

# Bicycle Advisory Committee Meeting Notes

## September 13, 2011

### **BAC Members Present:**

Matthew Arnold, Committee Chairperson; Suzanne Veaudry Casaus, Committee Vice-Chairperson; Roger Averbeck; Chris Beanes; Anne Duston; Mark Ginsberg; Tigue Howe Keith Liden; Heather McCarey; Yonit Sharaby; Kathryn Sofich; Ian Stude

### **BAC Members Absent:**

Carla Danley; Alison Graves; Andrew Haliburton; Tom Ralley; Shayna Rehberg; Rob Sadowsky;

### **City and agency staff:**

Roger Geller, PBOT; Mauricio LeClerc, PBOT; Paul Smith, PBOT; Katja Dillmann, Mayor's Office; Officer Ty Engstrom, Portland Police Bureau; Lieutenant Eric Schober, Portland Police Bureau; Tom Miller, PBOT; Colin Maher, TriMet

### **Guests:**

Marvin Rambo, Jonathan Maus, Jonathan Winslow, Chris Smith

### **Announcements**

- Portland Plan: BAC conversation with Bureau of Planning and Sustainability 6 weeks ago. New materials to be available at end of month. BPS staff will return to committee to present changes in October. Plan will be going to Planning Commission on November 8.
- Summer Safety Campaign. There have been a few enforcement actions and more are scheduled. A cell phone enforcement action will be coming up.
- Committee etiquette inre: talking about bicycle issues. It is important to make it clear when committee members are representing the BAC v. presenting individual opinions. It is especially important to not dismiss or demote projects being considered by (and supported by) other committee members.
- Media. The BAC will begin copying selected members of the media on letters sent by the BAC to agency staff.
- Sullivan's Gulch Advisory Committee. Chris Beanes agrees to attend next meeting in place of Heather, who is unavailable.
- More bicycle racks coming to Beach school as demand is outpacing supply.
- Public comment period is now open until 10/13 for Metro Regional Flexible Fund projects.
- NE Sunday Parkways will be held from Noon-5pm Sunday, 9/25

### **Active Transportation Funding Opportunities**

Paul Smith, PBOT

In approving funding for Portland's Regional Flexible Fund (RFF) Active Transportation projects, City Council included a requirement for seeking funding for improvements to Barbur Boulevard between 19<sup>th</sup> & 26<sup>th</sup> and design/construction for Sullivan's Gulch.

For the recurring grant opportunities for Active Transportation (Metro Regional Flexible Funds, ODOT Flexible Funds, ODOT Transportation Enhancements and ODOT Bike/Ped grants) the

three transportation committees (BAC, PAC and PFC) represent a significant element of the most extensive public outreach of any city bureau. The committees serve to identify the most important needs for the constituencies they represent.

RFF uses CMAQ (congestion mitigation/air quality) funds and STP (surface transportation program) funds. These are federal dollars. RFF funding is available every 2 years.

ODOT flex funds also makes use of discretionary federal funding, principally STP funds. A current call for project applications will be due on October 20<sup>th</sup>. Last year the city was awarded a grant for the Going to the River project, which was funded for \$2 million and the SE 122<sup>nd</sup> Avenue Green Street and sidewalk project for \$870,000. TriMet also received \$2 million for the Portland Milwaukie Light Rail project.

We should receive at least \$2 million this year. Projects were considering submitting are:  
Sullivan's Gulch (using Jonesmore Street) for \$675k  
Barbur Boulevard (19<sup>th</sup> – 26<sup>th</sup>); mostly for crossing treatments, for \$750k  
Gateway bicycle park and ride facility for \$400k (to help complete East Portland RFF grant)  
Stairs connecting McLouglin to the Springwater Trail for \$450k  
Also looking at bus stop improvements in East Portland to help complete the RFF grant.

The first two projects are dictated by City Council.

In the future ODOT flex funds will be available every 2 years.

The funding decision will be made in February. Next applications will not be until October 2013. In June of 2012 Transportation Enhancements will have another funding round. These are also federal dollars administered by ODOT.

Q: Can we fit all 5 projects into available funding?

A: Yes, assuming we'll receive between \$2.3-2.5 million.

Q: What's the deadline for input?

A: By the first week of October

Q: How do these projects reflect the Portland Bicycle Plan for 2030?

A: The two bicycle projects reflect strong priorities for bicycle transportation. The plan certainly discussed the importance of trails and the importance of equity in developing systems in East Portland.

Q: Can the streets approaching Barbur be included in the Barbur project?

A: We can be flexible.

Q: Concern: ODOT cooperation not historically good.

A: Yes, we have a challenge with ODOT Region I, though they have expressed support for this project.

A subcommittee of Keith, Mark Ginsberg and Roger Averbek volunteered to review and comment on this round of ODOT flexible funding.

### **North Pearl Transportation Planning**

Mauricio LeClerc, PBOT

Mauricio provided a whirlwind tour of existing and proposed bicycle improvements for the North Pearl area, which includes:

Existing:

- Widened bicycle lane on 14<sup>th</sup> Ave
- Lowered traffic speeds on Everett and Glisan to 15 mph (via signal progression)
- Reducing where two-way traffic occurs on Lovejoy two-way from 13<sup>th</sup> back to 14<sup>th</sup>

New things will include:

- Rectangular rapid flash beacon to assist crossing of 14<sup>th</sup> at Johnson
- Additional protected crossings at busy streets and bikeways
- Test diversion on Marshall (first at 10<sup>th</sup> and then, if needed at 15<sup>th</sup>)
- Relocating the streetcar stop on 10<sup>th</sup> from south of Marshall to north of Marshall and better tie streetcar to traffic signal
- Naito will include a 3-lane cross-section which will allow for buffered bicycle lanes on both sides of the roadway
- Bicycle lane striping on NW Hoyt between 9<sup>th</sup> and Broadway
- Southbound buffered bicycle lane on the Broadway ramp between the bridge and Hoyt
- Narrower cross section and sharrows for NW 15th.

Elements still under consideration and design:

- North Park Blocks could include a buffered bicycle lane and could also reverse the direction those roadways run to facilitate connections to the South Park Blocks

Mauricio presented numerous options with some of these elements.

### **Committee Business**

The committee discussed the proposal brought forward from a group of members charged with implementing ideas and solutions to issues brought up at the BAC retreat in March. The proposal to create 2 subcommittees (technical and bike plan) was generally met with support however there were some concerns. Including:

- how would communication be kept open (agendas to all meetings made available to whole committee)
- how can we make sure we don't give up our individual power to weigh in on projects
- we want to make sure this change doesn't increase the amount of time required to sit on the BAC
- what will the structure look like of the new sub-committee structure
- how will portfolio assignments mesh with the new structure
- what is the role of the BAC

The group that brought the proposal forward will discuss these issues and bring forward a more detailed plan at the next BAC meeting.

**Meeting adjourned at 8:30**