

Bicycle Advisory Committee Meeting
City Hall, Lovejoy Room
6-8:00pm | March 10th, 2020

BAC Members Present: David Stein, Christopher Achterman, Ellen Ballantine, Clint Culpepper, Victor Duong, Reza Farhoodi, Catherine Gould, Kelly Hansen, Iain MacKenzie, Phil Richman, Katherine Sheie, Nicholas Swanson, Yashar Vasef, Korrin Weldon

BAC Members Absent: Caroline Crisp, Sarah Iannarone, Alexa Jakusovsky, Rithy Khut, Alexandra Zimmerman

PBOT Staff Present: Roger Geller, Owen Slyman

Other Attendees: Jamey Duhamel (Office of Commissioner Eudaly), Cory Poole, Paul Buchanan

Guest Presenters: Zef Wagner (PBOT), Lake McTighe (Metro)

I. Announcements (6:00-6:10)

Jamey Duhamel from Commissioner Eudaly's office noted that the City will soon be looking closely at Phase 2 of the Rose Lane project and continuing internal advisory group meetings. Duhamel asked the BAC to vote on a representative to sit on the advisory group. The BAC voted unanimously to authorize 3 members to rotate attendance in the group.

II. Committee Mapping Exercise (6:10-6:55)

BAC attendees marked up maps of areas and bicycle facilities they feel comfortable and uncomfortable riding on. People generally noted a good level of comfort on the Springwater Corridor, the Esplanade, and east-side Neighborhood Greenways at off-peak travel times, adding that conditions can go from comfortable to stressful based on time of day. Other attendees noted the difficulty of navigating hotel zones, N Williams, Naito Parkway, and locations where Neighborhood Greenways meet arterials or collectors. People mentioned that greenway routes are occasionally unclear and can cause confusion.

III. Northwest in Motion (6:55-7:25)

Zef Wagner from PBOT presented to the BAC on the Northwest in Motion plan. A public review draft is on PBOT's [website](#), and the project team is looking to set a Council date soon. Wagner mentioned that a primary goal is to reduce demand for parking by shifting the mode split away from driving. To do so, Northwest in Motion incorporates a prioritized and funded list of walking, bicycling,

and transit projects to be implemented within five years, including upgrading and expanding Northwest Portland's Neighborhood Greenway network, which Wagner noted to be especially high-volume compared to Neighborhood Greenways in other sectors of the city.

Wagner added that the plan is driven by Portland's growth in housing, jobs, and population. Right now, 37% of automobile trips in Northwest are less than 3 miles long, and the bicycle mode share in the area is about half those of inner Northeast and inner Southeast Portland. An attendee asked where the plan had drawn its current housing estimates from; Wagner answered that the figure that the plan used (10,421 current units of housing) was drawn from 2016-2018 estimates based on the Comprehensive Plan.

A member stated they did not feel like Northwest in Motion was ambitious as every street still has automobile traffic under the plan, asking if there could be any opportunities for a street or block as a car-free pilot project. Wagner responded that a car-free street or block would be tough, given the built environment, short block sizes, and access needs for buildings. He added that the focus for Neighborhood Greenways has been reducing volume, though some could be good candidates for future car-free pilots as placemaking opportunities with active management and programming to activate them as public spaces. He said that he believes Portland can meet its mode share targets by aggressively reducing volumes on streets.

Another member asked to confirm whether the city-wide mode share goal for driving alone trips was 30 percent by 2035. Wagner answered that he sees this scenario as a snowball, where Portland reaches a higher bicycle commuting percentage by 2025 and then pursues it even more aggressively.

A member asked if there was any consideration to pursue a district-wide 15 mph speed limit; Wagner responded that though state law would have to change to allow that district-wide, there is some interpretation that PBOT may be able to change speed limits to 15 mph on certain streets. Wagner thinks that with everyone within 1-2 blocks of low stress bikeways, the city would see new cyclists, as it is mostly very-confident cyclists that ride in Northwest Portland with the current configuration.

Wagner mentioned that the primary drivers of traffic volumes are cut-through traffic and nearby freeways, adding that the series of diverters included in the project may be disruptive for the neighborhood in a good way. PBOT is also committing to adding additional diversion if the first phase of diversion does not meet volume reduction targets. This would include re-measuring volumes during a period of time after initial traffic diversion, and if they are still higher than desired, a slate of Phase 2 diverters would be installed.

A member mentioned that they expect backlash from drivers and are concerned about the lack of intervention along NW 24th, asking about PBOT's strategy for the street. Wagner responded that Cornell St. is a huge driver of traffic in and out of the neighborhood from Washington county, which the project's initial strategy missed. He mentioned that it most likely needs to be revisited and has ordered additional data collection, adding that if another diverter would be added, it would be just north of Lovejoy, which he is very open to adding.

Wagner mentioned that PBOT is working on providing protected intersections along greenways, where bike lanes would go around pedestrian islands to help both groups.

Along Overton St, Wagner mentioned the revised proposal includes removing parking on one block on the south side, adding that he believes PBOT can keep parking on the opposite side without degrading bikeway quality in order to be responsive to the small businesses on the street. He mentioned that PBOT would be monitoring if this holds true.

For NW Xavier, Wagner said that PBOT is willing to build the street as a low-speed specialty design with 2 way traffic, along with diverters just east of the Conway Master Plan area. He believes the greenway will still function as intended. PBOT is planning on improving NW Johnson, Marshall, 18th, and 19th using lower-cost temporary materials as soon as this summer and will be seeking funding to upgrade to permanent concrete elements in the coming years. A BAC member asked about the project timeline; Wagner responded that the recommended draft will be ready at the end of the month, and he is still working on a city council date, probably some time in May.

Another member asked if PBOT could look at area-wide diversion if Phase 1 diversion takes off. Wagner answered that there is some language in the program recommendations that could suggest that, and that PBOT would like to first identify a variety of smaller areas that might be candidates for area-wide traffic calming sensitive to area context.

A member asked what happened to the repaving of NW 14th. Wagner answered that the paving was deferred, probably because of all the construction. He said he could check on it, as it would be a big opportunity to improve that street.

Another member commented that they see keeping parking on Overton as a dangerous precedent where business owners are able to change vital diversion years before it is on the ground. They called for putting on paper the specific measurements that will be taken to justify or prevent Phase 2 diversion. Wagner answered that he agrees the project needs to work on tone and messaging, especially being clearer about definitely putting features in. He said that the project team is

strengthening that language in the recommended draft, and that the amount of diversion in the first two years will be staggering for the Northwest neighborhood.

A member mentioned they also feel concerned about not installing all diverters at once, adding that they do not think a phased approach will work as the neighborhood will need the extra diversion eventually. They stated that there should be an additional metric added to evaluate whether diverter-rich greenway segments make greenways feel comfortable for riders and attract new riders.

IV. Safe and Livable Streets (7:25-7:50)

Lake McTighe, Metro transportation planner, presented to the BAC about the transportation programs associated with Metro's 2020 transportation measure. McTighe stated the three target areas for programs are safe and livable streets, community stability, and future transit, adding that Metro staff are in the process of collecting input through community outreach. Safe and livable streets programs include Safe Routes to School programming, safety hotspots, regional walking and biking connections, and revitalizing main streets. Community stability programs include anti-displacement strategies, affordable housing options, growth, and transportation planning for the future. Future transit programs include better bus programs, electric buses, and affordable fares for students.

A BAC member commented that they think student fare affordability should be paired with Safe Routes to School and that state funding should be used for student transit.

Another member expressed interest in learning more about how the money is distributed if the measure passes, mentioning they want to ensure infrastructure gets on the ground as quickly as possible.

A member mentioned that at the Rose Lane city council presentation, Commissioner Hardesty brought up the importance of good bus shelters, adding that it seems like a waste to have big projects without looking too much at how people will get to and from locations. They stated that links to the major corridors should be prioritized, focusing on network investments rather than just one major road.

A member asked about the internal process that Metro uses to decide which projects move forward. McTighe answered that Metro is looking for community partners and gathering input on specific projects that should be earmarked. McTighe mentioned that Metro is interested in a model where they would co-select projects with input from community and advisory groups.

A member mentioned that an issue the BAC took with past projects was lack of active transportation connections to transit. Another member added that the distance Metro looks at for connections should be larger in areas like Clackamas and Beaverton and smaller in urban areas.

McTighe closed by mentioning Metro is continuing to collect input through the rest of March. A member mentioned that they would like more information on how the proposed programs compare to what we have now.

V. Committee Business (7:50-8:00)

The BAC reviewed a draft letter for the SW Corridor project, cutting the first heading and fixing a few typos. The committee moved to adopt the letter with corrections and voted unanimously to approve the letter.

A few BAC members agreed to draft a letter for the Northwest in Motion project.

Meeting Adjourned.

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