

**Bicycle Advisory Committee Meeting
City Hall, Lovejoy Room
6-8pm August 8, 2017**

BAC Members Present: Rithy Khut (Chair), Elliot Akwai-Scott (Vice Chair), Keith Liden, Maria Erb, Ian Stude, Shayna Rehberg, Roger Averbeck, Reza Farhoodi, Evan Ross

BAC Members Absent:

PBOT Staff: Ann Shikany, Peter Hurley, Courtney Duke, Margi Bradway, Daniel Soebbing

Guests: Jonathan Maus, Marvin Rambo, Luke Norman, Alexis Biddle, Blake Holnick

Announcements

6:05

Shayna Rehberg: Asked for survey feedback on bike parking. There is an opportunity to check in with staff.

Roger Averbeck: Update on SW Corridor.

Ian Stude: Things are warming up on the SW Corridor CAC regarding the DEIS Decision on alignments is under consideration currently. These would be good topics for BAC to weigh in on.

Alignment decisions are still at 10-15% design. Decisions on road capacity, etc.. are still to come.

Rithy Khut: BAC to write a letter to support a protected 2-lane bike lane between Salmon and Harrison on Naito.

It would remove a travel lane.

It's an extension of Better Naito.

There would be an addition of a signal at Jefferson entrance to Hawthorne Bridge.

Keith Liden: We talked about this earlier, where we discussed a number of improvements to Hawthorne Bridge? It's part of FOS?

Roger: I would like to address turning conflicts with vehicles turning from Harbor drive onto Naito.

Elliot Akwai-Scott: We can address the design of the two lane.

Shayna: This would be permanent, as opposed to Better Naito, which is temporary?

Rithy: We are assuming it's permanent

Evan Ross: I would question that assumption.

We are basically in conflict with the Business Alliance over Better Naito.

Saturday Market used to be in support of Better Naito, but they have allied with the business alliance to oppose Better Naito.

I would be interested to know the opinions of the Blues Festival people to know whether they approve of Better Naito.

Keith: I have heard that pedestrians feel that the cyclist behavior is chaotic on Better Naito.

I understand that the business community has some issues with Better Naito, and I can see why they have a problem with it.

If the BAC writes a support letter we should investigate and dig in deeper to know more about what is being proposed.

Margi Bradway: We can send you a conceptual design of what is being proposed.

Roger: One more thing that is relevant is that next week the PAC is doing the annual walking field trip. Anybody is welcome, but you'll have to walk.

Smart Autonomous Vehicle Initiative

6:24

Peter Hurley: There are multiple levels of autonomy in vehicles. Currently, cars are approaching level 3 – conditional autonomy.

Operating in a freeway environment is very different than operating on an urban street environment.

The future of autonomy could have some potential downsides: Different modes of travel occupy different amounts of space. Autonomous vehicles could have a substantial negative impact on the right of way space by taking up a lot of valuable real estate.

There is a lot of potential promise, as well:

- Safety and a lack of distracted driving are potential benefits.
- There could be substantial carbon pollution benefits.
- Could be more occupants per vehicle.
- Freight movement could be much cheaper, but potential job losses?

Perils:

- Crashes
- Increased congestion – up to 68% increase in vmt
- Equity – will the benefits be distributed amongst low income individuals?
- Loss of revenue

- Loss of gas tax revenue
- Loss of delivery jobs

The City, particularly the Mayor and Commissioner Saltzman have indicated that we don't want to be passive bystanders as autonomous vehicles become prevalent

The City wants to encourage Fleet Autonomous Vehicles that are Electric and Shared, which will maximize the potential benefits of autonomous vehicles and minimize the negative effects

Ann Shikany: RFI - Portland issued a request for information.

So far we have heard back from one AV company.

Portland wants to initially provide something like a closed track facility for vehicle testing or closed loop transportation.

We currently have a draft admin rule and a certification permit application. We would like the BAC's support for both of these documents. They are available for review at: www.portlandoregon.gov/SAVI

SAVI would like committee support on possible public engagement strategies.

Shayna: What are the pilot projects?

Ann: We would like a pilot this year, but it will probably be a multiyear process.

A 6-month process might look like vehicle acquisition and testing.

Keith: Are you working with other jurisdictions? What if someone wants to drive from one city to another?

I'm worried about level 3 autonomy, where a driver is supposed to intervene if there is a problem.

Ann: We are coordinating with all kinds of levels of government. We are asking congress to not preempt us. We are working at the state level, with metro. The governor is looking at an executive order.

Margi: A group of people at PBOT are working on a Smart City action plan. The regional process is kicking off, which will include work on AVs

Ann: The city has put forward a draft regulation that would prohibit level 3 automation if it becomes available.

Roger: Does the city policy encompass autonomous transit vehicles?

Ann: Like buses?

Roger: Yes. There is a proposal to implement an AV shuttle from transit to a PCC campus.

Peter: We have been working to coordinate with TriMet on these issues.

Roger: People are arguing that we don't need to invest in transit because the future is AV.

Peter: We need to use the ROW wisely. AVs cannot move as many people as light rail. Impacts of AVs on rail is likely to be much less than impacts on buses because rail can move so much faster and bypass congestion.

Evan: I serve on the Oldtown/Chinatown committee. My peers are still advocating for more parking garages. I'm the only anti-garage voice on the committee.

There is going to need to be a facility for AVs in the city when they first arrive.

I'm wondering if the city could use a potential new garage as a parking facility for AVs.

I'm concerned that the city admin documents don't include any language regarding security or hacking of vehicles. I'm worried about potential terrorist attacks using AVs

I think that AVs have the potential to remove emotion from the equation of driving, which is a good thing, because emotion can be dangerous.

I think we should move from gas tax to a weight based tax, so that we can avoid losing out as vehicles become more efficient.

I'm worried that Uber and other ride sharing services are going to move too quickly for the city to keep up. We weren't fast enough to stay ahead of Uber ride sharing and Airbnb.

What about BRT? I feel like the city has moved from one idea to another without bringing this to completion.

Margi: I'll talk a little about BRT

Evan: We should restrict the size of vehicles that can be used to make deliveries in the downtown core.

I worry that the city is jumping over existing solutions to deal with congestion and leaping to new priorities.

I was glad to see that these proposals include the removal of private auto vehicles from the hierarchy of city priorities

Ian Stude: I think it is important that the city and our regional partners move quickly to maximize the benefits of these new technologies.

The industries that could benefit the most from removing drivers is ride sharing companies. To the extent that policies can give us the best leverage from these vehicle operators we should pursue them.

Our current fee structure for ride sharing services does not reflect congestion or demand. We need to have a dynamic pricing scheme that emphasizes the city priorities.

This technology has great potential to impact the curb space. We need better tools to manage the curb space. We need to hasten the process that is underway to do parking management. We need to remove the influence that city council has over deciding parking rate issues.

I want to know how this group can help the effort.

Peter: You can take a look at the draft proposal that will be coming out in a couple of weeks. We would like for you to weigh in on policies that you have opinions on. Feel free to make suggestions about specific locations or opportunities for partnerships.

Ann: We also would like responses to the draft admin rule and the draft RFI.

Peter: We have a draft congestion and efficiency proposal for AVs.

Ann: Efficiency can be a combination of weight, size, etc...

Elliot: What is the potential council action in December

Peter: That's on the TSP Stage 3, which includes policy components on AVs.

Ann: We will also be going to council for grant applications

Elliot: Is SAVI done in December? How can BAC continue to be engaged? Safety issues are very important to this committee.

Ann: We would welcome BAC participation as we work toward a pilot design proposal.

Elliot: Can we have a BAC member on a steering committee if you form one?

TSP Stage 3

7:07

Courtney Duke: We have a commitment to community engagement for the TSP stage 3. We are coming to this committee late because of scheduling issues, but we will keep comments open for 3 more days to get comments from this committee.

The TSP is a part of the comprehensive plan.

Performance measures are required to be included.

One thing that is being proposed in the TSP is to adjust the commute trip target for bicycles from 25% to 15% with the goal of 10% work at home.

We are looking at all trips instead of just commute trips, and trying to target 25% of all trips to be bike trips

Peter: We are trying to develop an evidence based approach.

The regional travel demand model works well to do trip distribution, but it doesn't do a good job on bicycle and ped trips, which it isn't designed to forecast.

Too many of the available jobs in Portland are located far away from housing.

Patterns in Dutch cities show that bicycling rates are highest when commute distances are between .5 and 3 miles.

The history of investment in bike infrastructure in Portland shows a strong correlation between investment in infrastructure and bike mode share.

If you project the future investment in bike infrastructure that is planned, including those infrastructure projects that aren't easily captured by the transportation demand model, you see that the highest projected bike mode share that can be expected, based on planned bike projects, is 13.9%

Reza: Have you modeled the bike mode share based on quadrant bike use rates?

Peter: We have modeled based on pattern areas. You get much higher rates in some areas than others. Central City rates aren't high, but inner neighborhood rates are. Regional demand model only predicts 8-9%.

If every single commute to a job that is located within 3 miles was made by a bike, we would still only get to 14-15% bike mode share.

Portland is not currently on track to make the needed investments to get to 25% bike mode share.

We want the committee to weigh in on all of the proposals

Elliot: I plan on writing a letter.

I will take notes on what everyone around the table has to say.

Keith: I already sent some comments earlier.

I wonder about the transportation strategies. It seems to me like bike parking and ebikes are just icing on the cake. System completion is the key thing. People aren't going to ride bikes if the infrastructure isn't there.

I feel like language about bureaus working together isn't specific, it's wishy washy.

Courtney: The projection of doing all of the TSP projects includes system gaps.

Peter: The projections include building out programmatic and major corridor components of the system.

Evan: I think it's a bummer any time that we lower the goal. I do work from home, so I understand that.

The numbers seem to fuzzy to me.

I know 110 people move here a day. But how many have cars? How many are millennials?

Peter: We can set the goal wherever we want. That matters a lot less than what we build and what policies we put into place.

The goals and policies are what really determines whether or not people choose to ride bikes.

The choices that people make have nothing to do with our targets.

Evan: People have a tolerance for congestion. I personally don't like spending any time in traffic. If a larger percentage of our population is moving from places that already have high congestion, they might have a high tolerance for waiting in traffic that might seem unreasonable to a native Portlander.

Elliot: The only mode splits that are changing in the TSP are bike and work at home. Was there robust analysis of other modes that are included in the analysis?

Peter: Carpool went from 10-12.5%

We looked at all factors. We looked closely at non-SOV modes overall. Because the model does much better with transit than it does with bikes, we put the majority of our investment in bicycle analysis.

Elliot: I don't think we're being as strategic about the mode splits as we should be. I wish that we would take the analysis that was done for bicycles and apply it to other modes.

The only thing that has changed in the mode split over the last 15 years has been bikes. We have spent much more on transit, but our transit mode split hasn't changed. We have made modest investments in bike infrastructure, but have seen big returns. I expect to see carpool mode split to decline because the city doesn't have any carpool infrastructure.

I want to see our bike goal stay higher than what we can feasibly achieve with our current level of infrastructure investment, and look to see how we can shift investment to bicycle infrastructure in order to reach our targets.

I'm going to put that in a letter, and if anyone else has anything to share I would be glad to include that.

Rithy: Elliot will write a letter and share it. I will put it on letterhead.

Legislative Outcomes

7:45

Margi Bradway: The most recent legislative session resulted in the following transportation outcomes:

- Multi modal funding package
- New transportation package includes funding sources that increase over time
- Tiered Title fee includes higher rates for high mileage vehicles
- Bicycle tax is a flat excise tax – it's regressive. It is designed to exclude kids bikes. Also excludes folding bikes.

Reza: When does bike tax go into effect?

Margi: Jan 1. The Governor still hasn't signed the Transportation bill. This is by design. She will wait to see if a referendum is proposed.

In the next 2.5 years there will be an influx of \$48 million to the city of Portland.

Rithy: Does that include money from the county?

Margi: The projected funding for Portland is based on the agreement that currently exists regarding the revenue that Portland receives from Multnomah County.

Many specific earmarked projects were approved as well.

- Jurisdictional Transfer of Outer Powell will come with \$110 million.
- SW Capitol Highway was originally supposed to be funded with \$2 million, but it was vetoed by the governor.
- Columbia blvd safety improvements were funded. We might need the BAC's support to advance this project, as there will likely be push back from the Freight Committee
- Congestion pricing

Roger: What about the 1.9 million that can't be used on the Barbur project? Can it be used on the rose quarter?

Margi: I'm not ready to give up on that project.

Roger: The money that was set aside for that project should be used somewhere. It shouldn't be reduced or eliminated.

Margi: Distracted Driving law closed loopholes in the current law. It addressed equity concerns about first time offenders. The governor still hasn't signed it. It could be hung up on distinctions about who is a first time offender.

Residential speed reduction was passed. Currently the Oregon speed zone authority controls all speed limits in Oregon. A bill was passed that create a special carve out for the City of Portland to allow us to drop speed limits from 25 to 20 on local streets in residential districts that are not business districts.

In the future we could explore reducing school speed zones from 20 to 15. Might be a stretch of the intent of the law.

Evan: My concern is the relationship between PBOT and the police bureau when it comes to enforcement. I have a friend that was hit in a crosswalk, but there was no ticket issued to the driver.

Margi: I would love to come back to talk about coordination between PBOT and the police on vision zero.

Our relationship with the police is better than it has ever been. The police have been doing targeted enforcement to try to address dangerous behaviors that have been identified in vision zero. There has been a big culture shift in the police in terms of acceptance of vision zero goals.

Adjourn

8:05