

**Transportation Working Group**  
**April 24, 2014**  
**6:00-8:00PM**  
**ADX Portland**



*Public in attendance: Blake Redmond, Rick Michaelson, Paul Carlson, John Comery, Michael Redmond, Joseph Redmond, Dan Yates, Peter Stark, Wayne Kingsley, Doug Klotz, Ben Ngan*

*Staff in attendance: Grant Morehead (PBOT), Art Pearce (PBOT), Roger Geller (PBOT), Bob Hillier (PBOT), Brenda Martin (PBOT), Geraldene Moyle (PDC), Lora Lillard (BPS), and Derek Dauphin (BPS).*

Grant starts off by summarizing the previous TWG meeting concerning freight circulation and parking.

After the three subcommittee meetings, recommendations will then go to the Stakeholder Advisory Committee. There will be a charrette in June 2014 to go over some of the ideas discussed at the TWG and the stakeholder meetings.

Grant provides a summary of what the TWG talked about last month on freight circulation in the CEID. Discusses “Kapows” (conflict points) and other difficult issues in the area.

Rick M: Mentions that the freight map is missing the Morrison ramps on the west side of the river that are heavily used by trucks but being considered for removal in the West Quadrant process.

Grant: We are coordinating the 2 quadrant plans. The W Quadrant Plan may recommend studying the feasibility of removing the ramps, but much more information is needed before a decision can be made regarding the future of the ramps.

Peter S: mentions that PBOT Director Treat said that she wanted to dedicate lanes for bike and ped or freight only.

Art: Responds by stating that the Director is not at the meeting and that the focus of the meeting is to find routes that should be prioritized for bicyclists and pedestrians just as the previous meeting focused on priority routes for freight.

Dan Y: Asks what the specific problems are we are trying to solve.

Grant: We want to figure out how bikes can move into and through the district safely and with minimal interaction/conflict with truck traffic. How can bikes move through the district north/south and east/west?

Mike R: Wants to establish that this is industrial Portland and that this is going to change the area. It's a safety issue of no one getting killed. He thinks we need to get bikes out of the CEID or if they get through they need to respect the space. It's unsafe and they get mad at trucks. We need to educate cyclists. But what he hears is it's the trucks.

Grant: Keeping bikes out of the district is not realistic since many district employees ride bikes to work. Also, access to the bridges and the esplanade requires riding through the district. The intention of this process is to identify safe, predictable routes for bikes that minimize conflicts with truck traffic and loading activities.

Grant shows the Green Loop concept from BPS and explains that there is currently a "cloud" over the Central Eastside because the SE Quadrant project, through meetings like this one, need to decide if/where the Green Loop would connect through the district to provide safe bicycle and pedestrian routes.

Peter S: The cloud (on the map over the area between Grand/MLK and 12th from I-84 to Powell Blvd) makes an assumption that it's going in there, but why can't it be outside of that? Connect to the Esplanade or somewhere else. A loop that circumvents the area.

Rick M: Suggests that 7<sup>th</sup> may be the answer since it already has bike lanes/facilities (south of Sandy Blvd). Asks what else uses 7<sup>th</sup>—freight and bikes use it.

Unknown: Coming from Morrison or I-5, trucks go 7<sup>th</sup> and then turn on other streets.

Paul C: Esplanade is not the answer either. Too many pedestrians and lots of conflicts with bikes moving very fast through the area.

Mike R: Says he'd rather bikes have conflicts with pedestrians than his trucks.

Dan Y: 7<sup>th</sup> is in horrible shape. The street is a disaster. If it was maintained then maybe we would be having a different discussion.

Doug: As a cyclist, he likes to take Taylor or Salmon. It would be nice if there was some better way to cross 11th, 12th, or 7th. He goes through Ladds to Clay and then up 7<sup>th</sup>, but biking next to parked cars is scary. If you move parking from one side then you can have a buffered bike lane.

Mike: Makes more sense to get rid of the industrial because it's being eroded. The industrial district has a hard time operating there. We have serious problems. Salmon and Taylor has a lot of loading.

Grant reiterates that maintaining the industrial sanctuary in the CEID is a key goal of the SE Quadrant project. The land use scenarios under evaluation maintain almost all of the existing industrial zoning. We want to identify where those conflict points are, and address them through this process. Providing safe and predictable routes for bicyclists may go a long way toward reducing the problems Mike described.

Unknown: What if it was Madison or Morrison?

Peter S: Need to look at east/west locations that don't conflict with trucks. Use east/west to connect to big arterials. Also need to think about ped crossings. CEIC's Transportation and Parking Advisory Committee (TPAC) recently heard from a resident of the Buckman neighborhood about feeling unsafe crossing 11th/12th as a pedestrian.

Peter S and Dan Y: (In response to dotted lines on the map showing possible freight priority route along 3rd.) 2nd and 3rd are currently parking lots for freight trucks. Wouldn't work for north/south throughway currently.

Lora: Are MLK/Grand major truck routes? Is that corridor going to get a lot of redevelopment? Should we move trucks off there so they can develop that and not cause problems for freight?

Rick M: The development seems to be happening with an E/W orientation. Put the facilities going E/W—you have to pick a street that doesn't conflict with loading.

Geraldene: In the EOS area the building uses are changing. Is that a more appropriate area?

Unknown: There is an observation that this location could work. If the issue is industrial-then why not put it where we are already dealing with conflict in the employment areas?

Peter: We are going to have to address what is happening there – it's becoming a real problem. Disrupting the middle streets (2<sup>nd</sup>, 3<sup>rd</sup>) will kill the area.

Unknown: What is going to happen when OMSI gets developed? What is it going to do to traffic on MLK/Grand?

Lora: Keep it simple-7<sup>th</sup> has reasonable options without removing parking, freight, or employment (due to wider than typical right-of-way). What if the bike lanes were on the same side and parking was the buffer? Could allow for a larger turn radius for trucks.

Art: If you are trying to support people who are not currently riding on 7<sup>th</sup> (because they feel unsafe) then how can you make the facility better? You need to be able to get access to the district. Is there a better facility going north/south and a few east/west? Can we create facilities that are safe?

Peter S: Make 16th and Esplanade the main bikeways and 7<sup>th</sup> a minor arterial. Then make east/west connections that work to get people across.

Grant M: Back to the buffered bike lane idea. If we keep everything the same, including turning radius, how does it look to have both bike lanes on one side? You might lose about 5 feet turning radius on one side and get a bigger radius on the other. But the lanes could stay the same width.

Unknown: Center turn lane is currently used for loading during parts of the day. Don't understand why anything needs to change.

Roger: The issue is that there is going to be more traffic going through this area. Cars, buses, bikes, everything is going to get busier in this area.

Dan Y: We need to handle freight, pedestrian, and bikes. Why not use the river for transit?

Grant: The city once considered a one-way couplet on Stark/Oak.

Art: Taylor/Salmon could be a couplet.

Unknown: Taylor is a serious freight street.

Art: One way streets have been shown to be better for freight movement. Making it one way makes wider streets and opens the turning radius.

Grant: Salmon is a connection to the esplanade. It goes to Mt. Tabor. There was a plan that would get signalization at Salmon. The only reason people go to Taylor is the signal.

Mike: The problem is the 20% of cyclists who don't follow the rules and behave dangerously. We need to educate them.

Roger: We are mimicking what other countries do- students are now educated in schools to learn how to bike properly. It takes time for this education to show up on the roads.

Unknown: The neighborhoods are complaining about the speeds. If you can signalize Salmon and make it more of a direct route east/west that could work.

Unknown: More signage could help. Beware of trucks signs would help the district. Also, paint on the street- red means trucks- beware!

Unknown: Madison is a great place to put buses. You could put something there. Change the stop signs so it's clear on Salmon.

Unknown: On Madison, the bus/ bike conflict is already well documented. The routes have to be attractive enough for bikers to use, but not conflict with freight movement. Signage could direct people to get off Salmon and use Madison.

Grant: You can move the bus pad out from the curb so bikes can go behind the bus stop. This eliminates the conflict between cyclists, buses, and people waiting to get on the bus.

Peter S: if there is a way to solve this on the thoroughfares that would be the best solution. You have to preserve the land to allow freight movement.

Dan Y: Asks if the new Portland Milwaukie Light Rail Bridge (Tilikum Crossing) will take bike traffic that would previously go on the Hawthorne Bridge.

Roger G: The new bridge will draw some people off Hawthorne, but there is no detailed estimate of how many. If population increases and people drive the area will only get worse. Need to make it easier for more people to get to the Central Eastside without driving.

Peter S: We've found it useful to do drive throughs in the past. Need people to go through these streets and look at what is going on.

Mike R: City staff need to spend more time in the district to see what's happening at places like my business.

Roger G: What is the time of day are most of the conflicts that would be b for city staff to go out and observe?

Mike R: All day. Not a specific time. It happens at all times. Bikes behavior is what makes it hard. It's an attitude problem.

John: If you say that this district is static and will look the same way in 20 years then you are not preparing. You are acting like there is not going to be a more residential area.

Wayne: Why must people travel through this area?

Grant: It's a function of its location. It's in the middle of the city, adjacent to downtown, and near interchanges of several major highways (I-5, I-84, US 26, OR-99E). There are also about 17,000 people who work in the district.

Peter: Does Franz use Couch to get to the highway? Might need to add that as a freight route on the map.

Unknown: How does the potential new bridge over 7/8th maneuver people? How do you connect bikes from the 8<sup>th</sup> Ave bridge to South?

Unknown: Burnside used to be multi-directional. Can you put bikes up that?

Ben: It's too narrow.

Unknown: They need to come up with water retention system that doesn't remove parking. You don't need bioswales.

Rick M: Throw a grate over bioswales and use them as sidewalks.

The meeting adjourned at 8 PM.