

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

**BAC Members Present:** Rithy Khut, Elliot Akwai-Scott, Christopher Achterman, Jim Chasse, Clint Culpepper, Ira Dixon, Sr., Reza Farhoodi, Catherine Gould, Sarah Iannarone, Alexa Jakusovszky, Jenna Lee, David Stein, Alexandra Zimmerman

**BAC Members Absent:** Joe Doebele, Maria Erb, Iain MacKenzie, Phil Richman

**PBOT Staff Present:** Roger Geller

**Other Attendees:** Eric Wilhelm, Jonathan Maus, Scott Cowley, Rina Jimmerson, Luke Norman, Marvin Rambo

**Guest Presenters:** Timur Ender (PBOT), Nicole Peirce (PBOT), Denver Igartha (PBOT), April Bertelsen (PBOT)

**Introductions/Announcements**

- Question about the final resolution on SE 26<sup>th</sup> Avenue at Powell Boulevard. Roger reported that ODOT will allow PBOT to change the striping to allow a 4" stripe-defined shoulder in the same space currently occupied by the bicycle lane. ODOT will require that the existing bicycle box be removed and that the color in the existing bicycle lane also be removed.
- Jim announced that PBOT has agreed to provide \$15 million in funding to complete outstanding active transportation projects in "*East Portland in Motion*". Additional funding will be leveraged to bring the total closer to \$20 million.
- Alexandra noted that the Northwest in Motion project will kick off the week of May 14<sup>th</sup>.
- Clint reported his anecdotal conversation with three PSU commuters who will not commute by bicycle this summer due to the closure of the Springwater Corridor Trail and their dissatisfaction with the suggested alternative routes.
- David noted that a project on Beaverton-Hillsdale highway at Shattuck will remove right-turn lanes, will provide bioswales, but will not stripe bicycle lanes.
- Sarah reported that at the beginning of PBOT's Bureau Budget Advisory Committee staff reads a list of names of the people killed or seriously injured on Portland's streets since the last meeting.
- Rithy noted that the BAC and PAC will meet in June for a joint meeting that will be held on the BAC's normal meeting night (6/12). He also noted that signing up for PBOT press releases is a good way to stay abreast of current transportation topics. He also said that he will be sending out a poll to assess members for ideas about the BAC's annual riding meeting.

[East Portland Projects](#)

Presented by Timur Ender and Nicole Peirce. Timur discussed the [East Portland Access to Employment and Education](#), (EPAEE, which includes the 100s Neighborhood Greenway and the 150s Neighborhood Greenway projects and more) and the [East Glisan Street Update](#). Timur

described these efforts, and those associated with Portland's Big Jump project ("[Gateway to Opportunity](#)") will drop a fairly complete, high-quality bicycle network in East Portland in the next year or so.

EPAEE will provide traffic calming, crossing treatments, two-way protected bicycle lanes where needed to facilitate crossings, sidewalk in-fill (along Market between 92<sup>nd</sup> and 130<sup>th</sup>) and new trail connections. Combined with Gateway to Opportunity these projects will develop more than \$20 million worth of infrastructure in the next two years and will provide low-stress access to seven schools and 11 parks.

The East Glisan Street Update is looking to convert Glisan to a three-lane cross-section (converting from the existing five-lane cross-section) that will include enhanced crossings. Glisan is Portland's fourth most dangerous street for driving and, on average, one person is killed on that street every other year. The conversion will occur in three phases: 148<sup>th</sup>-162<sup>nd</sup> (Fall 2018), followed by 122<sup>nd</sup> to 148<sup>th</sup> and then 102<sup>nd</sup> to 122<sup>nd</sup>. The project is being broken up because of funding demands. The intent for each section is to provide protected bicycle lanes with parking and delineator posts. PBOT is currently seeking funding to create the protected bikeways.

Some initial travel analysis indicates that in the off-peak hours travel times are not affected. In the peak hours it will take a person driving approximately 90 seconds longer to traverse the entire corridor. Timur described this as "relatively similar travel times as exist now." The value of the three lane cross-section with protected lanes is that it reduces the crossing distance for people walking and bicycling from the current sixty-six feet to approximately thirty feet.

One issue for the project is securing a trail connection through property currently owned by the Teamsters Union. PBOT has been in conversation with them and Timur is confident an agreement will be reached.

Question: Have the crossing locations been determined? Why 113<sup>th</sup>? 114<sup>th</sup> may be a better crossing.

Answer: 113<sup>th</sup> was identified by Safe Routes to School as a preferred location. While the location is not set in stone, it is the result of a significant body of work.

Q: What buses run along the corridor?

A: The #25.

Q: Will there be good lighting on the pathways.

A: Yes, not determined yet as to design but, lighting will be included.

Q: Unsafe conditions in East Portland. If there is not going to be a separated/protected bicycle lane then, will PBOT lower speed limits to 20 mph?

A: Neighborhood greenway treatments result in 20 mph speeds.

Q: Need good bicycle infrastructure all the way to intersections. Do not drop bike facilities short of the intersections.

Q: What will happen on Glisan with buses?

A: The protection for the bicycle lanes will drop so that buses will be able to get to the curb.

Q: Division is going to have protected lanes. What will be the design for Glisan?

A: Parking-protected with a vertical element if we can secure the funding.

Nicole Peirce presented on the [4M \(East\)](#) and [HOP](#) (Holladay-Oregon-Pacific) projects.

Nicole is responsible for 4M from 130<sup>th</sup>-174<sup>th</sup>. Because traffic volumes are high the project is being developed to provide separated space on the roadway for people bicycling. This generally means six-foot bicycle lanes with parking on only one side of the roadway.

There are existing narrow segments where bicycle lanes will not fit. The project is also looking to fill gaps in the sidewalks.

The project is looking at these three options:

1. Develop as a neighborhood greenway and accept the higher than desired traffic volumes (2000-2500)
2. Provide bicycle lanes, which means no on-street parking at all on some segments
3. Rebuild the roadway to widen to allow for on-street bicycle lanes, parking on one side of the street and continuous sidewalks on at least one side of the roadway.

Total project funding is approximately \$1.7 million.

The project is looking at option 3 and re-scoping to determine costs. The project may have to be broken into Nicole hopes to deliver some elements of the project by 2020.

Steve Szigethy, also with PBOT, asked the committee about their perception about the validity of the guidance about traffic volumes provided in the Neighborhood Greenway Assessment Report (NGAR). One committee member responded that Ladd Avenue carried similar motor vehicle volumes to 4M. Overall, the committee expressed support that the guidance in the NGAR was appropriate and should be pursued.

Nicole mentioned that the project had considered traffic diversion as an option but rejected it in consideration of the corridors classification as a secondary emergency response route and a neighborhood collector and that it is one of the few through roadways in the area. Committee members expressed their desire for more diversion on neighborhood greenways in general and that PBOT explore diversion on this corridor. Nicole indicated she would bring that issue back to the project team.

Q: What would be the total cost for a complete street with sidewalks on both sides of the roadway?

A: We haven't scoped that. It will cost approximately \$13.4 million to widen where necessary to provide bicycle lanes, one side of on-street parking and sidewalks on one side.

Q: Given that the bridge over the Banfield will cost \$15 million, \$13.4 million sounds like a good deal. Please provide a cost estimate that brings the street up to city standards, including sidewalks on both sides. That information will be important if the community is to rally support for the project.

Q: Could the roadways be signed for “Local Traffic Only”?

A: That would be difficult to enforce, is inconsistent with the streets classification as a neighborhood collector. Of the tools available to PBOT, other than in rare instances, physical barriers are what reduces automotive volumes.

Open Houses addressing multiple East Portland projects will be held on May 16 (at the Midland Library; 4:30-7:30pm) and on June 5 at the Rosewood Initiative (6:00-8:00pm).

### [Connected Centers Street Plan](#)

Denver Igarta, Supervising Planner for PBOT’s Complete Streets Section, presented information on the draft Connected Centers Street Plan. This effort is tied to Portland’s Better Housing by Design initiative and is working to create more connectivity in areas of the city where the street grid is substantially incomplete and connectivity is low.

Generally, new developments have not been creating public access. The pattern of development on long, narrow lots generally orients structures so as to not permit through passage, creating a design described as a “row of box cars” with as many units as possible shoehorned into the available area.

One issue with a lot of development sites is that their frontage is ninety-feet or less, which does not provide sufficient width for a desired fifty-foot wide right of way.

The Connected Centers Street Plan is looking at phasing in connections, seeking as little as twenty-feet with a development with an expectation that additional width will be obtained with future, adjacent development.

Q: How will the project be implemented?

A: PBOT already has authority to require easements/right of way through Title 17. The requirement has often been waived if the request was judged infeasible. The desire/requirement for connection is going to be included in the Multi Family Zoning Base Code, which should strengthen the requirement and improve success of implementation.

Q: How many connections have been made using similar strategies?

A: Developers have been avoiding sites in the Gateway area that are identified for required connections. Only one has been built.

Comments on the plan can be offered on the project web site. There will be a briefing to the Planning and Sustainability Commission on May 22<sup>nd</sup>.

### **122<sup>nd</sup> Ave Plan: Safety, Access and Transit**

April Bertelsen, Senior Project Manager with PBOT, presented information about this \$2 million multi-modal project. Its goal is to increase safety for all, improve pedestrian and bicycle access and support better transit while balancing the needs of freight and other modes. The city wants to remove 122<sup>nd</sup> Ave from the list of high crash corridors. This project is a partnership with

TriMet with the intent of restoring frequent service transit service along the corridor. The project is currently defining existing conditions.

The city's Comprehensive Plan identifies 122<sup>nd</sup> as a Civic Corridor. It passes near or through two identified centers (Gateway Regional Center and Division-Powell Town Center).

There is a high rate of crashes and serious injuries on the street and the street does not meet city guidance for the frequency of pedestrian crossings. The bicycle lanes are narrow and drop at constrained points under railroad undercrossings.

The area in the vicinity of 122<sup>nd</sup> Avenue includes a population that is lower in English proficiency and earns a lower income than the average Portlander. This area is also home to higher concentrations of people of color than other areas of Portland.

The project is going to look at reconfiguring the roadway and/or removing on-street parking to reallocate right of way space to walking, bicycling and transit. A project website will be on-line beginning the week of May 14<sup>th</sup>.

Q: Is this an \$8 million project?

A: No, it's a \$2 million project. Currently scoping to spend \$2 million and also have a plan that will identify additional needed improvements as a basis for seeking additional funding.

Q: How will bikes co-exist with some of the treatments identified in the Enhanced Transit Corridors Plan (ETC)? Good bicycle infrastructure seems incompatible with "up and over" platforms and shared transit-bike lanes.

A: No answers yet. Other designs, including "bikes behind step-out" are being considered.

Q: How many transit users are on the corridor currently? How many people drive along the corridor? Go bold in your designs. Recommend that you prioritize the project goals so the public will know if we are acting in accordance with our own stated policies.

A: We don't yet know transit users. We're still gathering information.

Q: Will the project anticipate changes in travel patterns that could bring more car traffic to the southern portion of 122<sup>nd</sup>? Upcoming changes to Foster could result in more traffic on 122<sup>nd</sup> that is originating/destined for Happy Valley.

A: We are still looking at modeling traffic. We know that currently automotive traffic on 122<sup>nd</sup> drops off quite a bit south of Powell and especially south of Holgate.

Q: Will this be an all-night-transit corridor?

A: No.

Q: Can we take the designs we would want on 82<sup>nd</sup> and apply them to 122<sup>nd</sup>? Can we do more placemaking on 122<sup>nd</sup>? Can't we start with what we want and then figure out what it will cost. Let's do a five lane to three lane road diet now. Isn't this what we want?

A: There's a question of how much transformation we can call for on the corridor. What we want comes with some impact. How much impact the community will accept is a big part of this project.

Q: Can you test designs doing "Better Block PDX" type efforts?

A: That takes a lot of resources and often a lot of time. 122<sup>nd</sup> may not offer a good environment in which to do tests like that.

**8:03 Adjourn**