

**Bicycle Advisory Committee Meeting**  
**City Hall, Lovejoy Room**  
**6-8:00pm | October 9<sup>th</sup>, 2018**

**BAC Members Present:** Rithy Khut, Elliot Akwai-Scott, Reza Farhoodi, Catherine Gould, Sarah Iannarone, David Stein, Alexandra Zimmerman

**BAC Members Absent:** Christopher Achterman, Clint Culpepper, Joe Doebelle, Jim Chasse, Iain MacKenzie, , Phil Richman, Marisa Erb, Alexa Jakusovsky

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

**Other Attendees:** Luke Norman, Jonathon Maus

**Guest Presenters:** Bob Kellett (PBOT); Scott Cohen (PBOT)

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### **Introductions & Announcements**

- BAC members would like to have a quick discussion about Central City in Motion (CCIM). Members are currently drafting a letter and would like someone to go to testify at City Council in November.
- Two people were recently critically injured at Midland Library on 122nd Ave.
- The next Northwest in Motion (NWIM) Community Advisory Committee meeting is scheduled for October 15th at 5:30pm.
- Multnomah County Ped Bike Advisory Committee will be discussing ADA changes on Hawthorne Bridge on October 10<sup>th</sup>. A.E. Young is presenting.
- When the Bicycle Parking Code goes to City Council, a representative from the BAC should testify at City Council in support.

### **I. Northwest Flanders Bikeway • 6:10-7:10pm**

Presentation by [Scott Cohen](#) (PBOT)

Scott shares that PBOT is pretty early on in the planning process and that he is excited to get input today from the BAC to incorporate into the design. The bikeway will create a low stress connection NW Flanders between NW 1<sup>st</sup> Ave to NW 24<sup>th</sup>. A central goal of the project is to create conditions for more people who are living, working, and/or visiting NW to bicycle more often with an emphasis on a design that is safe/comfortable for all ages and abilities. Implementation is happening around the same time as the NW Flanders bridge over I-405. The project is funded through system development charges with a budget of roughly \$2.4M

Key design elements include:

- Shared Lane Markings.
- Wayfinding.
- Speed Bumps?
  - Scott asks: "Do we need them? 85th Percentile is less than 20 for most of the corridor"
- New signal or crossing at NW Broadway.
- Curb extensions at numerous intersections.

Key considerations:

- Really narrow right of way in Old Town / Chinatown (~28ft)
- Challenge: NW Flanders is owned by NW Natural between 2nd and 3rd.

Question for the BAC: *Can we make this a low-stress bikeway if we use typical neighborhood greenway treatments?*

**Comment:** This is a highly studied area, we should probably give it some premiere treatments. Even if it doesn't 'require' it, the ethos of creating truly low-stress bikeways does merit some diverters.

**Comment:** NW is denser than many neighborhoods. I'd like to see more diverters, less speed bumps. You're going to see a wide range of riders - different than other Neighborhood Greenways. I'd like to see some hard benchmarks about when diverters are required (many neighborhood greenways are failing).

**Response:** I want to know what you mean by 'premiere treatments'

**Comment:** Something that ends up in textbooks.

**Comment:** I'd like to see something that makes it so cyclists are not 'second-class' citizens. Speed bumps are primarily for cars, we should move cars off Flanders.

*What does a neighborhood greenway look like in the Central City?*

**Question:** What would the proposed volume of cyclists be?

**[Scott defers to Roger]** There was some analysis done a while ago - initially in the 4,000-5,000 range. For context, SE Clinton sees about 3,000 daily cyclists; Vancouver/Williams about 5,000.

Scott walks everyone through traffic volumes and some of the proposed closure/treatments.

**Question:** What does that do to auto traffic joining the flow in Everett/Glisan. When you take traffic off of NW Flanders, does that cause problems?

**Response:** I don't think there's going to be enough traffic volume to cause failures. People driving can't take Flanders too far anyway, they're using it right now to get to Everett and Glisan, it would just change where they're accessing Everett or Glisan.

**Comment:** These alternating one-ways can seem a little confusing. I'm wondering if we should be planning for more total diverters. I'm curious to see how much of this fluctuates when development happens.

**Question:** I'm curious if there's been any thought given to restricting parking to reduce the number of cars circulating or looking for parking?

**Response:** The thought of removing parking on both sides to put bike lanes was looked at, but I don't think I can get that through.

**Question:** What about making it more difficult to park? For instance, you could require having a resident tag, making it less of an incentive for people to park there.

**Response:** I haven't thought about removing parking to remove car demand.

**Question:** Can this be something where daylighting intersections is applied? Maybe at every single corner since it's a bikeway.

**Question:** What are you thinking about making enough space for scooters/e-bikes? I'm concerned that we're not giving ourselves enough space. Maybe paint the whole thing 'green' to show motorists that this street is for personal, small mobility devices.

**Response:** [Scott clarifies that project is primarily a neighborhood greenway treatment, which relies on creating conditions where low vehicle speeds and volumes encourage shared use of the street by bikes & vehicles.]

**Question:** Could this be a project where we employ signage that says 'cars are guests'. These are used in Europe.

**Comment:** Locking ourselves into a width of the contraflow bike lane could be a limitation. It's important to make sure we have room for passing spaces (especially uphill).

**Question:** Has PBOT looked at where else we could possibly use diverters besides 17<sup>th</sup>? (West of I-405)

**Response:** Right now, this is our diversion strategy. I looked at volumes on 20<sup>th</sup>, and they were pretty low.

**Comment:** Currently, a Providence Park TNC/Taxi pickup location is planned for NW 20<sup>th</sup>. I would really want to block ahead of time.

**Response:** It's on the table - that's very good information to consider.

**Comment:** It wouldn't be a problem if it wasn't there.

**Response:** PBOT should have some say about that, they're going to need the curb zone. I appreciate that since I can go to parking and say it shouldn't be there.

**Question:** What about a median diverter at 21st?

**Response:** What we're seeing is people are using Flanders less and less as you move west, with the diverter at 17th we're confident that this won't be a problem. The major issue would be facilitating crossing at major streets. Diverters aren't always possible due to space limitations or other considerations.

**Comment:** Some of the traffic counts don't tell the whole story about NW - lots of people circling for parking and associated distracted driving.

**Question:** What do you think about the TNC's in this area, especially those who are less and less familiar with this area? More and more people who are unfamiliar with the neighborhood. Do we need drop-off points?

**Response:** A drop-off zone for TNCs would make sense. That's something more and more that PBOT is looking into.

**Question:** Is there any thought about working with the Chinese Garden to turn something like this into a linear park?

**Response:** I met early on with the Chinese Garden Executive Director. Their grand plan is to buy the lot north of them and expand. I told them we'd be supportive if 24-hour access is allowed through the two sites.

Scott shares an initial concept design at stop sign controlled intersections.

1. Concerns about being right hooked
2. Concerns about who get prioritized at these crossings.
3. Options are considered about moving the stop bar back for cars - or ahead for bicyclists.
4. Scott shares: "I could see this be confusing for cars, since much of this is a sharrow. If not on a greenway I typically just bike where it's most comfortable - if there's green I would feel compelled to use it - or others might expect me to use it."

**Comment:** I'm wondering if there's been any studies about the effectiveness of cross bikes - intersections are a challenge that keeps people from biking. My anecdotal experience with diversion is that it works.

**Question:** Where does the Green Loop cross this greenway?

**Response:** At the North Park Blocks

**Comment:** There's an option to do something special between the Green Loop and the river to add more green space and park space. When you think about the lost parking revenue for each of the daylighted intersections, it may be helpful to really think about how this can be a Vision

Zero, downtown greenway. It may be helpful to be more intentional about programming or regulating how people use and enjoy the greenway.

**Comment:** We should really leverage signage to increase the visibility of this as a premiere greenway.

## **II. TSP Spot Improvement Programs • 7:10–8:00pm**

Presentation by [Bob Kellett](#) & [Roger Geller](#) (PBOT)

Bob begins by giving some context about what the [Transportation System Plan \(TSP\) document](#) is and provides a quick overview about the multiple sections of the TSP. When the last TSP was updated in 2016, PBOT developed some programs to fund and develop small projects. This is called the “Spot Improvement Program, which include the following buckets:

- Alternative Street Design
- Transportation & Parking Demand Management
- Transit Priority
- Freight Priority
- Transportation System Management
- Safe Routes to School
- Vision Zero
- Ped Network Completion
- Bike Network Completion
- Neighborhood Greenways

**Question:** What is Transportation System Management about - communication with cars?

**Response:** Yes, but also about making sure signals are synced to increase the efficiency of moving cars through. This strategy can be applied to bicycles and cars.

Smaller projects that cost less than \$500K can end up in the TSP Programs ‘bucket’. They can come out of modal plans, areas plans, or directly from the public.

**Question:** In terms of the programs themselves, have we found buckets to pull money from to fund these? Is it all general fund for the bike network completion?

**Response:** We have a little over \$2m of funding from HB 2017 to fund these - we expect that to be an on-going funding source.

**Question:** How much cross coordination is there (or is there desired to be) between programs?

**Response:** This is the first year we’ve done this, and most of the program leads are interested in collaboration and being opportunistic when the moment arises. (gives example of two projects near SE 130th Ave).

**Question:** Can those funds be used for pilots or just permanent improvements?

**Response:** No restrictions - we have an example of a program in this funding cycle that is focused on affordable housing.

Bob gives an overview of how projects were selected and prioritized. Also shares as timeline.

**Question:** Since these projects are so small, how are people permitted to give input since there's not likely to be open houses?

**Response:** We'd like to use the BAC as an advisory committee.

→ Questions about NE 37<sup>th</sup> & NE Prescott:

**Question:** Just paint or posts?

**Response:** Just paint

**Question:** Any signage

**Response:** I think there's already signage

**Question:** This is a really unsafe, uncomfortable area for crossings.

**Response:** What's the speed limit?

Roger adds, *Warning speed is 15 mph. This design just reinforces what people are already doing. What we want is for people to be out of the travel lane and see both directions of traffic while crossing.*

**Comment:** I think there should be posts.

**Comment:** Can't you just paint the whole thing green and put signage that you're entering a bike/pedestrian zone?

**Comment:** If I was hauling a bike trailer, I probably won't get up on the sidewalk.

**Comment:** "I think this is a really great 'pilot' in getting feedback for small projects like this (<\$10K)"

**Comment:** I think you're over engineering things, can you just paint 'go slow, bikes are here'.

**Comment:** Can you rotate those crossing bars so they don't wear out quickly.

*Debate about whether it's better to spend time going through a public process or just implement something quickly. A BAC Member brings up the case of the N Denver Ave Fixing Our Streets Project to make a point that projects can be compromised through public engagement process.*

→ Questions about NE 16<sup>th</sup> Roadway Reconfiguration:

**Question:** Do we need this much parking on this section?

**Response:** Depends on who you ask - parking is often full.

**Comment:** I would prefer a bike lane in both directions.

**Response:** You'd have to remove parking on one side - we have curb extensions that make it so we have to do angle in parking on one side.

**Question:** What about back in parking?

**Response:** Yeah, that's something we can look into.

Roger shares details about NW Nicolai cycle track - quickly touches on N Willamette Greenway, another Greenway in Cully. Some projects were not funded (Rosa Parks upgrades, NE Glisan protected bike lanes). Bob outlines next steps for future elements.

Roger shares a list of potential future projects that could be eligible for this funding source:

- NE Glisan (20's to 40's) Protected Bike Lane (PBL).
- East Burnside PBL (71st to 91st)
- Spots on SW Terwilliger
- Gaps near N Columbia
- Trolley Trail
- 45th Ave to Springwater Corridor.
- Broadway/Hoyt intersection improvement.

**Question:** Do you have to demonstrate any kind of indicator of success for these projects?

**Response:** Yes - in pursuit of our modal targets we track ridership - we're trying to close gaps - especially on Major City Bikeways. Everything is founded on the idea that low-stress bikeways can encourage people who are hesitant to ride due to concerns around safety and comfort.

**Comment:** One thing I think we should measure is contiguity instead of linear miles of bikeways. Have you thought out this at all?

**Response:** Yes, definitely. Metro is going to look at all-travel behavior as they did last in 2011, before that 1994 (?) and hasn't been done since. Without that, we're limited. Right now, I'm looking at the map and trying connect gaps in the network. PBOT is always looking for opportunities to increase our data collections methods.

**Question:** When are we going to look at the scooter data?

**Response:** Pilot ends towards the end of November, report will be coming out soon.

**Comment:** I'm curious, the only bike network we have in East Portland is on high crash corridors.

**Response:** Right now, there's gaps that are identified on the Portland Bike Map.

*Roger shares that at the next meeting, maybe we can figure out how the BAC will be an advisory group for these kinds of the projects.*

Rithy adds, "I think it would be helpful to start the conversation in this committee, since we don't individually know the whole city. Then we can take it from there. I think it's a great opportunity for this group to get in at an earlier stage in the planning process."

## → Closing Questions/Comments

**Question:** What is involved in the SW Terwilliger Project?

**Response:** A little bit of widening of the bike lane, I can't recall exactly the specifics. It's eight specific spots.

*A BAC member shares concerns around Palatine Hill, noting that there are lots of kids at that intersection.*

**Comment:** I'm wondering how we're going to integrate all of these modes in a very limited space. With the emergence of all these new technologies, other cities might leapfrog us who haven't made prior investments. It might not be so much about bikeways, but more about space that's dedicated for individual mobility, small mobility, collective mobility. I feel as though we're still thinking about all of this in the same way that we did like 20 years ago. The reason I'm saying this, is that we can use some of this money to pilot innovative projects, new ideas, etc. No one else is leading on this issue right now, we should be leading on it.

*The meeting closes with a quick discussion about preparations for CCIM testimony and the drafting process for a letter of support.*