

# Bicycle Advisory Committee Meeting Notes

## March 8, 2011

### **BAC Members Present:**

Matthew Arnold, Committee Chairperson; Robert Pickett, Committee Vice-Chairperson; Andrew Haliburton; Keith Liden; Shamus Lynsky; Tom Ralley; Roger Averbeck; Chris Beanes; Suzanne Veaudry Casau; Carla Danley; Tigue Howe; Yonit Sharaby; Heather McCarey; Mark Ginsberg; Kathryn Sofich; Ian Stude;

### **BAC Members Absent:**

Roger Geller; Suzanne Veaudry Casau; Shayna Rehberg; Anne Duston; Alison Graves; Rob Sadowsky

### **Guests:**

Carl Larson; Todd Wyatt, Eric Schober, Katja Dillmann; Chris Achterman; Cary Watters; Aaron Myjon; Jonathan Maus; Greg Raisman, PBOT; Mark Lear, PBOT; John Gillam, PBOT; Shoshanah Oppenheim, PBOT; Nick Falbo, PBOT

### **Announcements:**

BAC members announced news and upcoming events related to bicycle projects in the Portland area:

Portland State University has been awarded a silver level [Bicycle Friendly University](#) status from the [League of American Bicyclists](#).

[Outer Powell Boulevard Conceptual Design Plan](#) & [East Portland in Motion](#) (pedestrian, bicycle and access to transit) Public Open House; Wednesday, March 16, 2011; Between 5:00 and 8:00 PM; Ron Russell Middle School (in the Commons); 3955 SE 112th Ave, Portland, OR 97266

[North Williams Traffic Operations Safety Project](#) - Third Stakeholder Advisory Committee meeting; Legacy Emanuel Hospital MOB West (501 N Graham - not the main building); Tuesday, April 5 2011; Noon to 1:30 p.m.,

[Lloyd District Bikeway Development Projects](#) had an open house last week with exciting options on display for - 12th Ave bridge, Williams and Vancouver area, and holiday street.

[Portland Bike Lights Survey](#) has been conducted by the [Bicycle Transportation Alliance](#). Results will be available Friday March 18<sup>th</sup>.

This week is the [National Bike Summit](#) (some members are absent because of their attendance there.) Later this month is the [Oregon Active Transportation Summit](#) March 29-30 in Salem,

previously this event was called the Oregon Bike Summit. Mathew encouraged all to attend if they could, in particular to stay for the second day for lobbying.

Mathew announced that Roger Geller has reactivated his twitter account, and is tweeting from the summit. Twitter user [why\\_not\\_bikes](#) – no word if this will become a regular thing.

At the last meeting, the committee accepted a request for a letter of support to TriMet regarding their plans for station area bike parking. Mathew announced that they submitted their letter expressing support for TriMet's plans, along with the requirement that all stations are configured with some bare minimum of short term (staple rack) parking.

Additionally, the BAC offered two letters in support of TGA grant proposals, one for PBOT and one for METRO. The BAC will receive an update to the status of these in the coming months.

Previously, the committee offered support of Transportation Enhancements (TE) grant requests through the [Oregon Bike/Ped program](#), we will find out more in may when they make decisions.

Mathew offered thanks to the committee for their feedback on the TriMet sonic bike path proposal. Please continue to send additional feedback and he will pass it on to TriMet.

Tom Miller is making the transition to PBOT Director, he will be introducing himself to this committee some time over the next couple months.

The [Central N/NE Quadrant plan](#) is meeting Thursday March 10<sup>th</sup>.

The Portland [Sunday Parkways](#) schedule is announced. Please go online and check out the dates and routes. Plan to volunteer If you can to keep this program running.

There was continued discussion last month about the nature of member representation on this committee. We have a built in alternate system, and in your absence, your alternate is already assigned. Your membership on the BAC is not tied to your professional role; you represent yourself as an individual with your own wealth of experience. Changing your professional position or employer does not impact your membership on this committee.

## Next 15 miles of Neighborhood Greenways

Mark Lear and Greg Raisman from PBOT were in attendance to discuss PBOT's current planning efforts to identify the next bicycle boulevard routes to be developed in the next year.

Mark Lear began with some background information about how they came up with this tentative list and of the overall context these projects fit within the bike network and the available budget for potential investments.

Select pages from the [Portland Bike Plan for 2030](#) were distributed to the committee, presenting the breakdown of the plan in multiple phases (Funded, 80% and World Class. p 122) The current funding opportunities track fairly well to the 80% target, and the current strategy of expanding the Neighborhood Greenway network is a great, cost effective approach to build out the network before moving onto more high profile projects.

Other pages in the plan provide more specific construction cost estimates for trails and other facilities. PBOT will continue to refine these numbers to get better cost estimates for presenting future projects.

Another important component in the plan is the criteria for selecting projects.

- Equity: there are specific goals for equity.
- Community Support: at two levels, support from the Neighborhood organizations, as well as people on the street.
- Connectivity, Access and Barrier Reduction: this is one of the most important factors. These projects get put on the top of the list.
- Visibility of Biking: PBOT would like to hear more from the BAC about this. What do we mean by this? How does it play into our project prioritization?
- Innovation: it is important, but t the same time, we should build what we know works.
- Leveraging: This is a high evaluation criteria to acquire for more funding
- ROI: well learn more about this as we evaluate our projects. If there are parts of the network that aren't performing well, we want to know.

A list of proposed neighborhood greenway routes was handed out:

- SE Main/Mill — SE 96th to Portland's eastern border (SE 174th)
- 80s — Powell to Foster
- St. Johns Connection via New Columbia — N Houghton/Dana/Terry
- Holman/Bryant — Dekum and Interstate to Holman/MLK
- SW Maplewood/Gabriel Park
- 77th — Sacramento to Alberta

- 305 — Gladstone to Glisan

These projects are those that could potentially be funded by HB2001 gas tax funding. They haven't included cost estimates for the projects on this, because they're still a little rough. We need to take a closer look at crossings to understand the full cost implications of creating improved crossings and encouraging lower motor vehicle speeds and volumes.

**Q:** Some of the criteria seemed really subjective, do you do a numerical ranking? Also, how does this compete with projects around the city, do we look geographically?

**A:** What we've done so far is identified high, medium, and low rankings as they apply the criteria to each of the projects. There are some things like connectivity and equity that potentially should have more weight than visibility or innovation. Connectivity and equity was the first priority, and then we look at the compatibility of the community support.

For example, in East Portland, the 1305 project is the number one project for [EPAP](#), but it is expensive because of the signalization needs, and may be inappropriate for a first project in the area. The Main/Mill route might be a better pick to start, even though it is the neighborhood's second pick.

Greg Raisman walked the committee through the map, presenting their proposed projects. (See the list above.)

The [SW Trails Committee](#) is meeting March 16<sup>th</sup> at the Multnomah Arts Center, focused on the issue of the next bike projects in southwest hosted by the southeast trails group.

This set of projects is for the next year, but we'd like to think a little longer term, with a plan for the next 3 - 5 years. We want to mimic the kind of presentation and planning seen in other transit and transportation projects.

Greg mentioned that the best map to refer to you want to see our thinking for the future, is available online as an [animation on bikeportland.org](#)

Current legislation under review is the 20 mile per hour speed limit on approved Neighborhood Greenways. This is important, and is one reason we'd like to get a workgroup from the BAC together to strategically plan the future expansion of the network.

Please call and contact us to provide feedback to us.

Greg Raisman – [greg.raisman@portlandoregon.gov](mailto:greg.raisman@portlandoregon.gov)

Mark Lear – [mark.lear@portlandoregon.gov](mailto:mark.lear@portlandoregon.gov)

Two questions

Keith Liden asked a general question about the different categories on the map. Can you clarify what those different classifications mean? Greg provided some clarity.

Q: There was some recent mapping about access to grocery stores; did you use this new research to help your criteria?

A: The Main/Mill route was chosen intentionally for good access to commercial destinations, as is the 80s Bikeway. New Columbia was specific for the access to Fred Meyers, as specific request by the community.

Mark and Greg will email the group a list of more details about the working group needs what they are looking for, and what kind of duties they would expect.

### **Changes to CRC Project**

John Gillam, Senior Transportation Planner with the Portland Bureau of Transportation, along with staff from the CRC project, discussed recent proposed changes to the CRC project and the potential affect it will have on the pedestrian and bicycle facilities.

John started off with a quick background of the project over the last year to provide context for what is going on today. He supplied some materials for the committee, in the form of excerpts from the [Bridge Review Panel Final Report](#), along with some maps showing the alignment implications of the alternate bridge designs.

The biggest impact of shifting to the Cable Stay or Tied Arch bridge type is the change to a linear bridge configuration, rather than the curved design that was previously under consideration. The Composite Deck alternative can maintain most of the previous configuration details.

This affects bicycle and pedestrian interests in a few ways:

The two linear bridge options would also shift the bike/ped facilities to a level above that of the motor vehicle lanes. The composite deck alternative would keep the bike/ped below on a lower level, as it was with the old design. No specific details were available as to the dimension – how wide, how high, how protected.

The raised configuration also adds to the potential grade of the path, and requires access “through the bowels of the bridge” to get the center path alignment.

As illustrated in the drawings, the local access bridge would not be maintained on the linear bridges, eliminating some of the planned local bike access to Hayden Island.

The DOTs and the CRC team consider the deck truss to best meet the criteria laid out by the governors. The process is still ongoing, and there are listening sessions going on this week. Please attend and make your voice heard. Comments may also be made at the [CRC website](#).

Thursday, March 10, 2011  
Noon-2:00 p.m.  
Portland Expo Center, Hall D  
2060 N Marine Drive, Portland

Thursday, March 10, 2011  
6-8 p.m.  
Washington State Department of Transportation SW Region building  
11018 NE 51st Circle  
Vancouver, WA 98682

The committee repeatedly commented that the short duration of public comment was inadequate, as were the scarce design details for the three alternatives. The details matter to the BAC, and without specifics on the elevation above the motor vehicle lanes and the width of the path, it is impossible to give an honest assessment of the alternatives.

Matthew provided some history of the BACs support. In 2009, they wrote a letter in support of the under deck design, but with some significant reservations regarding lighting and safety.

Mark Ginsburg commented that landing the bridge close to the river isn't necessarily a good thing, depending on what might be in your way of you and your destination once you are on the ground.

Robert, Shane, and Mathew will author a letter in general interest for world class facilities and concern over noise and debris, and base this letter off of the previously authored response from 2009.

Q: Is this really the last time to provide feedback on the CRC? Or is this just a way to choose the design type?

A: what they are talking about now is the bridge design concept. Further discussion will happen after selection to clarify the specific details.

BAC would expect to see John and CRC to come back to this committee for more discussion and feedback after the design is selected, and to provide adequate time and details for honest responses.

### **Transportation System Development Charge (TSDC) Overlay**

## [Project Website](#)

The City of Portland has committed to fund the Portland-Milwaukie Light Rail project in part by establishing a new TSDC “overlay” district in an area that will be served by the new light rail line. Art Pearce and Shoshanah Oppenheim from the Portland Bureau of Transportation will seek committee support of this proposed overlay district. Among the currently unfunded elements this overlay will support are improvements associated with Clinton to the River, the Broadway cycle track and other key transportation improvements in the vicinity.

System development charges are charges levied against developers when they are redeveloping a building or changing the use of a site. There are SDC for transportation, sewer, parks, etc. The Bureau is working on developing a transportation SDC overlay.

South waterfront established an overlay district to contribute to the PMLR. Similar to that effort, they are exploring a new overlay in the PMLR study area to close the funding gap on PMLR and provide funding for other projects. Specifically, these additional projects are:

- Clinton to the River: Project to improve connections and overcome barriers.
- Realignment of Water Avenue: Designed to facilitate development in the OMSI area, includes new sidewalks and bike facilities along the new water avenue.
- Close the Loop streetcar project: The east side streetcar stops at OMSI, and will need additional funding to close the loop and cross the bridge.
- The Broadway Cycle Track: there is a desire to build a grade separated cycle track.
- 4th Avenue streetscape: To enhance the pedestrian environment.

Project Advisory Committee feedback asked to adjust the boundaries (include part of Ladd’s Addition, and exclude part of SW), and to remove an identified project on Montgomery, and suggested to fund Clinton to the River at a lower rate. For that project they are hoping to receive funding from the TE funding process. Partial funding from the TSDC was maintained in the event that ODOT doesn't fully fund the project.

They are now seeking support from the BAC, and will be going to council on April 6 to present the project list and the rates. Tomorrow is the final PAC meeting; there will be a full report available soon.

They would like to receive a letter of support from the BAC recognizing that these projects are of importance to the Committee, and while raising funds in slow economic times is a challenge, the need to generate money for these projects is important. It should specifically note that these projects should be funded throughout TSDC overlay process.

Some members of the Committee expressed disappointment at the exclusion of SW south of 405 because of the lack of access that community has to the area. This was an opportunity to potentially provide more access, and instead the area was just dropped.

Shoshanah acknowledged that it is disappointing, but reminded the committee that project was not comprehensive enough to solve the connectivity problems in the area. It was specifically identified as a list of projects to support the PMLR.

Kieth Liden brought up specific concerns about the areas near the 6<sup>th</sup> and Jackson stop. This area is potentially a safety problem with its current configuration.

Ian Stude raised concerns about the 405 crossings, and would like to see improvements at those areas. He had a question about the Broadway cycle track - does that include extending the cycle track area beyond the current scope?

A: No this would only apply to the current extents.

Ian mentioned that he sees potential projects to connect the south waterfront cycle track up to PSU area via a trail as an important potential connection.

Shoshanah responded they are beyond the point of evaluating additional project proposals. They've been narrowing down the list from a large range of potential projects. This list reprints a list they think they can get support for from the development community.

Q: What happens if TSDC doesn't pass? Do these projects die?

A: SDC money tends to be the last funding source for projects. These projects won't die, but they will need to locate additional funding before they will move forward.

Q: How do the fees affect regular property owners?

A: Only under specific redevelopment scenarios do these fees get charged.

Mathew asked for a straw pole from the committee if they are willing at this to support these projects and this proposal? 2 no, 2 abstain, the yeas win.

He also asked if there any details or notes you would like to add as riders to the support letter.

Some members responded that the letter should call out the problems with lack of connectivity to SW, and that projects to address those issues were potentially higher priority than those selected to move forward

The BAC concluded this agenda item with the comment that they would like to have been more involved in the selection of the project list and the boundary of the district earlier in the process, when they could have been most effective.

**Discussion of retreat and other business**

The BAC discussed issues related to the committee retreat.

The retreat will go from 12:30 until 6:00 or 6:30

A member made a request to discuss how to obtain more information in advance of meetings. This will be on the agenda.

An announcement was made that the city was redoing the bike routes on Willamette along the bluff. They are looking for champions in the neighborhood to help with community outreach.

**Adjourn at 8:15**