

**Bicycle Advisory Committee Meeting**  
**City Hall, Lovejoy Room**  
**6-8:00pm | August 14th, 2018**

**BAC Members Present:** Rithy Khut, Elliot Akwai-Scott, Christopher Achterman, Jim Chasse, Clint Culpepper, Marisa Erb, Reza Farhoodi, Catherine Gould, Sarah Iannarone, Alexa Jakusovsky, Jenna Lee, Iain MacKenzie, Phil Richman, David Stein, Alexandra Zimmerman

**BAC Members Absent:** Joe Doebelle

**PBOT Staff Present:** [Roger Geller](#), [Mike Serritella](#),

**Other Attendees:** Eric Wilhelm, Luke Norman, Jonathan Maus, Maria Sipin, Emily Guise, Rina Jimmerson, Keith Liden, Dylan Rivera

**Guest Presenters:** [Gabe Graff](#) (PBOT); [Christopher Sun](#) (PBOT), [Liz Mahon](#) (PBOT)

---

**I. Introductions & Announcements (6:00 - 6:10)**

- Rithy shares that on September 4th, the BAC will be meeting for a group bike ride (a week before the next scheduled meeting on the September 11<sup>th</sup>). The BAC is currently taking suggestions for a route - Jim adds, *"We should ride in East Portland!"*
- Sarah shares that she had a productive meeting with Portland State University about closing SW Montgomery and there may additional funds available for [Central City in Motion \(CCIM\)](#) because of a special transportation district that was established prior in this area. Sarah, asks the group: *"How do we propose an agenda item? No More Freeways PDX wants to come give their pitch. Also, people were asking me about where the proceeds from the scooters go? How does the city collect feedback? - also, should we be the de facto bikes and scooter committee?"*
- David shares that the [Bike Parking Code Update Discussion Draft](#) is out today and commenting period is open.
  - Roger adds, *"The project is coming to share the update and get input from the BAC next month."*
- Clint shares that he found out yesterday that he has a spot in the [PBOT/PSU Traffic and Transportation Course](#) - asks if the BAC would want to create a joint project.
  - Alexa adds that she is also enrolled in the course.
- Alexandra shares an update about [Northwest in Motion \(NWIM\)](#). They have held two community advisory meetings so far and she expects that a tentative project list might be available in November. She adds that everything is scheduled more or less by March - including bike/ped/transit projects and that she would like NWIM to do a presentation for

the BAC. Also, notes that a [Flanders Crossing](#) community workshop with Pearl District, Old Town will be held on September 20th @ PNCA.

- Go Lloyd is hosting a [big stakeholder/interested parties meeting on August 22nd](#) and will feature projects from CCIM.
- Phil shares that Metro staff is going to recommend replacing the viaducts/bridges as part of the SW Corridor project.
- Roger shares that [Outer NE Sunday Parkways](#) this weekend - also, we're getting a bike corral outside of City Hall!
- [Southwest in Motion \(SWIM\)](#) is moving slowly, but coming along. The question remains about how to get the plan memorialized in the TSP so that it will be enforced.
- Rithy shares that we need to fill vacancies in the BAC - looking specifically for a Black/African American candidate. With regards to the earlier question about how to add an agenda item to the list: "Just approach me, Roger, or Eliot to get it added."

## II. [Central City In Motion](#) & Proposals for a "Permanent Better Naito"

**Presenters: Gabe Graff (PBOT) & Christopher Sun (PBOT) | (6:10 - 7:30)**

Gabe begins, *In April, we visited the BAC to primarily talk about the bikeway network and share maps for a low-stress network in the Central City. Today, we walk to talk about prioritization, the issue of quantity vs. quality, and dive into specific projects (specifically some high-profile projects such as Broadway/4th & Naito).*

CCIM is the 1st step in implementing [Central City 2035 Plan](#) and consists of four major categories of improvements:

- Enhanced Transit - Addressing bottlenecks; exploring options for transit only space & time. Gabe notes that transit delays in CC are a regional problem.
- Bikeway Network - Emphasis on closing gaps with low-stress facilities.
- Pedestrian Projects - Intersection improvements; how to coordinate investments to set the stage for a future Green Loop through the Central City.
- Auto/Freight - mapped freight loadings zones and examined bike/freight conflicts.

CCIM recently closed a major survey; key takeaways (6,000 public comments):

- 1) People are passionate
- 2) People recognize the problem that exists

Initial projects w/ the most comments:

- SW 4th
- SE 11th/12th
- NE/SE 7th
- SW Broadway
- SW Columbia

The CCIM team have taken 150 smaller projects and condensed/prioritized them into a collection of 18 bundled investments for further analysis and prioritization.

Gabe gives an overview of the plan for the Burnside Bridge area.

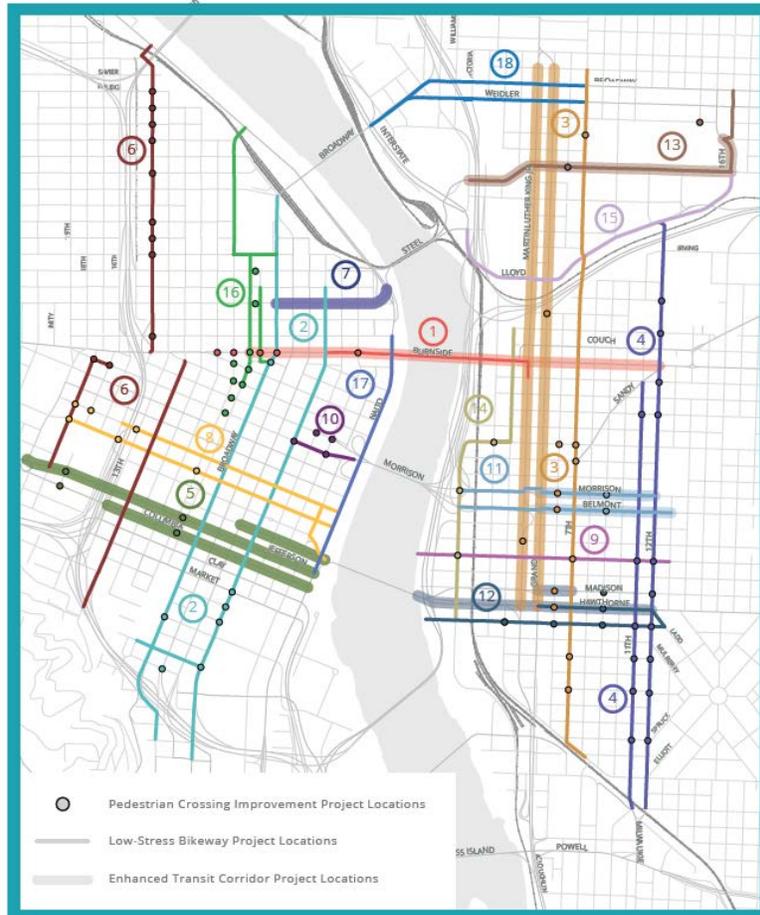
- **Question:** Question about general network, the Burnside Bridge doesn't really connect to anything - I don't see how I can get off/on to the bridge, (doesn't connect to SW Broadway, or SE 11<sup>th</sup>/12<sup>th</sup>). My priority is to have as many of these protected bikeways connect as possible.
  - **Response:** The map doesn't quite show how these proposed projects connect with the existing network. It does reveal some of the trade-offs and limitations that we're trying to balance with these projects through prioritization. For example, we have recently improved curb-cuts on East Burnside that we're not going to cut out.
- **Q:** Do we know how much it costs? Can we find that out?
  - **R:** We're looking at cost estimates now - but I can assure you that removing curb extensions would not be in the budget.
- **Question:** What are we measuring? Historically, we have gotten disconnected protected bikeways, but doesn't really make biking better than any other mode. With the Burnside project, what's the goal as far as biking, transit improvement? It will be helpful to know costs, but also to know what the projected outcomes would be as we're going through prioritization.
  - **Response:** Your feedback on how to ask these questions is really helpful for future engagement. Different from many PBOT plans, this plan has capital dollars that we can turn around the invest as early as next year. What we prioritize, we can build. The challenge is, this is an implementation plan. We're not trying to redo the Central City 2035, but rather make strategic investments. It's a question of what we do first.
- **Q:** Is it the number of people walking, biking, etc.? Or Something else?
  - **R:** Given that there are limited resources, at the network level, we ask "will these investments facilitate more trips? Will they make our roads more efficient?"
- **Comment:** This is our 'platinum area' - I think we need to do high quality, visible investments. Continuity is important - coverage in CC might be less important than getting people in and out. Thinking of it that way, it may not be number of riders or the length of the network. It might be more focused on bridgeheads and getting people in and out of the central city.

Gabe shares the next steps for CCIM, which include developing cost estimates and gearing up for September open houses. The plan is getting prepped to go to City Council in October.

Gabe shares upcoming events:

- September 6<sup>th</sup> in the Central Eastside (Location TBD)
- September 13<sup>th</sup> (4-7) @ Portland State University
- Online Open House will be open during this time.

Gabe gives a quick overview of all 18 projects:



- #1 - Burnside Bridge: Eastbound transit lane from the Park Blocks to SE 12<sup>th</sup>; protected bikeway from W 4<sup>th</sup> to SE Ankeny.
- #2 - SW Broadway / SW 4<sup>th</sup>: Signature protected bike connection through the Central City.
- #3 - Bundle of North/South Central Eastside Projects: - Freight and transit improvements on SE MLK/Grand; SE 6<sup>th</sup> Ave gets pedestrian improvements and crossings; SE 7<sup>th</sup> Ave gets improved bike lanes up through Sullivan's Crossing.
  - Q: Why just sharrows between NE Sandy and Sullivan's Crossing?
    - R: There are lower traffic volumes in this section which allow for a neighborhood greenway.
- #4 - SE 11<sup>th</sup> / SE 12<sup>th</sup>: Widen one of the existing travel lanes for freight; take the remaining space and do a "big green bike lane".

- #5 - Connections to Hawthorne Bridge: Transit improvements on SW Columbia, SW Jefferson & SW Madison.
- #6 - Bike connections near I-405 on SW 12<sup>th</sup>, SW 17<sup>th</sup> and NW 14<sup>th</sup>.
  - Q: SW Columbia climbing lane for bikes?
    - R: Yes, but not low-stress.
  - Q: On Project 6, there's a gap between SW 12<sup>th</sup> and NW 14<sup>th</sup>, how do we close it?
    - R: Good question.
- #7 - NW Everett Transit Improvement - most important transit connection to the Steel Bridge.
- #8 - SW Salmon & SW Taylor: East/West bikeway through the Central City.
- #9 - SE Salmon: Eastside neighborhood greenway.
- #10 - Connection to Morrison Bridge: Bike & pedestrian connection there that would be a two-way facility connecting to 4th/3rd. Eliminate dual turns.
- #11 - SW Morrison/ SW Belmont - improved transit connections and bike lane.
- #12 - Eastbound cycling low-stress connection on SE Hawthorne; westbound on SE Clay; transit improvements throughout.
- #13 - NE Multnomah: Taking existing conditions and improving them; perhaps adding transit islands.
- #14 - SE Water: Two-way bike facility as an alternative to the Eastside Esplanade.
  - Q: Why not connect to SE Stark across MLK/Grand - isn't that a popular connection? No? (BAC Agrees); recommends connecting it at least to SE 7<sup>th</sup>.
  - Q: Regarding Burnside (Project #1) - Eastbound on Burnside, why not extend the bike facility across MLK & Grand?
  - Q: I would like to see an improvement crossing SE Sandy at SE Ankeny. I have never felt comfortable crossing that.
- #15 - NE Lloyd Blvd: roadway reorganization including a two-way projected bikeway on the southside of Lloyd Blvd.
- #16 - Park/Post Office Area - Improved bike connections in the areas of the US Post Office redevelopment.
- #17th - "Permanent Better Naito": Roadway reorganization to include a two-way bikeway and sidewalk. Some areas require acquisition of Waterfront Park.
- 18th - N/NE Broadway & Weidler: Roadway reorganization to create a protected bikeway from NE 7<sup>th</sup> Ave to the Broadway Bridge.

XXXX

#### CCIM - Q&A:

- Q: What does the treatment look like on SE Clay heading westbound?
  - R: Westbound only from SE Ladd to SE 7<sup>th</sup> - continue to be two-way from 7<sup>th</sup> to railroad with no parking.
- Q: Is diversion being talked about for any of these shared street corridors?

- **R:** Yes, through diversion and signal design.
- **Q:** Sometimes signals attract more cars.
- **Q:** I have a question about the shared sidewalk on the Hawthorne Bridge. I'm concerned about the width of those sidewalks. Has there been any talk about removing a lane on the bridge?
  - **R:** We have been working with Multnomah County, they've been great - we didn't propose removing a lane.
- **Q:** I'm concerned because you're increasing (bike and pedestrian) capacity on both sides of it.

*Gabe gives context on Project #8 (SW Salmon & SW Taylor): It's a key low-stress connection through downtown. Last week we shared a design with 'big green bike lanes' - the feedback we received was that it wasn't a good enough treatment. The trade-offs didn't make sense.*

- **Q:** Why does Taylor stop at I-405?
  - **R:** Because of the ramps for the freeways and trying to avoid conflicts around those.

*Gabe gives context about Project #17 (Naito): Just like Broadway & Weidler, this has been on somewhat of a different track. We're the process of figuring out what a permanent, year-round solution would look like. It's complicated because it interacts with parks and special events. Many of you have seen a cost estimate memo prepared by a consultant that the Mayor already released. Tonight, you'll see what we're working with. We've been working with stakeholders and getting feedback from stakeholders about access to the park.*

[Mapping exercise coordinated by Chris, Roger, and Gabe.; Projects #2 (SW Broadway & SW 4th); #8 (SW Taylor & SW Salmon); and #17 (Permanent Better Naito) are featured]

### **III. Outer Division Multi-Modal Transportation Safety Project**

#### **Presentation by Liz Mahon | 7:40 - 8:00pm**

This project began in December 2017. At the time, SE Division was #1 for crashes of all types (#1 for pedestrians; #2 for bikes). Two weeks after council adopted Vision Zero, two people walking were killed on the same evening on Outer Division. This was the catalyst for the project to be initiated.

A 'deep dive' into crash data identified multiple conflict points; the problem lies within road design itself that leads to unsafe conditions.

Liz gives a quick overview of the recommended treatments:

- A new planted median to narrow field of view for drivers (to reduce speeds).
- Buffered/protected bike lanes.

- New signalized pedestrian crossings.
- Lighting infill along corridor with an emphasis of providing extra lighting at crossings.

Due to volumes, we can't remove a travel lane. We need to provide opportunities to turn and/or make a U-turn every  $\frac{1}{3}$  to  $\frac{1}{4}$  mile.

- **Question:** What's the speed limit?
  - **Response:** 30mph, reduced from 35mph. This is something that we did right away through an emergency ordinance. Initially we lowered it on our own and then worked with ODOT to make it permanent. We installed two fixed speed safety cameras, but there is still speeding throughout the corridor.

Bike facility details:

- With the exception of the I-205 interchange and the segment that runs under I-205, all of the corridor will have enhanced bike lane at the curb.
- Design will be a 5ft buffer with an 8ft bike lane (replacing existing parking with a bike lane; replacing existing bike lane with a buffer/protection).
- Conflict striping at driveways and conflict points.
- Hatching at 40ft, bollards at 20ft, 10ft setbacks at driveways. With all the driveways, we'll be at roughly 45% protection.
- Where we're providing U-turns, there's some opportunities for bringing back some on-street parking. This would allow some pockets of parking protected bike-lanes.
- Protected Bikeways with concrete barrier. PBOT is working with TriMet on implementation in concert with Division Transit Project.

That's it! Questions?

- **Comment:** At I-205 there will be bigger freight trucks on the road, I'm concerned about conflicts with bikes due to limited visibility. I would definitely not feel safe riding next to a semi. I'm concerned around right hook risk.
- **Question:** Where did we end up the issue of addressing the U-Turn design going into the bike lanes?
  - **Response:** Conflict striping in U-Turn locations
- **Q:** Did you consider not making it a U-turn-conflict-zone? I hope we, on a safety project, would err on the side of safety rather than providing U-turns.
  - **R:** I know this causes issues with U-turn demand and access management.
- **Comment:** I live near Powell which doesn't have U-turns, and people get used to it, they will find other movements. At peak, turning left is already difficult, people plan around this. Given that we 45% protection, does that mean 55% will have conflict striping? I really hope

that there will be enforcement when these treatments first go in. I know there's been conflict recently about people parking in the bike lane in other parts of the city, I imagine it'll be worse with all the access points along the corridor.

- **Question:** I saw that you had 60% design listed on the website. But it doesn't cover the area between 110<sup>th</sup> and 120-something?
  - **Response:** We did not show that because TriMet is going to focusing primarily on that.
- **Q:** Who is charge of the crossing at 110<sup>th</sup>?
  - **R:** TriMet
- **Q:** 115<sup>th</sup>?
  - **R:** EPAP
- **Q:** The proposal was for a HAWK signal last year; this year it's a Pedestrian Hybrid. I really want to see how it'll look. A couple of these have been taken out at least a dozen times. Ped Hybrids just don't work on 5-lane roadway.

*[Roger interjects, noting is a terminology issue - HAWK and Ped Hybrid are the same thing].*

- **Q:** But the RRFB's still have major issues - one was out for 6 months. I want to make sure it doesn't happen at 115<sup>th</sup>, because that's major bike connection.
  - **Roger:** Because of all the RRFB getting taken out, the city has revised its design. We altered our design due to what we were seeing on our other arterials. All of the new signals that will happen will be full or half. There will be RRFB's that will go in via EPAP.
- **Q:** Does that design meet standards for bike crossing, Roger?
  - **Roger:** I haven't seen the data, but I'm sure it meets our standard guidelines. (Cites a specialized report).
- **Q:** The signal at 115<sup>th</sup> - I want to make sure that that signal will work for a bike/ped crossing.

[Roger and Liz make a movement to follow up after the meeting]

Rithy closes the meeting just after 8:00pm.