
Bicycle Advisory Committee Meeting Notes

10 JANUARY 2017

BAC Members Present: Christopher Achterman, Roger Averbeck, Dan Bower, Jim Chasse, Reza Farhoodi, Rithy Khut, Keith Liden, Kirk Paulsen, Shayna Rehberg

BAC Members Absent: Ian Stude, Heather McCarey, Elliot Akwai-Scott, Maria Erb, Jocelyn Gaudi, Betsy Platt, Evan Ross, Kari Schlosshauer

City Staff Present:

Roger Geller, Shane Valle, Todd Liles, Norberto Adre, April Bertelsen, Steve Szigethy, Providence Nagy

Guests: Luke Norman, Emily Guise

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The meeting convened at 18:00

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ANNOUNCEMENTS:

- Committee members are interested in having Commissioner Saltzman come to a BAC meeting

FIXING OUR STREETS

Todd Liles, Norberto Adre, Steve Szigethy and Roger Geller presented on various Fixing Our Street Projects that offer improvements to the bicycle transportation system.

SW Vermont (Capitol to 52nd and beyond)

This project will pave and significantly rebuild sections of SW Vermont between Capitol Highway and the city limit. Improvements for bicycling will include pavement widening in the westbound direction where there is a gap in the bicycle lanes between 30th and 34th. Toward the west end the project will include roadway improvements (and also make use of the frontage strip along Vermont between Idaho and SW 50th) in order to make connections between the neighborhood greenways running along Idaho, 50th and 52nd. The project is at a preliminary stage and project managers hope to be able to afford the work within the existing budget.

Comments: Noberto and Todd were complimented for considering the additional improvements on Vermont. The 30th to 34th segment for WB bicyclists was the most important.

Naito Parkway Bikeway (south end)

Naito Parkway is being reconstructed between SE Harrison and SW Jefferson. Under the state's "Bicycle Bill" (ORS 366.514) this requires the provision of bicycle facilities. Naito is being ground and overlaid with pavement between Harrison and the I-405 bridge but, since that is not a fully reconstruction it does not trigger the bicycle bill. Providing bicycle facilities will add significantly to the cost and PBOT is working to identify the required funding.

The project looked at three options:

An off-street pathway running along the sidewalk corridor between Harrison and Clay Street; an off-street pathway running through the parking lot owned by Parks Bureau between Harrison and Clay Street; an on-street option from Clay Street to north of the Hawthorne Bridge (where it will meet with "Better Naito"; using Waterfront Park north of Clay Street to connect to Naito north of the Hawthorne Bridge. The project team has abandoned the idea of using the Parks Bureau parking lot as there is sufficient width in the sidewalk corridor for most of the facility between Harrison and Clay Street. This

will require the acquisition of some right of way at the north end of the Parks property and construction of some short retaining walls.

Comment: It is possible that a planned signed at Naito and Jefferson will help meter ramp traffic onto the Hawthorne Bridge.

Answer: The principal issue with this ramp traffic is its inability to get onto the bridge because of insufficient gaps in the eastbound traffic coming from the downtown. A signal at the foot of the ramp will not improve that. What is needed is a planned, though currently unfunded, signal at the top of the ramp.

Comment: Look for opportunities to make this project multimodal to make it less polarizing

Question: How does this interface with Naito Pkwy to the north of here?

Answer: The City is pretty committed to the two-way cycle track Better Naito concept we've seen in the recent past, so the offstreet path on the east side of Naito fits quite well.

1st and Main Project

The First and Main project will reconstruct Main Street between 1st Ave and 2nd Ave. The project will include turn queue boxes at 1st and 3rd to facilitate westbound to southbound movements.

Comment: Extend the bicycle lane further west along Main or include shared lane markings on Main around the Elk Statue as there is now less room for people bicycling to merge into the travel lane.

Answer: Good idea.

Comment: Better position the turn queue boxes at both 1st and 3rd.

Answer: Design is preliminary. We will look to better position the boxes.

Halsey-Weidler couplet streetscape and safety project

With the addition of parking-protected bicycle lanes on Halsey and Weidler this commercial district is positioned to become the most bike-friendly commercial district in Portland in its design.

Comment: try to arrange the bus stops to minimize the number of right hooks that can happen. To that end, consider placing all bus stops on the far side of the intersection

Answer: We worked with Trimet on placement of bus stops and there were various reasons for their placement.

NE Glisan & I-205 Path

Improved crossing of Glisan and transition from I-205 Path to 97th ROW

Comment: ODOT I-205 Path document/plan—none of the crossing of the East-West arterials are good and this one is definitely one of the worst.

Answer: Thanks. We'd like to get ahold of that plan.

4M and HOP Neighborhood Greenways

Both Greenway concepts originated from the 2011 East Portland in Motion planning effort; the HOP Greenway has been more fully developed than the 4M Greenway. HOP will require a split route approaching 102nd because there is insufficient width in the right of way to accommodate two-way bikeway traffic approaching the signalized crossing of 102nd at Pacific. On 122nd there is sufficient width to provide a two-way bikeway. There are also a couple of short segments of unimproved roadway that would be improved as 18-foot shared streets.

PBOT is considering different options on the 4M route. It has traffic volumes that don't lend themselves to development as a neighborhood greenway. Some segments can have bicycle lanes—with parking removal on at least one side. Other segments are too narrow to provide bicycle lanes. We are looking at alternate routing on SE Main Street east of 130th or so.

Comment: on the 4M Greenway, on the subject of whether to take the low volume route or the high volume route, please consider the lower volume route for the younger kids who might use it, for their safety. Make sure the improvements made to whichever of the routes chosen doesn't result in a route that attracts more automobile volumes than before.

Comment: Think about using diversion on one of these routes. I know that there are very few through-routes for anyone traveling (bike, pedestrian, vehicle) but that's all the more reason to use diversion to designate one of those few routes as an Active Transportation priority route.

GROWING TRANSIT COMMUNITIES UPDATE

PBOT Planner April Bertelsen brought the draft final results of the project prioritization process asking for feedback on the active transportation projects selected.

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The meeting adjourned at 19:45

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