

Bicycle Advisory Committee Meeting
City Hall, Lovejoy Room
6-8:00pm December 12, 2017

BAC Members Present: Rithy Khut, Elliot Akwai-Scott, Ian Stude, Roger Averbeck, Jim Chasse, Maria Erb, Reza Farhoodi, Jocelyn Gaudi, Keith Liden, Shayna Rehberg, Evan Ross, Kari Schlosshauer

BAC Members Absent: Christopher Achterman, Betsy Platt

PBOT Staff Present: Roger Geller, April Bertelsen, Daniel Soebbing

Guest Presenters: Tom Armstrong (Portland Bureau of Planning and Sustainability), Terra Lingley (Oregon Department of Transportation)

6:00-6:18 Introductions and Announcements

- *Elliot Akwai-Scott:* Attended the Council hearing on the Portland Art Museum street vacation. Council received the BAC letter. There continued to be strong opposition from local residents to the vacation. PAM altered their proposal to extend the open hours to match the operating hours of the Portland Streetcar. Commissioner Eudaly and Commission Fish were not at the hearing.
- *Roger Averbeck:* I watched the hearing on television. My sense is that they will approve the amendment as it is currently being proposed. I'm not sure if there will be any additional public engagement about how the addition will be designed. But PAM appears to understand that there could be public opposition if they don't do any additional outreach.
- 30% design of the Capital Highway project has been completed. The project manager, Steve Szigethy will be presenting at PAC. I would like them to come back to our committee.
- *Jocelyn Gaudi:* I'm excited that Tom is here to present.
- *Shayna Rehberg:* Bike parking code updates: The final report is out for comment.
- *Kari Schlosshauer:* The Vision Zero task force met last week. This has been one of the worst years for fatalities in a long time. 2 bicyclists and 18 people walking were amongst those fatalities. There is a growing population, which is partly responsible for the spike in fatal crashes, but that doesn't account for all of the problems. The task force will be releasing a report early in the New Year.
- There will be free transit passes available on New Year's Eve.
- A bill was passed in the legislature last year allowing Portland to reduce speed limits to 20 mph on residential speeds. While the high crash corridors are not residential streets, the lowered speed limit is an opportunity for messaging about reducing speeds and safety. ~2000 new speed limit signs will be installed next year.

- Vision Zero task force will focus on equity at the March meeting.
- Kari will continue on the task force, but she will not be on the BAC anymore. Someone from the BAC should join the task force to represent the Committee.

6:18-6:55 Portland Off-Road Cycling Master Plan Discussion Draft

Presented by Tom Armstrong, Portland Bureau of Planning and Sustainability

The last of a series of open houses for the project will be tomorrow night at Dishman Community Center. There is also an online presentation on which people can comment. Refinements to the recommendations of the Plan will be made based on public comments and comments from the project advisory committee.

The purpose of the master planning process was to create a systemwide plan to serve the City as a whole, and get away from doing project planning on a one by one basis. The plan will cover facilities owned by PBOT, Parks, BES, and others.

Off-road cycling is popular in Portland. The activity is on par with organized sports in terms of participation levels. There was a strong desire for family opportunities to ride off of the streets and away from traffic. The plan envisions people using neighborhood greenways to link off-road cycling facilities.

- *Jocelyn:* Overall it was a great effort by BPS. I'm impressed by the results. I hope this plan has helped to progress the idea of what off-road cycling is, particularly in urban environments.
- I believe that the trails in areas like Riverview were taken off the table without any input from the committee. I think it was shortsighted to do this. Multi-purpose off-road trails have worked well in many places around the world.
- *Keith Liden:* You touched on the transportation values of this plan. I wondered what you thought of using these parks for transportation in addition to recreation. For instance, Gabriel Park offers an alternative to a street system that doesn't provide good connectivity for bicycles in Multnomah Village.
- There is also the general issue of hikers and cyclists not working well together. If the interaction between the two groups is managed well, it can work well. But the rules need to be clarified where this interaction occurs.
- *Jocelyn:* We have nowhere else to go. But trail design plays a large role in how the interaction can happen.
- *Jim Chasse:* I'm not an off-road cyclist, but I see kids enjoying the pump trail in Ventura Park, so I can see the value. Has ODOT weighed in on the concept of building off-road elements on the I205 path?
- *Tom:* No, it's an emerging idea. But there is a lot of potential.

- *Roger Averbek:* What prevents people from walking or hiking on bike trails in Forest Park?
- *Tom:* All trails are envisioned to be shared at this point. As Jocelyn said, it comes down to good design. As long as the trails traverse the slope and are not fast, downhill trails, you can keep bikes moving at roughly the same speed as trail runners.
- *Jocelyn:* There are no mountain bike only trails in the City. All the proposals in Forest Park are opening or improving fire roads. No new trails are being cut, even though the cycling community would prefer new single track.
- *Roger Averbek:* Is there concern about motorized use? I once saw motorcyclists on the trail in Gabriel Park.
- *Jocelyn:* The fire trails would still be open to fire trucks.
- *Tom:* We haven't heard that motorized encroachments in Forest Park has been a big issue.
- *Maria Erb:* As a trail runner, I would love to see fire lanes improved and better access to the St. Johns bridge. I have a question about the Oil line road.
- *Tom:* I don't know for sure. I know that road 4 and 7 have to be maintained for emergency access. The new improvements would be meandering trails that cross the existing fire roads.
- *Ian Stude:* I appreciate the idea of adding off-road elements to existing trails, such as Springwater and I205 trail. I've seen that in other cities, such as Seattle. These improvements can benefit runners as well as cyclists. I'd like to point out that SW Corridor is a good opportunity for off-road cycling facilities, and it would be good to get those in the process at this early stage, rather than waiting for the project to mature.
- *Jocelyn:* It was valuable that the project took so much longer than anticipated because it allowed the opportunity to gather more data.
- *Ian:* You mentioned that some people are opposing this plan, and that they may be showing up with misinformation, we would like to know how we can participate to support this plan.
- *Tom:* Jan 9th is an opportunity. You have to sign up in advance if you would like to speak at the event. And Feb. 5th is another opportunity to speak at the Parks Board.
- *Evan Ross:* I'm a neighbor of the dog bowl. I'm not sure who owns the property that goes down from there, but that would be a great opportunity for a single track trail that goes down to Greely.

- *Rithy Khut*: I attend the Forest Park neighborhood association meeting every month. People there have always complained that a baseline study of forest park has never been done. I was wondering if doing a study by a group other than Metro would be considered as a part of this project?
- *Tom*: Forest Park has had a lot of studies done related to vegetation. There would be a type 3 environmental review process for any project that is being proposed in this plan, which would have to demonstrate that any project would have a net ecological benefit. A master trail plan and an update to trail design standards would be more in line with the goals of this project. The kinds of wildlife studies that are being proposed by the neighbors of Forest Park would be very involved and outside the scope of this project.
- *Rithy*: The committee has the option to write a letter to support the plan or to recommend revisions. I know that half of the committee is leaving. But terms extend through the end of the year.
- *Roger Averbek*: When does the plan go to Council?
- *Tom*: Not until March or April. So, I could come back to this committee prior to that Council meeting. If you have feedback about locations that would be good opportunities, individual comments would be valuable at this point. A committee letter would be most valuable just prior to this Plan going before Council. So, there should be no rush to draft and sign a letter at this time.
- *Elliot*: I am strongly in favor of this committee weighing in to support this project.
- *Rithy*: I would like Jocelyn to write up her feedback on the project to produce a bullet point list of recommendations or concerns to the committee, so that we have talking points to discuss.

6:55-8:06 OR 213: 82nd Avenue of Roses Implementation Plan

Presented by Terra Lingley, Oregon Department of Transportation

Study areas were identified for the project in the Spring and Summer of 2016. There was a 5-member steering committee that included reps from ODOT, TriMet, State Legislators and Commissioner Novick, who will be replaced by PBOT director Leah Treat. There was also a 15-member community advisory committee.

The project was intended to identify focused projects in specific areas that could produce projects in defined areas that could be completed in the next 5-10 years.

PBOT has allocated \$700,000 of Fixing Our Streets revenue to crossing improvements. We wanted a list of crossing improvements that is larger than the currently available funding so that we have projects identified if new funds become available.

There were 3 scenarios that were considered, ranging from a baseline of low levels of investment that would not be increased over current spending, to substantial increases in spending that could make transformative changes in the corridor.

- *Elliot:* I've been serving on the CAC for 2 years with Shayna. We at the BAC haven't talked much about 82nd.
- *Shayna:* I appreciate staff and consultants working on this project. It's been a constrained scope, but I appreciate what has been done, given those constraints. The focus has been pedestrian safety and access, but the crossings, especially those on neighborhood greenways has some benefit for bikes.
- A cross section that was analyzed did include bike lanes, but the width of the bike lane and the vehicle lanes would have been substandard. I want to know what the passion of the people on this committee is regarding transforming this corridor into a place where we can see bikes in the future.
- *Ian:* I understand that there was an issue with intersection improvements and ADA ramps that were installed in the last year.
- *Terra:* All the ramps that are out there do meet ODOT standards, but our standards don't always align with PBOT standards.
- *Ian:* You mentioned that some portions of 82nd are going to need repaving. Will any of that work trigger the bike bill?
- *Terra:* PBOT's work on the 70s bikeway means that anticipated improvements on this corridor would not trigger the bike bill.
- *Ian:* I think that accommodating bicycles on 82nd is something that should happen at the time of jurisdictional transfer. This is a road that should serve the neighborhood and local businesses. It shouldn't just accommodate overflow from the freeway. We need to be prepared to move forward in that direction. I hope that the work of this project won't preclude bicycle facilities in the future.
- *Shayna:* There is an opportunity for the BAC to write a letter prior to the final meeting of the steering committee to give feedback on the BAC's position.
- *Terra:* At the beginning of the process we did look at jurisdictional transfer. PBOT and ODOT will look closely at the process of Outer Powell jurisdictional transfer, and we may use that as a template.
- *Ian:* I was hoping that that could have been taken care of in HB2017
- *Jim:* This is my home neighborhood. It contains one of the busiest bus lines in the City. Pedestrian access is critical there. There are telephone poles in the sidewalk up and down the street. I can't envision bicycles on the street, and I don't want to see them there. So, we should focus on pedestrian improvements.

- *Roger Averbek:* This presentation has been all about the goal of improving pedestrian facilities. You did mention bicycles in scenario 3. I hope the crossings will match up with the City's planned bike routes. North/South bicycle movements would require a reduction in the number of vehicle lanes, and that wouldn't happen without jurisdictional transfer. How far out is jurisdictional transfer.
- *Terra:* The legislators on the steering committee are gung ho about JT.
- *April Bertelsen:* Working toward JT is a priority, but it is a multiyear and multimillion dollar process. The negotiation between the 2 agencies has not happened.
- *Keith:* I'm curious about the land use vision for 82nd. If someone redeveloped there, would we even know how much right of way we would ask from the developer, and what for? How can we encourage redevelopment or get sidewalks built without redeveloping? Can the City offer something to get improvements?
- *April:* Improvements could be slow. The BPS study of land use is identifying what could redevelop or how to encourage redevelopment. That study may identify incentives that could help to aid this process. The zoning code would require development to occur differently from what exists today. Right now, we are asking for 12 foot sidewalks and 15 foot sidewalks in pedestrian zones. We are exploring a requirement for a 45-foot setback from the street centerline to preserve right of way for future bike lanes.
- *Ian:* Maybe the City should focus on land use planning on the areas that are being prioritized for near term crossing improvements.
- *Terra:* Those areas are where BPS is focusing their efforts.
- *Jocelyn:* Jade district is a treasure for Portland, and it would be great if we had street infrastructure improvements that would make it easier for people to access that area.
- *Elliot:* My understanding is that the conversation around this project has been heavily constrained. People are frustrated that their hopes and vision is not being encompassed in this project. Everybody on the CAC is looking for improvements that would do more than what is coming out of this planning process. I would have loved to have more of a chance to express more about bicycling needs in this process, but that would have required cross section changes that were not on the table. Attention to bicycle improvements are needed for long term planning. I want to be able to capture those feelings in a BAC letter.
- *Terra:* The January steering committee meeting is open to the public and I would encourage you to come and comment.

- *April:* The conversation about changing the dedication requirement would coincide with a vision for a different cross section. This is an exploratory conversation item.
- *Rithy:* You are putting out the 90-foot cross section number, but what does NACTO tell you to do on streets with volumes of this size? I'm guessing it would include a cyclotrack, and maybe a dedicated bus lane. Why not work backward from those goals and then figure out what cross section you need based on that?
- *April:* I think NACTO is a good place to start for long-term plans. The 45-foot dedication idea was based on something that we think might be achievable in the near term.
- *Rithy:* Are we writing a letter to the steering committee, CAC members?
- *Shayna:* Yes.
- *Rithy:* You will have a month and a half to do that. Hopefully you will still be on the committee.
- Please draft the letter and share it with the BAC prior to the January 22nd meeting of the steering committee.
- *Rithy:* Some of you will not be coming back to this committee. I want to acknowledge that serving on this committee for 3 years is tough. You often don't see change happen on a day to day basis while serving on the committee.
- *Roger Geller:* I want to acknowledge the work of this committee. The BAC is respected, and in some cases, feared by PBOT staff members. The work of staff is improved by the work that you do. I have certificates of appreciation for the six members of the committee that are completing 3 year terms, and who will not be continuing:
 - Ian Stude
 - Jocelyn Gaudi
 - Evan Ross
 - Kari Schlosshauer
 - Betsy Platt
 - Dan Bower
- *Roger Averbek:* Are there 8 slots to fill?
- *Roger Geller:* There must be 13 members and up to 7 alternates.
- *Jocelyn:* It has been my pleasure serving with you all. It has been a crash course in transportation. My next project is Oregon Timber Trail, a statewide mountain bike through-trail.

Adjourn 8:06