

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 #16

5-6 p.m., August 21st, 2024

Agenda

5 p.m.	Welcome
5:10	Public Comment
5:15	Project Updates <ul style="list-style-type: none">• NW/SW Broadway• SW 4th Ave.• Central Eastside Access & Circulation
5:25	Discussion: Broadway Main Street
5:50	Closing Roundtable



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Meeting #16 Notes

5-6 p.m., August 21st, 2024

This meeting was held virtually over Teams.

Committee Members Present: Liz Hoekstra, Nick Puczkowskyj, Madi Carlson, Adam Zucker, Liz Hoekstra

PBOT Staff Present: Gabe Graff, Matt Kelly, Mike Serritella, Maria Hernandez Segoviano

Also Present: Luke Norman (TriMet), Iain MacKenzie

Welcome & Introductions

Staff and Working Group Members introduced themselves.

Public Comment

None

Project Updates: NW/SW Broadway, SW 4th Ave., Central Eastside Access & Circulation

- Gabe Graff provides brief overview of three CCIM projects in construction or wrapping up
 - SW Broadway signal upgrades at SW Jefferson and SW Taylor
 - New signals with phase separation for people biking / right turning vehicles
 - Curb ramps installed, construction to continue once signal supplies obtained
 - SW 4th construction: sidewalk and corner ramps well underway on south end of project, construction will continue with bus and turn lane anticipated to begin next month
 - Central Eastside Access & Circulation Project
 - Signal activated at SE Sandy & Ankeny
 - New signals on SE Salmon at Grand and MLK are largely complete with activation expected soon
- Adam Zucker: Ankeny intersection is working great. What goes into having flashing yellow arrow used instead of a solid red arrow? For southbound traffic, I've seen it red when there's no oncoming traffic. When would we consider a flashing yellow there?



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- Gabe Graff: I'll have to check with our signals engineers on that. With any new signal, there's a period where we see how it functions and then likely make adjustments over time.
- Adam Zucker: Another thing I notice in the photos that I'll mention, that I've seen on other projects – PBOT's ADA ramps don't line up with the sidewalks. Has there been any feedback on having ramps jog away from the line of travel in sidewalks or whether it's preferable to have them perpendicular to the curb return?
 - Gabe: My understanding is that we have gotten feedback from folks that rely on these ADA features, and that our ramp designs are what they prefer in order to provide the best guidance on the direction of travel.

Discussion: Broadway Main Street

- Mike Serritella describes this project as a generational investment. Federal, state and local support for major redesign of N/NE Broadway and how that corridor relates to Broadway Bridge.
 - Broadway is 96' feet curb to curb. One of the widest streets in Portland.
 - Originally this project was assumed to work independently of Rose Quarter project. But with a cap now planned, ideally they can work together.
 - Started as a CCIM project. That was a very functional, safety focused, data driven design process. In 2020, added urban design considerations as part of transportation ballot measure proposal. Didn't pass, but relationship with Albina Vision endured, and led to fall 2023 Reconnecting Communities grant. \$38.4M grant award to address lower Broadway and Larrabee. Allows fundamentally different scale – move curbs, utilities, dig out pavement. Whatever is needed.
 - Project has essentially three areas – N Broadway & Larrabee, I-5 area, and inner NE Broadway / Weidler (2nd to 7th)
 - Looking to remove travel lane each direction. Move curbs in to create more ped and bike space. Curb-separated bike lanes. Trees, lighting, sidewalks, accessibility. Larrabee: removal of slip lane. Signature opportunity at this spacespace; depave, art, activation, programming.
 - 2nd to 7th. 4 travel lanes today. Remove one of them.
 - Middle I-5 area. Not yet known whether delivery will be concurrent with I-5 project or separate. Will know more in February. Meeting with I-5 team on regular basis to make sure their designs will plug into what we are planning on Broadway.
 - Things to think about. Green Loop. USPS Broadway Corridor development area. How does this project support the Green Loop considering the connection at the Broadway Bridge? How does it compliment the route? Don't know yet. Also have a long-term aspirational trail along river up to St. Johns, so want to consider connection to future trail going north.
 - TriMet coordination – also needs to be discussed.



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- We have strong support for this project. Gives us confidence going into outreach that we have something special here.
- We are in grant negotiation right now. 18 months engagement. Construction in 2027 at earliest.
- Questions?
- Gabe Graff: This is some of the first outreach we've done since the grant award announcement. Any early feedback CCIM members have at this stage would be helpful.
- Liz Hoekstra: I'm interested in what you said about having smaller plazas and public spaces throughout the project area. Are there locations picked out? What's the process by which they'll be designed and conceptualized?
- Mike Serritella: We have a couple of spots we're looking at. One is the slip lane area at the bridgehead. A second is on N Wheeler in front of Left Bank, a short street where we have an opportunity using existing right of way.
- Liz Hoekstra: There's so much synergy happening with this project and public space work and Green Loop. Really appreciate the presentation.
- Adam Zucker: The roads that go over the freeway. Are they controlled by ODOT, what happens with the surface streets? Or is it the city that decides?
- Mike Serritella: It's a negotiation, especially anywhere we have areas near freeway off-ramps. Any access points with freeways, that's where we negotiate with ODOT. We are making sure if we make a 2-lane Broadway with protected bike lane and wide sidewalks and so on, that design needs to continue through the I-5 area, not stub out.
- Madi Carlson: Having a parklet in the slip lane seems like a great opportunity...given the timeline of this project, is there any chance the slip lane could get closed sooner with cheap barriers before the full project and public space goes in? Could that happen earlier?
- Mike Serritella: I got a call yesterday morning about a bike crash in slip lane area. Trick is getting money to close it and manage that space. If I'm able to get resources ahead of time, I'd like to do things ahead of the project getting built. Drum up excitement and interest and raise the public profile of the project. So maybe this could be a space where we do engagement as part of the project, early implementation. So yes, we are looking at ways we can accelerate the project where there are opportunities.
- Iain MacKenzie: You mentioned Green Loop, and this might form at least part of the Green Loop. I heard there was effort at PBOT to develop design standards for Green Loop. To what degree will Broadway Main Street try to adhere to Green Loop design standards vs doing something distinct?
- Mike Serritella: Yes PBOT was awarded a TGM grant to do some Green Loop work. Project has not kicked off yet. Plus there's the Reconnecting Albina plan. So a lot of things will be happening at same time and a lot of decisions still need to be made.



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- Gabe Graff: There's also a concurrent effort with Post Office site on the west side where we're working on a Green Loop connection coming down from the Broadway split and coming to grade level.
- Mike Serritella: I have a question for this group – what's the best way to engage going forward? This meeting, an in-person walk?
 - General show of support for in person walk/meeting/field trip

Closing Roundtable

No closing comments

Comments from Teams Chat:

Luke Norman 5:25 PM
That classic CCIM cover

Liz Hoekstra 5:53 PM
Sounds great!

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