

# 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](http://Portland.gov/Transportation)

**Jo Ann Hardesty** Commissioner **Chris Warner** Director

## Central City in Motion Working Group

### Meeting #14

5-6 p.m., October 18<sup>th</sup>, 2023

#### Agenda

5 p.m.	Welcome
5:10	Public Comment
5:15	Project Update: NW/SW Broadway Bike Lanes
5:50	Closing Roundtable



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### Meeting #14 Notes

5-6 p.m., October 18<sup>th</sup>, 2023

*This meeting was held virtually over Zoom.*

**Committee Members Present:** Madi Carlson, Reza Farhoodi, Peter Finley Fry, Emily Guise, Ryan Hashagen, Susan Lindsay, Tony Jordan, Josh Mahar, Nicholas Puczkowskyj, James Stewart, Adam Zucker

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

**Also Present:** Iain MacKenzie, Jonathan Maus, Ian Stude

### Welcome & Introductions

Staff and Working Group Members introduced themselves.

### Public Comment

None

### Project Update: NW/SW Broadway Bike Lanes

- Gabe Graff introduces NW/SW Broadway discussion ([see slides](#)). PBOT is no longer considering removing protected bike lanes on Broadway. Provides overview of history of Broadway bike lane segments installed in 2009, 2020, and 2022.
- Peter Finley Fry: You're discussing projects at a high level. Are you interested in looking at or discussing the smaller problems as they relate to Central City in Motion, the pinch points?
  - Gabe: Yes, we welcome feedback on those details as well.
- Gabe describes next steps for Broadway, including project evaluation, installation of three passenger loading/unloading platforms at hotels, and traffic signal upgrades, including adding a northbound bike signal at SW Oak.
- Emily Guise: What if you build the hotel platforms and the hotel managers are still not satisfied? Are these the last improvements or would their demands trigger more? I'm concerned with whether certain people are getting preferential treatment. And whether PBOT is making investment and design decisions based on data.



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- Gabe: In general, we try to accommodate the needs of people along a street when we do our projects, to avoid disrupting their normal ways of doing things. When we did the NW segment, for example, we heard from Central City Concern that they were concerned about accessible passenger loading and unloading, which is why we installed the platform outside their building. We find that these changes often benefit not just the businesses or residents, but the people using the street as well, including people riding bikes.
- Adam Zucker: What is the approximate cost of the 3 platforms?
  - Gabe: We have about \$270,000 budgeted for those. Would also like to upgrade the Central City Concern location but we haven't identified funding for it.
- Ian: I was going to ask same question about pricing. Portland State University would be happy to have one of these platforms. We would like to have something similar in front of the student union. We also have similar loading and unloading needs at Lincoln Hall. That's been accommodated somewhat by the parking lane, but it could be worth revisiting the design at that location.
- Gabe describes the funded signal improvement projects on SW Broadway. On SW Oak, adding a northbound bike signal for cyclists heading north. At Jefferson and Taylor, we're modify existing signals so there is a right-turn traffic signal and a bike signal so we separate those movements in time. We also have a signal improvement at Glisan to do the same right-turn separation from people biking. All phase separations also have the advantage of cleaning up the striping on the roadway, less weaving and overall complexity.
- Gabe describes the unfunded concept plan for hardening. In general, the concept would better delineate how space is meant to be used on the street. We are open to feedback or questions.
- Adam Zucker: For the concrete delineators, has there ever been any consideration for using jersey barriers?
  - Gabe: Yes we have. One issue is they're very tall, they may not be the best choice if part of the goal is improving how the street looks.
- Peter: I would make a plug for aesthetics because we focus so much on function. Think about systems of striping, lots of color. We need to look and see what other countries are doing, learn from them.
- Iain: What is the status of the SW 4<sup>th</sup> Avenue project?
  - Gabe: Have bid opening for SW 4th soon. I'm confident we will have a project we can deliver. We have more funding now, also have a bid alternate to allow for some flexibility in what gets built.
- Emily: Are there any plans on Broadway for keeping out drivers who drive into the bike lane and park next to the curb? It still happens. Benson hotel does it. It's been a problem in other protected bike lanes downtown, too.



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- Gabe: The concrete refuges in the concept plan may help with that. Help align people into the right places. Ideally it would be very difficult to park in the bike lane.

### Closing Roundtable

Josh Mahar: I work by 7th Avenue. I like the recent improvements. At NE 7th & Davis, you've added green striping. But Davis is a continuous, unobstructed street between 12th and MLK/Grand. Cars do not stop at Davis. It would make more sense as a 4-way stop. It feels off from the expectations for people using that space.

Ian: I second Josh's comment. It's a valid safety concern.

Gabe: We will take a look and see whether an all-way stop or some other adjustment would work better there.

### Comments from Zoom Chat:

Iain MacKenzie | TVA 5:07 PM

Sorry Ian S from stepping over you there - it's only when we're in the same room that I'm ever around another Ian / Iain

Adam Zucker 5:14 PM

Also - Really appreciate the bike lane improvements along SW Main by the Elk Statue. Also appreciate the bike lane "connection" along SE 12th between SE Hawthorne and SE Salmon.

Iain MacKenzie | TVA 5:38 PM

Happy to give you the opportunity

Jonathan Maus 5:48 PM

sorry if i missed it, but are these additional hardening elements coming soon? Funded? Are they being added to the batch of work w the platforms and signals PBOT announced a few weeks ago? Thanks.

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