

PMG Brief

May 21, 2009

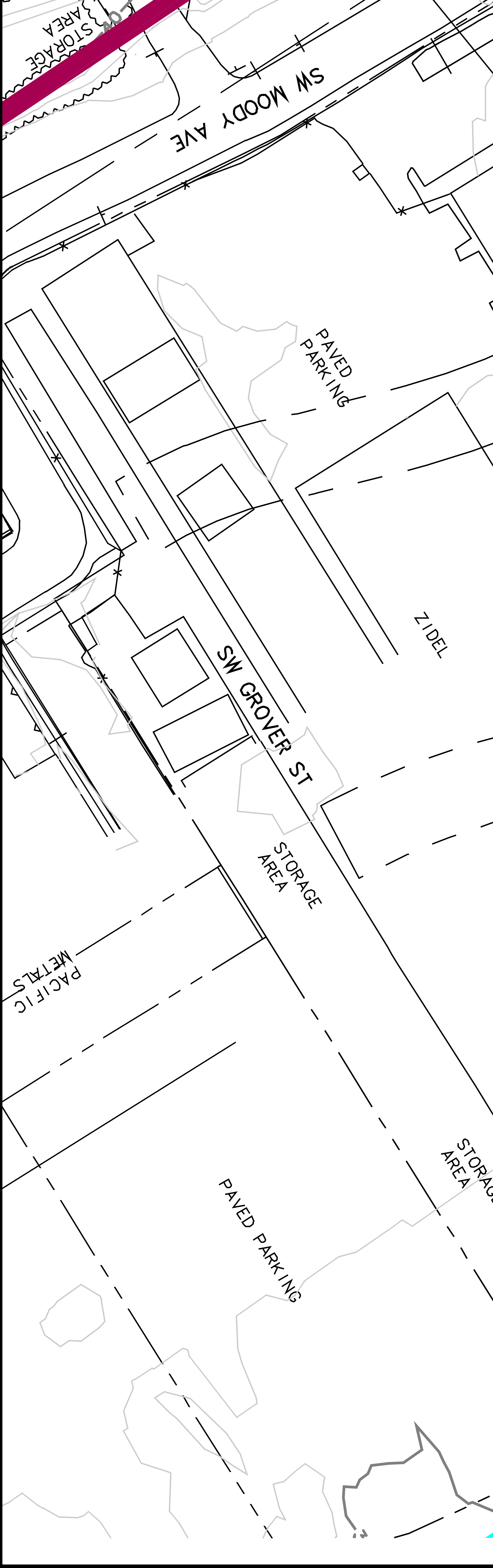
Segment A- Bike and Ped Routes from SWF to Downtown

Questions:

1. What routes and connections should PMLR assume for these modes?
2. Should PMLR provide a bike and ped path on the Shared Transitway Structure from SWF to Naito?

Staff Recommendation:

1. Proposed and Future in-street or near street routes are adequate without a path on the structure.
 2. PMLR shall to seek to Not Preclude a path connection below the structure from Sheridan to Riverparkway
- Public input
 - ▶ PSU understanding of conclusion
 - ▶ OHSU understanding of conclusion
 - Technical analysis
 - ⇒ In-street system is adequate until significant add'l development
 - ⇒ Future planned connections (by others) in addition to current system will provide excellent network
 - ⇒ Cost constraints (fitting thru I5/405, and ROW) make path on bridge unachievable
 - ⇒ Even if funds were available, other investments would provide much more "bang for the buck"
 - ⇒ Staff believes this recommendation is correct in light of Metro "Active Corridors" ped/bike opportunity.
 - Next Steps
 - ⇒ **Policy issue closed (subject to PMG agreement)**
 - ⇒ Proceed with PE design work and public process focused on these modes



PORTLAND TO MILWAUKIE LRT SEGMENT A

BICYCLE & PEDESTRIAN
POTENTIAL ROUTES - SWF TO DOWNTOWN

1" = 150'-0"

DRAWING NO.:

SWF - Downtown - Bike Route Alts.

CONTRACT NO.:

SHEET NO.: