

# Meeting Notes: Bicycle Advisory Committee

October 14, 2014

## **BAC Members Present:**

Ian Stude, Committee Chairperson, Matthew Arnold; Anne Duston; Shayna Rehberg;

## **BAC Members Absent:**

Heather McCarey Committee Vice- Chairperson; Roger Averbeck; Suzanne Veaudry Casaus; Keith Liden; Yonit Sharaby

## **City Staff Present:**

Roger Geller (PBOT); Mandia Gonzales (PBOT); Courtney Duke (PBOT); Rich Newlands (PBOT); Jamie Jeffrey (PBOT); Andrew Sullivan (PBOT)

## **Guests:**

Jim Chasse; Marvin Rambo; Jonathan Maus; James Duston; Elliot Akwai-Scott; Nick Falbo, Derek Abe; Blake Goud; Reza Farhoodi; Kevin Veaudry-Casaus; Steve Dotterer; Ted Buehler; Ted Buehler; Mark Gerber; Chris Achterman; Mandia Gonzales

**The meeting convened at 6:00 pm**

## **Announcements:**

### **Transportation System Plan Update: Policies**

Courtney Duke, Senior Transportation Planner for the Portland Bureau of Transportation (PBOT) presented PBOT's efforts to evaluate policy changes in the city's Comprehensive Plan and Transportation System Plan that would affect or introduce parking, parallel street accommodations, transportation hierarchy, safety, and trail policies.

When discussing proposed policy changes to parking, she emphasized that the new language discusses the "curbed right of way". This shift in language is to emphasize that the curbed right-of-way is a space to be used by all transportation modes. Quoted changes to parking in policies 9.48 to 9.53 "recognizes the curb zone as a public space". This allows for the shared space to become a resource for other uses of the right of way. This is a big shift in comparison to how parking was talked about in the past. However, it was noted that the parking policy does not include a hierarchy and staff is considering if changes need to be addressed within the parking policy.

Parallel street accommodation, as part of the Transportation Hierarchy policy would facilitate the development of bikeways away from a classified bikeway street to a parallel route when classification conflicts exist and there are insurmountable obstacles to implementation. The Portland Freight Committee is supporting this change. They have seen that it is a doable alternative and are looking to mirror a similar policy in Vancouver, BC. However, the policy change is still under consideration and PBOT has contracted with CHM2Hill to assist in adjusting this policy and to give feedback on how to implement it in the future. CHM2Hill has recommended integrating freight into the hierarchy. A final

report from CHM2Hill will be produced. If available to the public it will be shared with the committee as it will be used in the decision making process.

The safety policy is moving forward to include a Vision Zero goal. However, the new draft language needs review. The staff feels this new language needs to be stronger. Courtney and staff encourage the committee to review the language and submit comments and suggestions on how to improve it.

## **20s Bikeway Project**

Rich Newlands and Jamie Jeffrey from PBOT gave an update of the overall project and presented design ideas to address difficult connections along the 9.1 mile bike route. PBOT was seeking a formal supporting response from the committee.

The presentation was focused on design recommendations to improve safety and connectivity of bicyclists along the 20s bikeway. Design recommendations include two-way bikeways, crossing improvements that integrate “crossbikes” into the design, pedestrian hybrid beacons (HAWKS) and other signals, and public involvement strategies implemented by PBOT.

At the crossings of 36-foot wide streets guests were concerned over the legality of a crossbike design. The concern is that motorists would not stop for bicyclists in the crossing – potentially leading to conflicts for which the person bicycling would be at fault. By Oregon State Law, the crossbike has no legal authority to stop motorists. PBOT acknowledged this. However, they have considered design treatments that would put the bicyclists in the same position as pedestrians so they are visible to motorists.

The committee expressed concerns over how the PBOT staff conducted outreach to local businesses along the route, specifically along the 28<sup>th</sup> commercial corridor. How did PBOT insure that businesses voices were heard? The committee voiced that they felt the public participation efforts galvanized opposition rather than creating partnerships. Ideally BAC would have liked to have seen a more coercive public participation effort from PBOT.

In response, Rich Newlands (PBOT) stated that much of the conversation with businesses was focused on the loss of parking. Parking demand management should have been addressed before starting the conversation of changing the street. Newlands also stated that the project lacked enthusiasm from bicycling community that could have been used to create a positive response from businesses. PBOT would have like the committee to have been more involved in facilitating communications to advocates in an effort to show businesses that there is demand and support from the bike community.

Q: What is the opportunity for the bureau to petition a legal change, so that motorists would treat a person on a bicycle the same in a crossbike as they would in a crosswalk.

A: We have talked internally and we have decided that we would be supportive of a legislative fix to define the crossbike and state how it is supposed to operate. We acknowledge that there are grey areas in the legality of the design. Looking at other examples we have seen it be successful in reducing traffic speeds. Our position now is to try it out and see how it operates.

The committee voted to submit a written letter of support to the city, with comments on the outreach strategies involving businesses along the route.

## **Our Streets**

Roger Geller, bicycle coordinator for the Portland Bureau of Transportation gave an overview of the projects list and maps for the Our Streets program. The current funding split is set at 53% for maintenance projects and 47% for safety projects. Most of the funds will be allocated to busy streets for maintenance and safety repairs and improvements.

There will be bicycle improvements with other citywide improvements but there are two specific bicycle categories: a protected bike lane/route category and a neighborhood greenway category.

In the protected bike lane category PBOT identified \$9.3 million needed for improvements. Selected projects were identified in the 2030 plan and were screened based on high levels of use, economics, and environment using draft project evaluation criteria being developed for the TSP.

A list of six projects that meet the screening evaluation were proposed to move forward as funding becomes available.

1. 9th Ave. Bridge Type, Size, Location study – to determine the best crossing location for the bridge, what type of bridge, and cost. This would be initial funding to get the project moving forward.
2. Flanders Bridge – This project has an estimated cost of \$3 million. However, SDC funding will provide for 80% of the cost of bridge. The goal is here to create a high quality and low stress connection.
3. NE Broadway – This is a feasible project to look at the 3 lane, wide one way road-way, to create a protected bike lanes and along N/NE Broadway.
4. Central City projects, which would provide additional funding for the pipeline of projects to come out of the Central City Multimodal Transportation Safety Project.

There was also a list of neighborhood greenways where the first three years are better fleshed out than the second three year list. Among the first 3-year priorities are: the 4M route that would provide better connectivity for East Portland, and the Holladay Oregon Pacific route to connect to the Gateway Transit Center

## **Committee Business**

Reschedule November 11<sup>th</sup> meeting

**Meeting ended at 8: 15pm**