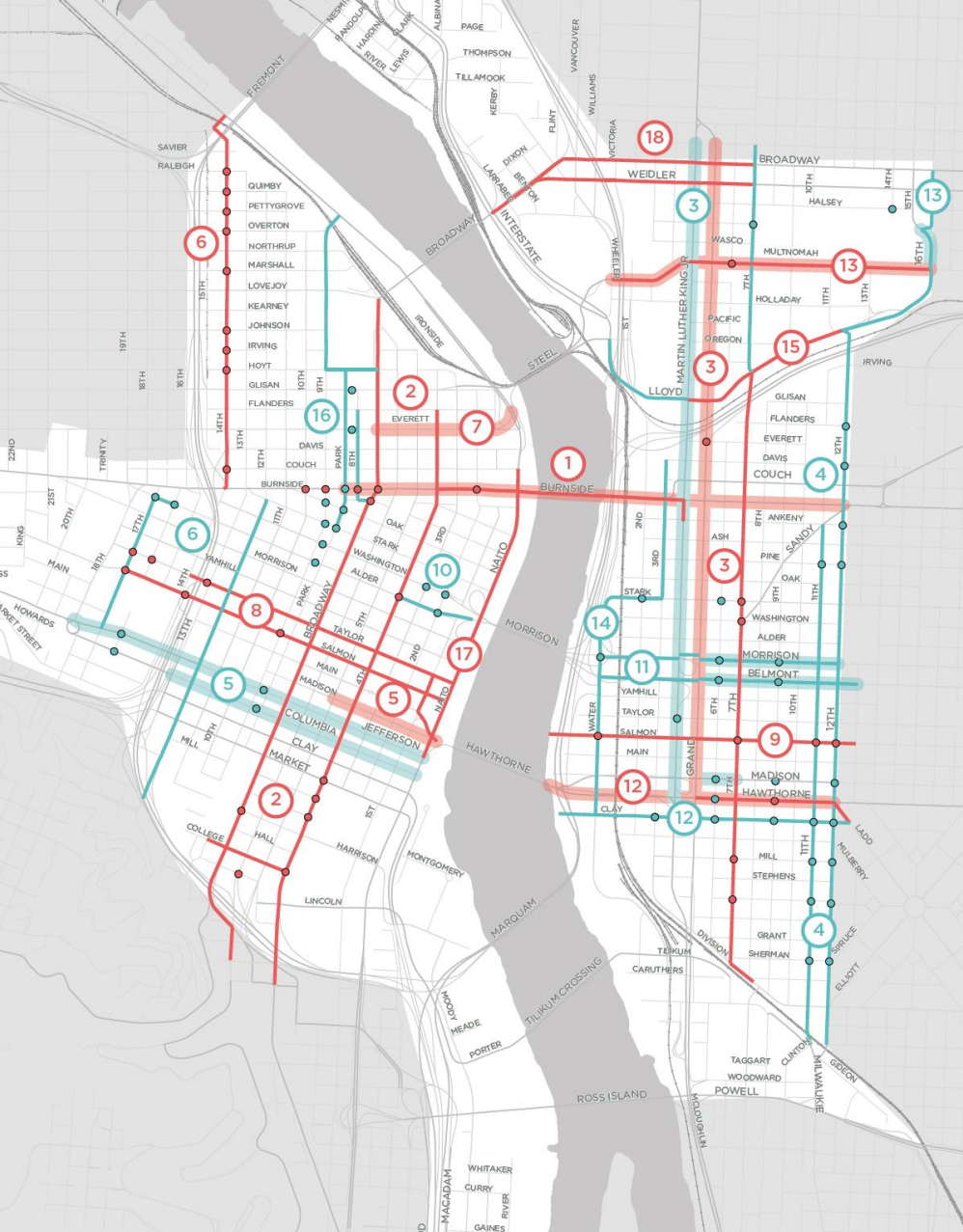


# CENTRAL CITY IN MOTION

Working Group Meeting #7  
07/13/2021

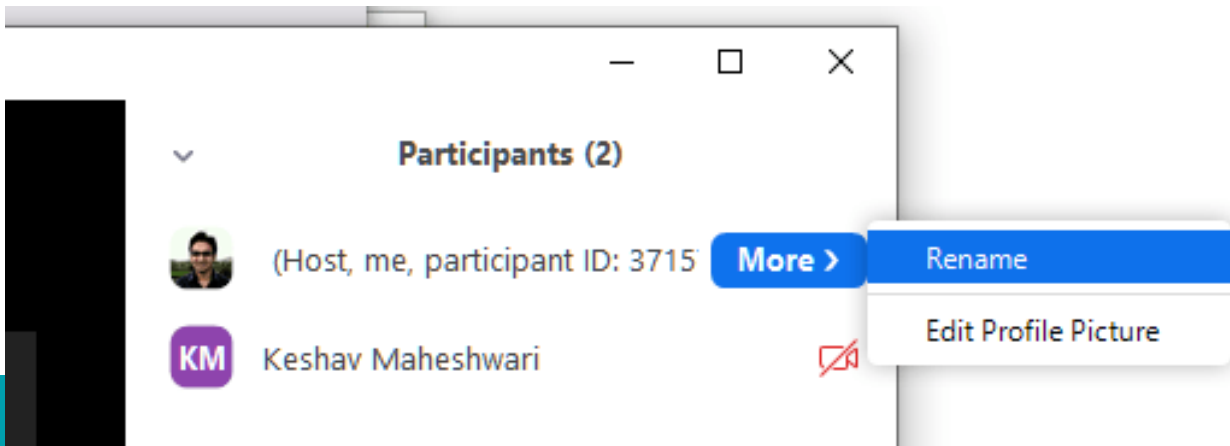
## Agenda

5:00 p.m.	Welcome
5:05 p.m.	Introductions
5:15 p.m.	Public comment
5:20 p.m.	Opportunity for feedback: Hawthorne and Viaduct Design
5:35 p.m.	Opportunity for feedback: SW Alder
5:50 p.m.	Project updates and closing roundtable



# WELCOME!

- Please bear with us if we experience any technology issues. Chat or email Briana at [briana.orr@portlandoregon.gov](mailto:briana.orr@portlandoregon.gov) if you are experiencing issues during the meeting.
- This meeting is being recorded, the video and chat are public records.
- Please rename your photo with your first name (and/or last name) and preferred pronouns
  - Hover over your name in the Participants list, then click “More” then “Rename”
- Mute yourself when you are not speaking.
- Use the chat or raise your hand for questions during presentations. We will monitor the chat and field questions back to presenters.



# **INTRODUCTIONS**

## **In Small Break-out Rooms**

### **5:05 PM**

# **PUBLIC COMMENT**

## **5:15 PM**

# **HAWTHORNE/MADISON PROJECT**

## **Update and opportunity for feedback**

### **5:20 PM**



# Completed: Striping, signals, islands

## Hawthorne and Madison: Grand - 12<sup>th</sup>



Hawthorne highlights. Top Left: New parking protected bike lane  
Bottom Left: New bike signal phase separation at 7th  
Right: New bus lane and buffered bike lane between Grand and 6th

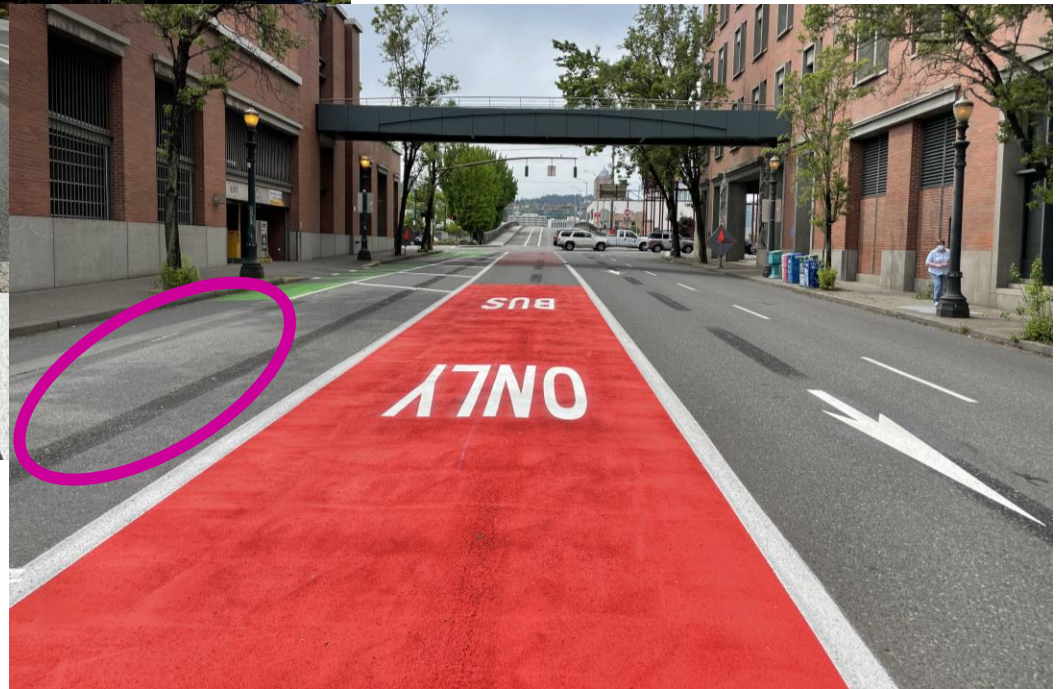


# Work remaining: Zicla Bus Platforms



SE Hawthorne at 6<sup>th</sup>  
looking west →

← SE Hawthorne at  
12<sup>th</sup> looking west



# Work remaining: Viaduct Bus Lane Implementation

**Status:** We received additional feedback on our design; decided to refine it and get additional feedback before implementing

**Segment needing design refinement:** Between Hawthorne Viaduct bus stop and McLaughlin off-ramp (below)



↑  
Bus stop

↑  
Off-ramp





# Potential design solutions

1. **Prioritize protection:**  
6' protected bike lane with 2' buffer adjacent to bus lane (similar to Burnside Bridge - Top right photo)
2. **Prioritize passing:**  
8' unprotected bike lane adjacent to bus and bike passing lane (similar to SE Madison 7<sup>th</sup> - 6<sup>th</sup> - Bottom right photo)
3. **Hybrid** - Vertical posts with greater spacing to allow bike lane users to pass

\*All options would add a bus lane and narrow general purpose lanes



# Hawthorne/Madison Opportunity for Feedback

- How has your experience been on Hawthorne and Madison with the new designs?
- What's working? What could be improved?
- On the Viaduct, what would create the most comfortable bike lane experience for Portlanders?
  - Physical barrier between bike lane and bus lane?
  - The ability to pass (or be passed) by other bike lane users?
  - A hybrid - Provide somewhat permeable protection?



# **OPPORTUNITY FOR FEEDBACK**

## **SW ALDER**

### **5:35 PM**

# Proposed pilot project: SW Alder (18<sup>th</sup> - 2<sup>nd</sup>)

## Proposed treatments:

Bus-and-bike lane from 4<sup>th</sup> to 2<sup>nd</sup>  
(through parking conversion);

Zicla platforms at 6<sup>th</sup> and 10<sup>th</sup>

## Anticipated benefits:

- Benefits 8,670 riders on Line 15
- 13 buses per hour in the peak
- 2+ minutes of transit travel time savings in the PM peak
- Reduce number of buses on SW Salmon

## Anticipated impacts:

- Limited traffic impacts
- Considering restricting right turns from Alder to 3<sup>rd</sup>
- Parking removal between 2<sup>nd</sup> and 4<sup>th</sup>
- Precludes two-way bike connection from 4<sup>th</sup> to the Morrison Bridge included in CCIM Plan



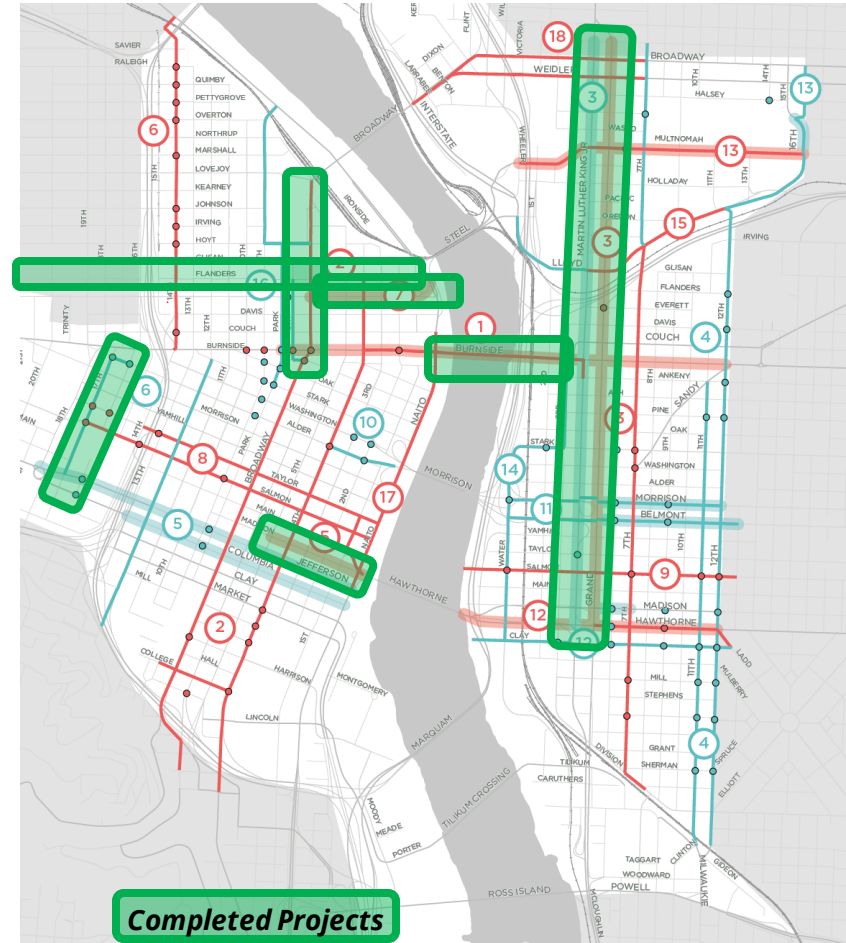
# **PROJECT UPDATES**

## **5:50 PM**



# CENTRAL CITY: Completed Projects

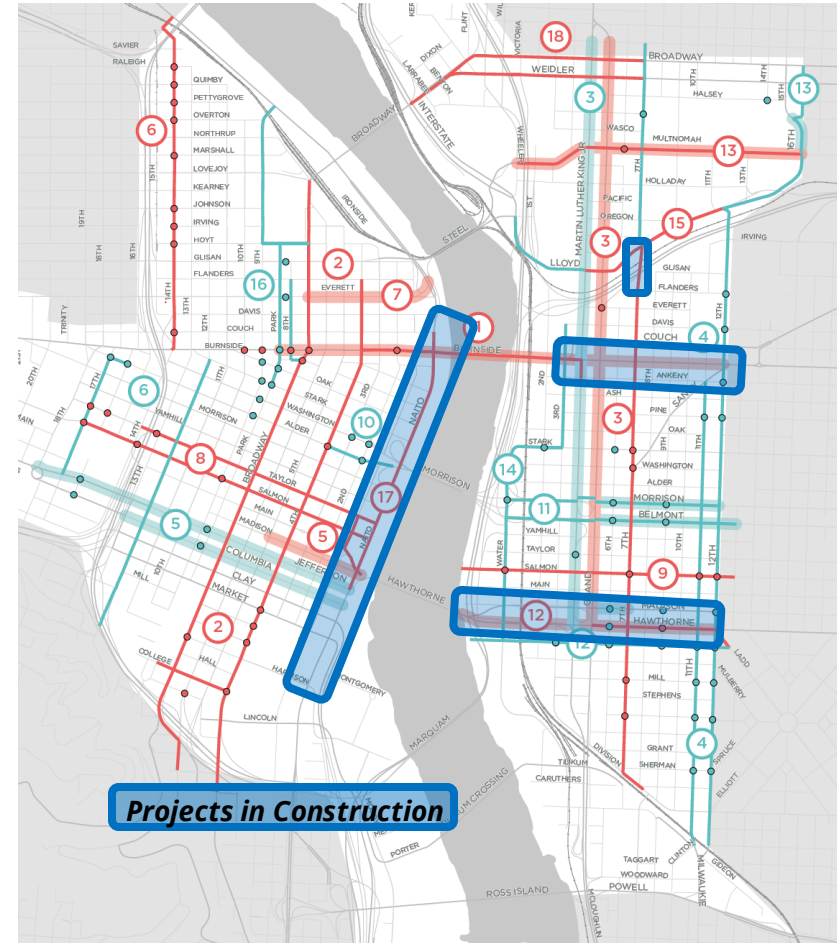
- ✓ **NW BROADWAY:** New protected bi-directional bike lanes, bus priority for Line 17
- ✓ **NW EVERETT:** New bus lane serving 6 bus lines approaching the Steel Bridge.
- ✓ **SW MADISON:** New bus/bike lane serving 5 bus lines approaching the Hawthorne Bridge.
- ✓ **BURNSIDE:** Phase 1 added protected bike lanes and new eastbound bus lane across the bridge.
- ✓ **SW 17th:** New bicycling connection through Goose Hollow
- ✓ **MLK / GRAND:** Bus and freight priority lanes
- ✓ **FLANDERS BIKEWAY:** New bicycle and pedestrian bridge over I-405, bikeway.



# CENTRAL CITY: In Construction

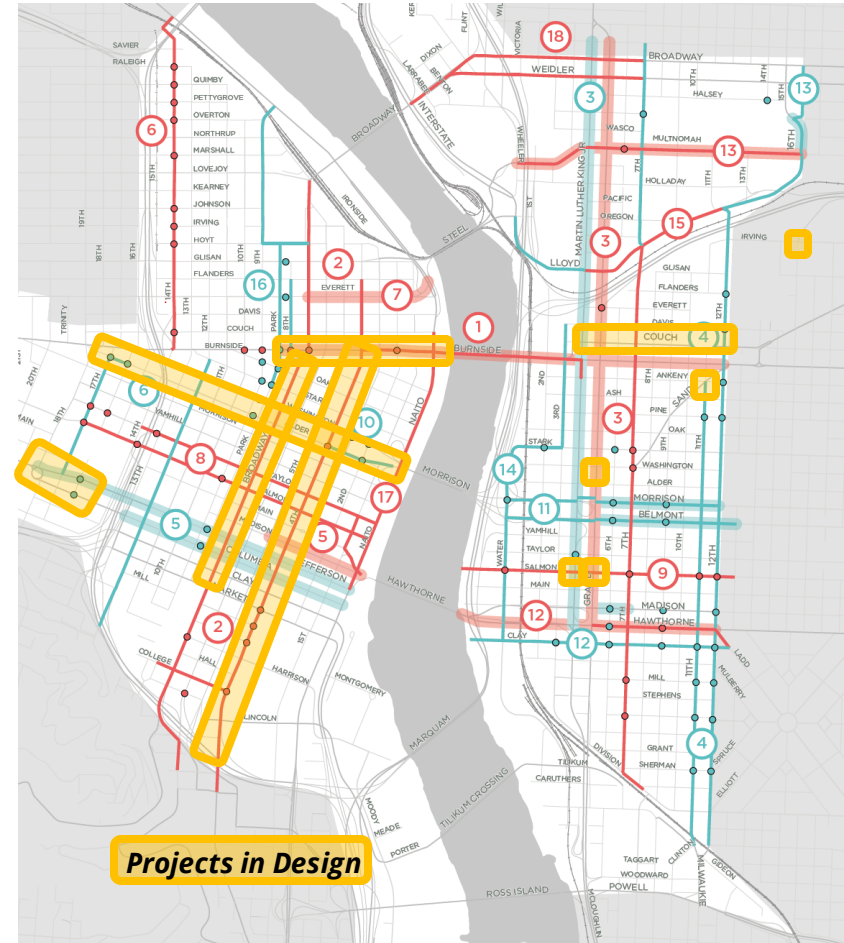
## In or Entering Construction in 2021:

- ❑ **SE HAWTHORNE / MADISON:** New bus lanes, protected bike lanes, crossing upgrades. Project Manager: Briana Orr
- ❑ **NAITO PARKWAY:** Roadway reconstruction, paving from Harrison to Jefferson, two-way protected bikeway, safer crossings, signal upgrades, and sidewalk infill from Harrison to Davis. Project Manager: Gabe Graff
- ❑ **E BURNSIDE:** Extends bus lane on Burnside Bridge east to 12<sup>th</sup> Avenue. Project Manager: Gabe Graff
- ❑ **BLUMENAUER BRIDGE:** New bicycle and pedestrian bridge over I-84. Project Manager: Dan Layden



# CENTRAL CITY: Projects In Design

- ❑ **SW 4<sup>TH</sup> AVE:** Street reconstruction and paving, new protected bikeway and bus lane, signal and streetlight upgrades. Project Manager: Gabe Graff
- ❑ **SW BROADWAY:** Protected bikeway from SW Oak to Clay, high visibility pedestrian crossings. Project Manager: Briana Orr
- ❑ **COLLIN'S CIRCLE:** Traffic signal and bus priority upgrades. Project Manager: Briana Orr
- ❑ **W BURNSIDE:** Extends bus lane on Burnside Bridge west to Park Avenue. Project Manager: Briana Orr
- ❑ **SW ALDER:** Reroutes TriMet Line 15 for speedier and more reliable service. Project Manager: Timur Ender
- ❑ **NE COUCH:** Westbound Bus and Turn lane approaching the Burnside Bridge. Project Manager: Timur Ender
- ❑ **CENTRAL EASTSIDE ACCESS & CIRCULATION:** New traffic signals and intersection improvements. Project Manager: Gabe Graff





# Red Retrofits: Status Update

## June 2021 Installations to Retrofit Transit Lanes with Red Pavement Markings:

- NW Everett (Broadway – Steel Bridge ramp)
- W Burnside (3<sup>rd</sup> – Burnside Bridgehead)

## Transit lines served:

- 4, 8, 16, 35, 44, 77
- 12, 19, 20

## Anticipated benefits:

- Reduce the number of automobile drivers improperly driving in transit lanes

This installation is part of PBOT's Federal Highway Administration (FHWA) experiment with Red Pavement Markings, in partnership with TriMet and PSU.

NW Everett at 4<sup>th</sup> Avenue



# **CLOSING ROUNDTABLE**

## **5:50 PM**