

**Bicycle Advisory Committee Meeting**  
**City Hall, Lovejoy Room**  
**6-8:00pm January 9, 2018**

**BAC Members Present:** Rithy Khut, Elliot Akwai-Scott, Christopher Achterman, Maria Erb, Reza Farhoodi, Jim Chasse

**BAC Members Absent:**

**PBOT Staff Present:** Roger Geller, Steve Szigethy, Daniel Soebbing

**Guest Presenter:** Alan Park (Representative of Zidell Yards)

**Introductions/Announcements**

*Rithy Khut:* Several members of the BAC were not allowed to continue into the new term because of newly instituted term limits.

*Elliot Akwai-Scott:* BAC meetings are always open to the public and guests are welcome.

If you have a seat on the BAC you can leverage that position to do a lot more in the City.

Not everyone that is in the room and attending will become BAC members. But I would like to thank everyone for participating.

*Christopher Achterman:* Will we be appointing alternate members?

*Rithy:* The interpretation of the term limit rules still has to shake out, as well as possible changes to bylaws.

There will be full members, and there will be alternate members. It doesn't matter whether you are a full member or an alternate, your input matters.

*Guest:* I have seen the valuable work of Keith, Shayna and Roger for this Committee over the last 12 years.

*Keith Liden (Guest):* I appreciate the time that I have spent on this committee.

I would like to give an update on Southwest in Motion. The stakeholder committee has asked the staff to reconsider the schedule, and stretch the timeline to push back the completion date to the end of the year.

*Guest:* Is the SWIM map app going to take into account comments that were submitted on the TSP?

*Keith:* I'm not sure. They were going to try to get some previously identified projects on there.

*Rithy:* I sent an email to the committee to see if anyone would like to join the BBAC. If none of the current committee members want to, then I will extend the offer to the new committee members.

## Zidell Yards Development

6:20

Presented by Alan Park

The Zidell family leased the land that is now the Zidell yard as early as 1916. Following WWII, the yards were used for ship wrecking. Barge construction began in the 1960s. The Zidells developed the Emory apartment building in 2013. The Zidells were asked to clean up contamination by the Oregon DEQ in the 1990s. During the 2000s and 2010s, the Zidells completed several projects to clean up the site. Site plans include a proposal to build a bridge across the existing slipway, which would create connectivity along the waterfront. The waterfront greenway connection is projected to be completed through the Zidell site by 2020. The final piece north of the Marquam Bridge does not have a completion timeline.

*Elliot:* Do you represent the Zidells?

*Park:* Yes

*Elliot:* What feedback are you trying to get from us and how do Zidell's plans interface with City plans?

*Park:* Zidell entered into an agreement with the City in 2015 to develop the site in accordance with PBOT, Parks, and Prosper Portland.

*Elliot:* The greenway is obviously a big attraction for the development and adjacent sites. What requirements are there for the greenway?

*Park:* In this area, the greenway is unique to the City. Zidell is dedicating a 100-foot-wide strip along the length of the property. In 2004, the City did a greenway development plan. Zidell hired landscape architects in 2015, and did public feedback sessions to develop a vision for what the greenway could be. The goal is to balance the competing demands on the greenway.

*Rithy:* What parts of the conceptual plans that will be reviewed and approved will be binding?

*Park:* The master plan will not be part of the City planning process. The master plan belongs to Zidell, but it is not binding. Zidell intends to own all of the real estate, so there don't have to be any binding contracts on building development. There will be a greenway review process, and a design review process that will be binding.

There have been 2 design advisory requests. In March, there will be a formal design review. That is an opportunity to get involved. There will opportunity for public input as the parks are designed.

*Guest:* Is the swimming pool still in the plan?

*Park:* Older plans included a swimming pool on the dock. To get approval for the pool in that location, we needed to demonstrate that there was a need to do construction on the

water. We were unable to get that approval. By putting docks on both sides of the slipway, we are creating a protected area for swimming in the river.

*Guest:* Will people be able to launch private kayaks on the docks? And how will people get their kayaks across the greenway?

*Park:* The crossing points will be conflict zones. We are working with consultants to figure out how to manage those conflicts between bicyclists, pedestrians, and other users.

*Christopher:* Dragon boat crews are losing housing. Will you provide facilities for the dragon boats?

*Park:* there will be space for the boats themselves. But buildings for the crew is a different issue. This will be a public dock, so accommodating buildings would be difficult.

*Elliot:* Is there any potential for dock access to come from the slipway?

*Park:* No, all traffic to the docks will come from the greenway path.

*Christopher:* Does your plan run right up to RiverPlace? Will you work with parks to ameliorate the issue with the bike path in RiverPlace?

*Park:* I think that PBOT and Parks will work through that. If this path does what we think it will do to generate traffic, something will need to be done to accommodate that foot and bike traffic. The work we have done has been to generate a plan to get commuters onto the path along Hamilton.

*Elliot:* Is there any thought about widening the bridge over the slipway to alleviate the pinch points, or to grade separate the crossings of the trail?

*Park:* Yes. However, there is a lot of competition for this piece of real estate. We are trying to balance that competition with materials and way-finding. I don't think the conflicts will be that great. The thing that makes grade separation difficult is that the river level can fluctuate by 25 feet. We explored connecting the docks to the slipway with moving access points that could rise and fall with the changing river depth. But the technical difficulty of doing that was prohibitive.

*Elliot:* RiverPlace has a similar width, and there are already big conflicts there between pedestrians and bicyclists traveling through. I would like you to put more resources into managing the conflict points. I hope to see additional design solutions that will manage that traffic when you come back in the future.

*Guest:* It sounds like people that are not local will be using this area. It has been my experience that people that are not from Portland are not aware of cyclists, and that they occupy the entire bike lane in locations, such as the Tilikum crossing. Maybe a traffic signal could help to manage the conflict at the trail crossing.

*Park:* When we went to design review, they told us to keep bikes completely off the path to avoid conflicts. We came back and said that there was no way to keep bikes off the path.

*Rithy:* Are there other localities that have active waterfronts that could provide us with design guidance for dealing with conflicts in constrained systems.

*Roger Geller:* I was in Chicago recently. We toured the waterfront pathway. They are currently building a second pathway for pedestrians. They have found that increased bike traffic in the summer has become unmanageable with the current configuration.

*Keith:* Bicyclists getting from the bridge to Moody experience conflicts. I would like your design to help alleviate these issues. I would like you to consider skateboards in your design, too.

*Guest:* Make sure that there is adequate bike parking in locations where you expect people to stop.

*Guest:* How does the timeline come together in relation to construction of the buildings? Will the path timeline occur independent of the building construction timeline?

*Park:* The greenway serves such an important purpose that we would like to build it all at once. But the financial realities might make it difficult to get that done on fast timeline.

## **SW Capitol Highway**

**7:13**

Presented by Steve Szigethy

The extent of the project is on Capitol Highway from Garden Home to Taylor's Ferry. The community has desired a project in this location for at least 25 years. Fixing Our Streets funding that was approved through passage of the gas tax was key to the project. The project is at the 30% design point. The project includes 2 traffic lanes, grade separated bike lanes, and pedestrian facilities. The goal is to do a consistent cross section throughout the project, but stormwater facilities constrain the cross section in some areas.

*Reza Farhoodi:* If it is ok to do 11-foot traffic lanes in stormwater constrained areas, why can't you do it throughout the alignment?

*Steve:* The width of buses poses a problem. What we are doing is widening the lanes to 12 feet in areas where there are curves, and narrowing to 11 on straightaways.

PBOT is looking at new uses of materials to provide separation between pedestrians and bicycles.

*Jim Chasse:* Are the bike and pedestrian facilities going to have separate grades?

*Steve:* They will be at the same level as each other, but they will be separated by grade from the road surface. We have found that adding additional separations can cause

debris to collect between the different surfaces. We feel that having multiple grades can make it more difficult to sweep the facilities.

*Guest:* Is there going to be adequate lighting for pedestrians and bikes?

*Steve:* Lighting is not part of the 30% design. Our current plan is to use standard cobra head lighting, but we will do an audit to see if lighting is adequate for this design.

*Christopher:* How many mail boxes will be in the right of way?

*Steve:* I need to talk to USPS to find that out. Many houses have mail delivery in their door.

*Reza:* The issue that I see with the bike lanes flaring out is that many cars coming from side streets might completely block the path while waiting to turn on to Capitol.

*Steve:* That's an issue that we are working on. We don't have enough right of way to work with to bring the bike lane that far in.

*Guest:* There are a lot of side streets that climb steeply to Capitol.

*Steve:* Yes, that is one of the most challenging things to design. We talked about not just relying on people to do the right thing when driving, but we may explore some kind of signage for bikes to look out for cars.

*Guest:* So, there will be no parking on Capitol?

*Steve:* That is correct, except for one place just north of Alice. We are doing one small area of on street parking on the east side.

*Elliot:* What is the transit environment?

*Steve:* There are no shelters today. We are meeting with TriMet to talk about that in the spring. There is concern about people waiting adjacent to the roadway. There have been issues with cars crashing into shelters.

*Guest:* The zebra striping is valuable. People understand that they have to yield when they approach striped crossings.

*Guest:* Are there plans to communicate expectations for driver behavior to residents?

*Steve:* We don't have a specific plan for traffic behavior yet. But we are doing robust outreach, including one on one outreach to residents.

*Keith:* I think that the treatment that the City used at Condor and Terwilliger could be useful to manage conflicts with driveways and side streets.

*Guest:* Why are you doing effective tabling, rather than actual tabling?

*Steve:* It is a stormwater issue. Tabling would make stormwater drainage much more challenging.

*Guest:* A design challenge is having bicycles adjacent to deep swales. Maybe rails could be useful.

*Steve:* I'll have to ask BES how deep those swales will be.

*Guest:* In areas where cars are approaching from side streets, can you use materials, such as concrete, to indicate perceptibly through a tactile or audible cue to drivers that oncoming traffic or crossings may be present.

*Steve:* There would be some additional crossing, but we will be regrading many of those areas. So those are things to consider.

*Roger:* There is an open house for the SW Naito FOS project scheduled for tomorrow night.

**Adjourn**

**8:00**