

# Bicycle Advisory Committee Meeting Notes

13 DECEMBER 2016

## **BAC Members Present:**

Ian Stude, Rithy Khut, Christopher Achterman, Shayna Rehberg, Kirk Paulsen, Keith Liden, Roger Averbeck, Kari Schlosshauer, Elliot Akwai-Scott, Reza Farhoodi, Evan Ross

## **BAC Members Absent:**

Maria Erb, Heather McCarey, Betsy Platt, Jbcelyn Gaudi,

## **City Staff Present:**

Roger Geller, Belen Herrera, Shoshana Cohen, Rich Newlands

## **Guests:**

Lake McTighe

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*The meeting convened at 18:00*

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## **ANNOUNCEMENTS:**

- Vision Zero action plan passed early December
- SW Corridor entering new phase, Environmental Impact Statement (EIS) - steering committee concerned about where light rail will be placed; ODOT favors I-5 alignment vs Barbur alignment; Appointed a citizen advisory committee, Ian Stude and Roger Averbeck will be on the committee
- PBOT schedule for next year on 14th, Burnside to Thurman taking away a lane and putting in an enhanced parking protected bike lane and PBOT looking for community support
- Rithy Khut acting as interim chair
- Design issue - Solid white line has traditionally been used to separate parking lane from bike lane, newer maintenance practice is to not provide that back lane. Would like feedback from committee members on this issue.

## **FIX OUR STREETS**

Shoshana Cohen from PBOT reported on Fixing our Streets and the many projects that offer benefits for bicycle transportation. These include Paving Projects (SE Foster, N Denver, SW 4th, SW Capitol Hwy, NE Halsey, SW Vermont, SE 136th, SW Naito, SW Main), Safe Routes to School Projects (multiple school districts), High Crash Corridor and Crossing Projects, Protected Bicycle Lane and Neighborhood Greenway projects and Safe Shoulder/Ditch Maintenance projects.

*Michael Tetteh* – Will be the new Program Manager for Fixing Our Streets.

Information from Presentation

- Two sources of revenue (motor vehicle fuels and heavy vehicle use tax for four years)
- Total \$74 million from project buckets
- 56% maintenance and 44% safety.
- Tax collections start Jan 1st, 2017
- Website online for Fixing Our Streets - list of projects, constantly updated

Comments from BAC and others

Answer: Safety doesn't have to be broken down by these project budgets. Proposed to oversight committee, paving management system to identify preventative treatment. Safety projects proposals look at truck crashes to identify 15 primary corridors and overlay with high crash network and look at projects from TSP within those areas.

Comment: Please explain projects on the list (handout at meeting) with no funding but public involvement.

Answer: Green or grey box indicates construction year. This is a draft. Projects further out we only have basic information, and bigger projects have a public involvement component. If it's not here doesn't mean there is not a plan, just too far out at the moment

Comment: Outreach will happen after design - sounds like awareness rather than PI

Answer: This is the paving group. With paving it's true it will only be notification to surrounding neighborhood and businesses. We're trying to take this opportunity to be more efficient and coordinate. Some projects that are safety related do have a PI component.

Comment: Wondering if there's any overlap paving project? Opportunity to do some extended shoulders as well?

Answer: Will need to get back to you. There's \$800,000 for BES safety shoulders project.

Comment: With paving projects (SW Vermont) - two projects identified in the TSP, both are relatively small. Confused about who are the project managers? Are there things we can do now.

Conversation about how to get more funding?

Answer: A few people have been switched around internally at PBOT. Next move is to work with the state for a transportation package. Potential regional bond. We can try to extend it. Appreciate your feedback, we will have notification of when projects are done - Fixing Our Streets Control Group - highest level of coordination.

Comment: Don't leave it to the paving folks. Continue to look for more efficiency and projects that can be done with little to no money.

Comment: Delivery project committee feels beneficial. No project for Division St. What thinking/process into consideration?

Answer: Specifically, with Division, already slated for Protected Bike Lanes. Not quite yet determined to focus. Decision that we should focus on Division was recent. Refer you to appropriate project

manager. Trying to figure out, and ongoing conversation, when we'll implement protected bike lanes. This list is pretty much set. There will be some places to be changed - we can do that with the oversight committee that meets quarterly.

Answer: A few people have been switched around. Next move is to work with the state for a transportation package. Potential regional bond. We can try to extend it. Appreciate your feedback, we will have notification of when projects are done - Fixing Our Streets Control Group - highest level of coordination.

Comment: Curious to see the scope of projects. 4th is a viable N - bound connection. Description here is pretty lacking.

Answer: Going to need to connect you to the specific project manager.

Comment: Reminder there's the innovation quadrant. Additional funding should be brought and PSU demonstrated willingness to help on 4th. How might we see active transportation projects

Answer: Better to bring in people who will be working on it and have a separate conversation. But specific comments now I can take back.

Comment: Naito, SW Main - are we talking about bike lanes?

Answer: Will need to double check. Not familiar with all projects.

Comment: If those could be combined, would be a nice efficiency.

Answer: Yes, we are coordinating. All of the central city - Gabe Graff leading conversation.

Comment: 12 public meetings to date?

Answer: Included as public meetings were meetings where Gabe Graff talked about Fixing Our Streets, not just the Central City project. He has gone to specific groups like community or neighborhood coalitions. We will be having Open Houses - first in September, next one in southwest - Feb 23rd/late February. Hope to have 5 every year.

## SOUTHWEST IN MOTION

Project Manager Rich Newlands from PBOT discussed project structure, timing, scope and next steps. SW in Motion project just started in September, it will mimic East Portland in Motion for active transportation. Overall purpose is to create an implementation process for projects. Second big step is creating criteria for prioritizing projects and applying the criteria to create final project list for adoption by council in summer of next year. The public involvement component to be kicked off in January. Roughly \$500,000 for pedestrian projects and \$200,000 for bicycle projects.

### Next Steps

- Oversight committee, request that the BAC choose a representative.
- Mailing notification of those directly impacted

Comment: For identifying the project, start with TSP and what else are you looking at?

Answer: Yes, it's a main source for projects, but bike and ped master plan as well as other ideas identified in neighborhood plans.

Comment: TSP two types of projects. Will this list be of both categories?

Answer: Yes. We would have a much clearer sense.

Comment: For something to make it to the final priority list, to what extent does it need to be scoped, designs, and have cost estimates?

Answer: Great and difficult question. Process will need to reasonably prioritize them. Many don't have a defined opportunity and constraints analysis. Occur in an area where right of way is limited and thus design will be a challenge. Want to have some sense of cost estimate with each of them. Most will have a low level of confidence given that the design will not be completely scoped out.

Comment: East Portland straight-forward relationship. SW much more complex, will integrate for what's happening around it as pertains to other jurisdictions?

Answer: Have not thought about connections with other jurisdictions. The process will have to consider that.

Comment: Once approved by city council, does it then wind up in the TSP? Concern developers won't do if not in TSP and not enforced.

Answer: Another good question. Have not discussed with the planning side. Relationship to TSP, intended to be a more refined version of the TSP, but exactly how it will relate to it and what language that connects the two - I'm not sure. We are turning to EPIM for guidance.

Comment: Five year implementation, adopted in 2012. Bike infrastructure in E Portland. Important to consider when you do SWIM - dates are specific and meet those targets. We've been waiting.

Answer: OKay. Thank you for the feedback

**Nominate Keith Liden to be BAC liaison to SWIM. He accepted.**

## REGIONAL FLEXIBLE FUNDING ALLOCATION STEP 1.B

Lake McTighe, Senior Planner from Metro, discussed Metro's efforts to increase and demonstrate the readiness of a menu of regional active transportation project. PBOT staff discussed the projects Portland is submitting to this effort.

### Information from Presentation

- Use flexible funds to provide project development and to develop package of major projects
- \$2 million in bond for active transportation project "readiness"
- Developed a "menu of projects" from throughout the region that will be: easy to choose, adopt and implement in a short period. They were drawn from: 2014 RTP, 7 active demonstration projects, RFF projects, & added projects

- Several categories used to shape the menu (ex. Equity, Safety, Safe Routes to School, Access to Transit, Jobs, etc)
- As of Dec 9th: total 243 projects with an estimated cost of \$1.3 billion (16 projects no cost estimates, 35 not on regional ATP network, 147 in 2014 RTP, 98 added)
- Next steps: add critical missing info, refine project information, describe and visualize the need and benefits, present to JPACT finance sub-committee on Jan 30th

Comment: Can you give us some examples of what is on the list now?

Answer: Range. \$40 million along McLoughlin Blvd. \$200,000 pedestrian in downtown Beaverton. Proposing combining projects to be more compelling.

Comment: How much is implementing regional or activating regional trails? Making them effective transportation?

Answer: Crossing HWY 26 for the west side trail provide lots of on street connectivity. Red Electric is on there and integrated.

Comment: What about Outer Powell.

Answer: That is on the list. I don't know the details. It will be added as a joint effort of PBOT with ODOT. A lot of the project descriptions are limited at the moment.

Comment: Coordinate the list of projects already submitted with the Division BRT project and SW Corridor. Otherwise, shared investment strategy projects with SW Corridor may not be funded. Any more thought given to the rank of projects?

Answer: Low - reconsider and should be part of the project.

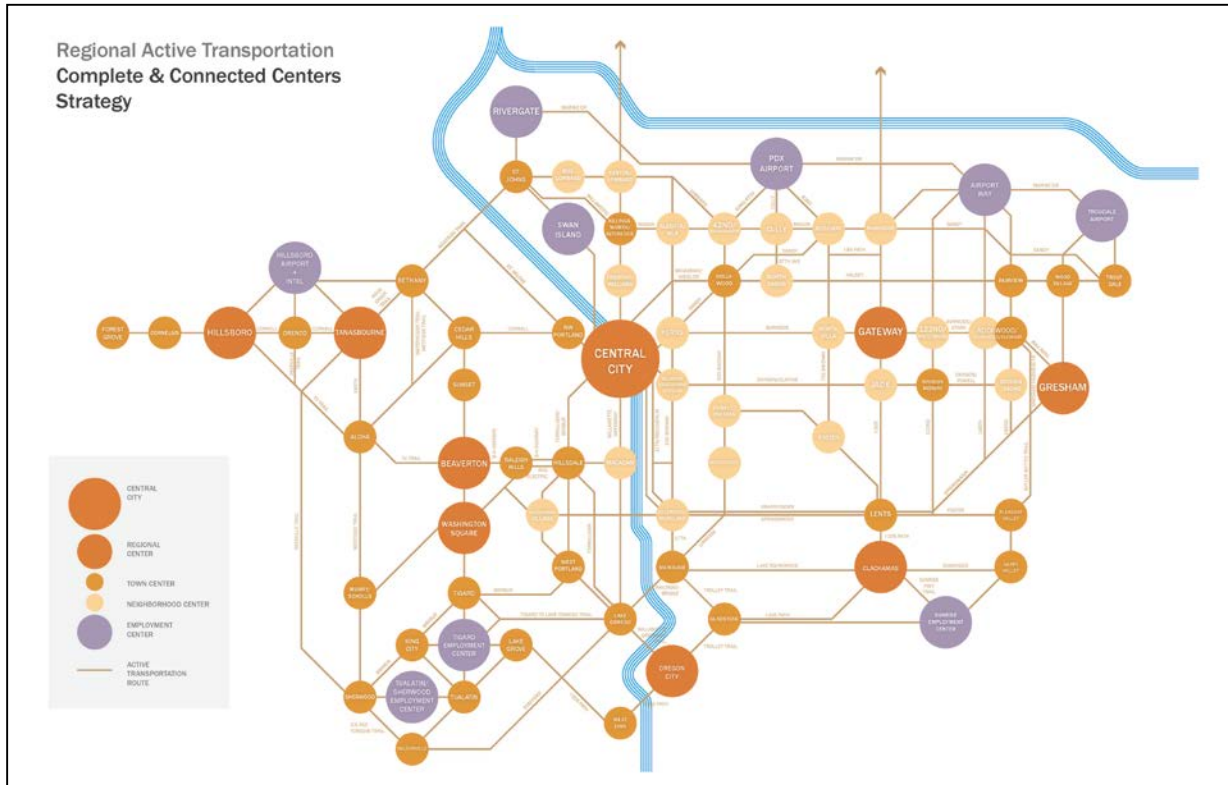
Comment: Is the goal for the \$2 million to advance the projects that are ready or to aid ones that need to be further developed?

Answer: Metro is taking a step back and how to advance will depend, in part on the jurisdictions. We are going to determine how to use the funding strategically. Better to identify the package first.

Comment: Clarification: at the JPACT meeting in Jan. will you be presenting the entire menu? Might be advisable to hide the sticker shock. Still the plan to present all the projects?

Answer: Presenting 150 projects. Several meetings lined up. We're not handing out a list of projects. Will be picking about 8 to highlight and personalize it. The selected projects will offer different perspectives on priorities and benefits throughout the region. It will be a well to tell stories about safety, bicycle, access to employment districts. It will provide snapshots. Focus on the solutions as a region. Section about funding. There's not yet an active transportation component to regional discussions about funding, which is what we're trying to get at. We'll have another meeting in February and open to the public.

Roger Geller: Portland has been generating a list and displaying them figuratively as part of a regional effort (see below image). Portland used five informal project selection criteria (time, support, ready to go, feasible, confidence in the cost estimate). The 74-project list will be submitted to Metro tomorrow and will be a public document.



Comment: RFF, none of the projects should be a surprise.

Comment: Disappointed BAC isn't able to be involved in this. We get a list of projects right for consideration only that PBOT has decided. I would like us to have a conversation of which things should be prioritized to fix things and move forward how to get them funded. Would like us to be used more. Example: Terwilliger high priority for 20 years. Never has a good cost estimate and never rises to consideration.

Answer: It's on the project list.

## COMMITTEE BUSINESS

Membership subcommittee recommendations for adding new full and alternate members

Filling a gap in full member with an alternate member

Identifying an acting Vice-Chair

- Offline decision after the holiday season to decide on acting Vice Chair
- Based on attendance, need to fulfill alternative to full members because currently only 11 full time and need to be consistent with bylaws which is 13 full members

- 5 Applicants to fulfill positions, subcommittee narrowed to two candidates
- Christopher Achterman - New Full Member from alternate
- Jm Chasse **voted unanimous** promoted from alternate to full time
- Filled four alternate spots from pool of applications
- Renata **voted unanimous** to be alternate

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*The meeting adjourned at 20:05*

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