

**9/14 email from PBOT Central City Capital Projects Manager Gabe Graff:**

Hey folks,

Thank you all for your work these past weeks helping develop and weigh potential mitigations on the NW / SW Broadway bikeway projects. Your efforts resulted in a matrix and a briefing book for our Director and Commissioner.

This morning we received the direction below from our Director. In short, we are asked to return Broadway to a configuration with a traditional, unprotected bike lane and curbside parking in the segment between ~~Burnside~~ Hoyt and Salmon. I know there is a lot of effort and heart that has gone into recent work on Broadway and, as our director notes, this may be a “bitter pill to swallow.” I am hoping to use this time to identify next steps and develop answers to the questions raised by this change.

On a separate track, I am working on outlining a communications strategy for this new direction. My hope is that our Director can share this news directly with our Central City in Motion working group and the Bicycle Advisory Committee. **Given that this will be a politically charged change, I'd ask to keep this direction internal for the time being.**

Give me a buzz if you have any questions.

Best,  
Gabe

**From:** Williams, Millicent <[Millicent.Williams@portlandoregon.gov](mailto:Millicent.Williams@portlandoregon.gov)>

**Sent:** Thursday, September 14, 2023 7:47 AM

**To:**

**Subject:** RE: Problem Solving: NW & SW Broadway Parking Protected Bike Lanes/Road Reorganization (NW Holt - SW Clay)

Good Morning Gabe and Team,

Thanks for your continued attention to this issue and for offering alternatives for consideration. After reviewing all of the information and consulting with the Commissioner, I would like to ask the team to do the following:

- 1) Move forward with installation of parking pads in front of the Heathman and Vance Hotels (...**unless you recommend something to the contrary**. Just trying to make sure that there is consistency where the platform already exists and I would rather not have us take out the one that has already been established).
- 2) Maintain parking protected bike lanes from SW Salmon to Clay (and beyond to accommodate PSU area cyclists)
- 3) Return curb-tight parking to Broadway on north(?) side from Burnside to SW Salmon

- 4) Maintain parking 'as-is' on the left (south?) side of the street.
- 5) Figure out the best way to transition from unprotected to parking protected bike lane at the intersection of SW Broadway and SW Salmon. My guess is some kind of distinct striping. Please provide a recommendation
- 6) Leave contra-flow bikelane on Broadway on south(?) side from Harvey Milk to Burnside
  - a. Question: Is there currently still parking there? If so, please 'clear the corner.'
- 7) Return bikelane to 2018 configuration (to the left of the parking lane)
- 8) **IF POSSIBLE** paint bike lane green and put the cyclist icon in the lane
- 9) **IF POSSIBLE** place some kind of low barrier on the outside of the bike lane so that motorists will be able to detect if they are swerving into the lane. Not too big. I recognize that we might not have this in the inventory. If we don't please let me know what is possible (even if there isn't a real option)
- 10) Even though we are restoring parking, let's move forward with clearing the corners throughout the corridor. Please do so with both signage and yellow tape on the curb.
- 11) Identify and clearly mark the following zones:
  - a. Passenger Loading
  - b. Valet (If it's 60 feet per hotel, so be it. Let's just make sure that whatever we do is consistent as Gabe has advised)
  - c. Drop-off zones (at the Schnitzer, Heathman and Vance)...we have A LOT of signs at those locations.
- 12) Since we will be dropping from three travel lanes to two at SW Salmon, we will want to make sure that we provide some advisory signage. I know that you already know that but I'm just running through my list.
- 13) From NW Holt to Burnside, please restore curb-tight parking and external bike lane
- 14) Please remove wands, wand bases, and turn controlling toughcurb. Given the shifts, all of those items will be misplaced
- 15) To the extent possible, please remove phantom striping
- 16) Anything else that we should be doing that I don't know or haven't thought about.

Questions:

- I recognize that there is a ZICLA platform in front of that establishment on the corner of NW Broadway and Burnside. Please let me know what we will do with it. Should it stay? Will leaving it be confusing? Is it a choke point? I think so. Please advise.
- Who will put in the work orders?
- How long will it take for us to do the work?
- When can we start?
- How will we publicize/communicate about what we are doing?
- Is night work an option?

Finally, I recognize that this might be a fairly bitter pill to swallow and that there might be some politically charged discussions and advocate engagement. Please allow the Commissioner and I to handle those conversations.

Thanks for everyone's consideration and cooperation. Looking forward to a favorable outcome.

Regards,  
Millicent

**Millicent Williams** (she/her)  
Director

**From:** Graff, Gabriel <[Gabriel.Graff@portlandoregon.gov](mailto:Gabriel.Graff@portlandoregon.gov)>

**Sent:** Friday, September 8, 2023 11:03 AM

**Subject:** RE: Problem Solving: NW & SW Broadway Parking Protected Bike Lanes/Road Reorganization (NW Holt - SW Clay)

No problem Millicent,

My take on your questions are pasted below in purple.

Best, Gabe

**From:** Williams, Millicent

**Sent:** Friday, September 8, 2023 7:29 AM

**Subject:** RE: Problem Solving: NW & SW Broadway Parking Protected Bike Lanes/Road Reorganization (NW Holt - SW Clay)

Good Morning Everyone –

I've had the opportunity to speak with Wendy and Jody about the issues that we are seeking to resolve on Broadway. As we look at what is currently in play, I realize that, in order for the Commissioner to be able to make a well-informed decision/recommendation, he (and I) will need a bit of clarity on a couple of things:

1) The platforms for the Heathman and the Vance will support the contiguous flow of all modes as they connect with (or are aligned with) the one in front of the Schnitzer. Got that. While I understand that the Benson is supportive of the platforms based on the need for an operational work-around, have we asked about whether or not their needs would be met if returned to the original curb-tight parking with loading and valet zones? Are there any other platforms planned between the Benson and the Heathman?

I have met several times with staff at the Benson and here's my take: they're highest order request would be to have the full block back as valet space (we have reduced it to 60ft). They would prefer this over any other modification. We have not offered this as a mitigation as 60ft is our new standard (as a mitigation we did sign some evening valet space for El Gaucho, their

steakhouse). And yes, they probably would prefer the parking to be curb side over having a loading platform as it's the devil they know, although I have not asked them that question directly. I would argue that the proposed platform will result in less conflicts between hotel guests and cyclists than the prior condition, as the bike lane was in the door zone before.

2) Can we deconflict the signage in front of the Schnitzer? I would ask that we use the special '5 minute' parking signs and/or emphasize that the spaces in front of the platform are passenger loading and unloading zones. I propose that we discourage any 'real' parking there. I'm fine with a complete removal of any reference to *actual* parking and that it be designated as a passenger loading zone for the three spaces in front of the venue.

We currently have the Schnitzer platform signed "Parking, 5 min, All Hours, All Days." We could perhaps use a "PARKING 5 MIN DRIVER REMAIN AT WHEEL" or "NO PARKING" with a "EXCEPT PASSENGER LOADING" rider. I defer to team Parking on this one.

3) For the other two hotels (Heathman and Vance), can we do the same thing but allow for up to 15 minutes of parking for hotel guests who are loading and unloading. 5 minutes isn't enough time.

The hotels have an incentive to keep some of their valet space clear, so that seems totally reasonable to me, but I'll defer to Erika. I'd note that if we move forward with this we may wish to revisit the deal struck with the hotels when we instituted the 60ft valet zone standard so any changes we make are implemented consistently.

4) If we returned the rest of Broadway (NW Hoyt to SW Salmon) to curb tight parking with a bike lane to the left of parking, what would that do to everything else? I've read your report and recommended solutions. Trying to envision how the two operational constructs would fit together.

Returning the bike lane to its prior configuration is feasible and could have a couple permutations. At its simplest, we could return Broadway to its 2018 configuration – curb side parking on both sides of the street, three travel lanes and a bike lane. We would not move forward with the planned hotel platforms and several signal modifications on the corridor.

On the plus side, this would reduce ongoing maintenance costs of the parking signs and flexposts and may win us some points with some downtown business stakeholders and the hotels (although the main gripe is reduced valet space).

On the downside, it would be a step backward on safety for people walking and biking. While it may feel like an odd setup for visitors to downtown, the current configuration results in less exposure for pedestrians crossing the street and better visibility for people turning across the bike lane.

I would predict the politics of switching back to a traditional bike lane would be mixed but very unlikely to be a net win for the Commissioner or the Bureau. We'd get some support, but I would guess the response from safety and cycling advocates and progressive business interests would be outrage. Politically, I think it would be a challenging change for the Bureau to deliver.

Thanks for the additional insight.

Regards,  
Millicent

**Millicent Williams** (she/her)  
Director

**From:** Graff, Gabriel <[Gabriel.Graff@portlandoregon.gov](mailto:Gabriel.Graff@portlandoregon.gov)>  
**Sent:** Wednesday, September 6, 2023 5:03 PM  
**Subject:** RE: Problem Solving: NW & SW Broadway Parking Protected Bike Lanes/Road Reorganization (NW Holt - SW Clay)

Thanks Peter,

That's good advice and I'll make those edits to the linked docs. Millicent – if you or the Commissioner would like more detail on proposed changes, let me know.

GG

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**Gabriel Graff** | Central City Capital Program Manager

**From:** Graff, Gabriel <[Gabriel.Graff@portlandoregon.gov](mailto:Gabriel.Graff@portlandoregon.gov)>  
**Sent:** Wednesday, September 6, 2023 2:42 PM

**Subject:** RE: Problem Solving: NW & SW Broadway Parking Protected Bike Lanes/Road Reorganization (NW Holt - SW Clay)

Of course. Here's a revised version made with the Commissioner in mind: Broadway briefing book for Commissioner Mapps.pptx

Thanks,  
GG

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**Gabriel Graff** | Central City Capital Program Manager

**From:** Williams, Millicent <[Millicent.Williams@portlandoregon.gov](mailto:Millicent.Williams@portlandoregon.gov)>

**Sent:** Wednesday, September 6, 2023 12:38 PM

**Subject:** RE: Problem Solving: NW & SW Broadway Parking Protected Bike Lanes/Road Reorganization (NW Holt - SW Clay)

If doing a higher-level presentation isn't too time consuming, go for it. That said, he and his team like to see background information.

Regards,  
Millicent

**Millicent Williams** (she/her)  
Director

**From:** Graff, Gabriel <[Gabriel.Graff@portlandoregon.gov](mailto:Gabriel.Graff@portlandoregon.gov)>

**Sent:** Wednesday, September 6, 2023 11:45 AM

**Subject:** RE: Problem Solving: NW & SW Broadway Parking Protected Bike Lanes/Road Reorganization (NW Holt - SW Clay)

Thanks Millicent,

No objections from me. If you think a higher-level summary or some other format would be preferred by the Commissioner just let me know.

Best,  
Gabe

**Gabriel Graff** | Central City Capital Program Manager

**From:** Williams, Millicent <[Millicent.Williams@portlandoregon.gov](mailto:Millicent.Williams@portlandoregon.gov)>**Sent:** Wednesday, September 6, 2023 11:18 AM  
**Subject:** RE: Problem Solving: NW & SW Broadway Parking Protected Bike Lanes/Road Reorganization (NW Holt - SW Clay)

Thanks for this information Gabe and sorry that I didn't respond to your message sooner. This is really helpful. If there are no objections, I'd like to share the deck and the potential/proposed solutions with the Commissioner's office for their review and consideration.

Regards,  
Millicent

**Millicent Williams** (she/her)  
Director

**From:** Graff, Gabriel <[Gabriel.Graff@portlandoregon.gov](mailto:Gabriel.Graff@portlandoregon.gov)>  
**Sent:** Monday, August 28, 2023 12:19 PM  
**Subject:** RE: Problem Solving: NW & SW Broadway Parking Protected Bike Lanes/Road Reorganization (NW Holt - SW Clay)

Good morning team,

As a follow-up to our 8-21 discussion regarding NW / SW Broadway, I pulled together a team of staff last week and developed a potential actions matrix ranking potential next steps and a briefing book summarizing that effort:

- Broadway briefing book.pptx
- NW SW Broadway potential mitigations matrix.xlsx

The actions matrix includes all the ideas brainstormed during the 8-21 meeting, alongside a few variations of those ideas. Options were evaluated based on technical feasibility, safety, alignment with policy, stakeholder considerations, ongoing maintenance costs, capital costs, and ease of implementation. Actions were evaluated at a high level and additional work can be done on all of them to better understand their costs, risks and benefits.

Staff propose 7 actions for further consideration by PBOT leadership, propose abandoning 3 actions due to estimated high costs, and consider 5 actions feasible but do not suggest for further consideration due to reduced safety / limited benefits.

Let me know if you would like me to work with Sierra to find a time to discuss further.

Best,  
Gabe

PS – Thanks to Clay and Leeor from ATS, Adam and Charles from SSL, Andrew and Anthony from Traffic, Roger from Planning and Briana from CDD for their help in quickly pulling this together and Jamie, Art and Wendy for their guidance.

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**Gabriel Graff** | Central City Capital Program Manager

**From:** Williams, Millicent <[Millicent.Williams@portlandoregon.gov](mailto:Millicent.Williams@portlandoregon.gov)>

**Sent:** Tuesday, August 15, 2023 2:54 PM

**Subject:** Problem Solving: NW & SW Broadway Parking Protected Bike Lanes/Road Reorganization (NW Holt - SW Clay)

**When:** Monday, August 21, 2023 1:00 PM-1:45 PM (UTC-08:00) Pacific Time (US & Canada). **Where:** HYBRID: PB Room 1401 / Teams (enclosed)

UPDATED with a room that has a camera. SS 8-21-23

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Good afternoon Team –

We need to meet about Broadway. The issues that have been brought to my attention are not new and are certainly concerns that many of you have heard about before (likely for years). I have thoughts about what we can do to both meet our goals and to be responsive to the concerns shared by the ‘downtown’ community. Please come to the meeting prepared to discuss options. Please note that one of the options cannot be to leave things the way that they are so I will disabuse you of the notion that doing nothing would be sufficient.

I recognize that this will present a conflict for several folks. Please do what you can to adjust your calendars to attend. Also, please forward to anyone else who you think should be in attendance.

Again, doing nothing is not an option.

I will identify a room for those who would like to meet in person (my preference).