

PBOT

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 #11

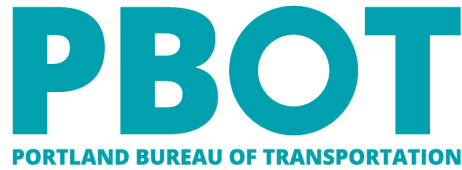
5-6 p.m., July 26, 2022

Agenda

5 p.m.	Welcome
5:10	Public Comment
5:15	SW Broadway Bike Improvements design update
5:25	SW 4 th Avenue Improvement Project construction update
5:30	SW Alder Street Phase 2
5:50	Closing Roundtable



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Meeting #11 Notes

5-6 p.m., July 26, 2022

This meeting was held virtually over Zoom.

Committee Members Present: Susan Lindsay, Peter Finley Fry, Emily Guise, Adam Zucker, Nick Puczkowskyj, Ryan Hashagen, Liz Hoekstra, Madi Carlson, Josh Mahar, Reza Farhoodi, Izzy Armenta

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

Also Present: Luke Norman (TriMet)

Welcome & Introductions

Staff and Working Group Members introduced themselves.

Public Comment

None

SW Broadway Bike Improvements design update

Briana shares updates to SW Broadway. Updated design gets rid of mixing zone. Interim treatment at SW Taylor until we can replace the signal here and phase separate right turns. Added two-stage turn box at Madison to connect to Madison. From Salmon to Madison, we anticipate high drop-off activity. Adding pavement markings to communicate that. May put in asphalt platform near Schnitzer. Been doing notification, folks were thrilled. Working with contractor to get things scheduled.

Madi: With future projects, I thought mixing zone was required because of traffic volumes, why did we allow this updated design? Did we get fresh traffic counts?

Briana: Not sure we got fresh volumes, but we looked at bigger patterns in downtown area to make the call.

Josh: Raising bike lane to sidewalk level near Schnitzer – is purpose to slow bike traffic?

Briana: Intent is to allow people coming in and out of vehicles to load and unload at curb height level. Not official ADA space, but better. Schnitzer has told us they have many people with mobility issues get dropped there. Provides more accessible route to that front door.

Liz: What’s the plan for traffic during construction? Routes for cars and bike during construction?

Briana: Likely won’t close entire street. Happy to share traffic control plan when we have it from the contractor. When there is a bike facility at a work zone currently, we ask contractor to maintain it.



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Reza: Left turn box at Salmon, don't see one there.

Briana: Brought it to team. Current guidance is to only put them where we currently have bike facilities, which we don't have yet on Salmon.

SW 4th Avenue Improvement Project construction update

Gabe: Projects on NE 7th (north of bridge) and NE Couch are moving into construction soon. As a large capital project, SW 4th Avenue is moving more slowly. On track to have final plans by end of year. In latest design, SW4th & Hall will now have full signal reconstruction that will allow phase separation from cyclists and left-turning drivers. Construction to start following holiday moratorium; start early 2023.

SW Alder Street Phase 2

Briana shares Alder Phase 1 updates. Contractor is completing punch list, last remaining items on project. Still some striping to do. Backorder issues with MMA (green) for bike lanes. Also tuff curb and posts between 4th and 2nd, they will both be done this week. Also, on SW 2nd & Washington, based on feedback, we will add concrete planter with yield signage. Should occur next couple months.

Madi: What is green MMA and tuff curbs?

Briana: MMA is material we use to stripe the green parts of bike lane and the red parts of bus lane. Tuff curb and posts are the hard, plastic humps and plastic posts that we use to separate drivers from other road users.

Gabe transitions to discussion of future Alder Phase 2 project. Haven't begun design yet. Will hold off until we have more data from TriMet. Begin design later this winter, construction following a year or so after. Scope includes making platforms permanent with concrete. Also using old MAX stop shelter and using that on SW Alder at 6th.

Peter: We have to look around what's happening around a street, not just the street. For example, Live Nation is proposing a 3,000 person arena on SE Water Avenue in area with almost no pedestrian services. It's important to me that streets become part of the design around them.

Daniel: Slip lanes to and from Morrison Bridge on the west side, will those be getting addressed?

Gabe: We'll be removing a dual right turn from 4th to Alder, which will help pedestrian safety. There is the connection on 2nd at Alder that's challenging, and some other difficult spots that we'll need to continue working on.

Madi: Are there rules for adding leading pedestrian intervals? That doesn't require phase separation, right?



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Gabe: It's usually not technically complicated or expensive, it's about how the corridor timing works overall and is there enough time on the clock for all the different movements.

Reza: Curious when you ask about additional transit priority for Phase 2 – what's on the table? Prior to Covid, it wouldn't be uncommon to see long backups on Alder. What is on the table you're considering?

Gabe: We haven't started design for Phase 2 yet. As we get data back from TriMet, or anecdotal if you share it, if you think bus is still getting stuck, we want Alder to perform as a transit street.

Reza: If everything is on the table, we should have a BAT lane back to 10th. If we want to make it a transit street.

Nick: What is the lighting situation at proposed bus shelters? Thinking in terms of safety for folks.

Gabe: We've been struggling getting power to transit shelters for various reasons. We can potentially do a lighting study and make improvements.

Nick: I haven't looked at the output for solar powered LEDs and shelters. I don't know if those would meet the need.

Gabe: We are looking at solar powered lighting for shelter at SW 4th Av and Hall because it gets a lot of sun exposure, not sure Alder gets enough sun.

Liz: Bus shelters can be a public amenity. Heat, phone chargers, a lot of possibility to make these sheltered areas a resource for people walking through the city.

Emily: What is the seating situation at the bus stops? Will there be benches?

Gabe: TriMet would likely use standard shelters along Alder. Standard shelters with the exception of the reused MAX shelter. Any thoughts on whether that's a good idea?

Emily: Great! Bigger the transit shelter the better, as long as it's clear it's a bus stop not MAX.

Gabe: Appreciate the brainstorming about a very early project. Will come back with a summary as we get to work with TriMet. This has been helpful.

Closing Roundtable

Emily: For those not on TikTok, the Hawthorne bike lanes were highlighted by BikeShopGirl, received very positively by her.

Adam: Following up on Hawthorne discussion, the eastbound ramp off the viaduct, I'd like to see an intervention to improve safety there. Also want to pitch 7th & Sandy block party this Sunday until 10 p.m.

Josh: Is PBOT starting to see any post covid world patterns? Would be interesting to keep an eye on as we move ahead with CCIM.



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Reza: Status update on Ankeny and Sandy signal project?

Gabe: We will be in construction on those projects by the end of the year. We have final signed plans, waiting bid them. Completion is likely 18 months given current environment, given how long it's taken to get mast arm poles.

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