

Bicycle Advisory Committee Meeting
City Hall, Lovejoy Room
6:00-8:00 PM | January 8, 2019

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

BAC Members Absent: Christopher Achterman, Maria Erb, Alexa Jakusovszky

PBOT Staff Present: Roger Geller, Corrine Montana

Guests: Luke Norman, Ramtin Rahmani, Eric Wilhelm, John Neish

Presenters: Brad Taylor, Brad Taylor Group and Timur Ender, PBOT

I. Introductions/Announcements

- Reza announced that the [Northwest In Motion](#) Community Advisory Group is meeting on Monday, January 14 from 5:30-7:30 PM at Congregation Beth Israel. The meeting is open to the public and the group will discuss the Northwest In Motion priority project list.
- Reza addressed the miscommunication between planning and development review regarding curb extensions going in with new development on streets with planned bike lane projects. Reza recommended that the BAC discuss this issue with PBOT as an upcoming BAC agenda item. Others echoed the concern that that curb extensions will need to be removed shortly after they are built to put in bike lanes. Roger explained that the default has been curb extensions but PBOT is discussing how to resolve this issue to coordinate with planned bicycle facilities.
- Rithy briefly mentioned the possibility of occasionally moving BAC meetings to other city quadrants.

II. SW Multnomah Blvd / Garden Home Road Intersection Safety Project

Presentation and Discussion led by Timur Ender and Brad Taylor

Timur Ender presented on the SW Multnomah Blvd / Garden Home Road Intersection Safety Project. Timur brought two options to the BAC for feedback: a roundabout and a traffic signal at the intersection. The intersection is in Washington County, but PBOT is the road authority for SW Garden Home Road east of SW 71st Avenue. The project is complex due to multi-jurisdiction coordination. The project timeline calls for an alternatives analysis and open house in the Spring 2019 and construction in 2021. Current project funding comes Washington County MSTIP 3e

and the City's Transportation System Development Charges. PBOT is exploring additional funding options.

The traffic signal option includes 5' bike lane with 2' buffer. The roundabout option would include a low speed design environment and potentially an option for cyclists to mount up to sidewalk for those who are not comfortable riding with traffic through the intersection. The bicycle lanes would drop in advance of the roundabout. Key issues for the roundabout option include high levels of daily traffic and increased project cost due to stormwater needs.

Timur asked for feedback on 69th Avenue proposals, including a right turn in/right turn out for the roundabout and no traffic out of 69th Avenue for the traffic signal option.

Timur discussed enhanced biking and walking space on Multnomah between Garden Home & Multnomah Village and the potential two-way walking and biking space with Better Naito as an example.

Question from BAC: What is speed limit for roundabout option?

Timur: No higher than 25 MPH, which is posted, possibly closer to 20 MPH.

Question from BAC: Could we see a protected bike lane option? Were protected bike lanes considered for the intersection?

Timur: Protection (delineator posts) at intersections are a possibility and would help prevent right turn corner cutting. This section is short, and a protected bike lane would better serve a longer corridor.

Comment from BAC: In Southwest, if we wait for corridor-long bike lanes, we won't get them.

Question from BAC: What are the traffic counts?

Timur: 13,712 cars per day on SW Multnomah, 3,427 cars per day on SW Garden Home and about 400-600 cars per day on SW 69th.

Comment from the public: Multnomah is the best way to ride west due to flat rail grade and is a key route for commuters.

Question from BAC: What is the cost for the signal?

Timur: Cost ranges are \$3.5 to 5.5 million for traffic signal and \$4.5 to 7 million for roundabout. Roundabout is costlier due to grades, intersection geometry, stormwater and right-of-way.

Brad Taylor, public involvement consultant for the project, led the BAC and guests present in an exercise to list pros, cons and comments for the traffic signal and roundabout options.

Brad is facilitating the same exercise with community members. He will compile all responses from the community and the BAC into a detailed summary.

Some of the pros the BAC listed for the traffic signal option were easier crossings for pedestrians, lower cost, less property acquisition and opportunity for protected bike lane or other types of protection at the intersection. Other comments included: add no right on red, add bike box, more control at intersection with signalization, less confusing, more accessible and ADA friendly. Concern was raised about drivers cutting into bike line when making right turns. A BAC member asked why a protected bike lane was not the default option. Timur described the budget constraints of the project and said that he is willing look into protected options that take the budget and timeline into consideration. Cons included access challenges for the northern leg of 69th Avenue.

Pros for the roundabout option included no stopping or waiting, potential for slower traffic speeds, choice for cyclists to ride on sidewalk or ride with traffic and faster travel for cyclists who are comfortable riding with traffic. One member said the roundabout is more aesthetically pleasing while others disagreed. Cons for the roundabout included reduced visibility, less safety for cyclists, longer pedestrian crossings, confusing and ambiguous, more expensive, more right-of-way acquisition and stormwater issues.

Timur invited the BAC to comment on SW 69th. The BAC listed pros, including improving safety, limiting cut through, managing access and less cars on greenway. Cons included increased traffic on small streets around 69th.

Brad concluded the exercise with two questions:

1. All things equal (cost and timeline), which option (traffic signal or roundabout) would you choose?
2. Given the cost and timeline differences, which would you choose?

BAC members submitted their responses on paper to be included in Brad's summary.

III. SE 136th Paving and Sidewalks to Opportunity Project

Presentation and Discussion led by Timur Ender

SE 136th project is the largest Fixing Our Streets project. Funding includes \$4 million from Fixing Our Streets and \$2.7 million from Transportation System Development Charges. The project includes a 1.5 mile corridor from Division to Foster. The project will follow new policy on distances between crossings and pedestrian access to transit. Sidewalks were put in on east side of 136th between Foster and Division in 2012.

The project team has sent out mailers inviting approximately 300 west side property owners to donate a portion of their right-of-way to build sidewalks. Property owners who donate right-of-way will receive the benefit of having sidewalks that are up-to-code and will not need upgrades if the property owner remodels or redevelops. The project will add a crosswalk on the east leg of the intersection at Foster Road and a new signal at 136th and Division, which will support the Division Transit Project.

Comments from BAC:

- Protected bike lanes or delineator posts would prevent drivers from pulling up to curb. Signage and enforcement will not prevent cars as much as delineators would.
- North of Powell, where there are fewer driveways, a protected bike lane could be put in.
- The project needs to address conflict of buses entering bike lane.
- Focus resources on Powell and Division which have more density, congestion and faster vehicle speeds.

Question from BAC: What is the current speed limit?

Timur: Posted speed limit is 30 MPH.

Comments from BAC:

- We need to consider the life cycle of the road. Sidewalk level bike lane will stay in for a long time, for 60-100 years, but the road will be repaved and rebuilt more often. We may not be able to build in those costs for this project but it is an important consideration for next time.
- Look at bike counts. 136th has two different urban forms when you compare the northern and southern portions.
- The project team needs to consider pedestrian activity after exiting buses. Drivers go around buses right when pedestrians are crossing. Drivers disobey the law and if we build our design around that assumption we will prevent deaths. How is safety built into this project?

IV. Committee Business

A letter from the BAC was sent to ODOT to request an extension of the I-5 Rose Quarter project public review period from 30 to 60 days. The Environmental Assessment comment period is expected to open in February. BAC subcommittee members will work on a draft comment letter and it will be shared with the entire committee for feedback.