

Bicycle Advisory Committee Meeting
City Hall, Lovejoy Room
6-8:30pm October 17, 2017

BAC Members Present: Rithy Khut, Elliot Akwai-Scott, Christopher Achterman, Roger Averbek, Jim Chasse, Maria Erb, Keith Liden, Shayna Rehberg, Kari Schlosshauer

BAC Members Absent: Ian Stude, Dan Bower, Reza Farhoodi, Evan Ross, Jocelyn Gaudi, Betsy Platt

PBOT Staff Present: Michelle Marx, Elizabeth Mahon, David Backes, Teresa Boyle, Roger Geller, Daniel Soebbing

Presenters from Other Agencies: Michael Kiser, Jesse Stemmler, Kerry Turner

6:06-6:15: Greetings, Introductions, and Hot Topics

- *Roger Averbek* opened the meeting
- *Anthony Buzcek* disclosed that he might have the appearance of a conflict of interest because he works on the Division Transit project. He reserved the right to make comments on the project, but explained that he would limit his participation.
- Scott Kocher invited everybody to come to the Oregon Walks Weston Awards
 - 6 PM, November 3rd, 2017 in the Atrium Ballroom of the Downtown Hilton.
[Tickets and sponsorships are available.](#)
- *Rithy Khut* – Tell all your friends and your friend’s friends that the BAC is recruiting new members. We are looking for more balanced representation from around the city, and particularly East Portland.
 - Despite the focus on East Portland, we are looking for people from all parts of the City
 - Applications are on the Website
- *Roger Averbek* – Successful grant application for Barbur demo project. The project is stalled because of the concern that the SW Corridor project might tear out anything that is built there in the next few years.
 - There are also issues about different guidelines between ODOT and PBOT
 - Also issues of increased cost due to signal upgrades
 - PBOT has assigned Rich Newlands as project manager
 - PBOT may look to spend the money elsewhere if this project doesn’t go forward
 - Might do a project on 26th near Taylor’s Ferry
 - Project would only include sidewalks and bike lane
 - There would still be additional money to spend elsewhere
 - Any projects that are proposed to replace the Barbur project should come before the BAC and PAC for their feedback prior to making any decisions.

6:15-7:17: SE Division Safety Action Plan (Elizabeth Mahon, PBOT Capital Project Manager)

- *Elizabeth Mahon* – I am the project manager on the outer division multi modal safety project
- I briefed the committees earlier in the year on the project.
- This is the first Portland Vision Zero corridor project
- Outer Division ranks number 1 for all types of crashes in the high crash network.
- Prior to Dec 2016, pedestrian safety and access projects were identified, speed reader boards and fixed speed cameras were installed
- Vision Zero was passed on December 3rd



- Less than a week later 2 pedestrians were killed on Division within hours of each other
- Data shows that dual left turn median is a culprit of many of the safety issues on Outer Division.
- A safety plan is being created that will include tools, such as enhanced crossings, lowered speed limits, raised medians, speed cameras, and sidewalk infill.
- Team members have identified existing crossings. They are measuring distances between crossings to determine if spacing is in compliance with draft spacing standards in the pedestrian master plan update.
- The project will explore adding new crossings, or enhancing existing crossings.
 - In some locations, beacons may be appropriate. In other locations, full signalization may be necessary
- Access management will focus on constructing raised medians. Long term, PBOT would also like to explore closing or consolidating driveways. But this project will not focus on consolidation/closing at this time.
 - Medians provide refuges for pedestrians that choose not to use marked crossings.
 - Medians reduce crashes that result from vehicles turning left across bike lanes
 - Street trees in medians will help to visually narrow the roadway, which promotes lower speeds.
- Protected Bike Lanes – Interim treatment will use vertical delineator posts to differentiate the bike lane from the travel lane
- *David Backus* – Created an animation that simulated travel by bicycle from 82nd to 92nd in one of the proposed bike protected bike lanes
- *Jim Chasse* – do the U-turns impede onto the bike lane?
- *Elizabeth* – The U-turn lanes do impede on the bike lane in some instances. Passenger cars have a narrow enough turning radius that they can avoid going into bike lanes. But larger trucks will need additional space. In places where there are conflicts between vehicles and bikes there will be special markings
- *Chase Ballew* – how frequent are the U-turns?
- *Elizabeth* – Every quarter to third mile
- Many businesses have freight delivery needs. They are stopping their vehicles in the center turn lane and walking across multiple lanes of traffic to access businesses.
- The network of side streets is insufficient for freight vehicles to use side streets instead of the median lane.
- Mountable curbs could deter vehicles from entering the bike lane, allow freight vehicles to unload at the curb side, and still provide protection to bicycles
- Outreach has been ongoing since April.
 - Tabling, canvassing, community meetings, open houses
- Feedback has been generally supportive.



- Community understands that safety is a priority that needs to be addressed, but there are big concerns about loss of parking and freight vehicle impacts
- The project started with Fixing Our Streets money, Council added General Transportation Revenue funds, and other funding has come from other sources. There is currently \$4 million devoted to the project, and construction of bike lanes will begin in 2018.
- *Doug Klotz* – Under Vision Zero, the idea of trucks blocking bike lanes is a big problem. It would be better for freight vehicles to stop in the traffic lane, leaving bike lanes clear.
- *Elizabeth* – so maybe we need a freight strategy. Maybe we need to restrict the hours in which freight vehicles may stop in the bike lane.
- *(guest)* – I spent time in Vancouver BC, where valets would park cars at the curb. In those cases, bikes could go onto the sidewalk. Could bikes mount the sidewalk to avoid freight vehicles?
- *Elizabeth* – The sidewalks are already narrow in these areas
- *Keith Liden* – I don't want to cross a curb to go out into a travel lane when riding my bike. Maybe in areas where trucks need to make deliveries you could have no curbs.
- I don't like the idea of trucks parking in spaces that are reserved for bikes in general, especially in places that bikes are expecting protected bike lanes.
- What have you done to provide places for bicycles to make left turns?
- *Rod Merrick* – I'm concerned about the quality of the pedestrian space and street scape. I think we need an additional five or ten feet of setback for seating and landscaping to enhance the pedestrian environment.
- The U-turn lanes should not be for large trucks. Freight trucks should have to drive around the block, rather than using the U-turn lanes.
- *Elizabeth* – we are working with the freight community to develop new routes. There are concerns about trucks going onto side streets.
- We are getting greater setbacks through redevelopment to improve the pedestrian environment over time.
- *Jim Chasse* – I ride that area every day. There were some storm water issues that were created when a pedestrian island was installed. The pedestrian island blocks the flow of the water and the bike lane was pushed against the curb. Bikes have to ride through a lake when it rains heavily.
- I have concerns that bikes will be forced into the travel lane when it rains due to stormwater concerns
- Can we squeeze space from the center median to accommodate wider bike lanes or parking?
- *Elizabeth* – if we reduce the width of the median we will be diverting traffic to signalized intersections. This might add more traffic because people would have to travel further to make turns
- *Elliot Akwai Scott* – Can you touch on education and enforcement aspects of the project?



- *Elizabeth* – Fixed speed cameras are in at 162nd. More speed reader boards are coming.
- Council allocated \$300,000 to education program that is being handled by active transportation department.
- *Elliot* – so education and enforcement is focused on speed management?
- *Elizabeth* – yes
- *Elliot* – I think that education should be focused on the new infrastructure design that is largely unseen by most people. There are currently few U-turns in the City of Portland. I would ask that you strongly vet the designs of these intersections to ensure that they are actually safe before you build them.
- I don't want you to introduce untested facilities with obvious conflict points as part of a safety improvement
- Can we test pilot projects to explore aspects of this project and phase them in step wise?
- We know that there are existing freight vehicle movements that are dangerous and illegal. I don't think that we should use design elements that will continue to support illegal actions without increasing enforcement to prevent illegal freight vehicle movements.
- *Eve Nilenders* – I would be reluctant to recommend freight vehicles turning onto neighborhood streets.
- *Elizabeth* – We don't want to impact livability on these streets
- *Arlene Kimura* – you are saying that no vehicles larger than a pickup truck will use U-turns. But I think you will see large vehicles using these turn lanes. I am concerned that large vehicles, such as buses will make illegal turns, especially those that are accessing a health clinic between 125th and 127th
- *Chase Ballew* – When they did interstate light rail there was a chain barrier to prevent illegal pedestrian crossing. Will you use a similar barrier to encourage people to cross at legal crossings?
- *Elizabeth* – no we don't currently have barriers in the plans
- We haven't explored the idea of closing crossings to pedestrians
- *Doug Klotz*– if it's a legal crosswalk you should have ada facilities. You can't make crossings that only work for able bodied people.
- *Elizabeth* – Yes, any crossing that we are trying to maintain will have ADA enhancements. We may use signs or barriers to close locations that are not intended to be crossings.
- *Jim Chasse* – Are there plans with ODOT to fix the interchange where Division crosses I 205?
- *ODOT representative* – we are coordinating with the city to complete a project at the same time as the Division transit project. I can come back to the committee when we have assigned a project manager.
- *Jim Chasse* – Currently there are only six inches between the edge of the bike lane and a storm grate in that location.
- *Elizabeth* – Thank you. We will be back.
- *Jim Chasse* – When will 30% design be completed?



- *Elizabeth* – The plan was to go from 15% to 60%, which will be shared in November. But right now, we might need to make some changes, so we might have to push back those projected dates.
 - *Rithy Khut* – So, you're not going to 60%? That seems like a large jump
 - *Elizabeth* – It is a large jump, but we have an accelerated time schedule
 - *Shayna Rehberg* – So you're currently at 15% to 30%?
 - *Elizabeth* – We are still working through that
 - *Jim Chasse* – Can you share your designs before coming back to us? Unless we see some designs, we can't give any feedback.
 - *Elizabeth* – We have had meetings where we have shared designs. We will share designs in November. I will share designs with you when we have them.
 - *Rithy Khut* – Can you share the plans with us when you have them?
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- *Rithy Khut* – I received a letter from Commissioner Eudaly asking for our feedback on Better Naito. I would like to get feedback from both committees on people's thinking.
 - *Doug Klotz* – I think both committees should support Better Naito as a year-round facility.
 - *Scott Kocher* – I work on Naito and I would support that.
 - *Shayna Rehberg* – I also support
 - *Rithy Khut* – I am not hearing anyone that doesn't support this. So, I will write a letter over the next few weeks.
 - *Scott Kocher* – the reason that there are backups on Naito is freight trains crossing the steel bridge, not the bike lanes
 - *Rod Merrick* – We recently removed trees to widen Naito. I don't know if we needed to do that. Eliminating conflicts between peds and bicyclists on the waterfront trail will require bike lanes

7:17-8:28: Division Transit Project (Michael Kiser, Jesse Stemmler, Kerry Turner)

- *Michael Kiser* – Division Transit project is a 14-mile-long project funded by a federal Small Starts grant, which means that project costs cannot exceed \$175 million.
- Metro is leading the environmental analysis (NEPA process)
- 60% design is expected to be completed next summer
- September of 2021 is the target date to complete the project
- Today's focus is feedback on Island bus stations
 - Potential conflict areas between bikes and peds
- Island Stations
 - Separated bike paths and ped zones
 - Ped/bike crossing points
 - Bike lanes at intersections
 - Approaches to slowing bicycles at stations
- *Kerry Turner* – There are a variety of neighborhood types in the corridor
- Some stations are integrated into the sidewalk. Pedestrians may walk through or behind integrated stations



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- These are intended for use on Inner Division, where there are no bike lanes
- Island stations are between the bike lanes and traffic lanes
 - Eliminates the conflict when bikes and buses are jockeying for the same position
- *Jesse Stemmler* – Island stations will be raised to be near the level of the buses.
- Platforms will have ADA ramps
- Use of Islands allows TriMet to reduce impacts, because the ADA ramps are built into the Islands
- Stormwater management can be done in the Islands
- Precedents for floating bus stops in Netherlands and the UK
- We are exploring site lines and vision triangles for peds, bikes, and vehicles
- Bike lane widths might be reduced near stations. Curves, rumble strips, and paint may be used to signal speed reductions to bicyclists.
- *Kerry* – Bike lanes and sidewalks will be raised in vicinity of island stations to ease the transition between the sidewalk and the Island.
- Buses have 2 different boarding heights: 12 inches and 6 inches. 6-inch height is at the front door. This elevation is necessary for ADA boarding.
- *Doug Klotz* – I have 3 areas of concern
 - Heat Islands. This project will remove trees that were recently added.
- *Kerry* – We are planning to replace any removed trees with a 2 to 1 ratio
- *Doug Klotz* – Trees don't obscure drivers views of people
- Your designs show shelters against buildings. That won't work.
- You show electrical cabinets on the platform. Is this necessary? Can we put the cabinets on adjacent sidewalk?
- *Jesse* – We are still just at 30% design of these platforms
- *Christopher Achterman* – How wide is bike path?
- *Kerry* – about 6 feet
- *Christopher Achterman* – can you encourage bicycles to enter these areas single file? Can you create a chute to make sure bikes are traveling one at a time? I don't want to have barriers or rumble strips that cross the entire path of the bike lane
- *Roger Averbek* – are stops upstream or downstream of intersections?
- *Kerry* – we have near side and far side stops
- *Roger Averbek* – my concern is that buses can block the vision of bicyclists when approaching intersections.
- *Jesse* – We brought two different designs of Island stops for your feedback
- *David Crout* – You mentioned level boarding. I'm assuming there's no gap?
- *Kerry* – There are bridge plates
- *Shayna Rehberg* – Are you going to have to acquire right of way at all Island stations?
- *Jesse* – Yes
- *Kerry* – We are trying to locate the stations to minimize the impacts in terms of property acquisition
- *Michael* – Our preferred station alignment is far side, but we are doing some near side designs to minimize the need to purchase property
- *Jim Chasse* – Would priority signalization prioritize buses, bikes and buses? Would it eliminate turns on red?
- *Michael* – We are working through that. Where we have right turn lanes, buses and bikes initially have priority. After bikes and buses clear the intersection, then you have the right turn phase. We haven't decided if we are going to have bike signals.



- *Elliot Akwai-Scott* – I am a fan of Island stations overall. I agree with the idea of single file bike channelization. There should be some shy distance to allow bikes to pass stations. There should also be design elements that prevent pedestrians from hanging out in bike lanes. Make sure there are design elements that allow bicycle queuing and intersections.
- Moody station has a railing that pedestrians like to hang on, impinging on the bike lane. A glass back would prevent this.
- *Rod Merrick* – I have a concern that the landscape buffer stops next to the parking area. This means that there is a high curb next to the parking area.
- *Kerry* – We need to design to make sure that there isn't a 12 inch drop off at the edge of the sidewalk. Vegetated buffers can help to ease this transition.
- *Rod Merrick* – I imagine that there will be huge traffic backups on Inner Division. Has there been modeling?
- *Michael* – There has been a lot of modeling. The way that we move through Inner Division faster is traffic signal priority and fewer stops. We aren't putting money into additional lanes because we don't have enough right of way to build dedicated lanes.
- *Keith Liden* – European examples, such as Copenhagen have repeated design elements throughout the City. We don't have that here. You should have clear cues that can be easily understood to alleviate this issue.
- You need to make sure that landscaping does not obscure the presence of bicyclists when they come out from behind stations
- *Rithy Khut* – Think about intersection corners. If you narrow the radius, it will make cars drive around corners more slowly. We need to design for the future.
- *Scott Kocher* – If you separate the grade between the sidewalk and the bike lane, even by just a little bit, it can cause problems for bike wheels. I'm concerned about near side bus stops, and vehicles cutting off bikes coming from behind the island.
- *(Guest)* – It would be great to have pedestrian activated signals at bus stops
- *Kerry* – Sight lines on Islands are designed to allow pedestrians to see approaching bicycles so that they are aware of their presence before they step into the lane
- *Michael* – A question for Roger Geller, do we have any examples of locations where bike lanes have neck downs in the City?
- *Roger Geller* – We have some locations where there are bus islands where there are visual neck downs, even if the lanes don't physically narrow.
- *Michael* – So would necking down to 4 feet be a reasonable approach to getting bicycles to slow and que?
- *Roger Geller* – I think that clear sight lines that allow people bicycling to see people on and approaching the platform will be helpful. We have a current example of a busy transit stop with a busy bikeway passing behind it on SW Moody. It might be useful to put up cameras at Moody to see how people interact there, where there is no narrowing.
- *Chase Ballew* – It might be useful to build a prototype before building all of the stations to see how one station works.
- *Kari Schlosshauer* - One point is to make sure that lanes aren't too narrow for trailers. Important to make sure that bicycles have signs that tell them to yield to pedestrians. I would love to see protected intersections
- *Keith Liden* – Make sure that sight lines for peds and bikes are good. Make sure if there are places where there is a down gradient for cyclists that the design changes to accommodate bicycles that go faster.
- *Roger Averbeck* – I hope that new transit projects will encourage bikes to use BRT transit vehicles. Also, will stations have bike parking?



- *Jesse* – We are planning bike parking station by station.
- Bikes will be on the Bus. The rear door of the bus will be bike accessible. There can be spots for 3 or 4 bikes on the bus.
- *Roger Averbek* – Will station design direct bikes to the proper door. Will people know to expect bikes boarding the bus?
- *Kerry* – We are working on signage to indicate where bikes should go on the bus.
- *Elliot Akwai-Scott* – I don't think it is safe to narrow bike lanes beyond 4 feet. That would make it unsafe for bikes to use.
- *Elaine O-keffe* – Make sure these facilities are not being designed for 35-year old people. Older people have reduced vision, senses, and reaction time. We need to make sure that bikes need to slow down when approaching stations.
- *Kerry* – We are well aware of these issues. I have recently tripped on a three-inch curb.
- *Jesse* – We have recently toured the Vine in Vancouver to learn lessons from their system.
- *Kerry* – We have a second design where there is not a bend in the bike lane
- *Scott Kocher*- The second design has more conflict points between bikes and cars
- *Doug Klotz* – I think you can combine aspects of both designs. The straight property line allows future buildings to be built right to the edge of the property without having to deal with a jog in the edge of the property.
- *Chase Ballew* – The straight bike lane is similar to designs of protected bike lanes that we are seeing around the country.
- *Rod and Chase* – Moving the cross walk further from the intersection can help to fix some of the issues.
- *Scott Kocher* – How do these designs work with signals?
- *Teresa Boyle* – We are still working on how these designs work with signals.
- *Christopher Achterman* – For through cyclists on green lights, you need to provide enough visibility for drivers to see cyclists approaching intersections.
- *Roger Geller* – I think one thing that will help work on this question is that in a year there will be a completed national study on different types of intersection treatments that will answer the question of how to approach signalization of these types of intersections.
- *Michelle Marx* – We need a protected phase for pedestrian crossing, as well.
- *Jim Chasse* – I respect the drivers of the number 4 buses on Outer Division. They do a great job of protecting bicycle safety. I would like to know what the driver perspective is on these different treatments.
- *Michael* – we have open houses with drivers to get their feedback.
- As we mentioned earlier, the details that people on the BAC and PAC are interested in will be ironed out between 30 and 60% design.
- We would like to have a working group inform us on rack systems for bicycle storage. We want to do better than what is being employed on MAX.
- *Rithy Khut* – Send us an email outlining what you are looking for in terms of an advisory committee, and we will put together whatever you need.
- *Michael* - Next steps: We have an open house at St Phillip Mary on Nov 8, we have an open house on Nov 9th at PCC SE. Lincoln- Harrison will also be presenting on Nov 8. There will also be an online open house, as well.
- *Teresa Boyle* – Will today's presentation be made available online?
- *Guest* - Yes. All of our presentations are posted on the website.
- *Roger Geller* – Bike Portland has already requested this presentation.
- *Jim Chasse* – Why did our old articulated buses go away? Why bring them back?



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- *Michael* – We had lots of mechanical problems with the old buses. They were cobbled together from different buses. The new buses alleviate a lot of these problems and they maneuver better than the normal buses that we currently operate. Standard lines might also have articulated buses in the future because they expand capacity.

Adjourn 8:28



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