



Central City in Motion Working Group

Meeting #2 Summary

Thursday, Sept. 26, 2019 | 5 – 7 p.m.
Portland City Hall, 1221 SW 4th Ave., Pettygrove Room
Next meeting: TBA

Working Group members in attendance:

Izzy Armenta
Alice Miller
Jillian Detweiler
Reza Farhoodi
Peter Finley Fry
Emily Guise
Ryan Hashagen
Jamie Orrego
Susan Linsang
Amanda Howell
Jon Isaacs
Tara Mather
Chris Yuen
Alex Zimmerman
Adam Zucker

City staff present:

Gabe Graff
Briana Orr
Timur Ender
Emma Sagor

Also in attendance:

Clint Culpepper

Welcome, Introductions, Agenda Review

Committee members introduced themselves.

Ryan asked if the agenda had been revised since it was distributed.

Briana: Yes, it was revised slightly, removed 7th and MLK/Grand from this meeting as it felt like too much to cover today.

Review Revised Bylaws

Gabe provided track changes of bylaws. In the changes, we tried to clarify that for communications – when speaking as a member of this group, you notify the group and notify staff beforehand.

Alex: Do you have to state all potential conflicts or just conflicts related to that project area?

Gabe: The only requirement we have now, is if you are making a statement on behalf this group – that you ask the group and notify staff first.

Emily: When do you have to notify the group? Before or after?



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Gabe: Beforehand, if you want to represent the group. For example, don't go and say "CCIM Working Group says XYZ" without clearing it with the group.

Susan: Is it ok to report on what happened in the meeting?

Gabe: Yes, you are welcome to share what happened in the meeting.

PBOT may call on you at some point to represent CCIM Working Group at City Council.

Feedback on Constructed Projects: *SW Madison*

SW Madison Bus/ Bike Lane

Early data from TriMet:

- Line 2 – 20% less delay in the evening commute
- Line 10 – 12% less delay all day
- Line 14 – 60% increase in reliability

A couple things we learned from implementing this project:

- Surprisingly good compliance w/ people not driving in bus/bike lane
- Initially, didn't adhere to right turn prohibition – that was a lesson learned. We had to notify Google Maps, Nokia, Apple Maps.
- Overall from a cycling perspective – most people have appreciated the improvement

Reza: Line 6 – did TriMet look at that?

Gabe: No data from Line 6.

Reza: There was confusion for bikes who were riding right of the dashed line. Is there an update re; user behavior?

Gabe: Bicyclists are going downhill; we didn't want to squeeze them. You can keep up with buses, but you can pass it. People are drawn to being within the lines. The pavement is also smoother.

Alex: Would you consider removing the dashed line? If the guidance is instructing folks to the wrong way

Jillian: Best to be clearer about what we are achieving we can. These are benefits along this segment. So that means there is 20% less delay between 4th Avenue and the bridge. These are not indicative of system improvements – not a delay decrease along the entire line.

This could be read as an intentional obfuscation, or at least an overstatement.

Emily: Why is Line 2 and 10 we say less delay, and Line 14 speaks to more reliability?



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Gabe: These are the statements that TriMet gave us. My understanding is: Delay is time savings. Reliability is adherence to the schedule; the bus does not arrive early nor later.

Emily: Suggest aligning all three statements.

Emily: Is there a percentage of compliance you are aiming for?

Gabe: With a right turn prohibition, we are looking for a 99% compliance.

Emily: Do you have any other strategies to make that happen?

Gabe: We have a lot of static signs. The next level of sign is the active no right turn sign. Maybe we'll get to that point. Compliance does increase over time. We'll continue monitoring it.

John: I would be interested in understanding this better. Is it a percentage of reduction based on the number of buses delayed or the minutes delayed?

John: Does it look like that still or is there green paint? This is not a very aesthetically pleasing bus lane. I was in Seattle and they have nice planters in their lanes. Hope that we can consider aesthetics.

Gabe: Trade-off between quick build and aesthetics.

Emily: Comment – green is for bicycling, and we just got interim approval for red for the bus lanes.

Tara: I want to push back on the suggestion to remove the dashed line. I see it keeping the bus in their lane. I would take caution before removing. It would be nice to establish the standard.

Jamie: Some comments about the numbers. I would think about the free flow speed – you have to add to that the uniform delay, then add the traffic delay itself. Comparing before/after. You could say there is a 20% delay for the line 2, it should be the same for the line 10. Question was the total – less delay in relationship to the entire line. I also wonder why you decided to work on this part.

Gabe: This was the worst part. Once you are on the bridge, there are no signals. It's the approach to the bridge where buses are delayed. Maybe we could get someone from TriMet to come on this.

Jon: I had challenges with the co-mingled text and symbology. I just thought it was bus only.

Izzy: I never noticed the bike symbol. TriMet information is weird. It would be nice to understand how many riders this benefits.

Emma: And the numbers are impressive.



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Gabe: We'll will add one more block to this once the Portland Building is done, extend to 5th Avenue.

Amanda: Guessing it will take time to see this, but it would be helpful to understand ridership number changes.

Feedback on Constructed Projects: *NW Everett*

Gabe: Serves 6 TriMet bus lines. Converted one travel lane to Bus and BAT lanes. Closed southbound Natio to Steel Bridge ramp. NW Everett from Broadway to Steel Bridge was completed in August.

Our traffic model predicted 50% reduction in delay from Broadway to steel bridge. From 10 to 5 minutes, for example.

Compliance seems pretty good, not as good as Madison.

We notified mapping companies prior to closure.

Jillian: I take Everett to get on Naito. The transition from 2nd to 1st avenues to Naito on a bike is hard to understand where you're allowed to be. It's probably not easy in a car either, but you don't feel quite as vulnerable.

The block next to the NW Natural Building, there's a symbol, but after that there's not a symbol. It's not clear where bikes are allowed to be. Should it be shared with bikes? Where ever there is a bump out, you can't get through.

Gabe: We are going to be back to use red pavement markings to apply red and make some other tweaks.

Ryan: This project seems to have impacted Old Town less than expected.

Congestion is impacting the Broadway bridge as well. Interested to see more data, especially going into the Blazer season. Ridership data, why it was necessary and why it is working so well. It is the most intuitive but the least safe.

Alex: Agreed with Jillian. Can we do anything additionally with signage? What kind of guidance are we giving people on the red paint? Line 77 is my secondary commute – and the compliance has been really great. The first two weeks was awful. People are jumping across the two lanes to get to Naito. Perhaps signage further ahead that the ramp is closed.

Reza: How far west will the red paint go?



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Gabe: Open to your feedback on how to apply it. Initial plan – take a less-is-more approach. Apply it to the top of the block, to give indication to drivers with lane to be in. Wouldn't paint the entire lane, due to cost and maintenance.

Reza: The Everett project really hasn't been in the news.

Gabe: The most I've heard is about the Bolt Bus spot. I've only gotten three calls.

Reza: I've noticed a bit more congestion back in the Pearl.

Izzy: It's confusing when you're walking by. Could we consider a visible barrier? Where folks want to make that right turn – approaching the intersections – put a few barriers up?

Gabe: This is a good suggestion.

Emma: I think the public outreach signs on Madison are lovely but you can only see them when you are walking. Use signage as an educational opportunity.

Chris: What's the impact to Bolt Bus?

Gabe: There's a lot of drop-offs and pick-ups. They load the underside of the bus from both sides of the bus, so that's an issue. We're working to figure out a spot that is best for them.

Jaime: Is parking on both sides still there? How much time are we wasting because of the parking? So, if you want to park, you have to enter the bus lane?

Gabe: Yes, you can enter the bus lane to park.

Susan: Has there been a big push back in car traffic?

Gabe: On Madison, we removed parking. There's actually less queuing on Madison, because we've gotten the buses out of the travel lanes.

There are so many feeders on the Steel bridge – it doesn't really change the amount of time it takes to get across, just changes where you are waiting.

Update on July 23rd public open house and Projects in Design: *Burnside, Naito, SW 4th*

Open House

Gabe gave an overview of the open house hosted in July.

Burnside

County has a maintenance project where they are doing work on the bridge – they will be restriping the bridge – with bus lane and buffered bike lanes.

Working with the county to see if we can get them to install protected bike lanes.



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Peter: The Burnside Bridge is going to need to be replaced in 20 years. How can you put a cross section up there today, when in 20 years, who knows what the modal split will be? I'm advocating one travel lane westbound, I've never experienced a delay.

Alex: Agree with Peter. Add a transit priority westbound.

Gabe: This was brought up last time. The County has been a good partner on this project. We're not in a position to ask them to change more without a Council adopted plan. There is a group working to retrofit or replace the Burnside Bridge.

Reza: Agree with Peter. We don't need the second lane. It's been one lane for the last year or two. I think we should be data-driven and

Alex: The BAC asked the same questions. There might be some policy guidance. Who needs to be getting around and in what way? Let's prioritize that.

Ryan: Would it be possible to see a plan for the next stage of implementation? Could there be analysis on reallocation of that westbound lane?

Project list – 2021 – does this include the Naito crossing?

Gabe: No, it's a funded project but not part of the CCIM project.

Ryan: In regards to 7th Ave - Sullivan's Gulch bridge will be completed in 2020, but we don't have the corridor in completion for 2020 or even 2021. Could we coincide the construction to be completed together?

Gabe: Yes, this is a strategy question for the funding that we have. There are some inexpensive things we can do from Sullivan's Gulch to Sandy. But we're working to get additional funding.

Jillian: We've been working on this Burnside Bridge. We are continuing to work it.

Susan: The Burnside Bridge has undergone chronic construction – people have learned to divert their routes. Interested in data as well as Business Association or Neighborhood Association's thoughts on the loss.

Jaime: Why just eastbound, why not have the pair?

Gabe: We got information for where the delays were the worst. In this cross section, this is what we adopted in the plan. I can't go to the county without updating the plan.

Amanda: Really want to advocate that there are bollards. There is funneling at the approach and then high speeds on the bridge.

Reza: We should look at NE Couch – what could be done to help buses on Couch?



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Gabe: We did look at it, there is a lot of traffic delay there. We were also looking at projects that were relatively easy to implement it. It would be expensive to change due to curb extensions.

Naito

We're at 30% designs. Happy to share plans with you. It's going smoothly. We were able to put pedestrian push buttons in the roadway, create a safer place for pedestrians to wait.

Working arborists to create a sidewalk design that has minimal tree impacts. Hoping to be in construction July 2020.

Peter: This is a political statement and has not function. There is only one street that goes from city limits to city limits. Portland has a real problem with circulation n-s citywide.

Adam: Is this work being done in coordination with the signal on the Hawthorne bridge?

Gabe: Yes. That project will be in construction in Spring.

Emily: I use Naito everyday to bike into work. Signal timing to cross Naito. It takes forever. Will this be changed to be shorter?

Gabe: Signals will be updated to be smart and have detection. Will be much more responsive crossing times.

Emily: Will there be a leading pedestrian interval?

Gabe: I don't know. One thing that will be different is that you can cross the bikeway without the signal, then cross the street with the signal.

Jon: This is causing backups from the south to the north. But this can be solved with signal timing. Just wanted to endorse signal technology. This is the one project I hear about from our members. This is a part of the solution to making this work in the long-run.

Gabe: There are two big frustrations on Naito – the delay on the Hawthorne bridge, and where there used to be two lanes and there now is one. It just feels like your trip is taking longer than it is – you are just further away from the signal. We will do dynamic signage that there is a train crossing.

Jillian: I find it extremely useful. But is "Better Naito Forever" necessarily? It feels antagonistic. Does it matter? How about Best Naito?

Ryan: Cyclist compliance for the pedestrian crossings. How is this design going to encourage people to allow folks to cross?

Gabe: My sense is that this will be better, because you stop when there is a pedestrian and you don't have to stop the rest of the time.



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Ryan; Does this include any speed bumps or raised intersections?

Gabe: No plans for speed bumps, but we do have large crosswalks.

Izzy: Morrison westbound – then there is an offramp that takes you to southbound Naito. Is there a way to put the crosswalk sign further up to notify drivers?

Jaime: Can you automate the pedestrian signals?

Gabe: Yes, but the technology is not reliable. They also have a benefit for audio orientation for people with visual impairments.

Peter: Title 33 treats private parking lots better than streets. It requires you to raise pedestrian parking lots through private parking lots, PBOT should consider doing that.

Notes

SW 4th

Gabe: This is probably the most complicated project we are working on. Running just south of I-405 all the way to Burnside. We will be repaving and reconstructing that section. We have a new draft to include a bus lane from Lincoln to Mill. We would have a configuration with a left side bike lane, consolidate the buses into a dedicated lane. We have a transit stop in the middle of 4th Avenue to a transit island to make it work.

We also need to install new signals to make it work. New signals will improve pedestrian safety.

Kicking off design of this project next month.

Reza: Why only 9 and 17 – wouldn't many buses use this route? Doesn't it also help Streetcar reliability?

Gabe: In addition to serving current lines, it will serve the Division Transit Route, and buses from SW Corridor. I think there are 4-5 additional lines.

Jaime: Will this be a bus only, or will left turns be allowed?

Gabe: Yes, left turns will be allowed.

Gabe: There's a possibility that a short section would be a two-way bike-lane.

Chris: Are buses going to be able to pass other buses that stop at those stops? PBOT should look at.

Clint: The frequency of the 44 is minimal.

Chris: It depends on TriMet's plans.



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Izzy: The food carts are right there – there's an opportunity for café seating – good opportunity to utilize that space better.

Preliminary Designs: *NW Broadway*

Timur: Presented design drafts, delivery mechanisms.

Job order contract – new method of delivery MWNSB builders. The complication is they must submit a traffic control plan.

We have in-house delivery crews, but they are strained. The benefit is the traffic engineer can do a simple work order. It is more simple and faster than Job order contract.

Preliminary Designs: *SE Hawthorne*

Peter: In the last 5 years you made significant changes to Hawthorne, which has brought and to people who work on the eastside. As we move forward on Hawthorne, we should identify the work that has already been done and acknowledge the change that has happened.

Jillian: Happy to have the budget, but I want to understand why some projects are not funded. I'm not ready to accept this prioritization.

Peter: Parking is an important issue.

Tie parking on Madison to Hawthorne for consistency.

Susan: Maintain access to Multnomah County Building Parking lot.

Preliminary Designs: *NW Broadway*

Peter: How does this figure into the Broadway planning process? It is ironic that the City moves opposite direction.

Gabe: We do plan to preserve parking.

Peter: You're not celebrating pedestrian use. Broadway is becoming sterile.

Ryan: Thank you for making a connection to the bridgehead – this seems intuitive.

Adam: More time at Pine with all the asphalt. Engage at the human scale. There's a lot of asphalt and opportunity.

Timur: The idea is that we would move forward on striping in 2020.

Jillian: If you immediately put pro-time parking just before the bridge starts to go up – from 3-7 p.m. – could we do that right away?

Gabe: Our hope is that we could deliver this next year – as soon as the weather will allow.



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Alex: MLK/Grand – making a bus/streetcar lane in either direction on the couplet.

Closing Roundtable

Clint: I'd like to take a look at right-hand turn data and know how diversion could reduce right hooks on NW Broadway.

Adam: Format of meeting seems to be working, its engaging.

Peter: I just mentioned the Post Office – you're not going to be turning right into the Post Office anymore – let's coordinate.

Amanda: It would be great to have more data about current conditions.

Tara: It would be nice to have small group workshop-y conversations.

Alice: Agree – would like to have smaller groups. On Naito – consider where scooters are going to be allowed/not allowed. (Designate parking). How many parking spots are ADA?

Chris: Excited about these projects. I'm still a little hesitant re: way we're bouncing off comments for the first ½ of the meeting. Is that what PBOT is looking for?

Izzy: I'd like to look at things and provide feedback as a larger group. On Hawthorne – taking parking within the 20 feet of intersection – give that to scooter parking.

Reza: Would like to see a deeper dive and learn why certain decisions were made.

Emily: Nothing more.

Jaime: I see long-term goal – be more specific. How does this fit into our long-term goals to increase bicycling use? I think we should be progressive and take out parking. It would be interesting to see if there is a parking reduction goal. A large component of the map is parking lanes. We're spending a log

Susan: I think it is a mistake to remove parking on NW Broadway – its harmful to the business community there. I think there should be some on-street short term parking. And the concern on safety for people who continue to turn right on Madison from 3rd or 1st. Do some surveying of occasional visitors? Folks who come in for seasonal activities?

Alex: It would be great to get materials in advance if possible. All of the PedPDX guidelines applied to the CCIM projects. A no right on red in the entire Central City.

Jillian: I'm open to meeting formats that reduce the amount of time that people that listen to me.

Ryan: Thanks for moving these projects forward. I'd like to see more data. Another round of press releases touting the successes of Madison and Everett. I would also love to see a cheaper phase I on 7th avenue. There needs to be a phase I.



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Emma: I'd love to help with the data. Pricing for Equitable Mobility Taskforce – join us!

Peter: Curb appeal article – Gabe, can you send this article out to the Committee?

Ryan: Would it be helpful for this group to support Metro grant applications?

Adjourn and thank you