
Combined Bicycle/Pedestrian Advisory Committee

Meeting Notes

8 DECEMBER, 2015

PAC Members Present:

Rebecca Hamilton, Roger Averbeck, Don Baack, Chase Ballew, Anthony Buczek, David Crout, Marianne Fitzgerald, Arlene Kimura, Doug Klotz, Scott Kocher, Elizabeth Mros-O'hara, Eve Nilenders

PAC Members Absent:

Rod Merrick, Suzanne Stahl

City Staff Present:

Roger Geller, Shane Valle, Sara Schooley, Mark Lear, Shoshana Cohen

Invited Guests:

Dan Kaempff (Metro), Powell-Division Transit Project Team (David Aulwes, Elizabeth Mros-O'hara, Jean Senechal-Biggs, Jennifer Koozer)

Other Guests:

Marian Rhys

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The meeting convened at 18:10

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ANNOUNCEMENTS:

- Introductions
- 82nd CAC—the news is there is no news. The project is starting in spring.
- Portland State University got a Platinum rating for bike friendliness
- Shared group of BAC and PAC members want to work with Portland Parks and Recreation to address some long term neighborhood concerns around the city.
 - relatedly, some BAC members would like to see BAC and PAC take a firm position on the Comp plan about parks being an integral part of the active transportation discussion

PBOT GRANT FUNDING OVERVIEW, MARK LEAR & SHOSHANA COHEN

PBOT staff reviewed the projects it has recently submitted applications for—70's Bikeway, T-HOP, Flanders Crossing, and Naito RR crossing improvement

Comment: At some point, it would be good to get a fact sheet about what the individual grant programs are, how much money is available and when applications are due so the committees can be more active and better informed.

Comment: It would be interesting to see a history of the projects that PBOT is working on getting grant money for.

PBOT staff would like to start developing the lists of projects it's going to apply for grant money by mid next year. Staff reviewed the Regional Flexible Funds (RFF) process and how PBOT projects might fit into that process in the future.

Comment: The 75%-25% active transportation-freight transportation project split in regional flex funds is being threatened. There are people on both the active transportation and freight side that like the certainty involved in the current split, but others that want “just the best project to be funded.”

Comment: Metro staff working on the RFF projects will be coming into the BAC to talk about their process.

There seemed to be a consensus in the combined PAC/BAC to maintain the 75-25 split for active transportation-freight in the Regional Flexible Fund allocation.

The idea was raised to track how much grant money is going to which types of projects throughout the region. The BAC/PAC wants facts to back up their push to get 100% of the RFF.

Comment: In order to keep the Freight community happy with the 75-25, the freight community has to be excited about those projects that receive the 25% of funding.

TIGER grants are due in May or June—it is a very competitive grant stream because other jurisdictions put in tens of thousands of dollars. Staff need advice on the best projects to put forward for TIGER otherwise the project selected will likely not be competitive enough to stand out among the projects around the country.

Question: Projects to tithe rest of the transportation system in with Southwest are immensely expensive and necessary. What is being done to try to get grant funding for these projects?

Answer: There is work being done through the southwest corridor projects to identify how some of those big issues in SW can be handled.

Q: Congress passed a transportation bill; what does that mean for Portland and us?

A: Staff haven't looked into the impact of that bill.

POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

PAC and Metro staff member Elizabeth Mros-O'Hara reviewed the background of the Powell-Division project and sought feedback from the combined BAC/PAC on the north-south transition for the new high-capacity transit corridor between Powell and Division at 82nd Avenue. Elizabeth spoke to how the project would integrate and enhance the environment for walking and biking as well as the potential impacts on the surrounding community.

Question: Will this project reduce travel times in the corridor over current times?

Answer: Yes and no. Some people will have a faster trip but some will have to walk farther and/or transfer.

Question: Will chamfers make it difficult for pedestrians to cross the street?

Answer: Potentially. We are looking at ways to mitigate that. The businesses in the Jade District were excited about the opportunity the chamfers presented to make the district feel more like a district.

Question: How might this project be impacted by a large advocacy group suing if bike lanes don't go onto 82nd?

Answer: It could happen. Other options are to shift it to 50th or 52nd.

Question: Would the chamfers be just for transit?

Answer: it would be transit only.

Question: Have you been talking with other jurisdictions about having the money for these improvements come an agency/jurisdiction other than Trimet?

Answer: Yes, but this is difficult because other jurisdictions have even more difficulty taking property than Trimet does.

Comment: Tell us about the stations on 82nd

Answer: It is a closer stop spacing than along Powell or Division. They will be designed to make transfers from other lines easier than they are today.

Q: What will be done with land that Trimet acquires?

A: We don't like to take land. We don't have plans for it at this time and Federal regulations don't allow us to study this question.

Q: What about bike parking?

A: We want to see it everywhere. Jeff Owens has been looking at ways to integrate bikes into all parts of the corridor project. He is looking at ways to bring bikes onto vehicles—either on the front of the bus or inside the bus.

Q: Can we get rid of center turn lane to improve bike and pedestrian conditions?

A: Doing so makes the intersections fail for automobiles because so many people doing U-turns to reach businesses. Lots of impacts to traffic and no benefits to the transit project.

Q: Has the project done an analysis of the ROI of acquiring the land and then selling it for development?

A: Federal funding requirements don't allow us to look at the money we could make off of developing or selling land we have to acquire through the project.

Question: Could you talk about what kind of physical protection a bikeway would have on 82nd? What are we paying for at the highest end?

Answer: 7 foot bike lanes. We aren't getting a whole lot for the impacts the highest end version of the project would have on the surrounding community.

Comment: Seems counterproductive to destroy 27 properties. This would decimate this district for the 5-10 years it would take to redevelop those properties.

Comment: All these false choices between destroying buildings or letting the buses and cyclists fend for themselves along this stretch are based on the assumption that 82nd has to look and function as it currently does today. This

doesn't have to be the case. There are many other options we are not even considering. The Jade District's number one priority is avoid displacement. This project needs to take this into account.

Comment: There is a low percentage of property line-tight buildings. That will change as more development takes place if there are transportation alternatives to cars.

Comment: What can BAC/PAC do to help?

Answer: there is a design workshop in January were we could use feedback. There will be other opportunities as well.

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The meeting adjourned at 20:00

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