

NW / SW Broadway Problem Solving

Briefing Deck prepared for Commissioner Mapps

- Recent PBOT Broadway projects overview
- Concerns considered
- Data snapshot
- Potential actions matrix
- Staff recommendations



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Timeline of recent bikeway projects on Broadway



2020 – NW Hoyt to SW Oak

PBOT installs parking protected bike lanes along with pro-time parking, reroutes TriMet's Line 17 off Broadway to transit mall alongside some signal improvements

2022 – SW Oak to SW Clay

PBOT installs parking projected bike lanes along with hotel valet zone adjustments, striping changes on SW Main around Elk base

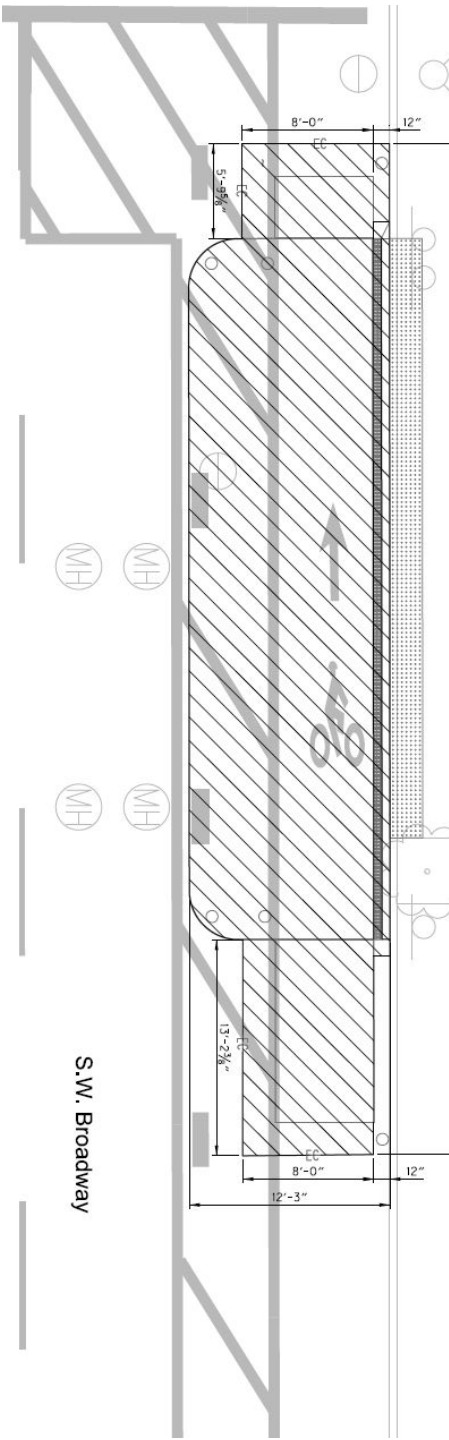
2009 - SW Clay to Jackson

PBOT installs its first protected bike lane in south downtown through PSU

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Concerns noted in 8-21-23 staff briefing from Director Williams

- Concerns regarding driver confusion, hard to move about
- Drivers feeling stuck, not realizing they are waiting behind parked car in the pro-time lane
- Hotels and businesses are concerned
- Concern regarding on-going maintenance costs, difficulty sweeping
- Concern regarding aesthetics of street, bike lane, parking signs
- Concerns from hotels regarding loss of valet space, patron and cyclist conflicts
- Consider reverting the bike facility to a traditional bike lane or moving to another street
- Commissioner requests action



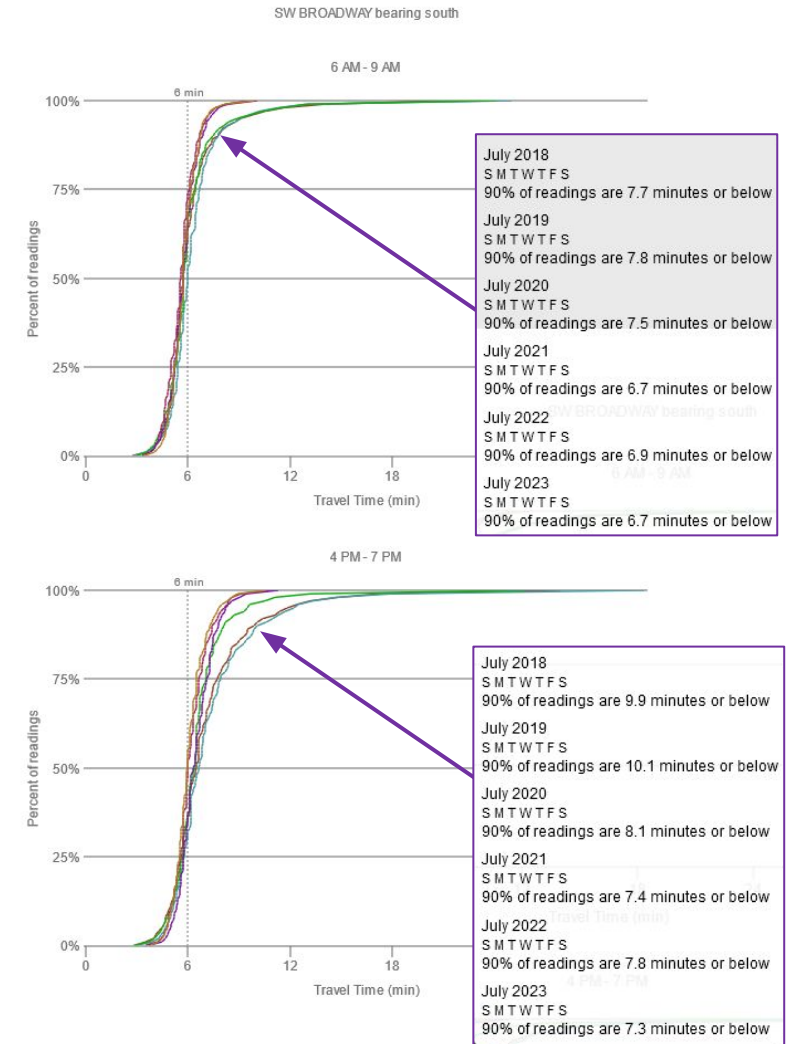
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Traffic & safety data snapshot: *Data from ODOT, PBOT*

- Vehicle and bike volumes are both way down from pre-pandemic levels (down 47% and 51% respectively)
- Travel times have improved: average peak travel times are ~1 min faster in the morning, ~2.8 mins faster in the evening vs. 2018
- Broadway is a high crash corridor: prior to recent bikeway projects people walking or biking were disproportionately represented in crashes
- 1 out every 42 bike crashes citywide occurred in this one-mile stretch between 2015-2019
- We only have one year of post-project crash data (2021) but it is promising - all types of crashes are down:

	2015-2019 (annualized)	2021	% change
All crashes	19	11	-42%
All injuries	13.6	9	-34%
Ped crashes	2.8	0	-100%
Bike crashes	4.4	1	-77%

SW Broadway Travel Times 2018-2023



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Potential Actions Matrix: *Staff evaluated a range of options from removing the bike lane to enhancing it*

- Options were evaluated at a high level on technical feasibility, safety, city policy considerations, stakeholder considerations, on-going maintenance costs, one-time capital costs, and ease of implementation
- Options that considered moving the Broadway bike facility to another street (e.g., SW 5th, Park Blocks) are not recommended due to high cost, implementation challenges and inconsistency with city transportation policies
- Options that considered reverting the Broadway bike facility to a traditional or buffered lane or exchanging the parking for a third travel lane were considered feasible but not recommended due to reduced safety
- Staffing rankings of proposed options are listed on the following slides (recommended, not recommended)
- The full matrix ranking all options can be viewed here: [NW SW Broadway mitigations matrix.xlsx](#)

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Low: up to \$500k
 Moderate: \$500k - \$3m
 High: \$3-30m
 Very High: \$30m+

Potential Actions Matrix: *Staff recommended actions for PBOT leadership consideration*

Mitigation Option	Description	Technical Feasibility	Safety	Meets City Policy	Stakeholder Considerations	Change in ongoing maintenance costs	Capital Cost	Ease of Implementation	Staff Recommendation
Install hotel valet patron platforms at Heathman, Vance, Benson	Would install three additional concrete platforms like the one installed at the Schnitzer to serve hotel valet patrons	Easy	High	Yes	Hoteliers are very supportive, no known opposition. Design is complete, currently in contracting.	Low	Low, already included in CIP	Easy	Recommend moving forward
Phase separate remaining mixing zones	Would modify traffic signals to provide bike phases at remaining mixing zones (e.g., between NW Hoyt and Glisan). Signal mods already planned at Oak, Taylor, Jefferson, and Glisan	Easy	High	Yes	Likely to be generally supported. This work is already funded and design underway	Low	Moderate already included in CIP	Moderate	Recommend moving forward
Complete evaluation study	Evaluate speed data, travel times, policy alignment, transit, BIKETOWN, scooter data, operational data, and crash data	Easy	N/A	Yes	N/A	N/A	Low	Easy	Recommend moving forward
Convert pro-time parking to all day parking	Pro-time parking on NW Broadway on the west side of the street would be converted to all day parking (currently you can't park during the AM rush hour)	Easy	High	Yes	May result in increased queuing during the AM peak, would please adjacent businesses along NW Broadway	Low	Low	Easy	Recommend considering after modeling AM/PM peak with current volumes
Replace paint and post design with concrete traffic separators, planters	Would enhance existing street design by utilizing concrete traffic separators in leu of posts, add self-watering planters, similar to Better Naito design	Easy	High	Yes	Likely to be generally supported	Moderate	Moderate	Easy	Recommend creating a rough cost estimate for further consideration
Ready NW / SW Broadway for federal grant to fully upgrade corridor with concrete separation, replacement streetlights, upgraded signals, etc.	PBOT could consider Broadway as a candidate for a RAISE or similar federal funding opportunity and "go big" to improve the long-term condition, aesthetics, maintenance responsibility on the corridor	Moderate	High	Yes	Would compete with other high need projects (OMSI Water Ave, Broadway Corridor, etc.)	Low	High to Very High	Moderate	Present to leadership for consideration
Conduct additional public engagement	Conduct engagement to identify what's working and what could be improved along the corridor	Easy	N/A	Yes	Engages stakeholders in identifying problems and solutions. Raises expectations in difficult budget environment.	N/A	Low	Easy	Present to leadership for consideration

Actions in dark green are recommended and underway. Actions in light green are recommend for leadership consideration

NW / SW Broadway Problem Solving

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Potential Actions Matrix: *Actions not recommended for further consideration by PBOT staff*

Mitigation Option	Technical Feasibility	Safety	Meets City Policy	Stakeholder Considerations	Change in ongoing maintenance costs	Capital Cost	Ease of Implementation	Staff Recommendation
Remove Broadway bike facility, relocate to SW 5 th	Difficult	High	No	Repurposing the one vehicular lane on SW 5 th would pose significant access and circulation issues	Low	High (due to ROW / access issues)	Difficult	Do not pursue due to high cost and implementation challenges and inconsistency with city transportation policies
Remove Broadway bike facility, provide southbound bike facility on Park Blocks	Difficult	High	No	Routing complex and undetermined, would require significant parking removal, extensive engagement	Low	High	Difficult	Do not pursue due to high cost and implementation challenges and inconsistency with city transportation policies
Remove Broadway bike facility, provide two-way bike facility on Green Loop alignment	Difficult	High	No	Would require significant parking removal, extensive engagement	Moderate	Very High	Difficult	Do not pursue due to high cost and implementation challenges and inconsistency with city transportation policies
Convert bike facility back to traditional bike lane	Easy	Low	No	Would lower safety treatment on designated High Crash Corridor, likely to receive very high level of pushback	Low	Moderate	Easy	Feasible but not recommended due to reduced safety, inconsistency with city transportation policies
Convert bike facility to buffered bike lane	Easy	Moderate	No	Would lower safety treatment on designated High Crash Corridor, likely to receive moderate level of pushback	Low	Moderate	Easy	Feasible but not recommended due to reduced safety, inconsistency with city transportation policies
Convert to hybrid protected/buffered bike lane	Easy	High	No	Would lower safety treatment, likely to receive some level of pushback, unlikely to address concerns about driver confusion	Low	Low	Easy	Feasible but not recommended due to reduced safety, inconsistency with city transportation policies
Restore third travel lane by removing parking on west side	Moderate	Low	Yes	Would frustrate businesses while pleasing commuters.	Low	Moderate	Easy	Feasible but not recommended due to limited benefit, inconsistency with city transportation policies, business concerns, and reduced safety
Convert pro-time parking to vehicular lane	Moderate	Moderate	Yes	Would frustrate businesses while pleasing commuters.	Low	Low	Easy	Feasible but not recommended due to limited benefit, inconsistency with city transportation policies, business concerns, and reduced safety

Actions in blue are not recommend for further study due to high cost, actions in orange are feasible but not