

From: [Martin Montalvo](#)
To: [Laura Terway](#); [John M. Lewis](#)
Cc: [Aleta Froman-Goodrich](#); Mjhi@deainc.com; [Tony Konkol](#)
Subject: Planning Commission Comments and Response
Date: Monday, August 17, 2015 12:14:22 PM
Attachments: [image001.jpg](#)
[bike buffer.png](#)

Laura,

During the Planning Commission Workshop on Aug 10th the following items were requested by members of the commission:

1. Planning Commission had requested that the sidewalk section on the street profile be extended from 5 feet to 6 feet. PC felt the additional area for the sidewalk widening could be taken from the proposed width of the bike lane buffer. That is currently depicted at 3 feet in width.
 - a. Response: OCPW does not object to this request but must coordinate with an existing land use approval for the adjacent Bus Barn Facility. The Oregon City School district currently has an approved road profile section that incorporates the 5 foot sidewalk section and the bike 3 foot buffer section. This profile is codified under COA #22 of the project. That document is currently in final engineering review. OCPW will attempt to coordinate with the applicant to determine if this modification can be incorporated into their final plan set. For continuity purposes we would hope to have one consistent road profile for the project.
2. Planning Commission had requested that the interior 8 inch stripe between the travel lane and bike buffer incorporate raised turtle bumps or Reflective Pavement Markers (RPM) to advise motorist that they have left the travel lane and are encroaching on the bike buffer/lane.
 - a. Response: OCPW has concerns with implementing the requested as it was stated in the meeting. Under the current guidance from the 2011 ODOT Bicycle and Pedestrian Design Guide, *"Reflectors and raised markings in bike lanes are discouraged as they can deflect a bicycle wheel, causing the cyclist to lose control. If pavement markers are needed for motorists, they should be installed on the motorist's side of the bike lane stripe, and have beveled edges."* Additionally, the raised devices become maintenance concerns for the City's Street Sweeping and Snow Plowing operations. These devices can easily be sheered from the road service and compromise the integrity of the underlying asphalt and striping leading to additional maintenance issues. Understanding the PC concern for safety, the project team would like to point out that the initial attempt at the bike buffer is a design element that the City has not previously implemented in any City road projects. We would consider adding additional striping across the buffer to more clearly define the buffer (see attached photo).



Martin Montalvo
Operations Manager
City of Oregon City

Public Works Department
122 South Center Street
Oregon City, Oregon 97045
503-657-8241 City phone
503-650-9590 fax
mmontalvo@orcify.org

Website: www.orcity.org | [Recorder Page](#) | [Facebook!](#) | [Twitter](#)
***PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the
State Retention Schedule and may be made available to the public.***

