Bicycle Advisory Committee Meeting Notes February 15, 2011

BAC Members Present:

Robert Pickett, Committee Vice-Chairperson; Andrew Haliburton; Keith Liden; Shamus Lynsky; Tom Ralley; Shayna Rehberg; Roger Averbeck; Chris Beanes; Suzanne Veaudry Casau; Carla Danley; Tigue Howe; Yonit Sharaby; Heather McCarey

BAC Members Absent:

Matthew Arnold, Committee Chairperson; Mark Ginsberg; Kathryn Sofich; Ian Stude; Anne Duston; Alison Graves; Rob Sadowsky

Staff:

Roger Geller

Guests:

Mychal Tetteh (sitting for Alison Graves); Doug Klotz; Russ Willis; Marvin Rambo; Cary Turkon; Jonathan Maus; Chris Achterman; Baker Lyon; Katja Dillmann; Ryan Hashagen; Colin Maher, TiMet; DeeAnn Sandberg, TriMet; Todd Boulanger, Bikestation; Sarah Figliozzi, PBOT; Rich Newlands, PBOT; Nick Falbo, PBOT

Announcements:

Columbia River Crossing (Shayna Rehberg)

Shayna has been serving on the Pedestrian and Bicycle Advisory Committee for the Columbia River Crossing for three years, and serves as a conduit between the PBAC-CRC and the Portland Bicycle Advisory Committee. She presented a brief history of the PBAC-CRC role, and shared with the BAC the latest news on the CRC project.

There has been little movement for the last year. This changed recently when a Bridge Review Panel released their new report, offering up 3 new bridge designs instead of the previously proposed alternative. The review committees have been charged with making a decision within the week. Two of the new designs put the ped/bike facilities between the motor vehicle travel ways, elevated from traffic. These alternatives include dramatically different designs from what was previously under consideration.

http://www.columbiarivercrossing.com/FileLibrary/GeneralProjectDocs/BRP_Report.pd

After a public meeting later this week, the PBAC will convene to discuss the proposals further. The BAC may be asked whether they support the project. Robert picket

requested that Shayna share information and high priority news with the BAC, and noted that the BAC can act quickly in response to write letters and discuss positions as needed.

Additional Announcements

Robert Pickett reminded the board about the nature of their role on the board, and how it relates to sending replacements in the event that you cannot attend. Replacements attend as citizens, and do not have voting rights n the BAC.

Additionally, Robert wanted to remind the committee to refer to the most recent bicycle plan as the "Portland Bicycle Plan for 2030" (The word 'Master' is not a part of the title.)

Robert took time to thank many of the members for all of their outside work beyond the committee meetings and core requirements of their BAC positions.

Heather McCarey of Lloyd TMA mentioned that there is a meeting this Thursday to discuss possible treatments of the 12th Avenue bridge over I-84.

Topics:

SW Multnomah Bikeway Project

Rich Newlands, PBOT's project manager for a joint BES-PBOT effort to improve both the transportation and sewer operations of SW Multnomah Boulevard, presented a preview of the SW Multnomah bikeway Project, which is undergoing initial exploration of alternatives. He will be coming back in 2-3 months with more specific proposals and to ask for an endorsement for the project.

The project is split into 2 phases Phase 1 reaches from Barbur blvd to 31st Ave. Phase 2 covers 31st to 50th Ave. The Project is phased as a response to the different character of the street between those areas, and to take advantage of good funding/cost saving opportunities available.

The BES sewer replacement project active in the area between Barbur and 31st, provides a chance to come in behind them and rework the street when they put it all back together. This combination leads to a lot of cost saving. Additionally, this project will also be eligible to use some of the bike/stomwater funds. The community is very excited to get sidewalks as a part of this project. Sidewalks are only proposed on the north side of the roadway, to make better use of limited funding. Because of geography on the south, implementing sidewalks on that side is far more costly, and will be deferred to a later time.

Alternative 1- 7 foot wide, grade separated cycle track. Sidewalk on the north side.

Alternative 2-7 foot wide bike lane, separated by a 4 foot infiltration trench between the bike lane and the travel lanes. Sidewalk on the north side.

Alternative 3-7 foot wide, grade separated cycle track on the north side, and a 7 foot wide, trench separated bike lane on the south side.

The project is holding an open house at the Multnomah Arts Center this Thursday, and will offer another open house in the spring. They want to go into design and engineering over the summer, and go out to bid by the end of the calendar year.

Q: Is there a possibility for a speed limit change from the current 45 mph to something lower?

A: No answer at this time.

Q: What about sweeping and cleaning of the separated bike facilities?

A: The Bureau of Maintenance is very concerned about this. They will be involved in the design and engineering process early on to ensure the design works well for their needs.

Q: How can be bold in our proposal with all of this right of way?

A: Rich responded that this was bold, with significant separation and a high quality experience for bicyclists.

Members wanted to ensure that there was a way to avoid pedestrians conflicts in a safe and controlled manner, particularly on the south side where no pedestrian amenities are provided.

Other requests were made for PBOT to ensure inclusion of the differently abled communities and users of mobility devices during the design process make sure their needs are met, particularly with potential travel on the south side.

Q: What kinds of accommodation and treatments will be done at the intersections with the Cycle Track?

A: PBOT will be pulling from the techniques and solutions developed for the Cully cycle track. The cycle track will drop to street level through the intersection.

Members offered concern about lighting needs. Rich assured the BAC that lighting would be a part of the analysis.

Rich is open for questions and comments by email: rich.newlands@portlandoregon.gov

50s Bikeway Update

Rich Newlands also provided a brief update on the 50s bikeways project. He and Sarah Figliotzzi will be back at the BAC in the next couple of months seeking an endorsement form the BAC for that proposal. There will be a CAC meeting next Tuesday to discuss the results of the meeting and its impact on the design of the project. Key points from the public comment include:

- Roughly 2/3rds were generally supportive.
- We expected a large quantity of comments regarding parking removal, which indeed there were.
- Unexpected was the large number of comments concerned about the safety of the street (southern section of 52nd), especially on issues with speeding.
- We assumed diversion would be an issue. There was not as much discussion as they expected, but what was there was generally very positive.

Calibration options for bike parking at light rail stations

Colin Maher from TriMet will presented two options to allocate bicycle parking at Portland-Milwaukie Light Rail stations. This involves shifting code-required bicycle parking between stations to meet demand. Colin asked the committee for a letter of support for the request for flexibility in parking code-requirements.

Colin gave an overview of the overall Portland-Milwaukie light rail line and station area types. Historically, TriMet adds bike parking according to code requirements. For the new line, they want to accommodate bike parking based on demand and use projections, to better serve their riders.

Code requires 8 long-term bike parking units at each station. They can provide this if needed, but would rather offer a more context-sensitive plan for station area parking.

Their hope is to offer Bike Oasis (covered racks) at the northern stations, with the exceptions of Lincoln and Rhine. Those two stations would receive 4 standard racks, and paved area for additional rack installation in the future.

The southern three stations would each have a bike-n-ride facility, with a capacity of 60-112 bicycles each, depending on demand.

It is unclear whether a bike oasis would meet the strict definition of the code for long term parking. TriMet is seeking a code variance to pursue this plan. A letter of support from the BAC would be critical to get an adjustment to the code.

Q: What about the possibility of expanding bike capacity onboard the MAX train itself?

A: During peak times, the trains are standing room only. Expanding train capacity is not cost effective.

Roger Geller asked Colin to consider the impact of riders from Johns Landing and the Corbett/Terwilliger neighborhoods accessing via the Gibbs bridge. Perhaps they would need long-term parking at the Lincoln station. He will speak with Colin further about this.

Q: What does TriMet do to plan for parking expansion at their stations.

A: TriMet will direct designers to locate future bike parking opportunities on the paved areas of all stations.

Q: What is the cost of installing a traditional staple rack?

A: Installed staple rack is \$450-\$500 in 2015 dollars.

Q: Will the bike oasis look like the downtown transit mall ones? No. They will match the station platform, but the design is not developed.

Q: How much does long-term parking costs?

A: Bike Lockers (one key, one person) is 25\$ for 6 moths, Bike-n-Ride, 3 cents per hour.

Q: Tom asked about the potential for a bike friendly overpass at the Rhine station. A: Rhine will have additional paved area to accommodate future parking once the

overpass is built.

Q: Will the bike parking design integrate art to combine the art funding? A: Yes.

There was some discussion about the utility of the code requirement for long term parking, and questions of useful it is to have eight long-term spots for only eight individuals. There should be discussion of updating the code to something for appropriate in the future.

The committee voted and approved the endorsement. Kieth Liden will author the letter, and will include the requirement for a minimum of 8 short term bike parking spaces (4 staple racks) at the Lincoln and Rhine stations.

The letter is needed by early next month, prior to the next BAC meeting. Kieth will put a draft together and send it to Mathew Arnold, who will send it around for review and finalization.

Portland-Milwaukie Light Rail Bridge "sonic path"

Bob Hastings, TriMet's agency architect and Mary Priester, TriMet's public art manager presented the "sonic bike lane" concept designed for the new Willamette River bridge, and sought feedback on the idea.

The "sonic bike lane" is a set of 150 foot sections of the bike path on the downhill sides of the bridge. As a bicycle rides over the bridge, spaced ridges would emit a 'note' and be composed to create a melody by adjusting the ridge spacing. As far as they know, this hasn't been done before on bicycle paths. What they want to hear is if it's an intriguing idea? Is it viable?

Bob Hastings, presented more about the bridge and the desire to influence riders as they transition from the bridge environment into the urban mixed traffic environments on land. The slope is pretty high 4.5 percent, and speed control is a concern. There was hope that the sonic bike path could help communicate this transition and slow cyclists down.

The BAC and guests offered many comments

- Suggestion to have 'pulses' of increasing frequency in the song to encourage slowing down.
- Comment to keep the expansion joints as smooth as possible
- What will multiple simultaneous users sound like?
- Will the noise level be problematic for the businesses, and pedestrians?
- If users could opt-out, they suggested the use of a finale at the end so that all riders received some indication of a transition zone.
- Comment about unintended consequences of perhaps encouraging speed because it's fun.
- Because the act is playful, it may encourage playful riding, so be sure to practice wiggled, back and forth, and other non conventional riding techniques.
- Skateboarders may be attracted to this facility too.
- Concern about scaring the cautious rider with the appearance of an obstruction or an unexpected audible warning. Perhaps colored paint could help prevent the fear.
- Support for the idea of opting out.
- Request that testing be done here in Portland.

Email comments to: priestm@trimet.org

Pickett administered a straw vote for interest to pursue this further: 3 against, 8 for. TriMet will take the general attitude of support and interest for the project and pursue development further.

Committee Business

The Retreat will take place April 9th as a ¾ day event. More discussion and developing he agenda at the next months meeting.

PBOT and Metro TGM applications were discussed. The BAC voted in favor of endorsing both, but there was some discussion and questions of how these projects were advanced. There was interest in being involved earlier on in the project selection process when possible, so that the committee can be most useful.

Actions:

As noted above, the committee voted and approved the endorsement for TriMet's approach to context-sensitive bike parking accommodation. Keith Liden will author the letter, and will include the requirement for a minimum of 8 short term bike parking spaces (4 staple racks) at the Lincoln and Rhine stations.

The committee voted in favor of endorsing the PBOT and Metro TGM applications. Mathew Arnold will sign the letters of endorsement.

Meeting was adjourned at 8:15pm.