

Joint Pedestrian and Bicycle Advisory Committee Meeting
May 21, 2019
Room 2500 C, 1900 SW 4th Avenue
6:00PM – 8:30PM

PAC Members + Alternates in Attendance:

Brenda Martin, Elaine O’Keefe, Patricia Jewett, Evelyn Ferriera, Matthew Hall, Josh Channell, Tiel Jackson, Josh Roll, Ashley Schofield, Marcella Crowson, Zoe Klingmann, Kevin Glenn

BAC Members in Attendance:

Elliot Akwai-Scott, Christopher Achterman, Clint Culpepper, Iain MacKenzie, David Stein, Alexandra Zimmermann, Sara Iannarone

PBOT Staff in Attendance:

Roger Geller, Michelle Marx, Caitlin Reff, Owen Slyman, Kerry Aszklar, Kristin Hull, Vanessa Micale, Elizabeth Tillstrom

Introductions/Announcement

- The [Bureau & Budget Advisory Committee](#) (BBAC) meeting at City Council is coming up, and members are encouraged to attend.
- BAC Member announced that the comment period for [Southwest in Motion](#) is open until this Friday, May 24.
- BAC Member announced the new Montgomery Plaza at Portland State University, open to pedestrians and closed to cars for the month of May.
- PAC Member announced the reconfiguration of SW Madison between SW 4th and SW 1st.
- BAC Member reminded members that [Northwest in Motion](#) is wrapping up and encouraged members to attend the last two meetings. She also mentioned the two Pedalpalooza rides in June that will highlight NWIM changes.

Gideon Overcrossing - <https://trimet.org/bettertransit/gideonovercrossing.htm>

Caitlin Reff, PBOT project manager, and Thomas Scharff, TriMet Community Affairs, will briefly discuss the project history, design, and construction timeline. Part of the Orange Line MAX project, the bridge will cross light- and heavy-rail tracks just east of the Clinton MAX Station to address safety concerns at SE 11th/12th Avenue

PAC Member Brenda Martin recuses self for Gideon Project as TriMet employee.

Presentation

PBOT project manager Caitlin Reff gave brief history of crossing, stating that Gideon Overcrossing has always been a part of the project but was deferred. Thomas Scharff, TriMet Community Affairs, spoke about recent updates to the project. On Monday, construction began. The Federal Transit Administration asked to finish work by Fall 2020. The project requires agreements with Union Pacific Railroad. Bridge will provide important connection between Brooklyn and Abernathy neighborhoods. Staff said the FTA was reluctant to give back funds for project, but safety was strong concern as people would crawl through stopped freight trains at the Clinton MAX station. The bridge will be good for future Clinton triangle development.

Caitlin Reff spoke about the design of the bridge. It includes two-door elevators for bikes on both sides of the bridge. On 14th St. road changes: sweeper design, which maintains business access to the loading dock there. PBOT staff looked at bike gutter designs for greater accessibility. Design elements are slightly different for both sides. Gutter design accounts for width of pedals and handlebars to not get stuck.

Thomas Scharff spoke about the outreach for the project, including meeting with property owners, outreach to neighborhood associations and walking tours. Letters of support sent to Commissioner Eudaly were important as well.

The construction schedule: wrapping up design at 100% soon; utility line construction will begin this summer and end in September. Bridge construction is now until Fall 2020, and project closeout will be November 2020.

Questions

PAC Member asked about the separation of bikes and pedestrian traffic on the bridge and in the landing areas. Thomas replied that one separation space was bikes using elevators while pedestrians could use stairs. The bridge itself would be shared. Caitlin mentioned that there would be bike ramps at bottoms of stairs as another form of separation.

PAC Member ask if there is any inclusion of public art, similar to the MAX Orange line. Thomas replied no.

BAC Member shared a concern regarding how this bridge was cut regarding funding, while SW light rail aspects were not cut, such as a level of parking. Caitlin replied that this project was a win in that FTA funding was restored. Thomas said the prior bridge was not ADA accessible, and was a very unsafe bridge.

BAC Member stated concern regarding the design of corners for bikes turning.

PAC Member asked about project budget and if there are any plans to install cameras to monitor traffic. Staff replied the budget is \$10.5 M and that there are no current plans to install cameras.

BAC Member said this is great improvement over the last one and addressed PAC Member's earlier stated concerns regarding the lack of separation between bikes and pedestrians. BAC Member noted that in his experience at a similar railroad crossing, he had never come across a congestion issue on the bridge related to lack of striping.

BAC Member asked if the elevator will be same as Lafayette? Yes. Member asked for second ramp. Caitlin replied, there's a second ramp as a driveway.

Outer Division Multi-Modal Transportation Safety Project -

<https://www.portlandoregon.gov/transportation/74204>

Elizabeth Tillstrom, PBOT project manager for this project, will present elements of the 60% plan set, which will be released for review later in the week. Project elements include protected bicycle lanes, multiple crossing improvements, and access management. This project lays the dimensional groundwork for the Division Transit Project.

PBOT project manager Elizabeth Tillstrom outlined project area as Outer Division: 82nd to city limit.

She shared a map of crashes along this stretch and explained current street elements that result in these crashes, such as a lack of signals and lack of marked pedestrian crossings. She noted there had been 119 serious crashes with pedestrians, and with this safety action plan, PBOT is focusing on improvements such as reducing the speed to 30 mph, fixed speed cameras, vertical protection for bikes, and raised center median.

Elizabeth gave a brief update on changes since visiting the committees last August, including 2 speed safety cameras installed, and a reduction of speed from a 2018 study report in both east bound and west bound directions. Street lighting changes include areas targeted for lighting infill, new poles installed, ready to be "energized" and switched on, new lights in Division Midway, and working on unbalanced lighting on one side of 162nd, as well as pedestrian-scaled lighting at 87th and 127th Aves.

She then went over projects in construction, including East Portland Active Transportation to Transit Project (EPAT) sidewalk infill from 101st to 141st, rectangular rapid flash beacons at 115th, 132nd, and 139th, and the Highway Safety Improvement Program (HSIP) bike/pedestrian signals project.

BAC Member asked if staff is speaking to team working with utilities with 5G cell towers, and if not, suggested working with utilities to require providers to install on side with no lighting. PBOT staff replied no, and will follow up.

PAC Member asked about the lighting standards – if there will be any kind of increases standards with lights, not just installing but if they are bright enough. Staff replied that they will be to current lighting status, and to the PedPDX lighting level guidelines.

Elizabeth presented ODMMS future improvements, including access management in the form of raised center medians, mediated by center turn medians to reduce crashes across almost 1.9 miles. Trees in the medians are planned, but depending on utilities. PBOT staff are talking with other bureaus. Regarding access to businesses, opportunities for automobiles to make u-turns every ¼ miles are planned. Any signals with left turn or u-turn would have signal install for protected left turns, and will include green conflict crossing for bikes. There are also some unsignalized locations where allowing a u-turn without pedestrian crossing.

BAC Member commented that u-turns would encroach into bike lane but not pedestrian crossing.

PAC Member pointed out there is no high visibility elements for pedestrians. PAC Member asked, will there be visibility striping? PBOT project manager Elizabeth replied that it will be site-specific, and number of crossings. PBOT staff Michelle Marx commented that this meets the new PedPDX guidelines. PAC Member commented that the priority is given to U-turn rather than given to pedestrians crossing here to other areas, and asked if it's possible to prioritize u-turns at signals instead? BAC Member echoed concerns that the vertical separation wands won't be enough to prevent u-turning vehicles into bike lane. Elizabeth replied that vertical protection is site-specific and subject to change. Revised 60% design changes will be posted on website. BAC Member commented that u-turns are not safe for bikes. A BAC Member echoed other comments and said it is troubling to be prioritizing automobile movement, and that this is not the modal hierarchy. PAC Member agreed, and asked why this allows u-turn in first place when cars can keep driving to the next signal.

BAC Member asked if this project is based on current or future transportation projects, and that we should be planning for the future, not for right now. She commented that we should think beyond

plastic bollards and more towards real separation. Elizabeth commented that concrete separation is in the plan and since this project is ahead of schedule, wands are just for the interim. Also commented that 45% of the 4.7 miles of changes will have vertical protection.

BAC Member asked how wide the bike lanes are. Elizabeth: 8 feet wide, the width of the parking lane today. Car travel lane widths are 10ft.

BAC Member commented that they hesitate to support medians because it blocks pedestrian access in places they want to access. Elizabeth replied that project staff are working with Michelle to see where to maintain access and definitely do not want to just put up "no crossing" signs. We also want to be sure north-south movement is not severely impacted.

Elizabeth wrapped up presentation, commenting that there are 15 new signalized crossings across 3 PBOT projects, 57 new streetlights – all new crossings will have lighting as well. PBOT was awarded \$2M for raised center median from ODOT ARTS project, and ended on the note that this is a Vision Zero corridor, and spoke mostly on engineering aspects while there is also some education taking place.

Joshua Brooking, ODOT, I-205 ramps at SE Division -

<http://www.i205construction.org/glennjacksonjohnsoncreek>

Joshua presented on the ODOT project managing I-205 ramps, using federal funds and a data-driven approach. He commented that this project is also funded by the ARTS (All Roads Transportation Safety) fund, but it is different from the earlier presented projects. The goal of the project is to reduce crashes and reduce fatalities. The project schedule includes a kick-off last March, at 30% design currently, aiming to complete design in 2020 and to begin construction summer 2021.

Joshua stated that between 2012 and 2016, there have been 241 crashes on ramps; of those, 160 or 66% were on Division. No fatalities. There have been 5 pedestrian collisions on Division, mainly left turning vehicles and 2 bicycle crashes.

Joshua went over the current concept, including a southbound connection dropping from 2 to 1 lane and a turning radius tightening to shorten the crossing for pedestrians. Main changes include repaving Division between ramp terminals to modify lane widths, providing a 6-foot bike lane with a 3-foot buffer. At a pinch point over the bridge, the bike lane is 6 feet but with no protection or buffer.

BAC Member asked if there is any concrete work for this project to increase physical separation for bikes. Currently, it is not within the scope of the project.

BAC Member commented that it is not adequate to drop buffer in constrained area and suggested dropping one of the left turn lanes. A BAC Member commented that lane widths encourage high rates of speed, which encourages crashes and fatalities. Encourages widths to match the widths in the corridor. Joshua response that staff has talked to Roger, and these suggestions require state engineer in Salem to sign off, and they're talking about it.

BAC Member commented that this is unsafe, and everyone in the room knows it. Joshua responded that replacing signal is not within scope of project but will take that feedback. PAC Member echoed the safety concern. Joshua said there are phases for pedestrian changes, but none for bike changes.

PAC Member asked about the project cost - \$2.7M. He followed up and asked about treatments to reduce crashes. Joshua replied that this would reduce pedestrian conflicts and reduce sideswiping, as well as improve crossings and signal changes.

PAC Member asked if it's possible to look at Rosa Parks where it meets I-5, where some protection and lights installed for bikes and pedestrians. Roger Geller said that project was an accident and was not approved by the state engineer. ODOT is asking for project to be redone.

BAC Member commented that the speeds coming off the road to the Division corridor are high, and that it's important to tighten up the turning radius even more so. They also added that making sure that turns are not ending up in the bike lane is important.

Division Transit Project

The Division Transit Project team, including staff from TriMet and PBOT, will present the latest designs and schedule for this project. <https://trimet.org/division/>.

PAC Member Brenda recuses herself.

TriMet staff go over goals of project that haven't changed since project inception and say that they are coordinating more with PBOT. The project spans 15 miles with \$175M small starts federal project. The schedule is as follows: 90% design completed today, with construction to begin November 2019 and service to begin in 2022. PGE work is also taken into account because of the "smart" corridor with signals – that work will be done in July/August this year. Staff mention that 50% of funding is committed, and that because some money is granted as a single-year grand allocation, they are moving fast.

Jessie Stemler(sp?), Station Lead for TriMet, presented platforms designs. One design is the shared bike/pedestrian platform, which has 30 stations in total between 82nd and 182nd. He said they are working with city for protected bike lanes and how they would connect to station platforms. As a result of studies, NACTO guides, and testing, TriMet staff created the 'shared bike and pedestrian platform' as recommendation. This platform includes a 4-foot alightment area, 3-foot bike lane, and then station area behind. Staff discussed mock-up tests, including committee members, technical experts from PBOT, and the Oregon Commission for the Blind. Major take-aways included bike calming and safe behavior was as top priorities. The Commission for the Blind emphasized consistency and simplicity.

BAC Member asked about visual indicators for bicyclists for when people will be alighting or deboarding. TriMet staff replied that the markings on the platform itself would bring a bike calming effect. Also stated that the streetcar has indication within it, and that the testing only happened during daylight hours.

PAC Member asked about the school bus stop sign on buses. Staff said they are continuing to discuss it.

PAC Member asked about bus shelter width. Staff replied, 30 inches to strive for an 8-foot pedestrian pathway/throughway. The member commented ramps deploy at front door and was thinking of narrow clearance for pedestrians, strollers, and wheelchairs.

BAC Member asked about e-bike riders and how are we increasing space for e-modes.

BAC Member asked about the 3-foot bike lane width, and if any other bikes tested? Bikefiets? Family bikes? Trailers? Staff replied, yes. The member added that Adaptive Biketown is 4 feet wide.

PAC Member asked if buses will be electric? Staff replied that they will be diesel right now, but continuing to shift fuel sources. The technology is not there yet.

BAC Member asked that staff ensure that this won't impede any corridor project moving forward.

TriMet staff went over other station amenities. All shelters will have weather amenities, with bus marker and lighting and real-time bus information. Staff discussed a design called "Frames," which is scale-able, modular, replicable, and adjustable based on the size of the shelter. Another station was the pedestrian by-pass station. Staff discussed obstructions on sidewalks and stressed pinch points and how TriMet is addressing these points.

Lastly, the consultant on the project discussed the protected intersection design. He stated the issue is that bike boxes interfere with bus prioritization at 122nd, 148th, and 162nd. The design shared included curb bump-outs for bike lanes and green conflict paint for bikes through the intersections. BAC Member asked, is concrete rolled or hard edge around edges? Staff replied that it is currently envisioned as a hard edge. Bike lane widths are 5-6 feet.

BAC Member asked about signalization, and staff replied that there will be right turn signals and bicycle and pedestrian indications with a controlled "no right on red" configuration.

PAC Member said she would advocate for community art to be in the project, and said the MAX Orange Line is a great example. Staff replied that with federal funding, it isn't allowed.

Public Comment

No public comment given.

Adjourned at 8:40PM.