



PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Main: 503-823-5185 TTY: 503-823-6868 Fax: 503-823-7576 Portland.gov/Transportation

Jo Ann Hardesty Commissioner **Chris Warner** Director

Central City in Motion Working Group

Meeting #12

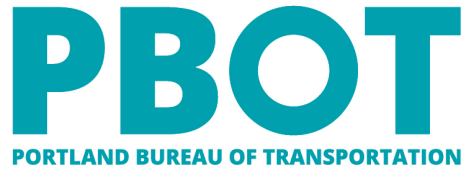
5-6 p.m., November 17th, 2022

Agenda

5 p.m.	Welcome
5:10	Public Comment
5:15	CCIM Year-End Update: Projects Completed Projects in Construction 2023/2024
5:35	Discussion: Working Group priorities for future CCIM transit priority projects
5:50	Closing Roundtable



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.



1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Main: 503-823-5185 TTY: 503-823-6868 Fax: 503-823-7576 Portland.gov/Transportation

Jo Ann Hardesty Commissioner **Chris Warner** Director

Central City in Motion Working Group

Meeting #12 Notes

5-6 p.m., November 17th, 2022

This meeting was held virtually over Zoom.

Committee Members Present: Susan Lindsay, Peter Finley Fry, Emily Guise, Nick Puczkowskyj, Liz Hoekstra, Madi Carlson, Reza Farhoodi, Izzy Armenta, Jaime Orrego, James Stewart

PBOT Staff Present: Gabe Graff, Matt Kelly (staff liaisons)

Also Present: Luke Norman (TriMet), Michael Ray (TriMet), Takayuki Kino (public)

Welcome & Introductions

Staff and Working Group Members introduced themselves.

Public Comment

None

CCIM Year-End Update: Projects Completed & Projects in Construction 2023/2024

Gabe Graff describes projects completed in 2022. SW Broadway is mostly done, bus platform near Schnitzer still planned.

Izzy Armenta: Have there been any talks or plans for more physical structure in the buffered area between vehicle parking and the bike lane? Something more substantial than paint and posts?

Gabe Graff: We are hoping to get funding for that work, nothing has been identified yet. Also have some additional work planned and funded for signal phasing upgrades at a few key intersections.

Gabe Graff continues. On NE Couch, we still have signal timing work to do, otherwise finished.

Peter Finley Fry: On Couch, I thought one lane would work because during bridge work there was only one lane westbound across the bridge. I think Couch works well. However a couple of glitches. Example – transition from 14th to 12th, it's sudden with the lane elimination. I've experienced people finding themselves in the wrong lane and being forced to get back in. I also witnessed one person driving in the bus lane, then others followed. I don't know how you deal with that. But it seems to work really well overall.

Gabe Graff: We knew Couch would be hard, that lane closure was a good test case. I do think compliance will be better once signal timing has improved.

Gabe Graff continues. SW Alder reroute is completed. This project will also work better once a couple construction projects are wrapped up in that area.



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.



1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Main: 503-823-5185 TTY: 503-823-6868 Fax: 503-823-7576 Portland.gov/Transportation

Jo Ann Hardesty Commissioner **Chris Warner** Director

Reza Farhoodi: I'm curious to see what traffic levels are like downtown post pandemic. I have to say, it was slow on Alder going through downtown on PM rush. I think we should consider a BAT lane on Alder farther west. It would improve performance going forward.

Gabe Graff: I'm interested in getting data from TriMet on how well it's performing. Once the adjacent construction projects are done and get out of the way, performance may get better. From my experience, freight loading/unloading and construction seem to gum things up.

Izzy Armenta: Could you add a loading zone between 5th and 6th? Trucks in travel lanes are clogging things up. Would be good to see options there to free up the bus.

Gabe Graff: Yes we can look at add loading zones.

Gabe Graff describes projects under construction in 2023 and 2024. Jefferson slid to next year. 4th Ave just got final plans Monday. Central Eastside Access & Circulation project is being rebid to try to get better bids. Working on Hawthorne viaduct improvements with Multnomah County. E Burnside is in construction right now, bike lane on MLK will be on west side. W Burnside will be getting into construction. SW Jefferson on west end will be moving forward.

Nick Puczkowskyj: Regarding the transit island on Jefferson at 17th, I know this is a rough sketch but what is ADA accessibility like for that island? What infrastructure will be in place to help people get to that island?

Gabe Graff: Will have to check. On SW 4th, we are putting in bollards to protect the islands, plus ramps and crosswalks, and islands will have shelters and lights. On 4th they will be comfortable, accessible.

Luke Norman: Design should be similar to 4th. Not sure if shelter or not.

Reza Farhoodi: Line 68 uses this? 58?

Luke Norman: Line 68, 58 yes. Line 6 will also use this.

Reza Farhoodi: Will there be a policy for drivers to always service this stop regardless of whether there are passengers waiting?

Luke Norman: Good question. Haven't gotten into details of whether operators will be required to always service the stop.

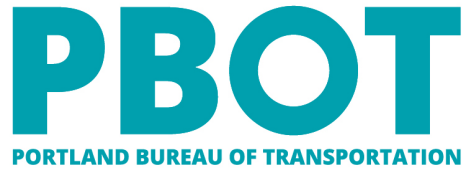
Reza Farhoodi: For the West Burnside project, I know there have been questions about the Park Blocks crossings, will that project improve them?

Gabe Graff: We won't have a crossing improvement as part of that project. It's striping a bus and turn lane on the eastbound lane.

Reza Farhoodi: Are we in this situation because we didn't get RFFA funding...?



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.



1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Main: 503-823-5185 TTY: 503-823-6868 Fax: 503-823-7576 Portland.gov/Transportation

Jo Ann Hardesty Commissioner **Chris Warner** Director

Gabe Graff: I would like to improve crossings on West Burnside, there is a lot of room for improvement. This project doesn't have the budget for crossing improvements.

Jaime Orrego: For 4th Avenue, it seems like we've been discussing this project so long, why so delayed?

Gabe Graff: You're right. In contrast to our projects on Broadway, which are mostly striping and signs, 4th project is reconstructing much of roadway. Pavement has failed. We need to go to the gravel base layer. That means we're taking the opportunity to partner with sewers, water bureaus to rework a lot of underground infrastructure so we can take advantage of having it open. Lots of coordination. It's a big, complicated project. Different level of complexity and funding level than most other CCIM projects.

Discussion: Working Group priorities for future CCIM transit priority projects

Gabe describes the map. Dark blue segments are done or underway. Several remaining projects seem like good fits for Better Bus funds. Alternatively, we can pursue funds to enhance existing projects.

Peter Finley Fry: Are we able to add new projects to this list?

Gabe: Yes. In this context, we are trying to think about projects that would be good fit for funding that Metro and TriMet are managing. Used to be called Enhanced Transit Corridors, now called Better Bus.

Peter Finley Fry: Street I want to see is Water Avenue, it requires bike and pedestrians improvements and roadway improvements.

Gabe: That could be a good topic for our next meeting.

Peter Finley Fry: There's a lot going on around Belmont and Morrison. Literary Arts has a new facility right on Grand Avenue. There's a lot of stuff going on in Central Eastside. Regarding the project on 11th and 12th, that's a third rail project. Important street for the neighborhoods, each time in history we have looked at them...it's toxic.

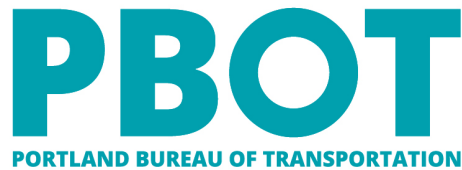
Gabe Graff: I appreciate that, 11th and 12th get a lot of attention.

Liz Hoekstra: I'm excited to see 4th Ave plans go through. I think PSU is still going to be lacking for good east/west connectors between 4th and Broadway. Going to have these awesome commuter routes, plus eventually the Green Loop. But we just don't have good safe east/west connector. Jefferson and Columbia are nice but that's not really part of campus. We've talked about College, Harrison – is there an opportunity to improve those two routes as part of 4th Avenue?

Gabe Graff: That's a good question and something we can explore as part of future projects.



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.



1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Main: 503-823-5185 TTY: 503-823-6868 Fax: 503-823-7576 Portland.gov/Transportation

Jo Ann Hardesty Commissioner **Chris Warner** Director

Susan Lindsay: I have a question about goals, philosophy here. Gas and electric vehicles are important too. Lots of people don't feel safe riding bikes in the central city or taking transit in the central city. Has there any kind of survey or study of the streets the parking has been lost on, if the streets have become less activated? NW Broadway has different feel to me than it used to. I certainly don't feel safe there now. I'm curious about the deactivation of the street created by the protected bike lanes. Have there been follow ups? Multnomah County building now has traffic right up against the curb, it results in a perception of a less friendly place. Another thing is 11th and 12th. I can assure you it won't go to one lane without enormous uproar. It's supposed to be a freight line, plus there's enormous apartment buildings and the neighborhoods. If we're talking about 11th and 12th I'd like to be involved in every single discussion on that. Number 2, where's the data that these changes have produced a more positive pedestrian environment?

Gabe Graff: Speaking on 11th and 12th, one thing we've heard from members of this committee is a preference to be involving at an early stage rather than a late stage. We are on the front end here, we don't have funding or design for this. You're at the very edge of our thinking. There's more to come. On the evaluation, it's been a difficult time for that, we'd like to be doing more evaluation but Covid threw a wrench in it. We've held off with most evaluation at this point.

Emily Guise: I just want to remind folks that not everyone can drive and lots of people rely on public transit. I would be interested in seeing permanent bike improvements on Morrison and Belmont. As night life has come back to the Central Eastside I'm seeing a lot more fast driving on SE Morrison in particular. If the pro time bus lane could be made permanent, and the bus lane bumped out and made permanent, that would help support safer speeds. I also recommend more loading zones with these transit projects, I've been seeing a lot of people making deliveries or pickups and drop-offs in the bus lanes. Should be at least one spot per block for loading/unloading.

Reza Farhoodi: I second Emily's points, nightlife hotspots creating more dangerous driving. I also like the idea of more dedicated loading zones and rideshare pickups. Does city have knowledge of how we can work with Lyft and Uber to help drivers to use designated spots?

Gabe Graff: We have done some of that work in entertainment districts, haven't looked at in awhile though, we can revisit that.

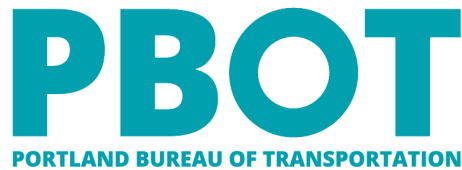
Luke Norman: Forward Together would move Line 70 off 11th/12th off south of Hawthorne.

Peter Finley Fry: We have a problem with 11th and 12th near the rail crossing – bad signalization. Can get trapped on the rail line because of city traffic light. It hasn't been fixed. The rail crossing is a serious problem. PBOT is pursuing a grant to look at options. So may want to slow down on 11th/12th to see how that plays out. There are few ways to get past the rail line.

Susan Lindsay: First of all, you said this plan for 11th/12th was very preliminary, this doesn't look preliminary. Also is 11th the same design as 12th?



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.



1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Main: 503-823-5185 TTY: 503-823-6868 Fax: 503-823-7576 Portland.gov/Transportation

Jo Ann Hardesty Commissioner **Chris Warner** Director

Gabe Graff: I'll share more with you. We have 5% plans for all CCIM projects. We will send out link.

Susan Lindsay: Preservation of parking on 11th/12th is good. But the traffic diversion will be a factor.

Jaime Orrego: I would advocate to take out a parking lane on 11th/12th and a put bus lane there for Line 70. The second thing, the rail tracks. I understand it's impossible to tell the rail people to do anything. Is there a long-term solution? Underpass? It's a huge barrier. You can be stuck there an hour, it's crazy to me.

Gabe Graff: Agreed.

Closing Roundtable

Peter Finley Fry: I'm hoping you can get railroad planning into this committee, it really impacts people in the central city.

Comments from Zoom Chat:

From Emily Guise to Everyone 05:06 PM

Congrats Matt! So exciting (the bike and the kid!)

From James Stewart to Everyone 05:06 PM

Me too!

From Nick Puczkowskyj to Everyone 05:50 PM

https://pdxscholar.library.pdx.edu/trec_reports/210/

Here's some data regarding cycling infrastructure and economic impacts on local businesses

From Liz Hoekstra to Everyone 05:51 PM

I third that point... I've noticed so many people parking for short amounts of times in the bike lanes in those areas too

From Nick Puczkowskyj to Everyone 05:58 PM

Yes, if we want to activate a streetscape I think exploring demand-responsive parking pricing would decrease cruising for parking and make the neighborhood safer. Project #4 might be a great place to test a demand-responsive parking pilot.

San Francisco has done an excellent job rolling out demand-responsive parking price pilot.

From Susan Lindsay to Everyone 05:59 PM

residential areas

###



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.