

Bicycle Advisory Committee Meeting
City Hall, Lovejoy Room
6-7:30pm* | November 13th, 2018

BAC Members Present: Rithy Khut, Elliot Akwai-Scott, Christopher Achterman, Clint Culpepper, Joe Doebelle, Reza Farhoodi, Catherine Gould, Sarah Iannarone, Iain MacKenzie, David Stein, Alexandra Zimmerman, Phil Richman

BAC Members Absent: Jim Chasse, Marisa Erb, Alexa Jakusovsky, Jenna Lee,

PBOT Staff Present: [Mike Serritella](#)

Other Attendees: Betsey Reese, Jonathon Maus, Luke Noman, Doug Klotz, Chris Smith (BPS)

Guest Presenters: Megan Channell (ODOT); Nicholas Starin (BPS); Mike Sellinger (Alta)

I. Opening & Announcements (6:00 - 6:10)

- Roger Geller (PBOT) is absent today; meeting agenda will be adjusted to focus only on ODOT's I-5 Rose Quarter Presentation.
- There will be a [Southwest in Motion \(SWIM\)](#) open house on November 29th
- [Portland State University - Traffic & Transportation Course](#) final presentations are coming up this week (11/15) and the week of 11/26. Live stream and archived videos are available on the course website.
- There will be a [Northwest in Motion \(NWIM\)](#) open house on Thursday, November 15th. Online open house is open now.

II. I-5 Rose Quarter (6:10 - 7:30)

- Megan Channell, Oregon Department of Transportation (ODOT);
- Nicholas Starin, Bureau of Planning & Sustainability (BPS)
- Mike Sellinger, Alta Planning & Design

Megan (ODOT) frames the overall project outcomes through a multimodal lens. She clarifies that she will give full project overview in her presentations but will highlight key bicycle specific issues for the Bicycle Advisory Committee (BAC) to comment on.

Megan shares an overview of the project timeline. ODOT is currently undertaking an Environmental Assessment (EA) based on current design concept to be shared in January 2019. Commitments as a part of the EA to guide further project development/refinement. EA compares two scenarios; a "No Build" vs "Build" for a 2045 growth scenario. The intent is to evaluate the long-term effects and short-term effects during construction. Design kicks off in Spring 2019 based on input during design process, findings in the environmental study.

Question: The Environmental Impact Statement (EIS) for SW Corridor was really sparse on the specifics for cycling and walking. I'm curious if there's going to be more of a focus on bikes and pedestrian in ODOT Environment Assessment.

Response: SW Corridor is a lot 'longer of a project'. Our analysis includes bike volumes. Mike Sellinger (Alta) will get into it during his portion of the presentation.

Key questions for the BAC to consider:

- What to consider as we design improvements?
- Public space on highway covers?
- Are there opportunities for this project to enhance community and connections?

Question: One of the key things is the removal of Flint St, right?

Response: Yes.

[Transition to Nicholas Starrin, BPS]

Nicholas reviews the planning history of the area. Highlights history of Black community in Inner NE Portland. Nicholas touches on the major projects that impacted this area including I-5 construction, Memorial Coliseum, Rose Quarter, Emmanuel Hospital, among others. These changes disproportionately impacted Black community. He adds, "Ever since I've been involved in this project, this has been a huge priority for us - making sure we're not repeating mistakes of the past..."

Nicholas highlights that multiple transportation modes converge within the project area (Streetcar, bike, pedestrian realm, automobiles, etc.) and lists various multimodal

investments in this area. The freeway improvements require a full rebuilding of the area and this gives ODOT and the City of Portland an opportunity to rethink how these modes interact and perform with one another.

Nicholas shares some of the issues with the current design/performance as well as history of freeway planning in the area. He shows a series of previous designs to improve the area - all of which had more community and right-of-way impacts. What came out of these efforts was a sense that an agreement could be reached on improvements. Over 70 designs were developed and analyzed - ultimately arrived at current design which was approved by council and Oregon Transportation Commission and is currently being evaluated.

[Transition back to Megan Channell, ODOT]

Megan walks through the major design elements of the proposal, including automobile and active transportation elements. A deeper dive about lane configuration is provided. Megan details highway covers. She specifies that they will not support buildings but will support other community uses - such as recreation/open space. She adds that highway covers would be earthquake resilient.

Question: I know that diesel and noise pollution is major concern. Is there any consideration about people using that space, being there near all that diesel pollution?

Response: We'll be analyzing that during our environmental study to better understand what the experience will be like there and what uses would be compatible.

Megan details Hancock/Dixon crossing. The H/D crossing does have a steep grade. An accompanying multi-use path would provide an accessible route through the area by offering a grade of 5%.

Question: What type of traffic management is on east side of the crossing? There's a considerable amount of traffic already in that area. What plan do you have for managing traffic in that area?

Response: Based on the traffic analysis, we will work with the city to come up with a plan.

Question: Where is Harriet Tubman Middle School? And how does this change impact traffic in and around that school?

Response: People traveling to the area would no longer be able to take Flint, but access would be available from Tillamook and Russell.

Question: - Hancock-Dixon is a street or a multi-use path? Would ODOT be *eminent domain* that parking lot to make that street connection.

Response: ODOT wants to work with property owners to come up with a solution.

Question: If the property owner doesn't want to sell, would this be dropped?

Response: If that is something that came up we would work with the city to come up with a solution.

Megan details Clackamas Bicycle/Ped Bridge. Provides Green Loop connection over I-5. She touches on the local street improvements within the interchange area, includes modernized bicycle facilities, improved crosswalks, ADA, etc.

[Transition to Mike Sellinger, Alta Planning & Design]

Mike provides an overview of five primarily bicycle routes through the I-5 Rose Quarter Project Area. He details how new facilities will be used in these dominant bicycle traffic movements.

Route #1 - South on Vancouver, through RQ to Eastbank Esplanade: South bound Vancouver to Williams via Hancock. Shares details about bike connection across Weidler to multi-use path.

Question: Do you have the space for bike and peds figured out?

Response: Something that we're figuring out now - we have about 36' to divide up between walking, biking and buffer space.

Question: I think it's too small.

Question: Do you have a similar facility where a bus lane crosses a two-way bike lane?

Response: There would have to be a signal to get people across.

Question: - Would there be automobile traffic on Hancock?

Response: There would be a diverter at Williams.

Route #2: - Vancouver to Broadway Bridge: Options are 1) turn onto Hancock Dixon or 2) a two-stage left onto Broadway.

Question: Any chance we'll get that slip lane eliminated (South exit on Broadway)?

Response: It's not in the current design concept.

Question: So we'd retain an intersection that we all agree is unsafe even though we have an opportunity to change it?

Response: That intersection was approved a couple years ago and resulted in a major safety improvement.

Route #3 - Broadway to Broadway Bridge: No major changes between build and no build (includes CCIM "Project #18" in both 'build' v 'no-build' scenarios).

Question: In the concept you're sharing there, is the streetcar in a freeway onramp lane?

Response: It's in a shared through/left lane.

Route #4 - Inner Lloyd to Broadway Bridge: Details how cyclists would approach and use Clackamas Bridge.

Route #5 - Broadway Weidler to Eastbank Esplanade - Use of Clackamas Bridge or existing route.

[Transition back to Megan Channell]

Megan reviews what are some of the key questions/considerations they'd like feedback on. Includes:

- Bicycle Facility Design
- Hancock/Dixon Crossing
- Broadway & Vancouver Intersection
- Clackamas Bike/Ped Bridge Connection
- Treatments at Ramp Terminal Crossings.
- Changes to Signal Phasing
- Hancock Transition at Williams and Vancouver

Q&A Officially Begins at 6:50PM

Question: What happens to the streetcar during construction?

Response: Streetcar will be affected. We will make sure that streetcar users are accommodated. We are evaluating a temporary bridge, or a turn-around and bus bridge.

Question: Your construction window is about 4-years, so something would be needed.

Question: I see quite a lot of examples of switching between left and right-side bike lanes (shares examples of multiple transitions in the project design). Shifting back and forth makes for a miserable experience as a cyclist.

Question: Am I right that there are two separate caps?

Response: Yes.

Question: What happens during major events (at the Rose Quarter)? We must think about how people will use these facilities during these events. We're disrupting how people are accessing this area. We need to plan for distribution of event parking, dispersed parking, etc.

Response: We've been working closely with the Moda Center in the prior planning phase, but also will continue working with them.

Question: Also, a consideration is the Clackamas Bike/Ped bridge, how people will be using /accessing the space.

Response: We want to have a well-connected neighborhood.

Megan Channell shares project timeline. Opportunities to engage: 1) Visit the website; 2) Sign up for project updates; 3) Online comment form. 30 days of public comment period following Environmental Assessment.

Question: Do you really think 30 days is long enough for a 9-year, \$500m project to engage the public?

Response: 30 days is the standard, if there is a request for further engagement than we will respond accordingly.

Question: I really think Portland wants to exceed, rather than just meet federal standards.

Question: Have you heard requests for an extended public comment period?

Response: Not specifically as of yet. We'll have to work with federal partners to develop a plan for engagement/outreach.

Question: I want to know why you're doing an Environmental Assessment rather than an Environmental Impact Statement.

Response: *[explains the full range of NEPA reports - EA is the middle point of the three options. EA is when you can't definitively say that you won't have environmental impacts, but you know that you will likely be able to mitigate impacts through some level of intervention. Environmental Impact Statement is for when negative impacts are not able to be mitigated]*

Question: I wonder if this project and a whole host of freeway expansion projects were included in the greenhouse gas emissions projections?

Response: I can't speak to details, but I can put you in touch with someone.

Question: I have major concerns about the park that's going to be in the middle of the freeway onramp, including major concerns about kids crossing in traffic. Kids can't play in the park at Tubman, why would they play there? I think it's going to be really unsafe. A year ago, I asked questions about whether the caps could be redesigned to support buildings, which I believe is the only way that area can be activated.

Response: The more weight, the thicker the cover needs to be. The thicker you need to go, the steeper you'd need to go.

Question: What would the grade be for buildable covers? Is there going to be a number for us to look at?

Response: It's something that we can look into.

Comment: That "question mark" bridge [referring to Clackamas Bridge due to the shape of the bridge] is out of way, it would be a huge pain to use it. The proposed bi-directional facility on Williams is too narrow, we're going to outgrow it quickly. In the future there will be more and more bikes and this design is not going to work going forward.

Question: One of the impacts we have is caused by bringing cars off the freeway into this space. I know there were ideas earlier about time limiting or other associated costs with using those exits.

Response: To your point about limited/closing ramps, I believe some design options looked at closing these ramps. The project currently is not looking at the option of timed closures for the ramps. To your question about the pricing piece, ODOT is looking at a separate planning effort for 'value pricing'. What that pricing structure would like look is still unknown at the moment.

Question: Is there any plan to do modeling with/without value pricing for this plan?

Response: The modeling does not include value pricing in this model. We do not know the termini for value pricing and it would be too speculative to include at this time.

Question: So, we have two planning efforts that aren't looking at one another?

Response: One is about safety/design and one is about volume.

Question: Can you detail the crash/safety risk?

Response: It has the highest rate of crashes, but it does not see serious/fatal crashes - but it does have impacts on quality of life and efficiency.

Question: It sounds like this is more about throughput, rather than safety. Sounds like people would be able to drive faster, and then crash at higher speeds. Would that be accurate, inaccurate?

Response: By reducing crashes, you're improving the traffic reliability of the system.

Comment: Not a question, but a comment: I think that the process that you propose is a little backwards. You say you're going to give X space to vehicles, and then with the left-over space have us figure out what to do with the bicycle and pedestrian space that's left over. It seems against city/regional policy to prioritize throughput of single-occupancy vehicle. Allocating just 20ft for a 'hopefully premiere bike facility'. Already there's not enough space for bicycles during peak season. I would encourage you to be think about the space required for the future low-impact modes.

Question: I have a comment about the thought put into bike/ped infrastructure (I don't think we're at the final design phase) - I think that we should be considering the peak flow for bikes on Williams with the context of major events (at the Rose Quarter). Combine that and you're asking for a lot of conflict at these times. I know

there's a lot of infrastructure there, but it might not work during peak. Hopefully, by 2027, there will be thousands more cyclists in that area. I think some serious thoughts need to be considered there.

Public comment begins.

Comment: I represent SE Uplift - outer SE. What I'm hearing from the community is concerns that you're going to cut the Active Transportation infrastructure if there's a funding shortfall. What assurance can you provide us that will not be the case?

Response: *[acknowledges history of ODOT not following through on active transportation promises]* I think a lot of it's going to be tied up in commitments in the EA for the project to move forward. Partnership with PBOT is going to keep up accountable. City Council stressed that this needs to be a 'full-package' to be a successful project.

Question: I wanted to ask you about the Marquam Bridge - What's the seismic situation? It's ugly and I wish it was gone and replaced by a park and lots of affordable housing for people along the waterfront. What's the safety record of the Marquam? Just thinking ahead.

Response: I don't have any details about the Marquam Bridge but would be happy to get info and share it with you.

Question: Cost of the project?

Response: \$500 Million.

Question: What is the source of the funding?

Response: HB 2017

Question: Not federally funded?

Response: Yes

Question: This project is being worked on in earnest because of funding provided by HB 2017?

Response: There has been decades of work looking at improvements at this location.

Question: And the primary benefits are fewer rear end crashes at that location?

Response: There is projected to be a 50% reduction of crashes, which result in 1.2 million hours of delay. This also gives us an opportunity to address ongoing safety issues on Broadway and Weidler.

Question: It's hard to conceptualize this project, just to wrap around price tag. Usually with this price tag, it's like a whole new light rail and it's easy to see the benefits. It's difficult to see the benefits expanding outside of the immediate area. It's difficult because this project was blessed by the legislature, and that's why we're here. I don't know how you measure all of the things in the Environmental Assessment, I'm not sure how you measure the things that you're evaluating. I'm having a "chicken and the egg" moment with regards to the design and an assessment; making it difficult to give feedback when we don't have the specific information. With that in mind, I concur that the small amount of money for bikes is not sufficient and not aligned to climate and transportation goal. If we have to spend \$500m, let's get something better.

Public Comment: (owner of property impacted by Hancock Dixon Crossing): *Shares experience working with the ODOT team for 9 years, "I was led to believe that allowing passage through our property we would be made whole. Everything that was promised is not here anymore... I was told we would be left whole with land, so we can participate in providing affordable housing..."* The proposed Bike/Ped path is so steep and includes a switchback. the 10% grade is unusable, and the design will put cyclists and peds against each other. Notice how the only thing that's sharing space is people walking, not cars. The multi-use path is "BS" (Bikes on Sidewalk) - we're not planning for future mode share. One of the MUP's is already gone (coming from Hancock Dixon). (With regard to the vacation of N Flint St) I was left to believe that the Paramount Apartments and Left Bank Annex would be the 'center of placemaking' in the area. *[describes pedestrian plaza that was supposed to be built to memorialize Black Community]*. This was promised, and in the current design it is bifurcated and compromised.

Closing Comments: First time I'm going to say it, 30 Days should be extended for a project of this size and scope.

Meeting Adjourned at 7:30