

# CENTRAL CITY IN MOTION

*Working Group Meeting  
November 17<sup>th</sup>, 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

# WELCOME!

Please share:

- **Name and preferred pronouns**
- **Title/Affiliation**
- **What's top of mind for you regarding transportation right now?** Share something from your personal lived experience/work experience that might be relevant to the Central City. (1 minute or less).

# **PUBLIC COMMENT**

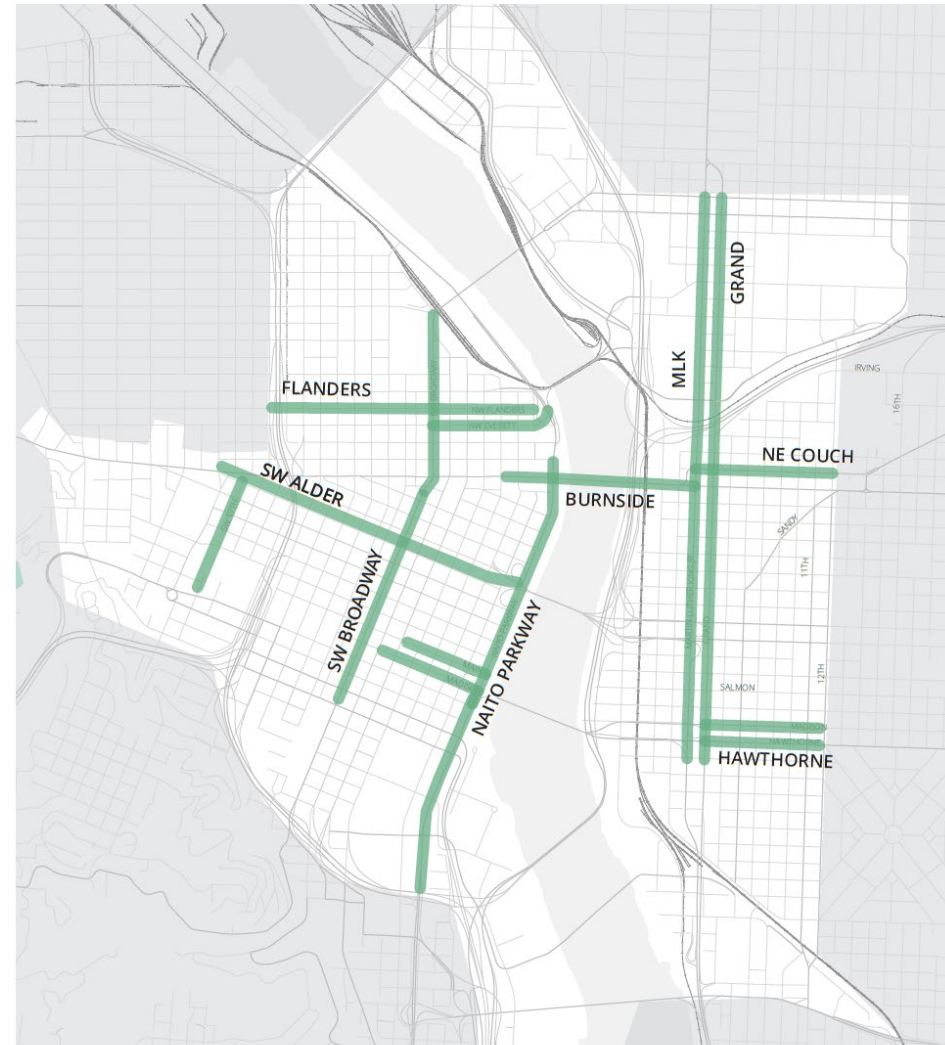
## **5:10 PM**

# **Year End Update**

## **5:15 PM**

# CENTRAL CITY: Completed Projects

- ✓ **NW/SW BROADWAY:** Protected bike lanes, bus priority for Line 17, safer crossings.
- ✓ **NAITO:** New sidewalk, cycletrack along Waterfront Park. New pavement between I-405 & the Hawthorne.
- ✓ **SW ALDER:** Rerouted TriMet Line 15 for speedier and more reliable service.
- ✓ **NE COUCH:** Westbound bus-and-turn lane approaching the Burnside Bridge.
- ✓ **SE HAWTHORNE / MADISON:** New bus lanes, protected bike lanes, safer crossings.
- ✓ **SW 17th:** New bicycling connection through Goose Hollow.
- ✓ **MLK / GRAND:** Bus & freight priority lanes, safer crossings.
- ✓ **FLANDERS BIKEWAY:** New bicycle and pedestrian bridge over I-405, bikeway.
- ✓ **NW EVERETT:** New bus lane serving 6 bus lines approaching the Steel Bridge.
- ✓ **BURNSIDE:** Phase 1 added protected bike lanes and new eastbound bus lane across the bridge.
- ✓ **SW MADISON:** New bus/bike lane serving 5 bus lines approaching the Hawthorne Bridge.





# Naito Parkway



**UNDER CONSTRUCTION**



# Naito Parkway



**COMPLETE**



# SW Broadway Project





# NE Couch Rose Lane





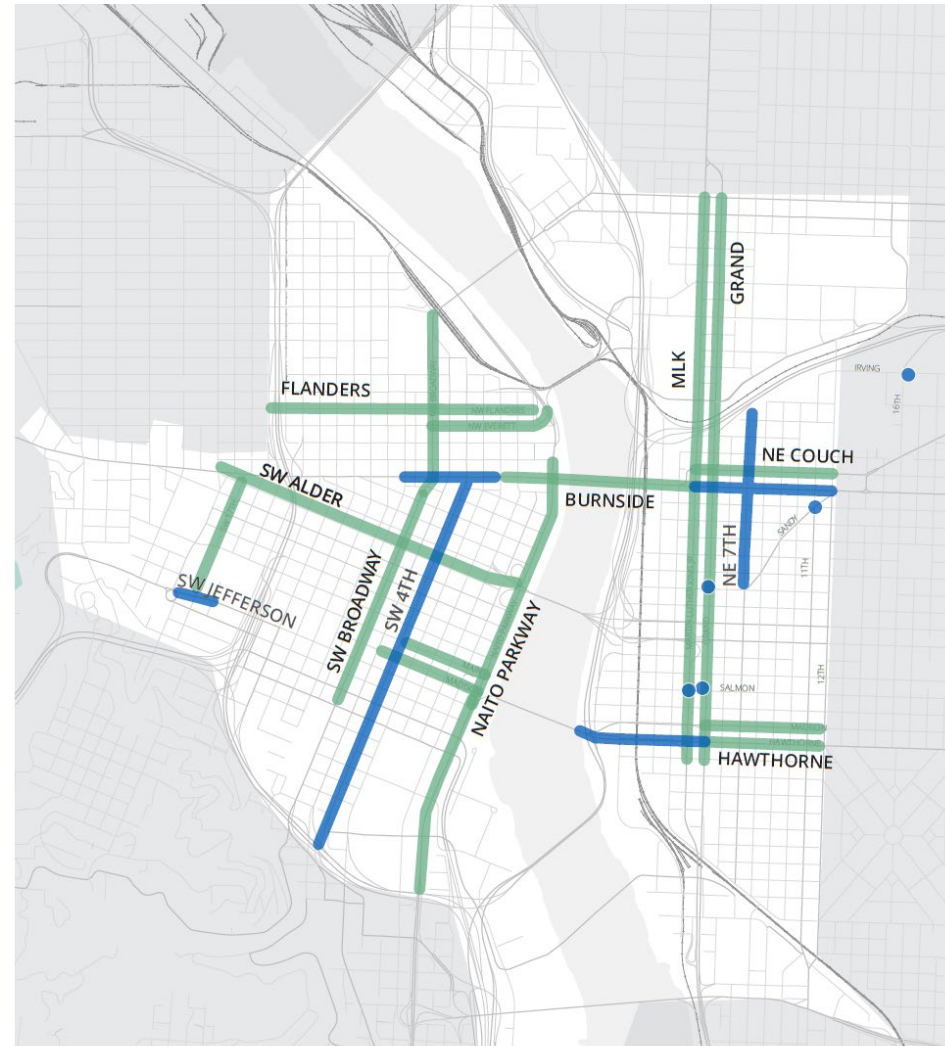
# SW Alder / Line 15 Reroute





# CENTRAL CITY: 2023/24 Construction

- ❑ **SW JEFFERSON:** New bus lane, improved bike lane and pedestrian crossing.
- ❑ **4TH AVE:** Street reconstruction and paving, new protected bikeway and bus lane, new traffic signals and streetlight upgrades.
- ❑ **CENTRAL EASTSIDE ACCESS AND CIRCULATION:** New traffic signals, accessible curb ramps, circulation changes.
- ❑ **SE HAWTHORNE VIADUCT:** Extends bus lane along the Hawthorne Bridge Viaduct.
- ❑ **E BURNSIDE:** Extends bus lane on Burnside Bridge east to 12<sup>th</sup> Avenue. (construction underway)
- ❑ **W BURNSIDE:** Extends bus lane on W Burnside from 3rd to 8th Avenue.



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

**CENTRAL CITY  
IN MOTION**

Completed



Construction  
2023 / 2024



0 1,300 2,600 FEET



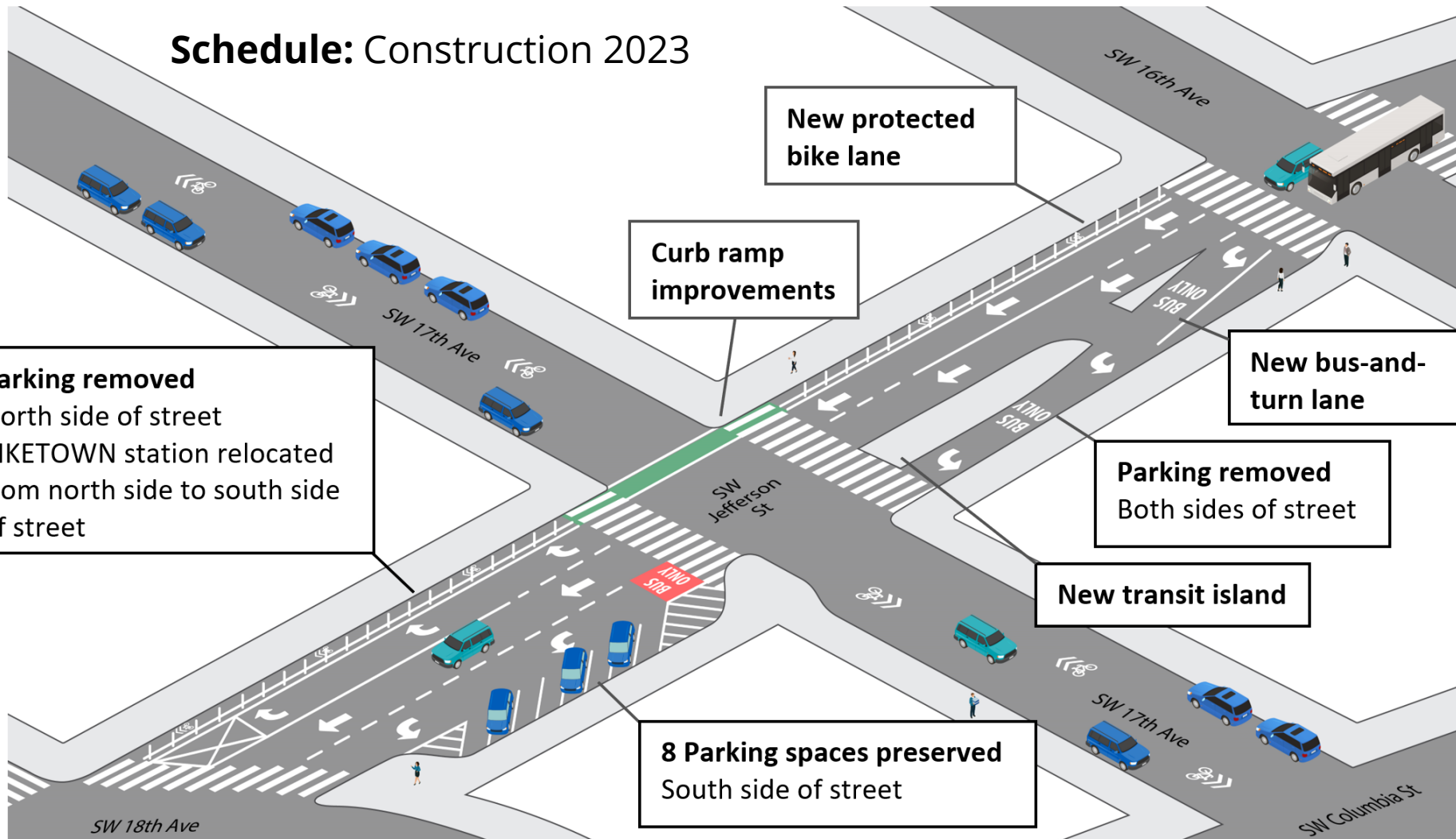
Data provided by the  
City of Portland and Metrolinx.  
Map produced October 2023.

# SW Jefferson Project Overview

**Project extents:** 16<sup>th</sup> to 18<sup>th</sup>

**Scope:** Transit stop and signal improvements approaching Collins Circle

**Schedule:** Construction 2023





# SW 4<sup>th</sup> Avenue Project Overview



**Project extents:** SW 4<sup>th</sup> Avenue from Sheridan to Burnside

**Scope:** Repave SW 4th Avenue from SW Lincoln to W Burnside. Add left-running protected bikeway, a bus and turn lane, and safer pedestrian crossings.

**Schedule:** Construction Spring 2023 – Summer 2024

# **Discuss priorities for future CCIM transit priority projects**

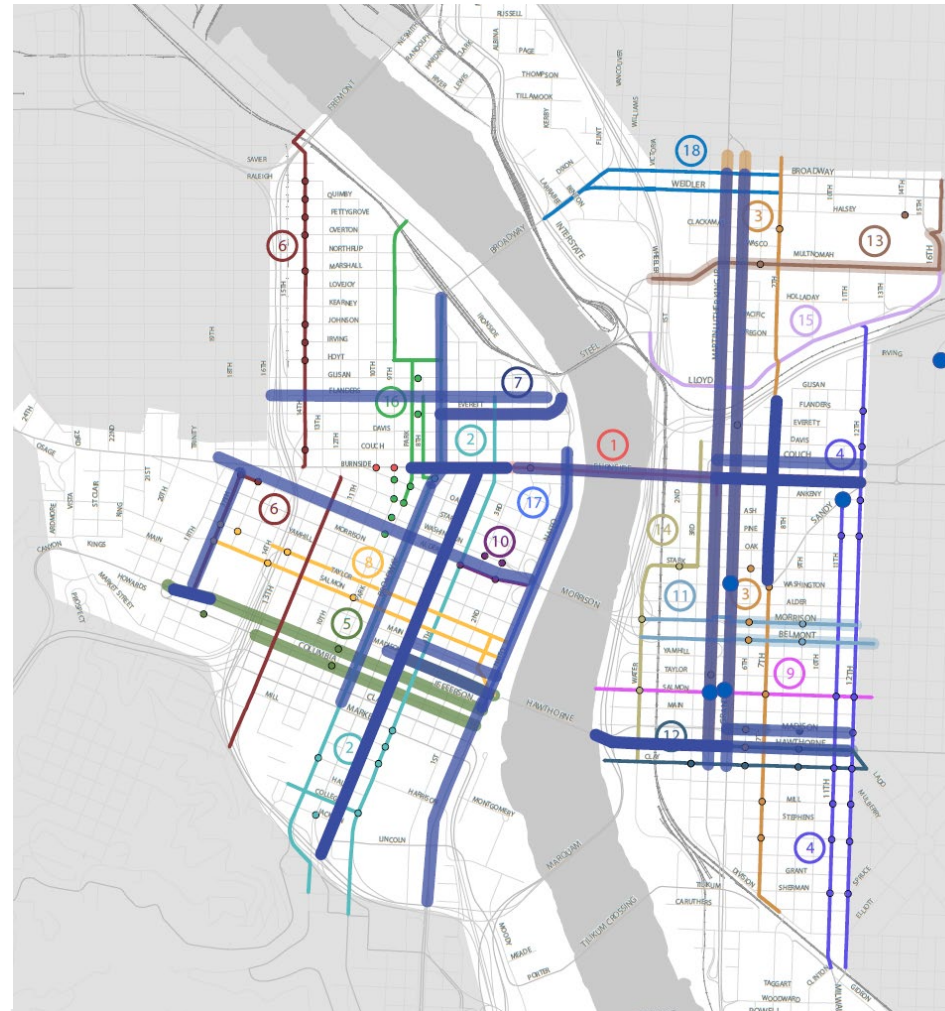
**5:35 PM**



# CENTRAL CITY: Completed vs Planned

## Under Discussion:

- ❑ **PROJECT #4:** SE 11<sup>th</sup> and 12<sup>th</sup> Avenue
- ❑ **PROJECT #5:** SW Jefferson and Columbia
- ❑ **PROJECT #11:** SE Morrison and Belmont



# PROJECT #4

## NE / SE 11th Ave / 12th Ave

### Project Highlights

11th and 12th Avenues are an important north-south route for freight, transit, autos, and people biking. Today the roadways feature two narrow travel lanes that don't accommodate trucks or buses well. They are also difficult to cross. The project would redesign the roadways to include one wider travel lane to better accommodate buses and trucks, a wide bike lane, parking, and a series of pedestrian crossing and bus stop improvements.

**Estimated Cost: \$7,800,000**

### Benefits



**CROSSWALK IMPROVEMENTS** Crosswalk Improvements New signalized crosswalks will help people walking and biking on E-W streets cross SE 11th and 12th Aves.



**WIDE BIKE LANES** Provide a comfortable space for cyclists where physical protection is not possible.



**PEOPLE MOVING CAPACITY** Changes in street design would increase the number of people that the street could accommodate by +9%.



**FREIGHT** A wider travel lane will enable freight trucks to use this corridor.

### Key Considerations

- To create space for a wide bike lane (similar to Oak and Stark Streets downtown), one vehicle lane on both SE 11th and SE 12th Avenues would be removed. The remaining travel lane would be wider than today to better accommodate buses and trucks.
- Bus stop "islands" would reduce bike/bus conflicts by routing bikes behind bus stops and allow buses to stop in the travel lane improving bus travel time and reliability.
- South of Division Street, parking would be removed in order to accommodate wide bike lanes and preserve travel lanes approaching the railroad crossing.

### Project Details



Bike Facilities at Sidewalk Level

Benson High School Drop off Preserved

**SECTION A**  
SE 12TH AVE - DIVISION TO BURNSIDE ST  
view looking north



Roadway Configuration to Accommodate Heavy Turning Movements

SE 11TH/12TH AT SE CARUTHERS ST  
view looking north



Area of  
Traffic  
Bus/Bike  
Interaction

Coordination  
with Division  
Transit Project

#### LEGEND

- Pedestrian Improvement Project Locations
- Low-stress Bikeway Project Locations



# PROJECT #5

## SW Jefferson / Columbia / Madison

### Project Highlights

Multiple bus lines use Columbia and Jefferson to connect from Goose Hollow to the Hawthorne Bridge. These streets are also critical east/west connections through downtown Portland for cars and trucks. The proposed project would improve transit reliability and speed by adding a Bus and Turn lane and bus stop improvements. Traditional bike lanes would also be provided.

**Estimated Cost: \$3,000,000**

### Benefits

- 
**BUSINESS ACCESS & TRANSIT LANES** Transit priority BAT lanes on Jefferson and Columbia will allow the buses to access and get through downtown, relieving a major pinch point in the transit system.
- 
**CROSSING IMPROVEMENTS** Pedestrian crossing improvements can improve safety and increase the likelihood that people driving will stop for people crossing the street.
- 
**BIKE LANE** Moving the bike lane on Madison will eliminate weaving with the buses.
- 
**BIKEWAY** Portions of the bikeway connections from the Hawthorne Bridge will be protected. Separating people biking on Madison from other vehicles will improve safety for all roadway users.
- 
**PEOPLE MOVING CAPACITY** Changes in street design would increase the number of people that the street could accommodate by +74%.

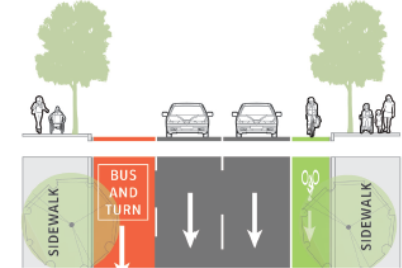
### Key Considerations

- To accommodate the BAT lane from 1st to 5th Avenues on SW Madison, all parking would be removed.
- To accommodate the BAT lane from 4th Avenue to Broadway on SW Jefferson, parking on the north side would be removed.
- From 12th Avenue to Collins Circle, SW Jefferson could accommodate the protected bike lane, BAT lane and two travel lanes.
- To accommodate a BAT lane and bike lane on SW Columbia, some parking on the south side of the street would be removed. Most parking on the north side of SW Columbia would be retained.

### Project Details

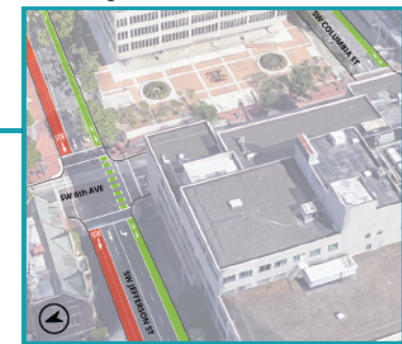


#### SECTION A SW JEFFERSON -SW BROADWAY ST TO SW 4TH AVE view looking east





#### Area of Traffic/Bus/Bike Interaction

#### SW JEFFERSON ST AND SW COLUMBIA ST AT SW 6TH AVE view looking north



#### Single Auto Travel Lane from Broadway to 12th Ave

- LEGEND**
-  Pedestrian Improvement Project Locations
  -  Enhanced Transit Corridor Project Locations

# PROJECT #11


## SE Belmont / Morrison


### Project Highlights


Belmont and Morrison are key east/west connections in the Central Eastside, providing important retail, freight, and transit access. This project improves transit access and speed with new transit islands, improves pedestrian crossings, and provides protected bike lanes.

**Estimated Cost: \$3,020,000**

### Benefits

- 

**BUSINESS ACCESS & TRANSIT LANES** Transit priority BAT lanes on Belmont and Morrison will allow the buses to access downtown, relieving a major pinch point in the transit system.
- 

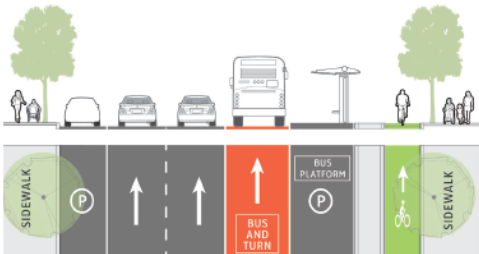
**PEOPLE MOVING CAPACITY** Because treatment on SE Morrison makes a current condition an all day condition, it does not change the people moving capacity.
- 

**PROTECTED BIKEWAY** Protected Bike Lanes have been shown to reduce crashes for all roadway users by 40%.

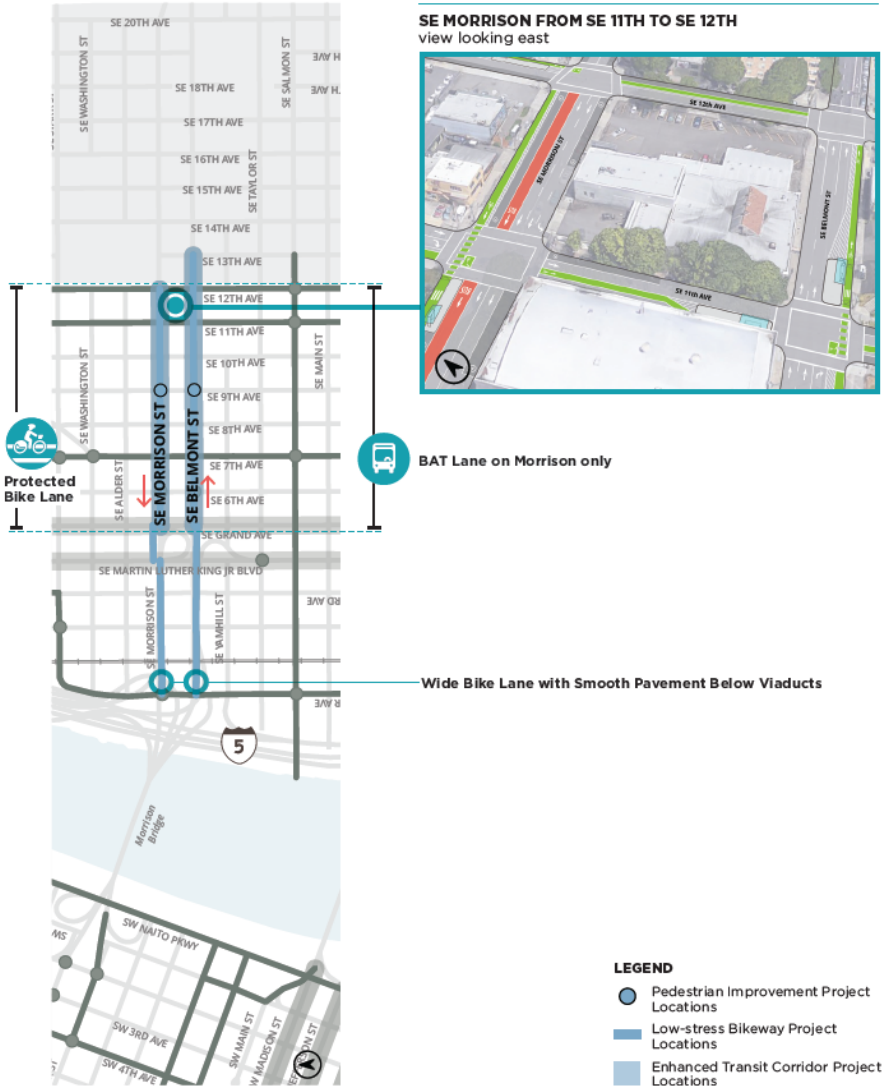
### Key Considerations

- On SE Morrison Street, the current pro-time transit lane would become an all-day BAT lane.
- To create a parking-protected bike lane on SE Belmont, all parking on the north side of Belmont from Grand to 12th Avenue would be removed.

#### SECTION A SE MORRISON - MLK TO MORRISON BRIDGE view looking west



### Project Details





# **CLOSING ROUNDTABLE**

## **5:50**

# THANK YOU!