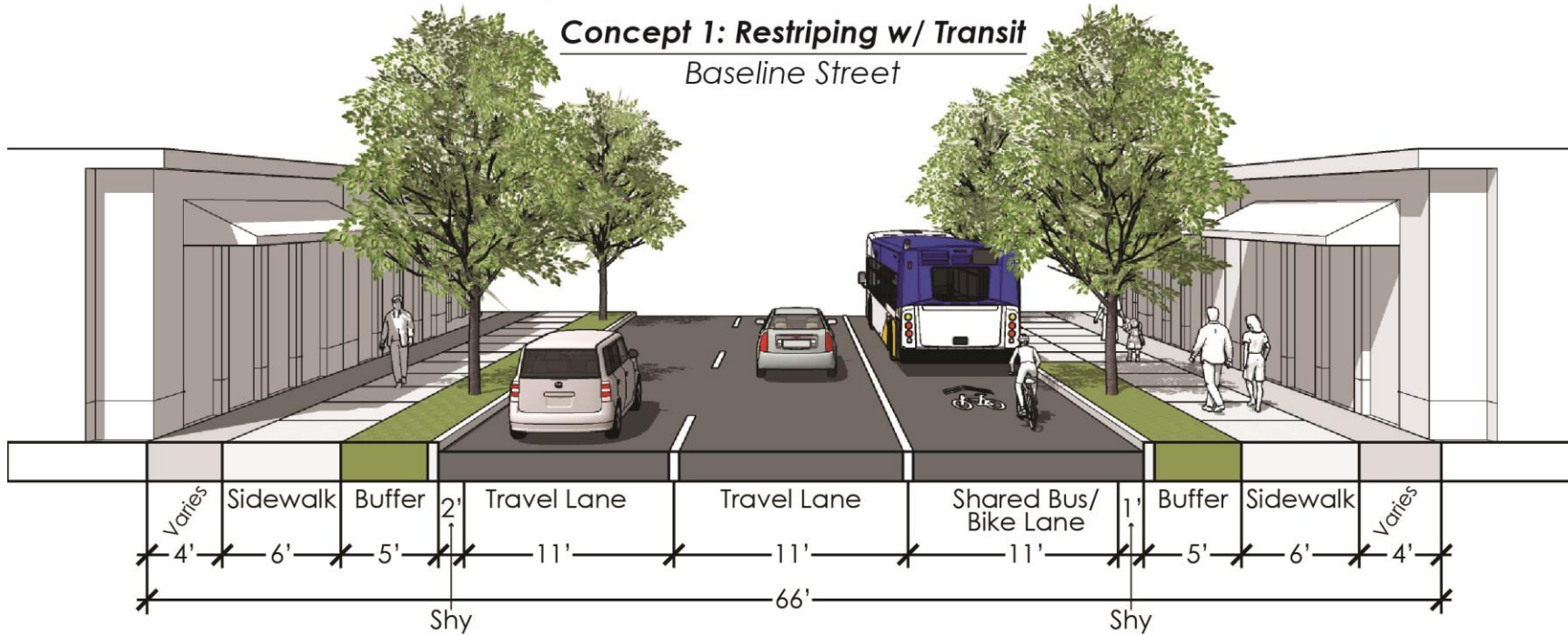
Concept 1: Restriping w/ Transit

Oak Street



Concept 1: Restriping w/ Transit

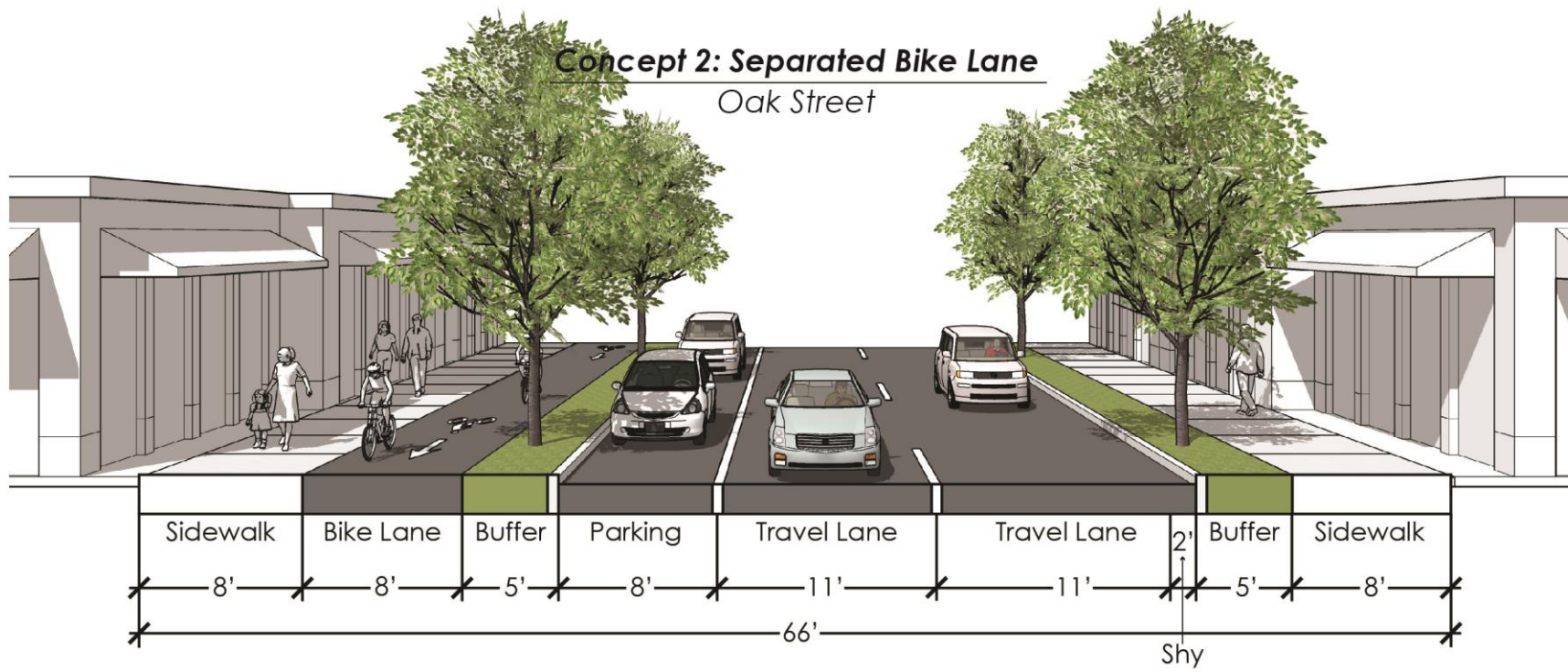
Baseline Street



Concept 2

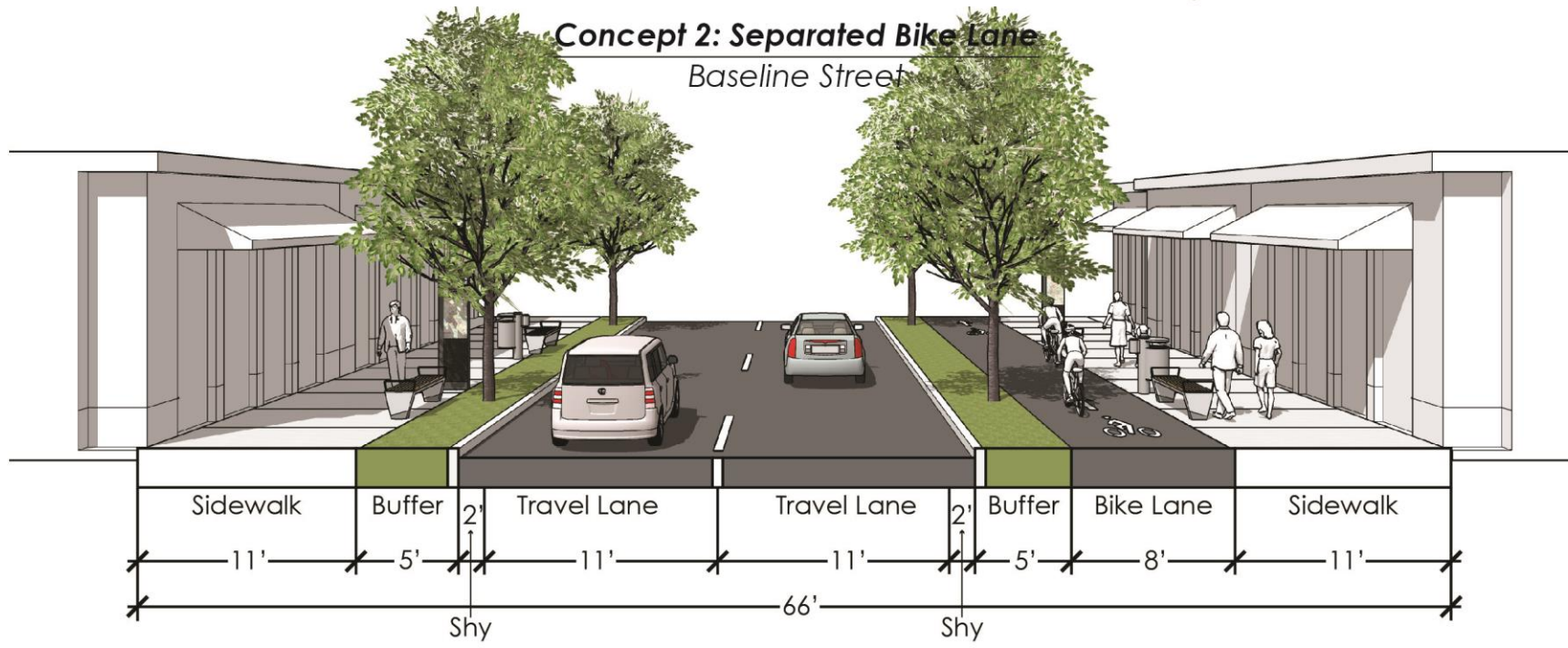
Concept 2: Separated Bike Lane

Oak Street

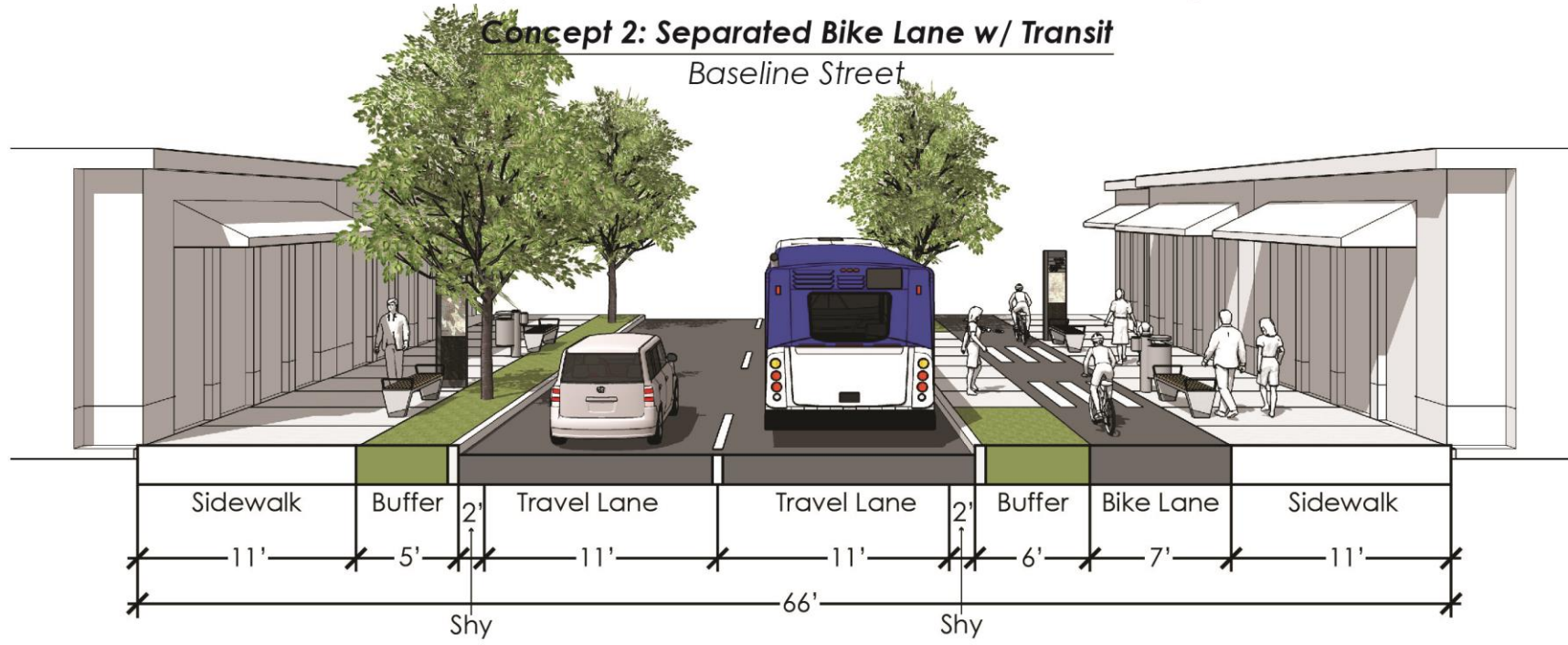
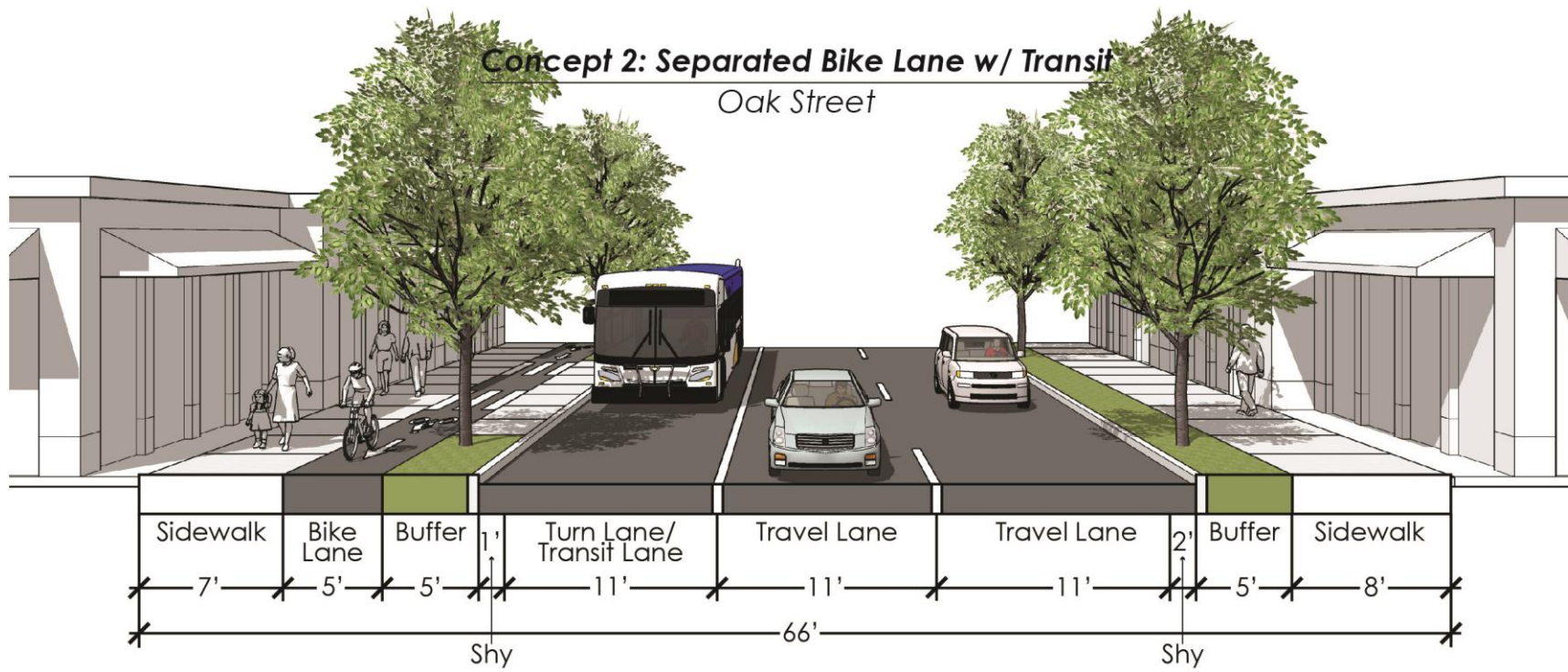


Concept 2: Separated Bike Lane

Baseline Street



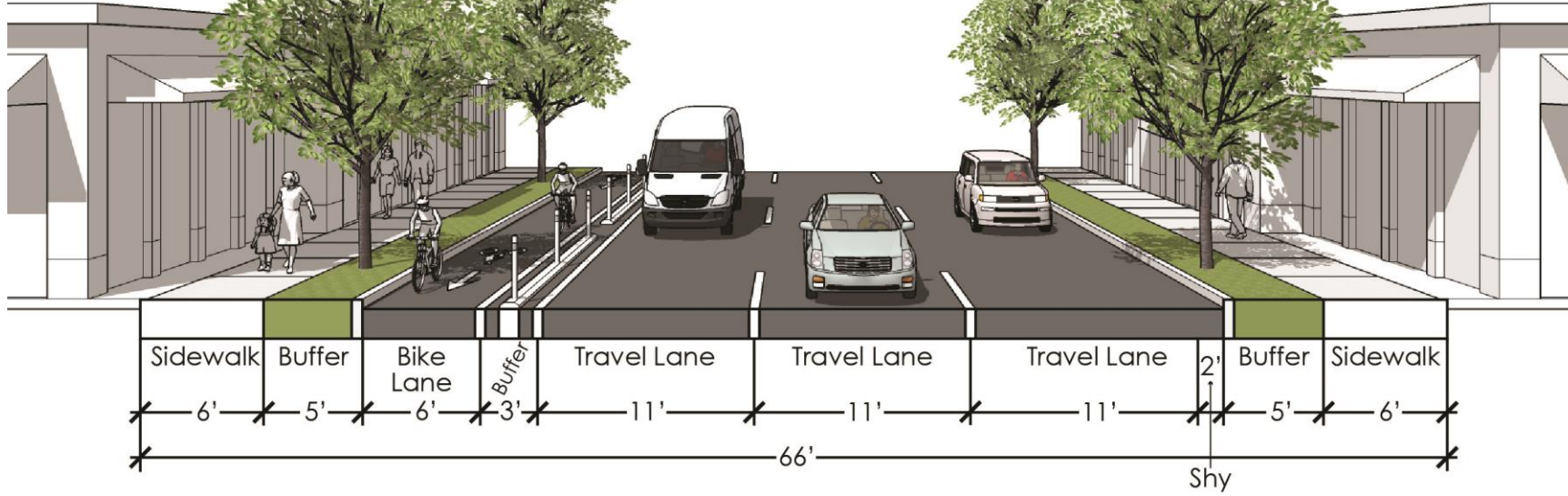
Concept 2



Concept 3

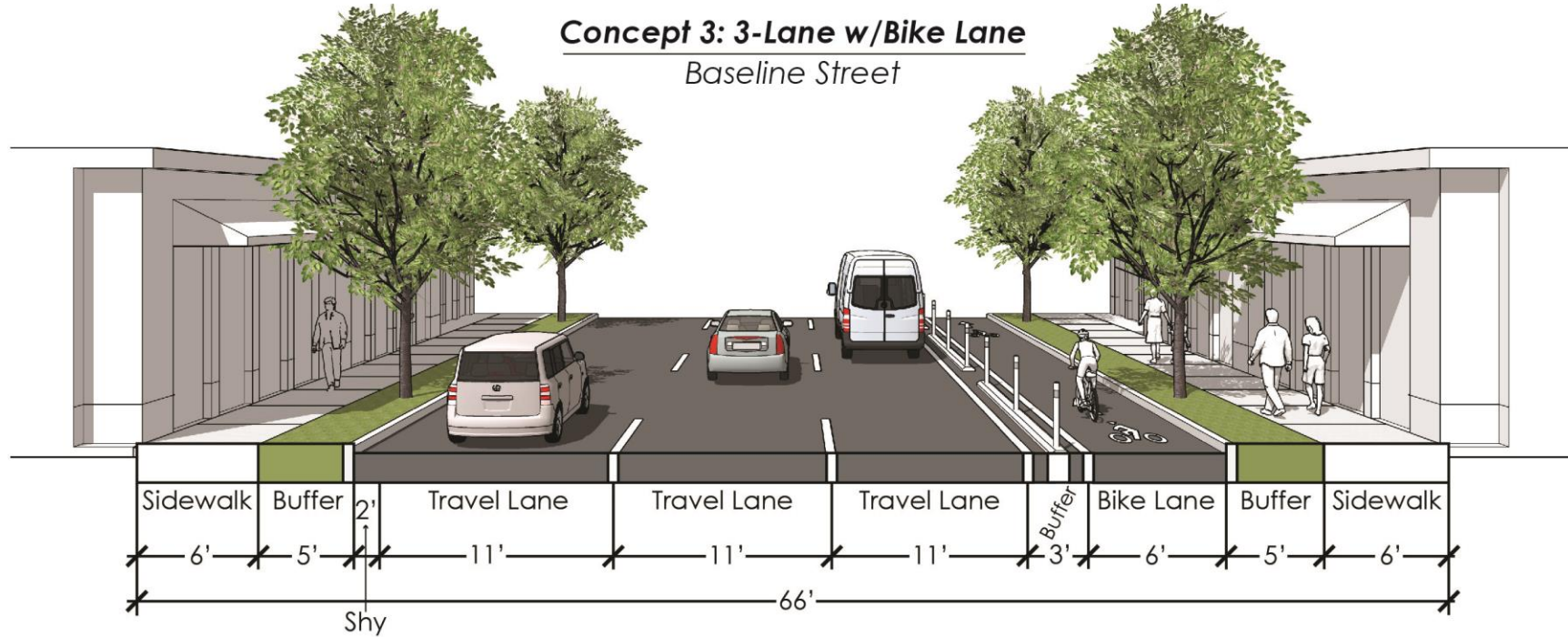
Concept 3: 3-Lane Enhancement

Oak Street



Concept 3: 3-Lane w/Bike Lane

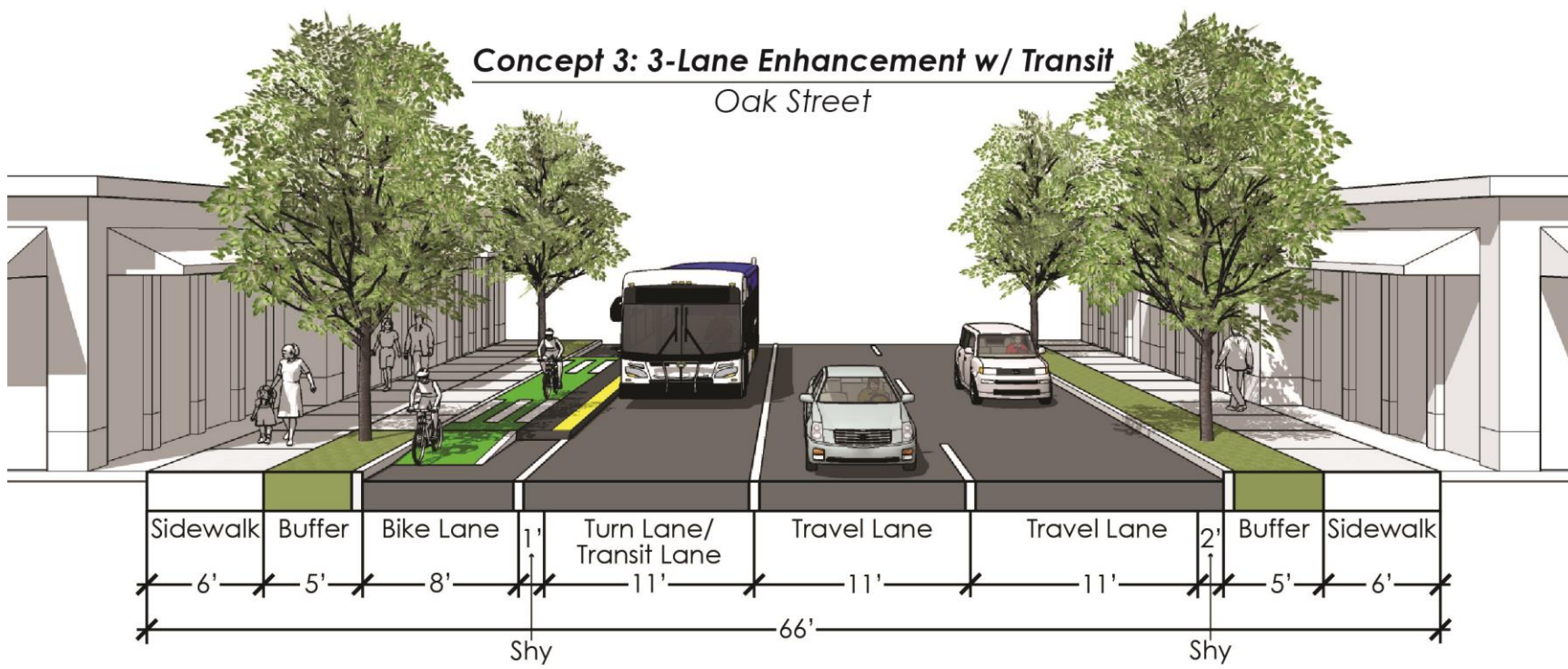
Baseline Street



Concept 3

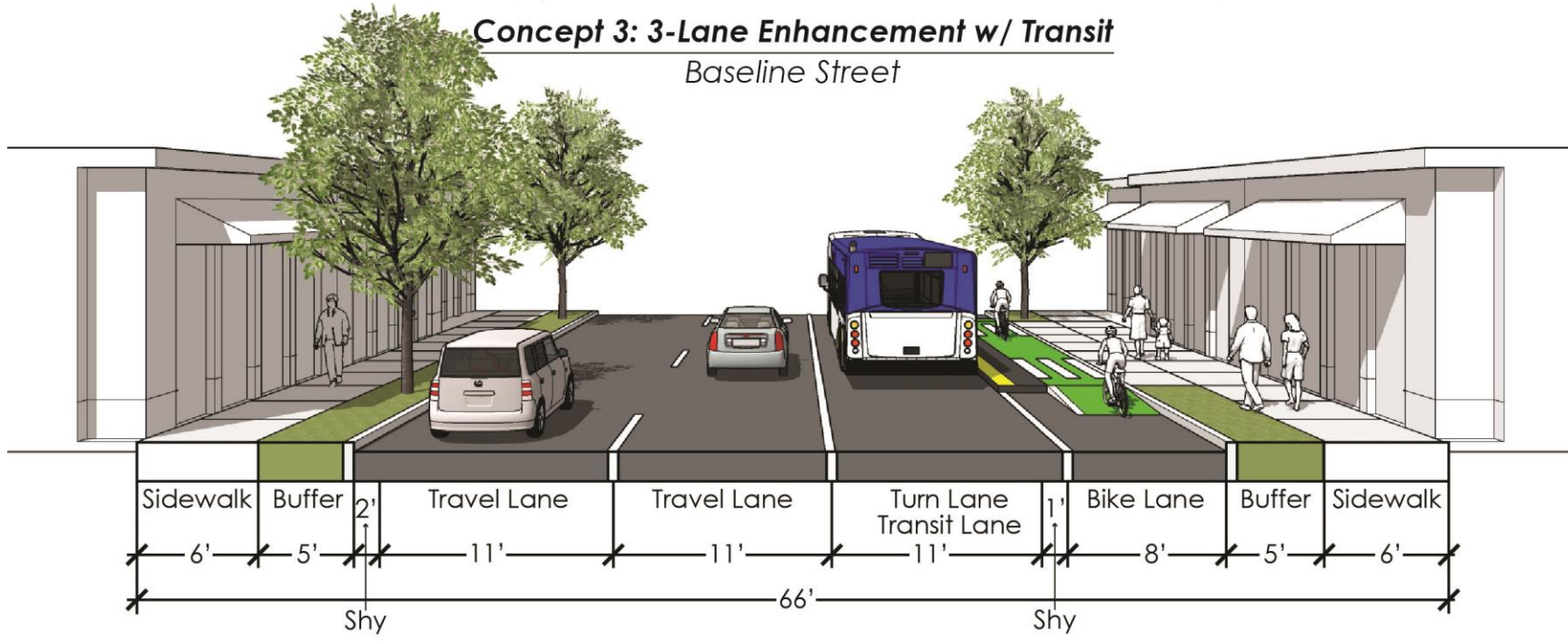
Concept 3: 3-Lane Enhancement w/ Transit

Oak Street



Concept 3: 3-Lane Enhancement w/ Transit

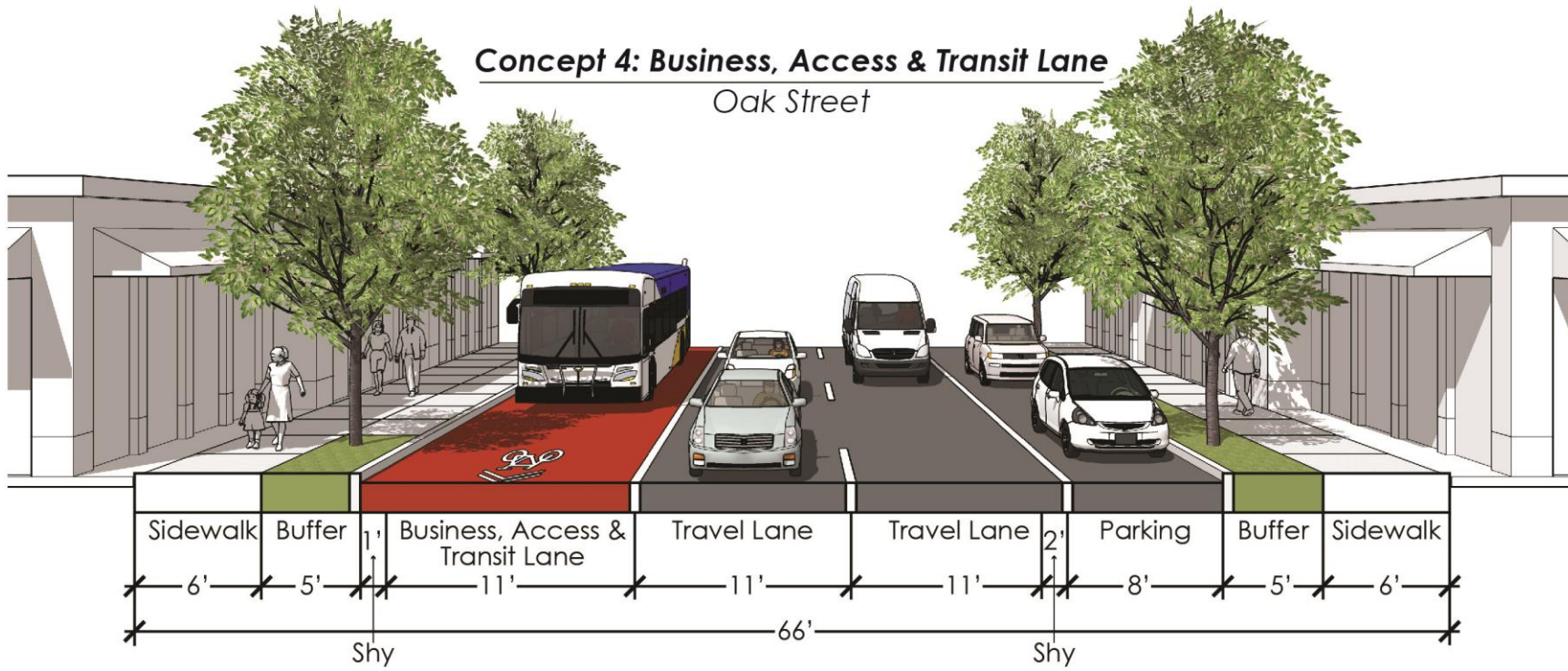
Baseline Street



Concept 4

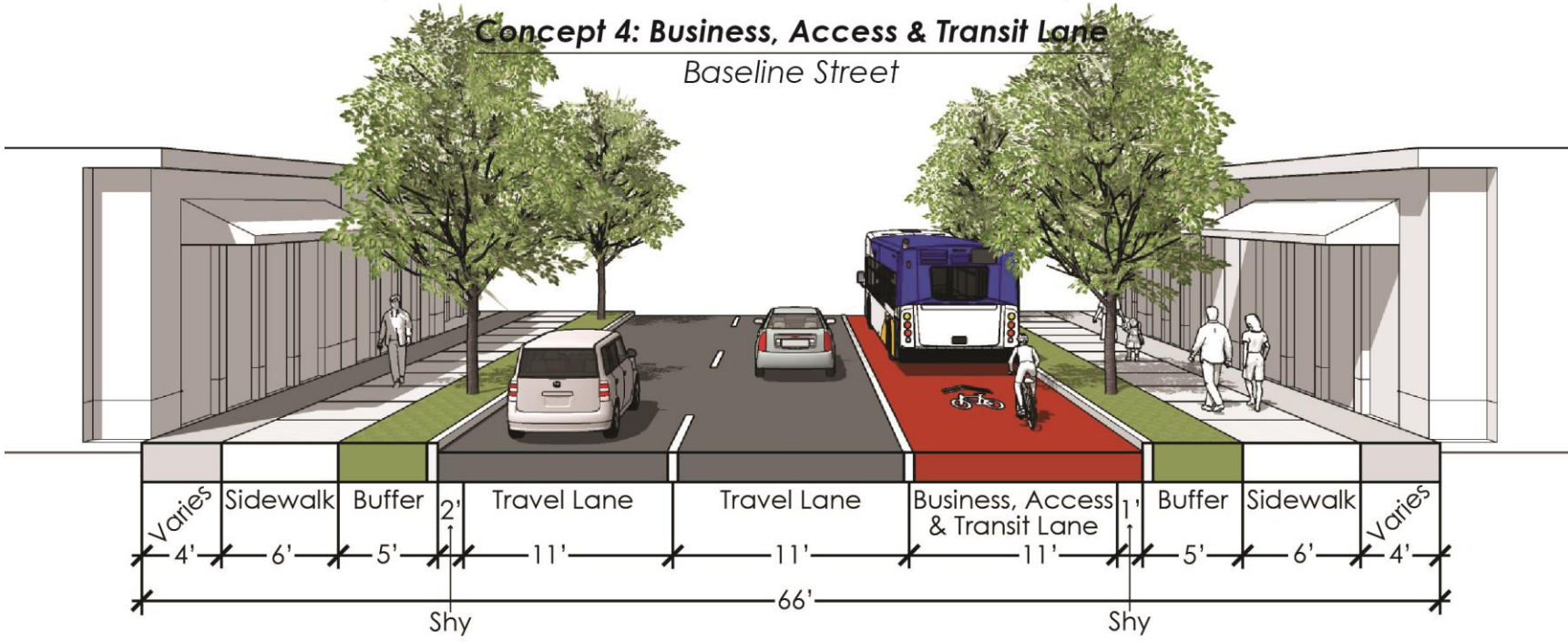
Concept 4: Business, Access & Transit Lane

Oak Street

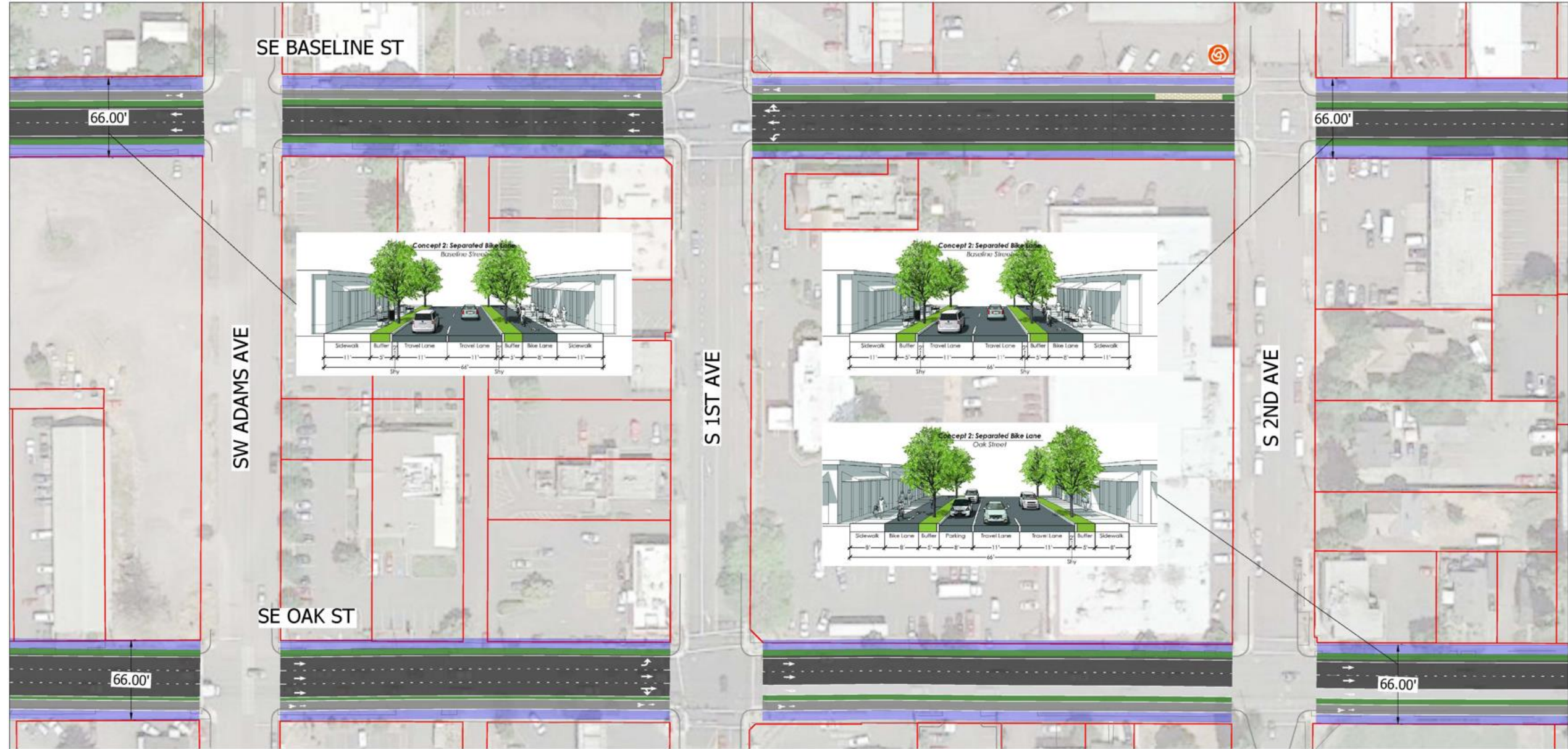


Concept 4: Business, Access & Transit Lane

Baseline Street



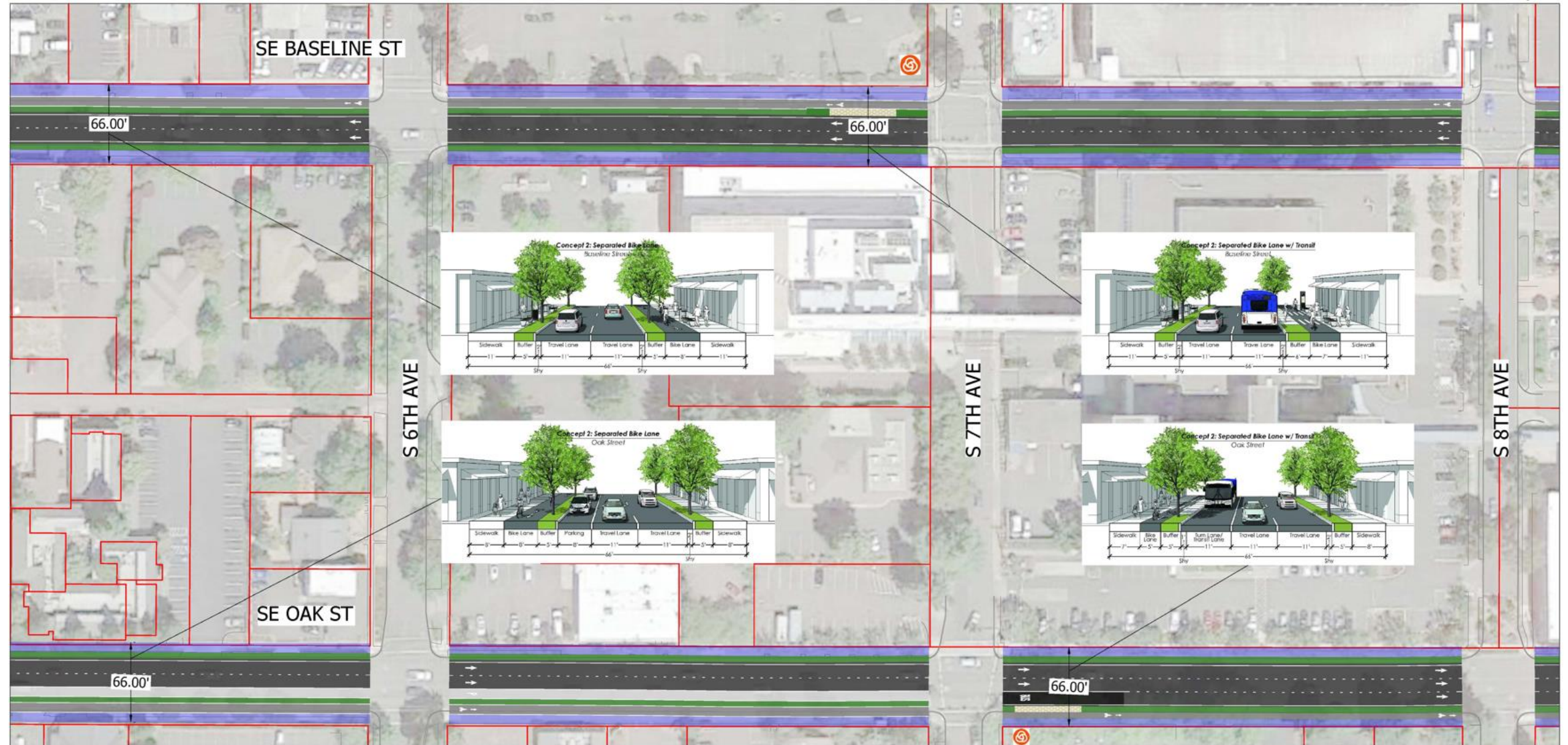
Plan View Recap



LEGEND

	SIDEWALK		PARKING		BUS RAMP
	LANDSCAPE		TURN LANE/TRANSIT LANE		TAX LOTS
	BICYCLE LANE		ROADWAY		TRANSIT STOP

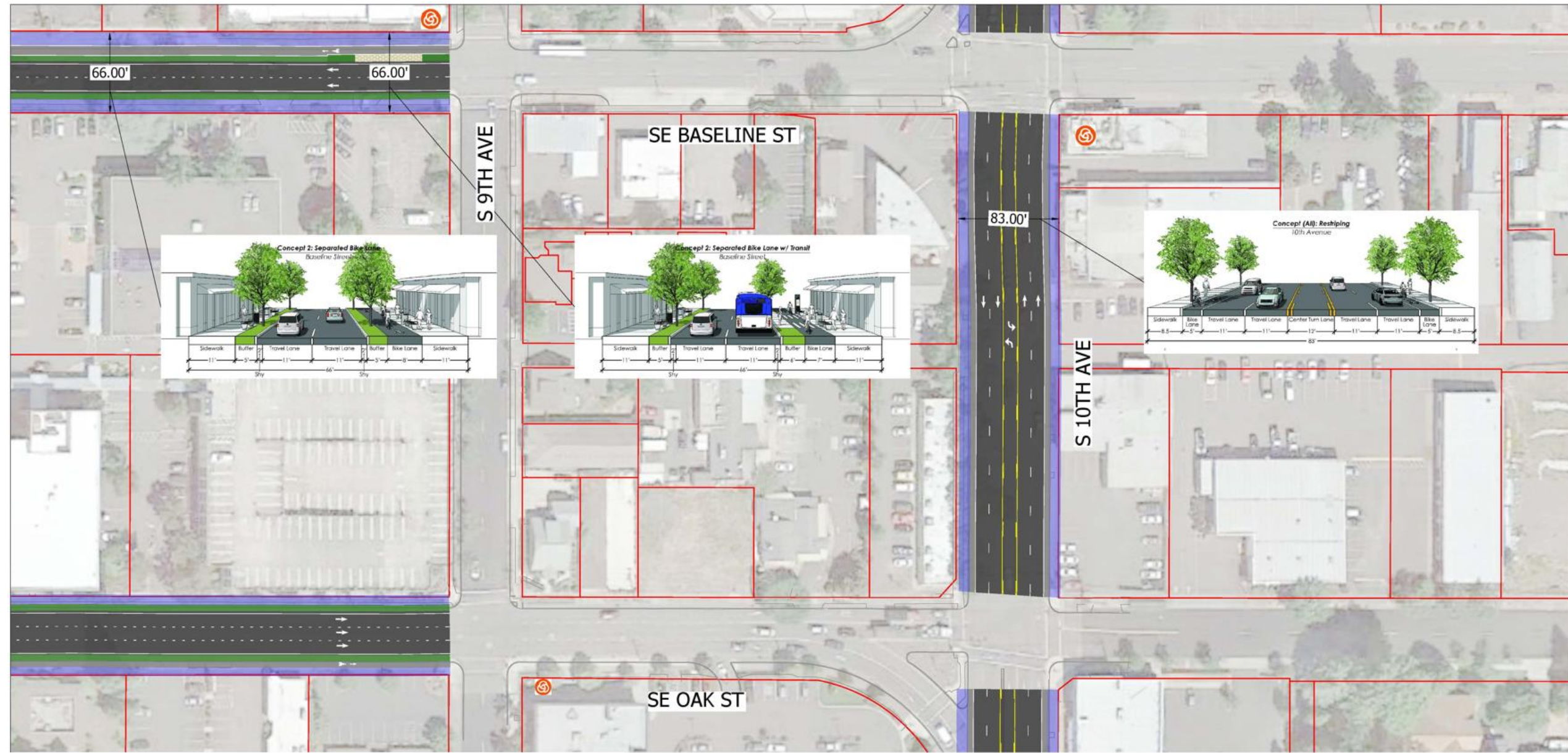
Concept 2



LEGEND

	SIDEWALK		PARKING		BUS RAMP
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Concept 2



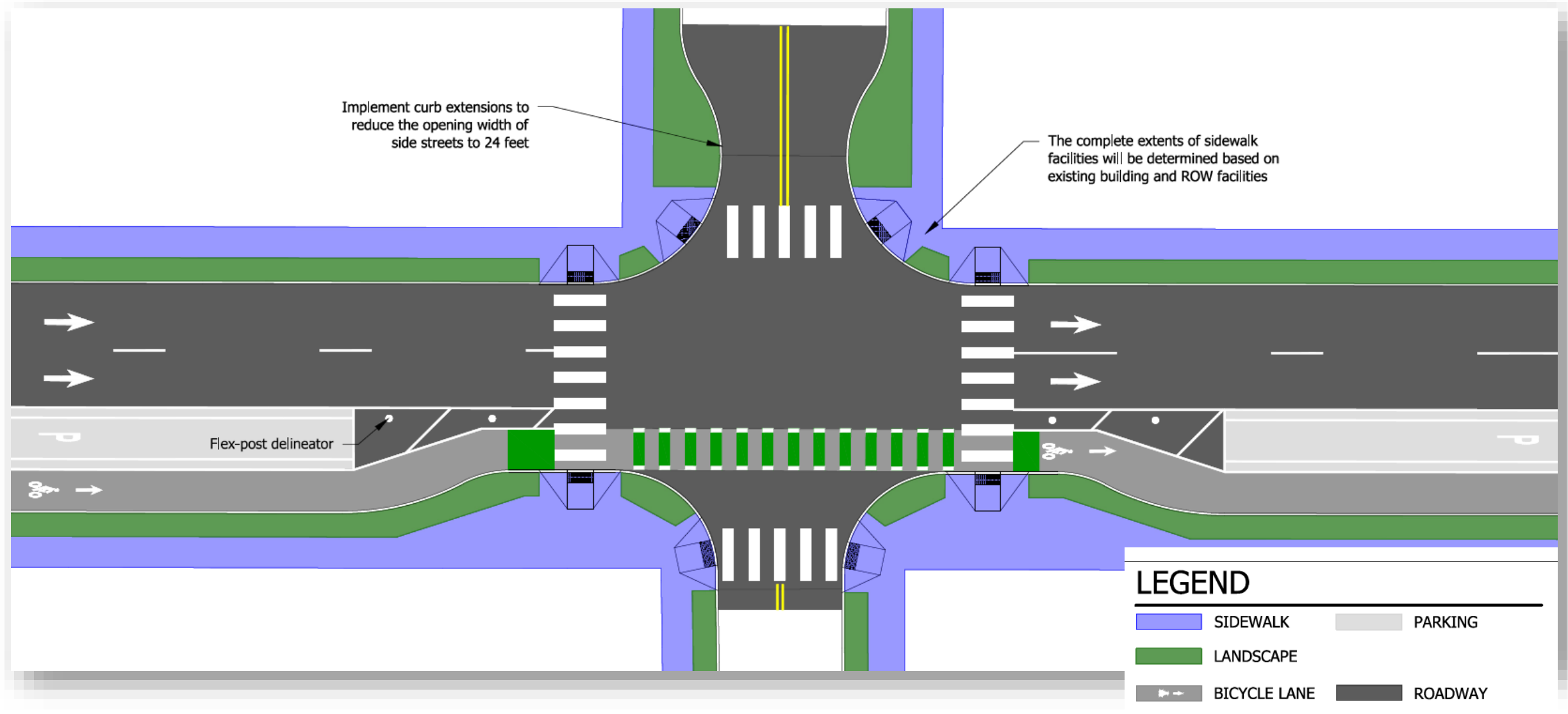
LEGEND

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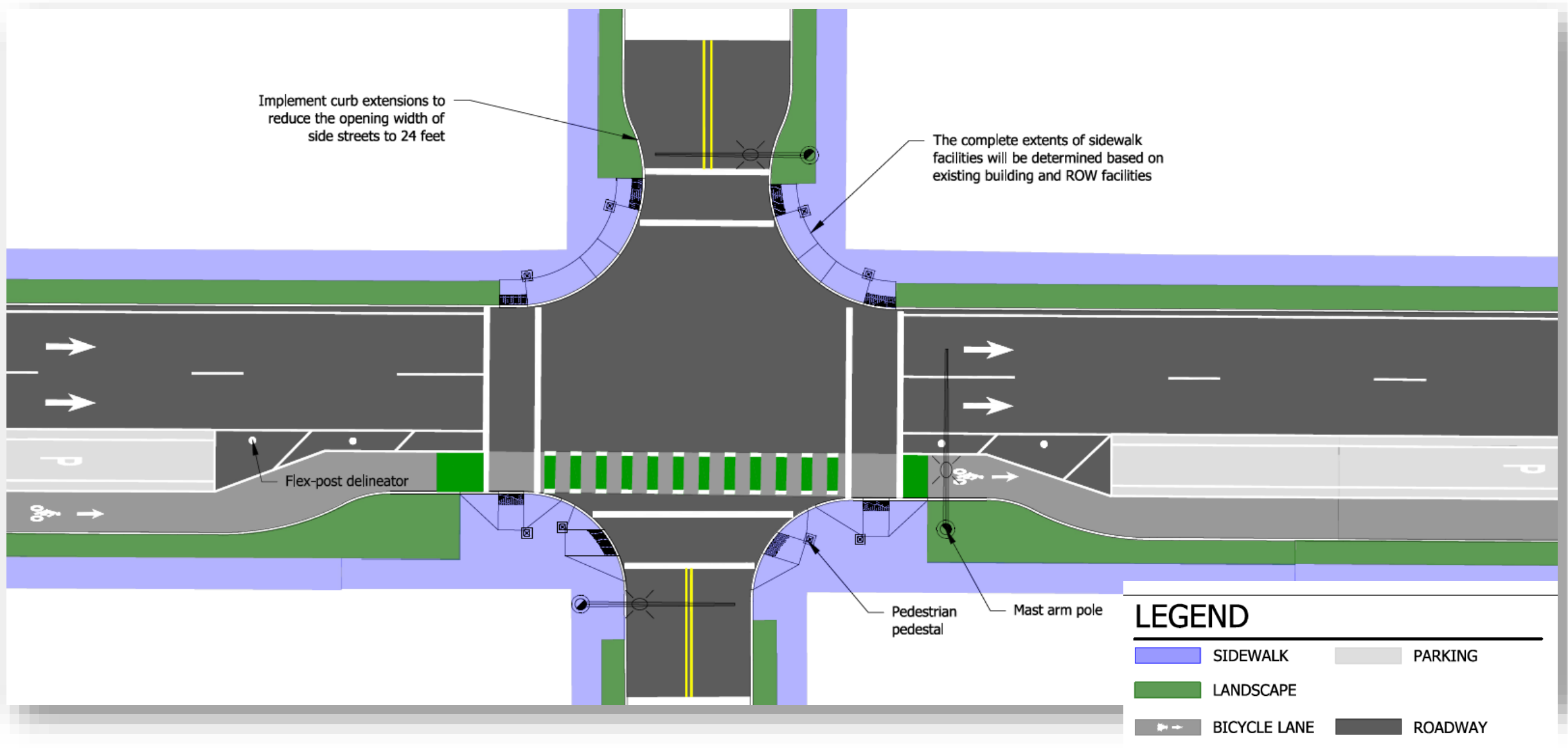
Concept 2

Prototypical Intersection Design Recap

Prototypical Intersection Design: Unsignalized

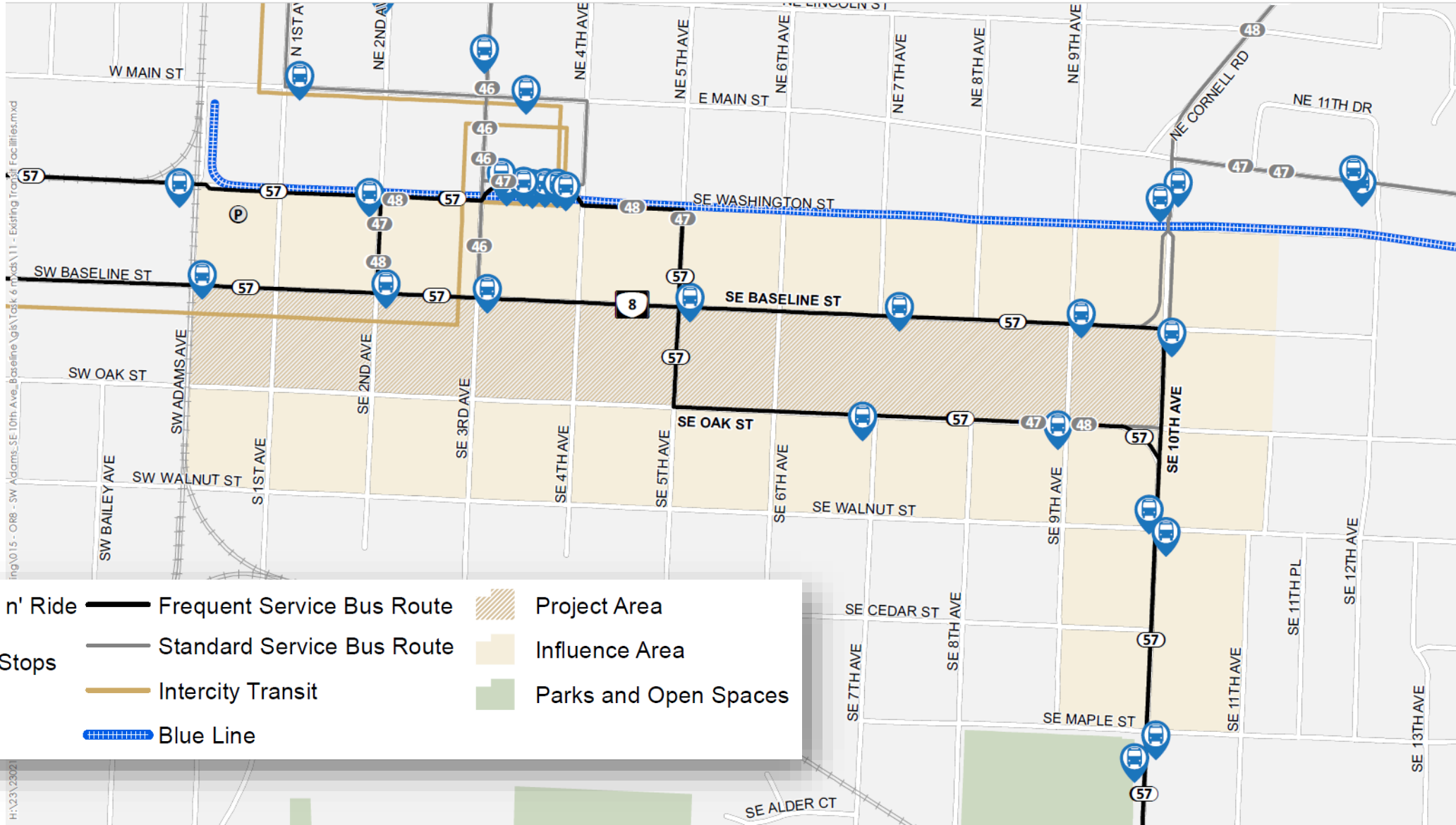


Prototypical Intersection Design: Signalized



TAC Comments on Concept Designs

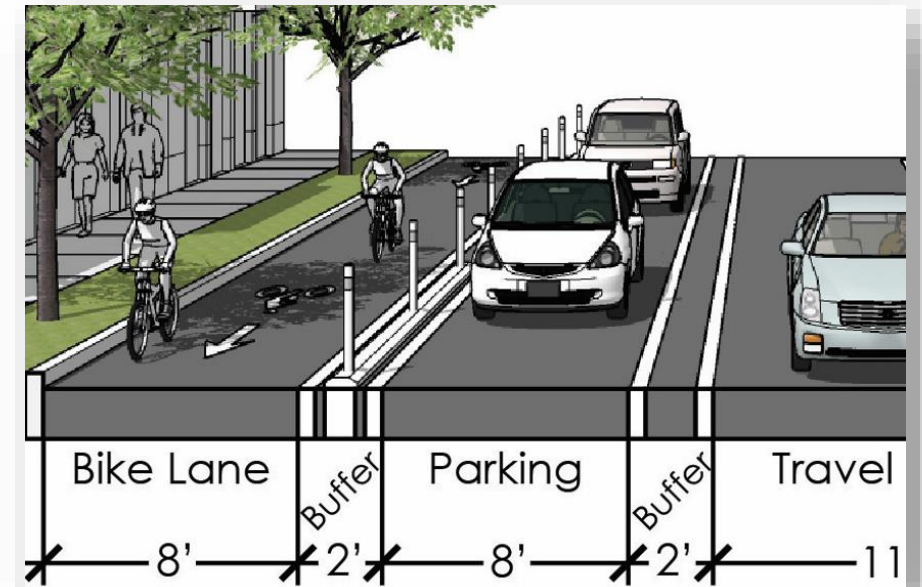
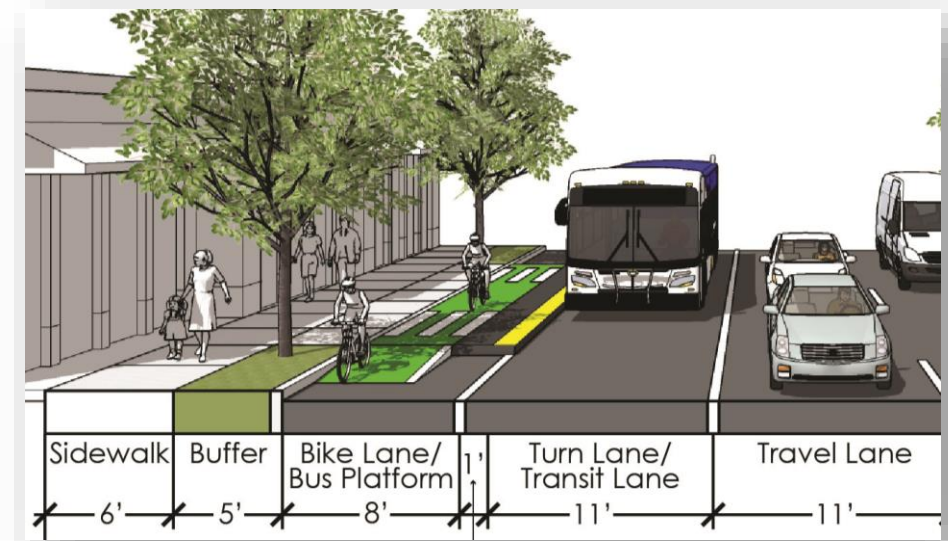
Transit Service in Study Area



Concept 1 comments on Oak:

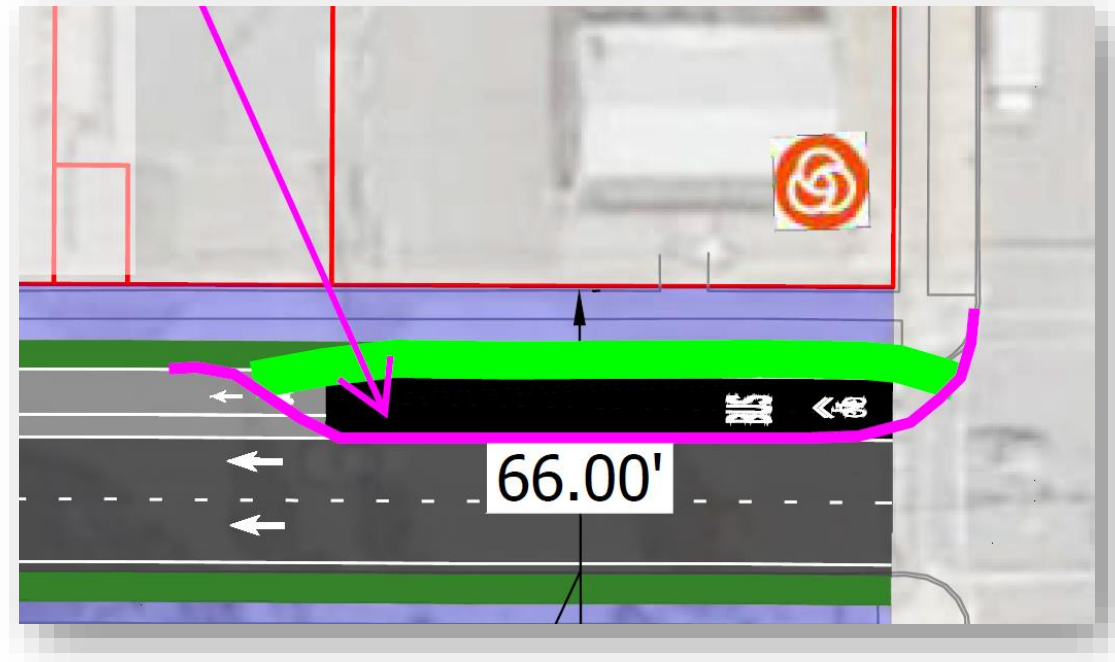
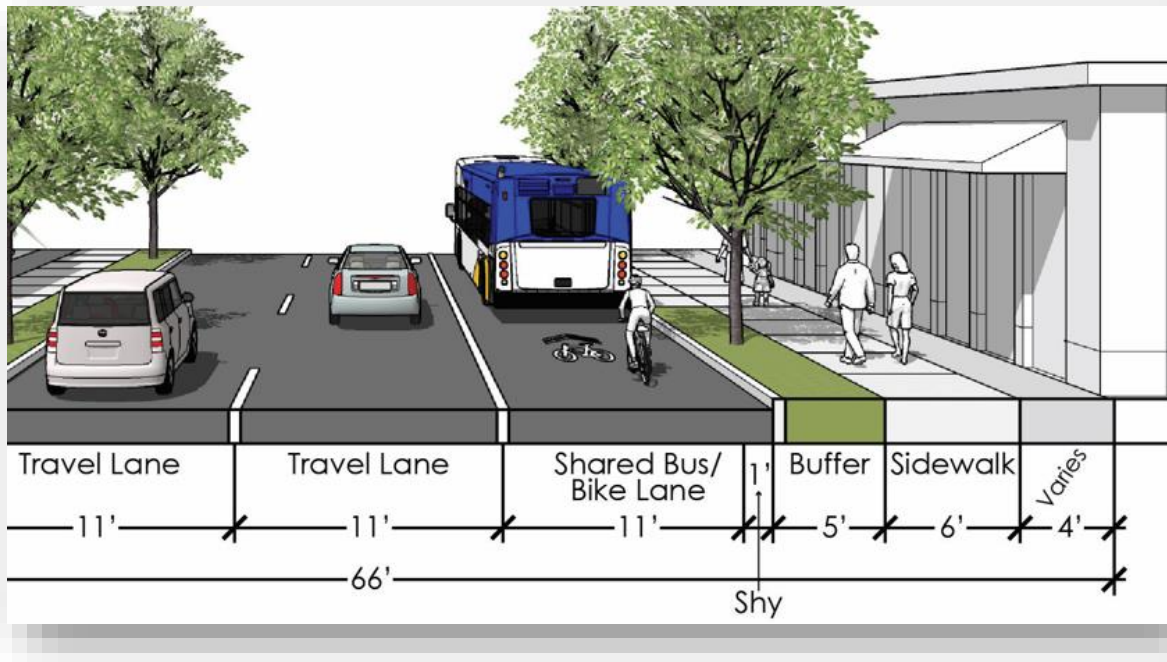
- The cross-section configuration acts as a bus pull-out, inducing delay for transit riders. Desire to locate the bus platform in the parking to keep the bus in-lane.
 - *TAC Discussion*

- A parking protected bike lane hasn't been done on ODOT facilities yet. Further discussion is needed to vet this as an acceptable alternative.
 - *TAC Discussion*



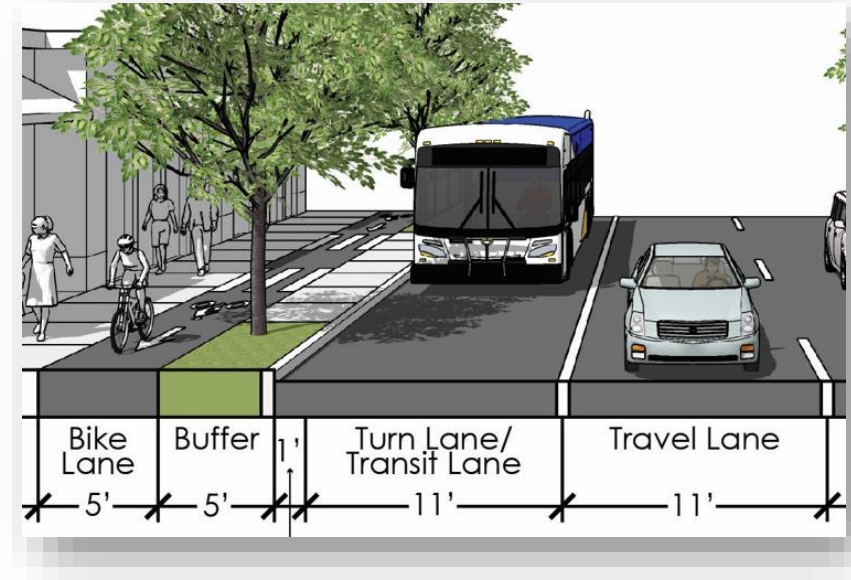
Concept 1 comments on Baseline:

- Bus transition in and out of the bike/bus & general-purpose lanes introduces unnecessary conflicts between cars and buses, and bikes and buses at transit stop while inducing delay for transit riders
 - *TAC Discussion*



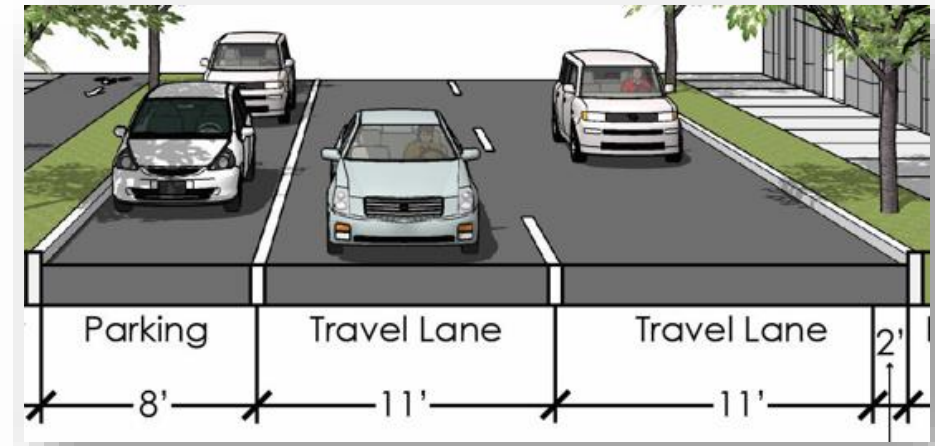
Concept 2 comments on Oak:

- Bus pull outs will induce delay to transit riders. Future transit project preference is to have curb extension to meet the travel lane.
 - *TAC Discussion*



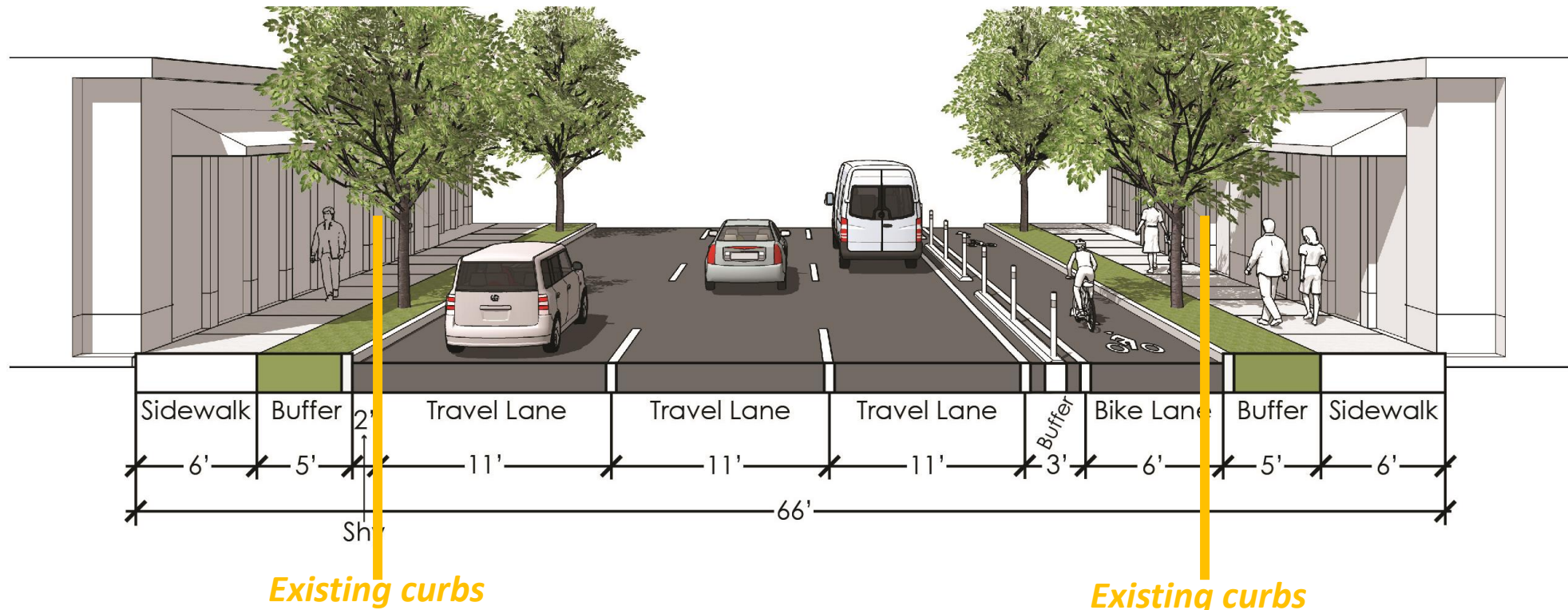
Concept 2 comments on Baseline:

- This option violates the current 29' hole-in-the-air requirement on this RRR.
 - *TAC Discussion.*
- Recommend bus pullouts on Baseline.
 - *TAC Discussion.*



Concept 3 comments on Oak & Baseline:

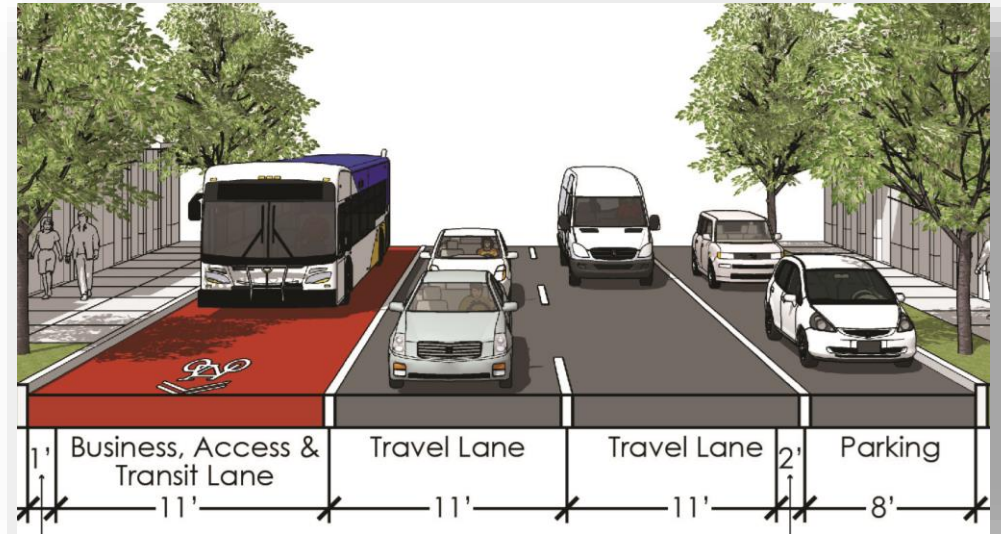
- Piecemealing this option does not work. You would end up with a discontinuous bicycle facility which creates confusion and conflicts on the part of people driving and biking.
 - *TAC discussion*



Concept 4 comments on Oak:

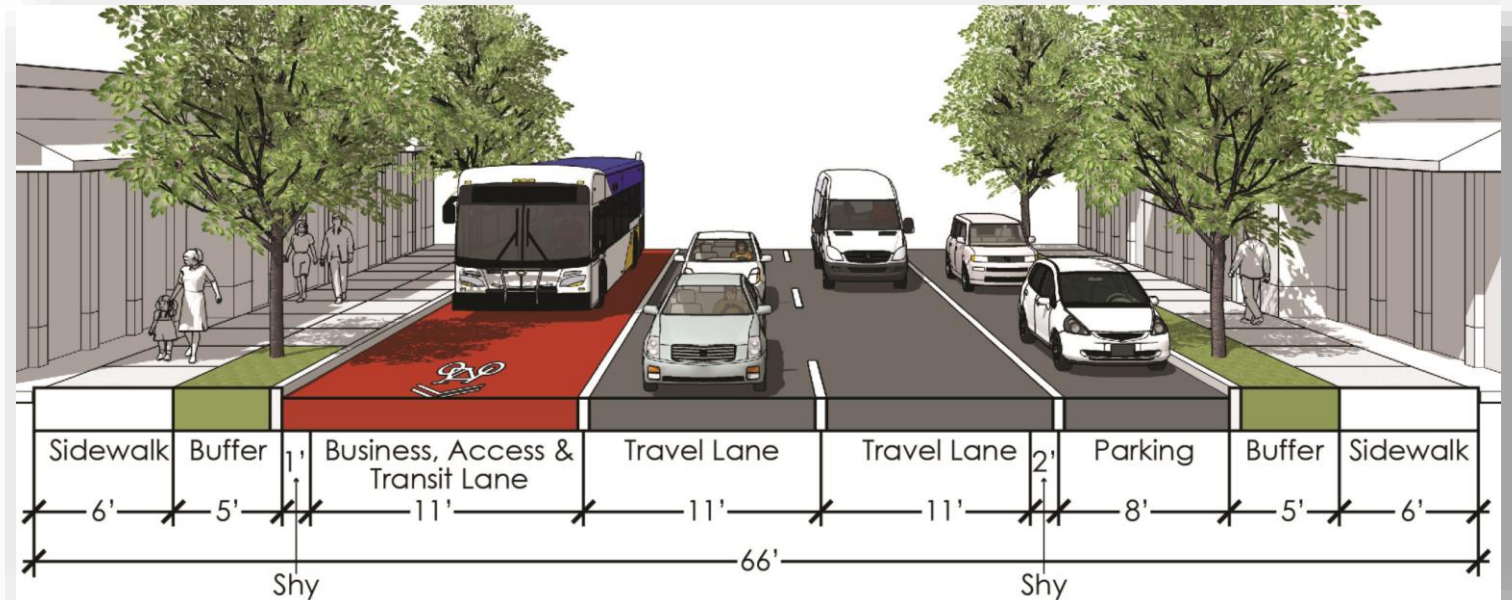
- A BAT lane could be achieved by removing parking, retaining 2 travel lanes, and adding a separated bike lane.
 - *TAC Discussion*

- General concerns with a BAT lane looking at the number of access points today in this corridor.
 - *TAC Discussion*



Concept 4 comments on Oak:

- Consider shifting more of the shy distance to the BAT/bike lane so bikes can safely pass a stopped bus. Consider using candle stick separators at the start of blocks and perhaps other locations to help manage traffic.
 - *TAC Discussion*



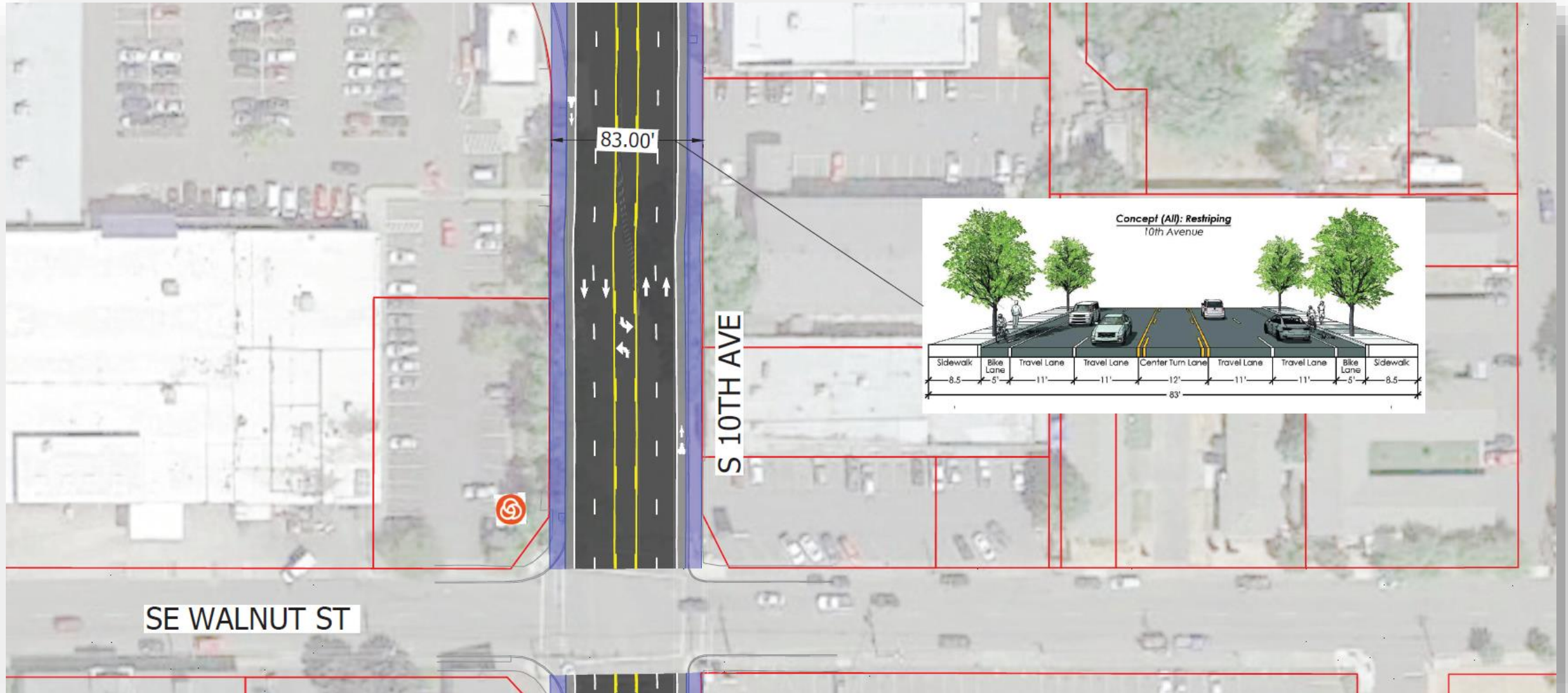
- **Additional General Comments on Concepts**

- Cross section element widths
- Candlestick separation maintenance
- Reallocate space behind curb
- Lane configuration
- Intersection approaches
- Off-sets/lane shifts
- Transit platform bike facility dimension
- Bike connectivity with BAT lane

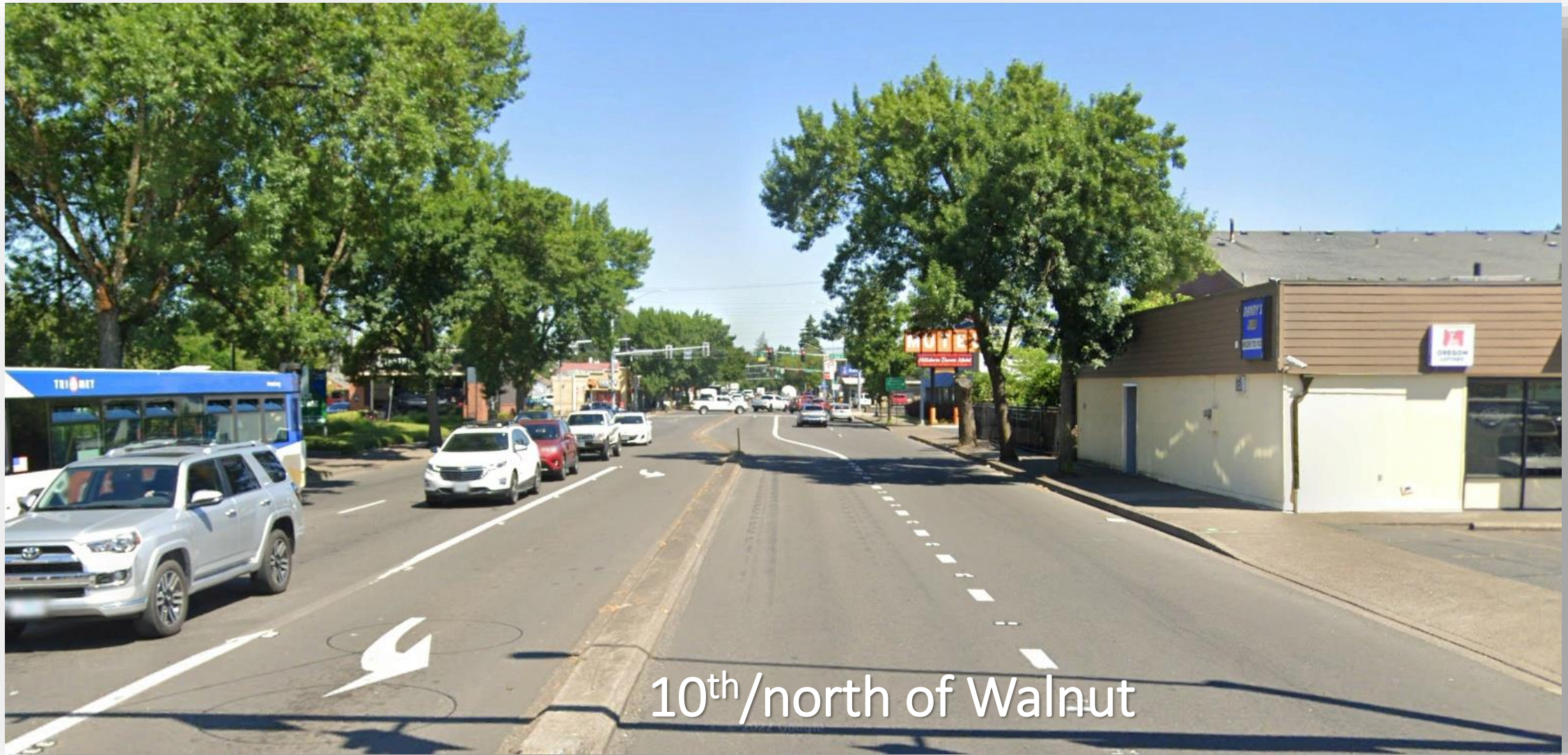
9th/10th Couplet



10th Avenue “without” couplet



10th Avenue physical constraints



10th Avenue physical constraints



10th/south of Cedar

10th Avenue “with” couplet scenario



TAC Discussion

Next Steps

- Finalizing TM#4
- Virtual Community Workshop #2 (April)
- Drafting TM#5: Concepts Evaluation
- TAC#6 (June)