

# PBOT

PORTLAND BUREAU OF TRANSPORTATION

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## Central City in Motion Working Group

### Meeting #13

5-6 p.m., February 21st, 2023

#### Agenda:

5 pm	Welcome
5:10	Public Comment
5:15	Project Updates: Central Eastside <ul style="list-style-type: none"><li>- Hawthorne Viaduct</li><li>- Salmon / Ankeny Signals</li><li>- E Burnside Bus Lane</li></ul>
5:25	Discussion: Central Eastside <ul style="list-style-type: none"><li>- OMSI and Water Ave</li><li>- 11<sup>th</sup> Ave Paving</li><li>- 7<sup>th</sup> Ave Scoping</li></ul>
5:50	Closing Roundtable



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## Central City in Motion Working Group

### Meeting #13 - 5-6 p.m., February 21st, 2023

*This meeting was held virtually over Zoom.*

**Committee Members Present: Susan Lindsay, Emily Guise, Nick Puczkowskyj, Liz Hoekstra, Madi Carlson, Reza Farhoodi, Izzy Armenta, Amanda Howell, James Stewart, Adam Zucker, Josh Mahar**

**PBOT Staff Present: Gabe Graff (staff liaison)**

**Also Present: Luke Norman (TriMet), Michael Ray (TriMet), Ben Baldwin (TriMet), Iain MacKenzie (public)**

5 pm – Welcome

5:10 - Public Comment

5:15- Project Updates: Central Eastside

- Hawthorne Viaduct
- Salmon / Ankeny Signals
- E Burnside Bus Lane
  - Emily: pick up and drop off spots for late night – Gabe to follow up

5:25 - Discussion: Central Eastside

- OMSI and Water Ave
  - Question: what does the group think about extending the proposed Water Ave cycletrack north to Stark / 3<sup>rd</sup> with paint and posts?
  - Josh: could you explain why you would put it on the west side – 2 way
  - Michael: where does it connect? Does it connect to Ankeny / 7<sup>th</sup>
  - Reza: worried about connections, concerned about Yamhill intersection – will it be signalized
  - Emily: like the idea, worried about truck traffic, turns onto greenways. Really like those turn pullouts. Thinks the turnouts on Naito are intuitive. Would the turns be signalized? Mostly unsignalized. Also concerned about Yahmill signal.
  - Izzy: curb extensions may impact the cost and schedule of quick build
  - Amanda: looking loop road, concerned about parking, concerned about interaction for cyclists in the OMSI section with loop road
  - Susan: they are filling in the surface lots with high rise mixed use
  - Michael: for SW 4<sup>th</sup> bike lane transition from east to west with its own signal, could work at Clay
  - Iain: streetscape standards for SE Water, streetscape standards for SE Water
- 11<sup>th</sup> Ave Paving

- Susan: problem at railroad crossing is intense, the trains are so long they just stop. At my estimation you would get a lot of pushback, wouldn't support
- Amanda: use to live near 11<sup>th</sup> and Elliott, not very good crossings – feels like frogger. Any pedestrian improvements would be beneficial. There is a lot of traffic backup when there is train. Aside from that it feels very fast.
- Emily: feels very stressful crossing as a pedestrian. A lot of residents and quite a few businesses. Important destinations. Given the level of truck and freight traffic, would prefer it to be a protected facility. Ideal segment would be Hawthorne and to Division. Would be totally supportive between Hawthorne and Clay.
- 7<sup>th</sup> Ave Scoping
  - Josh: can you explain 2023/24 project - switch stop signs at Davis and 7<sup>th</sup>? More interested in focusing on 7<sup>th</sup>
  - Emily: need to update SE Madison graphic – not current. 7<sup>th</sup> design looks awesome, constantly scared of being doored. Curb side bike lanes would be great. Concrete protection would be great. Don't see many people using the bike turn boxes – is there a better way to do it. A way to make it more comfortable and more efficient not using two signal cycles.
  - Susan: 7<sup>th</sup> is better choice for cycling. Again, you have outreach to do to businesses there, they are coming from a challenging pandemic. We want everyone to support these businesses. Safety is critical and activation.

#### 5:50 - Closing Roundtable

- Emily: any updates on SW Broadway? New Broadway is so much better.