

Bicycle Advisory Committee Meeting
City Hall, Lovejoy Room
6-8:00pm November 14, 2017

BAC Members Present: Rithy Khut, Elliot Akwai-Scott, Christopher Achterman, Roger Averbeck, Dan Bower, Jim Chasse, Reza Farhoodi, Jocelyn Gaudi, Keith Liden, Shayna Rehberg, Evan Ross, Kari Schlosshauer

BAC Members Absent: Ian Stude, Maria Erb, Betsy Platt

PBOT Staff Present: Roger Geller, Wendy Cawley, Shoshana Cohen, Zef Wagner, Daniel Soebbing

Guest Presenter: Brian Ferrisio (Executive Director of the Portland Art Museum)

6:03-6:08 Introductions and Announcements

- *Roger Averbeck:* Division Transit and SW Corridor have online open houses posted through November. They are easy to find. Take a look, participate, and make your opinions known.
- *Reza Farhoodi:* Sunday parkways is finally returning to the Central City on the Green Loop. This is a good opportunity to activate the space.
- *Roger Geller:* Sullivan's crossing bridge will be built over the Banfield freeway. There will be an open house December 5th 4-6 pm in the Metro Building.
- *Rithy Khut:* Thanks to all the people that applied to be on the committee. The Recruitment Subcommittee is in the process of scoring applications.
 - I'm working on getting the Better Naito letter to commissioner Eudaly.

6:08-6:45 N. Vancouver Avenue

Presented by Wendy Cawley and Roger Geller

- *Roger Geller:* We previously came to the committee in June with several options for changes to the bicycle lane on N. Vancouver.
- The signalized option was not preferred at PBOT because of the delay that was caused to all modes of traffic.
- *Reza:* I think it's refreshing to see motorist delay weighed the least in the scoring metric.
- *Roger Geller:* that is consistent with our policies and priorities.
- *Reza:* Was the bike lane switchover back to the right at Alberta the last time that you presented this concept?
- *Wendy Cawley:* We explored a number of concepts. In the previous arrangement, we may not have placed the switch over until Shaver.
- *Roger Geller:* It looks like Killingsworth is the best place to do the transition.

- *Wendy:* We looked at doing a protected phase of the signal at Killingsworth, but this intersection is already almost failing due to congestion.
- *Roger Geller:* We are planning to switch back to the right side at Stanton. There would be a separate traffic signal phase for the bike crossover.
- *Wendy:* We have 2 lanes at the Stanton crossover because right now there is a right turn only/bus lane
- *Christopher Achterman:* There is a lot of foot traffic that is accessing the Legacy site. When you decide the crossover location, you should look at the morning rush hour pedestrian traffic going into the Legacy Emmanuel site.
- *Wendy:* The New Seasons driveway was mentioned several times the last time we discussed this project. We took counts at the driveway. We found 70 cars turning left into the driveway and 70 cars turning left out of the driveway at the peak hour. While this is a considerable number, this does not exceed the number of cars turning at the freeway onramps.
- *Roger Geller:* We would like an endorsement of this plan from the BAC
- *Jim Chasse:* What do you use for bike detection at the Stanton traffic light?
- *Roger Geller:* The same loop detection that we use for cars.
- *Jim:* At 82nd Ave the loops are gone.
- *Roger Geller:* There is new infrared technology now.
- *Jim:* The infrared works really slick.
- *Keith Liden:* At Stanton the bikes and vehicles are not moving at the same time?
- *Roger Geller:* Correct.
- *Jocelyn Gaudi:* Will there be parking at the Stanton intersection?
- *Wendy:* At Stanton, there would not be parking adjacent to the bike lane.
- *Jocelyn:* Cars encroach on the bike lane at the park, and it can be a problem.
- *Wendy:* We intend to add a 3 or 4-foot buffer to the bike lane.
- *Jocelyn:* I'd like to see green stripes through the intersections to demonstrate to drivers that it's expected that bikes will cross there.
- *Kari Schlosser:* Are you doing parking-protected bike lanes?
- *Roger Geller:* Portland Fire & Rescue will not allow us to do parking protected lanes on these streets. We need to maintain 20 feet of clear.
- *Kari:* This is a high pedestrian area. Will there be a pedestrian phase at Stanton?

- *Wendy:* The pedestrian crossing phase will operate as it does today. Pedestrians will cross with the vehicle phase in each direction.
- *Reza:* Are you taking into account the delay to the bus lines?
- *Roger Geller:* We were mostly looking at car delay. Right Wendy?
- *Wendy:* We did look at transit delay. Right now, the buses sometimes get trapped by the queue from the right turning vehicles.
- *Reza:* Once TriMet Bus Line #24 is extended, there will be even more conflicts.
- *Jocelyn:* South of Vancouver and Cook intersection Vancouver is one lane?
- *Wendy:* There are turn only lanes, with one through lane.
- *Roger Geller:* A second lane picks up going on to the freeway.
- *Jocelyn:* If you were going to restripe, I would like to see you do traffic calming. I feel that drivers are heavy footed in this area.
- *Christopher:* There is no way for pedestrians to signal to vehicles that they are crossing to get to Legacy Emmanuel.
- *Wendy:* They have added a rapid flashing beacon recently.
- *Roger Averbeck:* Would turns from the parking lot at Stanton be restricted by the traffic light?
- *Wendy:* We will be exploring that
- *Reza:* There should be a no turn on red there to avoid conflicts with bicycles.
- *Jocelyn:* How many bicycles can be accommodated by the waiting area on the sidewalk at Stanton?
- *Roger Geller:* Right now, we see about 2 or 3 bicycles queueing at the light per cycle.
- *Wendy:* We can increase the size of the off-street queueing area if we need to.
- *Elliot:* If there is any way to increase the queueing capacity I would hope that you will. Any time we are designing these types of facilities we should be future proofing them.
- I would like the use of green striping to be consistent in facilities across the city, because it is being used more and more.
- I'm glad that you included a buffer throughout the entire length of this design.
- Who is ready to endorse this facility as designed?

Members raised their hands to indicate support

- *Elliot:* It looks like everybody is in support.

6:45-7:30 PBOT Strategic Investment Strategy

Presented by Shoshana Cohen and Zef Wagner

- *Shoshana Cohen:* We have a TSP project list. The Investment Strategy is a methodology for prioritizing the projects that are on the list.
- We have three priorities that we are trying to address through our prioritization: Asset Management, Safety, Capacity.
- We are trying to achieve triple wins, where we select projects that address Asset Management needs at the same time as we address other priorities.
- *Dan Bower:* How much of the money is restricted from a gas tax perspective?
- *Shoshana:* All of this is gas tax restricted money.
- *Jim:* There have been a lot of plans in E. Portland. But not a lot has been done. Will SR2S money or LTIC money be used to leverage funds for some of these projects?
- *Shoshana:* Yes, that's one of the ideas.
- *Zef Wagner:* A lot of the streets in E. Portland are missing sidewalks on both sides. New developments are required to build sidewalks on their frontages. The pedestrian network completion program can help to fill in the rest of the sidewalk to fill in gaps.
- *Roger Averbek:* I'm familiar with many of the major projects that you mentioned that were on the TSP. I saw that many had high price tags.
- *Shoshana:* A reason that many of those projects had high costs were due to the cost of maintenance on those corridors.
- *Roger Averbek:* On the flip side, \$3 million a year for many programs: greenways, SRTS, etc... is only \$15 million over 5 years. And many of these projects are opportunistic and we and the public haven't had a chance to weigh in on these priorities. I can't support this until we see a lot more details and have a lot more chance to weigh in.
- *Shoshana:* The prioritization of these projects is all drawing on previous planning processes. There are specific public committees that are attached to each of these programs that will have a chance to give feedback.
- *Zef:* We are working with staff to generate these project lists and make them public. Ped PDX is expected to generate a project list. The SR2S project will be generating a list soon. There are some projects that might be done on major bikeways, for instance.

7:30-8:05 Portland Art Museum and the Rothko Pavilion

Presented by Brian Ferrisio, Executive Director at PAM

- *Brian Ferrisio:* The Portland Art Museum wants to connect the buildings of the museum by building a pavilion on the vacated Madison St.
- We are proposing that the pavilion would remain open from 7am to 11pm. That is something that is important to us, and it is a proposal that we have developed based on the feedback that we have received.
- We want to make sure that barriers that exist to the community are taken down.
- The pavilion would represent a \$50 Million investment in the Central City.
- We have received good feedback from the community and from this committee.
- The pavilion would be lit and secure and open to the public.
- *Rithy:* The design of the pavilion has not changed since the last meeting?
- *Brian:* We did some conceptual drawings prior to the last meeting for fundraising purposes. But we still have not designed the pavilion itself. There are still a lot of questions that will be answered in the future.
- *Christopher:* I think the concept of the longer open hours is wonderful. I think the community is going to be concerned about the ease of ingress and exit. A standard door will not work here. The entrance needs to be something that accesses the museum, but it must be easy to access.
- *Brian:* The way that doors look and function is an important issue.
- *Elliot:* Are you presenting to Council? What are you asking for in the near term?
- *Brian:* There is a 1960s era street vacation ordinance. The ordinance said that there should be an 8-foot-wide pedestrian walkway that could not be obstructed by any structures. That ordinance was amended to allow the museum to close the walkway at night to prevent damage to museum assets.
- *Elliot:* What's the width of the existing pathway?
- *Brian:* I think it's eight feet.
- *Keith:* It's ten or 12 feet wide.
- *Brian:* Maybe
- *Elliot:* Have the conditions changed since the amendment in the 80s?
- *Brian:* The pathway is only closed for certain events. It's not often closed. But there has been damage to a number of sculptures.
- *Dan:* What is the ask of council?
- *Brian:* The ask is to put an enclosed structure on the space.

- *Elliot:* We are not near the final design?
- *Brian:* No.
- The building would only cover 1/3 of the 3 vacated blocks. Currently all 3 blocks are open and unobstructed.
- *Rithy:* As it stands now, there is an enclosed space that can be blocked by a gate.
- *Roger Averbek:* Would the 7am to 11pm open hours be 7 days a week?
- *Brian:* Yes
- *Roger Averbek:* During the open hours would there still be controlled access to the museum buildings? Would bikes or skateboards be ridden through the building?
- *Brian:* That's a good question. If the committee thinks it's important to be able to ride through...
- *Roger Averbek:* If a bicyclist has to stop, dismount, and open a series of doors, that could be an impediment.
- *Brain:* Are there examples of enclosed spaces that people ride bikes through in the City?
- *Reza:* I have several questions: Will the space be open even when the museum is closed?
- *Brian:* Yes, we will have to increase security
- *Reza:* Can the hours be adjusted to conform to street car schedule, such as 6-12?
- *Brain:* We would have to change the ordinance
- *Keith:* We still have no idea of what the design will be. I think we should recommend some performance characteristics that we are expecting from the design.
- *Rithy:* The committee needs to decide if we are going to write another letter to the council, or if we are going to resubmit the letter that we sent last time.
- The pervious letter stated that the committee and the PAC was opposed to the design.
- *Evan:* I work in with Old Town China Town Community organization. My first thought is that if you are going to create a roofed structure, you are going to have to deal with ALL members of the public using that space, some of whom might not just be passing through quickly. There is an issue with people physically blocking pathways which presents problems for ADA access.

- *Jocelyn:* This is a unique opportunity to engage with the public in a new way.
- *Brian:* We are in discussion with the Pomegranate group, who will make sure that the functionality of the space will be embraced by the community. We want the downtown streetscape to be integrated into the interior and the exterior of the facility. Museums are about connecting with people, more than they have been in the past.
- *Jocelyn:* Either I will go out of my way to avoid it, or out of my way to experience it. It can only go one of two ways.
- *Rithy:* Council will hear the revised ordinance on December 7th. We don't have a final design, but we know it will be an enclosed shell.
- Now that the open hours are 7am to 11pm, we need to decide if we want to change our stance and write another letter.
- *Roger Averbek:* I would encourage us to coordinate with the PAC. As co-chair of that organization, we decided that we didn't have time to put that discussion on our November agenda. We will be considering the issue through discussions outside of normal meeting hours.
- *Kari:* I want to reiterate what Roger Averbek said about coordinating with the PAC. I think that some of our previous issues have not been resolved.
- *Dan:* The streetcar budget committee will meet on Thursday. We could potentially join with the BAC/PAC in drafting a letter.
- It is too early in the design process for us to decide whether we can sign off on the building.
- *Elliot:* You are asking us to weigh in on whether to allow you to build a structure over this easement. But you are not bringing a design of that structure for us to give feedback on.
- *Brian:* This is a chicken and egg issue. No one wants to donate to do the design work until they know whether the structure will be allowed to be built.
- *Rithy:* The design will go to the Landmarks Committee. It could possibly go back to Council again after that. If Council approves the Portland Art Museum's request in December, it won't be the final word on the issue.
- We will submit something to council before the December 7th hearing.

8:05 Adjourn