

Meeting Notes: Joint meeting of Bicycle and Pedestrian Advisory Committees

March 11, 2014

BAC Members Present:

Suzanne Veaudry Casaus, Committee Chairperson; Ian Stude, Committee Vice-Chairperson; Matthew Arnold; Anne Duston; Andrew Haliburton; Tigue Howe; Keith Liden; Heather McCarey; Shayna Rehberg; Rob Sadowsky; Yonit Sharaby

PAC Members Present:

David Aulwes, Committee Chairperson; Marianne Fitzgerald; Noel Mickelberry; Melissa Kaganovich; Anthony Buczek; David Crout; Jonathan Winslow; Boris Kaganovich; Don Baack; Rod Merrick; Chase Ballew; Doug Klotz; Eve Nilenders; Rebecca Hamilton; Scott Kocher

BAC Members Absent:

Roger Averbeck; Mark Ginsberg

City Staff Present:

Cage Byrd (PPB), Courtney Duke (PBOT); Art Pearce (PBOT); Roger Geller (PBOT)

Guests:

Chris Achterman, Brian Lockwood, Jonathan Maus, Reza Farhoodi, Marvin Rambo, James Duston, Aaron Brown, David Hampsten

The meeting convened at 6:00 pm

Announcements

The Oregon Active Transportation Summit is coming to Portland April 21-22. Registration is now open at: <http://oat-summit.com/>

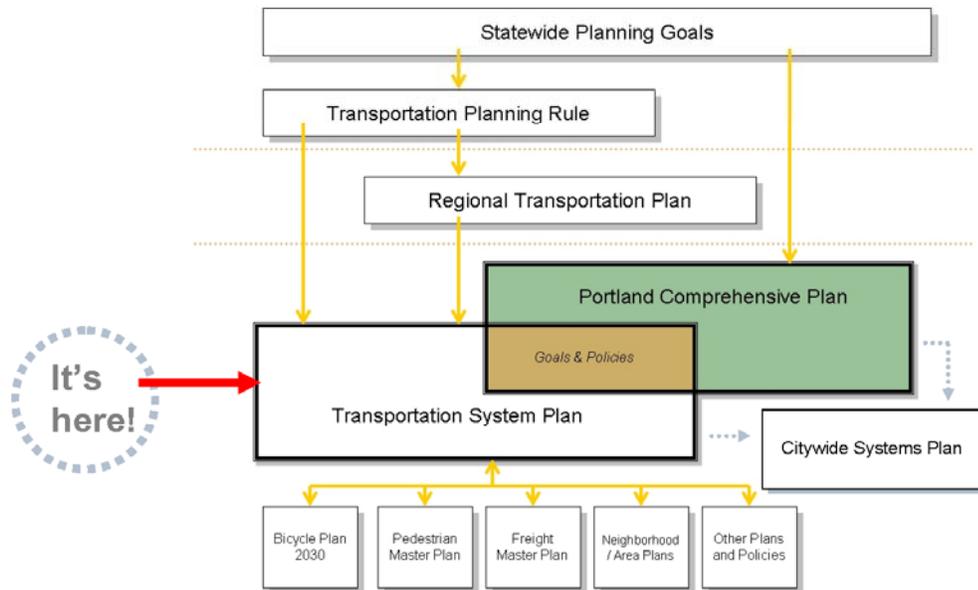
Transportation Trivia Night—a benefit for the Community Cycling Center—will be held Wednesday March 19 at City Hall beginning at 5:30 pm

The 205 bikeway project will be holding a series of open houses: March 13th at Fremont United Methodist Church (2620 NE Fremont); March 17th at Cleveland High School and March 18th at Central Catholic High School. All open houses will be 6-8:30 pm.

Transportation System Plan / Comprehensive Plan

Courtney Duke, Senior Planner with PBOT, discussed the ongoing update of the Transportation System Plan (TSP). The City's TSP encompasses goals, policies and project lists related to transportation. The below image from Courtney's presentation displays the relationship between the TSP, the city's Comprehensive Plan and state goals and rules. The development of a TSP is defined in the Oregon Administrative Rules. Courtney expressed the goal to make the TSP more of a living (as opposed to a stagnant) plan that is regularly updated.

Where does the TSP fit?



Between now and July 2014 PBOT will be working on Chapters 5 (urban design and development), 6 (public facilities) and 7 (transportation) of the Comprehensive Plan. Key elements for the TSP to be incorporated into a July 2014 draft are a finance plan, project selection criteria and revisions to the project list. There is a Technical Expert Group (TEG) that will meet on March 27th to discuss these issues.

A second phase in the update will extend from July 2014-July 2015 and will address:

- **Policies and objectives**
- **Districts** (whether to re-form transportation districts to conform more closely with the geographic and form areas identified in the Portland Plan)
- Streetcar and Bicycle Plan integration
- Conformance with the Regional Transportation Plan and the Transportation Planning Rule
- Development of required modal plans
- Incorporation of other plans (such as neighborhood plans), and
- Other issues, including transportation demand management, **parking, health and equity, level of service** and other recommended studies.

Also to be considered are **street classifications** recommended by the bike plan (which calls for a functional hierarchy) and street classifications suggested by the Portland Plan.

[Editor's Note: those items shown in bold italics are considered to be of especial interest to the bicycle advisory committee]

There will be a public comment period on the project lists from 3/21/14 through 5/5/14. The overall deadline for Phases 2 and 3 is December 2015, as per Metro. The website will be regularly updated with information and materials:

<http://www.portlandoregon.gov/transportation/63710>

One question that arose was about the level of coordination between the city, Metro, Washington County, etc, especially on alternate standards. The answer is that there is some coordination—mostly on a project level as with the Southwest Corridor project.

Support for Vision Zero

Aaron Brown, board president for Oregon Walks requested that both committees signed on to a letter intended for Portland City Council that expresses support for Vision Zero. He noted there have been 13 pedestrian fatalities in Portland since January of 2013 and that 10 of the past 11 have occurred east of 82nd Avenue.

Oregon Walks' letter is promoting specific policy changes in support of Vision Zero.

Rob Sadowsky noted that PBOT is developing a 2-year action plan that will incorporate Vision Zero. To fully implement Vision Zero will require an enforcement plan, changes to level of service, implementation of a green transportation hierarchy and a rethinking of how we make choices about how we move. The intent is to first develop a full-city report about safety issues in order to support a data-driven process.

Rob noted that the Bicycle Transportation Alliance is working in cooperation with five other cities (New York City, San Francisco, Chicago, Philadelphia and Pittsburgh).

Both Aaron and Rob noted that Vision Zero pertains to all forms of transportation and mentioned that 26 of the 36 traffic fatalities in 2013 were drivers or passengers in automobiles.

The committees will follow up after reading the letter. They will work via email to sign if they so decide.

Committee Discussion: To combine or not to combine?

Matt Arnold kicked off the discussion with an assessment that the two committees are currently in different arcs. He asked committee members to set that aside and think more broadly about what it would mean for active transportation and the goals of committee members should an Active Transportation Commission be formed.

He noted that the problems faced for bicycle and pedestrian interests are getting more difficult to solve with opinions about transportation becoming more entrenched across multiple interests. An Active Transportation Commission would address higher level issues and have more political might than either of the existing two committees. A suggested structure would include technical (sub) committees that would operate much as the current two advisory committees do today.

David Aulwes indicated he thought this was a good idea as the committees are currently seen as “complainers.” He liked the idea of capitalizing on those elements of current support for active transportation that are to be found at many levels and the opportunity this presents to build a stronger coalition that would have an advisory function directly to City Council.

Rod Merrick noted that PBOT has not provided promised “white papers.” He also expressed a desire to better understand what it is that the current committees are not accomplishing—in short why there needs to be a new committee with greater political clout.

Marianne Fitzgerald noted that the Budget Advisory Committee supports a single bureau-wide transportation committee, indicating that there are different forms such a committee could take.

Suzanne Veaudry-Casaus noted that she wanted to “put herself out of a job” in service to a committee or commission that would be able to have a stronger influence—“overarching political strength”—that would more quickly advance the goals of both committees.

Art Pearce discussed how each of the three modal committees (bicycle, pedestrian and freight) are all dissatisfied with what the city is doing and thinks the other committees are receiving greater consideration. A combined committee would force the different interests to work together and better understand each other.

There was some discussion about the advocacy role of the committees and the way they relate to and represent members of the community. Rob Sadowsky responded to this by noting that Portland already has advocates. Advocacy is not the charge or mission of the existing two committees. He noted that what active transportation in Portland needs is more support for higher-level policy and budgetary decisions.

Failing to come to consensus the two committee chairs committed to forming a joint task force to see if consensus could be reached in such a forum that would provide a recommendation back to the two full committees.

The meeting adjourned at 8:10 pm