

Bicycle Advisory Committee Meeting

City Hall, Lovejoy Room

6-8:00pm February 12, 2018

BAC Members Present: Rithy Khut, Christopher Achterman, Jim Chasse, Clint Culpepper, Ira Dixon, Sr., Reza Farhoodi, Catherine Gould, Sarah Iannarone, Jenna Lee, Iain MacKenzie, Phil Richman, David Stein, Alexandra Zimmermann

BAC Members Absent: Maria Erb, Elliot Akwai-Scot, Alexa Jakusovszky

PBOT Staff Present: Roger Geller, Leah Treat, Dan Layden, Nicole Pierce, Emily Tritsch, Qingyang Xie

Guests:

Introductions/Announcements

6:00 PM

Welcome new members and introductions.

Comment: Concerns about SE 26th and Powell bike lane removal.

Comment: SWIM map public comment period open until Mar. 26th. Please participate.

Committee Orientation

Rithy Khut, Chairperson

Please check out committee bylaws to see new updates, including information on term limit. Members are welcome to join the subcommittee to participate in bylaw updates.

Protocols and etiquettes for meetings: questions for presenters can be asked during or after presentations, depending on the presenter's preference. When a member has a question, please put the name placards up to notify the chairperson.

Members can always connect with presenters and project managers after meetings.

Their contact information can be obtained from Roger.

What does the committee do? Members can suggest what projects or who they'd like to hear from. The committee also writes letters to the City to address issues that members are interested in. Members of the committee are all considered as experts. It is the collective efforts of members that make up the committee experience and impact.

Other committees currently recruiting members: PBOT Budget Advisory Committee and Vision Zero Task Force. If interested, please contact Rithy.

Central City in Motion and SWIM both have community advisory committees, which may also have opportunities for concerned citizens.

City staff presenting at meetings would like to hear feedback from committee members.

Rithy is interested in bringing in Street Trust Executive Director and Metro to present on issues this year.

Comment: Are there opportunities to do onsite visits when the committee provides opinions on certain projects?

Rithy: Yes. Last year there were a couple of onsite visits, but they usually happen in summer. Members are welcome to suggest project sites.

Comment: What's the preferred way to communicate if members have questions or comments?

Rithy: Put up the placards to notify other members.

Roger: Staff take the comments from the committee very seriously. The committee meetings have significant impact on project designs.

Comment: How the comments from meetings impact project development? How is the development communicated to the committee?

Roger: I can help facilitate that. Please feel free to inquire project progress.

Greetings to New Members

Leah Treat, Director of the Portland Bureau of Transportation (PBOT)

Director Treat provides remarks to this newly formed iteration of the Bicycle Advisory Committee.

Comment: I have concerns about road construction, especially for the Beaverton highway project. As a cyclist, I was impacted by bike lane painting. It was disappointing because cyclists have a hard time biking through these areas. The alternative bike lane next to construction is usually very narrow and unsafe. Drivers are also unaware of cyclists close to roadway. Engagement with construction workers resulted in unsatisfactory responses.

Answer: I apologize for the unpleasant interactions with our workers. The Beaverton highway project was not delivered well and we learned from that experience. We've made much progress in internal policy and procedure, so hopefully the construction work will improve this year. Please give us feedback when you see problems and we will strive to improve.

Comment: There are frequent delays in project delivery. Are we moving the projects forward or will they be still delayed?

Answer: We've been having capacity issues. When the gas tax passed, we were conservative about the number of staff needed to do construction. We know now the staff members we need to complete the construction, so we are asking for more funding to hire professionals. The City has had a hard time recruiting engineers.

Comment: East Portland projects have been going slow. It's a big concern that the projects keep being delayed and it costs millions of dollars every year it is delayed.

Answer: Another reason of delay is constant changes in bike facility design. We previously have made mistakes on scoping projects, which also impact delivery time. It's been challenging for our staff to accommodate as well.

Comment: Trails are often the first step for people to start biking. We haven't done as good a job in creating enough trails. Protected bike lanes are still difficult to use for beginners.

Answer: Thanks for your feedback.

Comment: Questions about neighborhood greenways. Are we looking at diverter designs? What are we looking at when we're designing new greenways?

Answer: We usually look at speed on streets. We didn't follow the suggestion of installing diverters every four or five blocks due to budget constraint. We do see more bike and motorbikes on greenways so we are also considering more.

Comment: We're experiencing backlash because of lack of standard on installing diverters. Standardization can be helpful to address some NIMBY pushbacks. Are you thinking about the cultural as well as engineering issues?

Answer: We're more outcome based instead of form based. By that I mean we're focusing on the outcome of reducing speed on neighborhood greenways, but not on the specific designs of diverters. We want to achieve a certain level of speed on the street and we try to spend as little as possible.

Comment: What about diverters in failing conditions? What is the maintenance plan?

Answer: We know people go over them, but in small number.

Portland's Bicycling Efforts: An Orientation for New BAC Members

Roger Geller, Bicycle Coordinator, PBOT

Roger Geller present an overview of Portland's efforts to "create conditions that make bicycling more attractive than driving..." (Comprehensive Plan Policy 9.20).

New Bicycle-Pedestrian Bridges

Presenters: Dan Layden and Nicole Pierce, PBOT

Dan Layden and Nicole Pierce with PBOT will present current design considerations and timelines for the Sullivan's Gulch and Flanders Street bridges. They are seeking committee input on cross-section design.

Flanders Street Bridge

Comment: It's good to see soft curb instead of hard curb. Bicyclists can go on the pedestrian lane to pass recycling carts.

Answer: Thank you for the feedback. That is one of the design alternatives.

Comment: What are the dimension of some other bike/pedestrian lane on bridges in Portland?

Answer: Hawthorne bridge has a 10 ft bike/ped lane, but it feels like less. On Tillikum Crossing it's 14 ft wide.

Comment: What is the planned capacity of the bridge?

Answer: The prediction is about 7,000-9,000. NW has a very high mode split in comparison to inner SE or NE. It's hard to say exactly how many, but many.

Comment: I prefer the first alternative. What's the impact for visually impaired users?

Answer: We're considering using truncated domes on the line between bike and pedestrian lane.

Answer: Seattle uses reflective, textured strips to separate bike and pedestrian lane.

Comment: The Japanese have a good solution. They use metal strips. You should do some research on that.

There are many tourists that come to Portland. They have some issues with using green paint to mark bike lane. They prefer the physical distinction, which is simpler and clearer. They're not used to paint markings, so they sometimes use the bike lane as sidewalk.

Comment: Adding on to that point, Sellwood Bridge and Tillikum Crossing have similar issues.

Answer: This bridge is a little bit different because fewer people will want to stop on the bridge.

Comment: Traffic estimate of bridge usage. Are there any other plans to change or

maintain the existing bridge that crosses I-405?

Answer: The existing bridge will remain, but the new bridge will be more comfortable and attractive to bicyclists and pedestrians.

Comment: Have you considered different painting materials so that there won't be much repainting?

Answer: Yes, we've given that some thought and there are some possibilities that we're exploring.

Sullivan's Gulch Crossing

Comment: What's the grade of this bridge in comparison to Tillikum?

Answer: Tillikum is a bit steeper, but similar, so it's pretty good.

Comment: So do you have to acquire land on the south end?

Answer: No, we don't. That's why we chose this street as the landing location.

Comment: The 6 ft lane is rather narrow. I want to ride side by side with people on each direction in the future.

Answer: We've done some simulations. 6 ft is relatively comfortable. The space is flexible, but it ultimately comes down to costs. The project becomes a lot more expensive when the bridge becomes wider.

Support for Build Portland

Emily Tritsch, PBOT Asset Manager

Emily Tritsch will seek committee support for dedicated Build Portland funding for a range of transportation projects.

Comment: How is Lents eligible when it's a URA already?

Answer: Any area is eligible if the projects can be capitalized.

Comment: There is nothing directed to SW Portland. Why are there no projects proposed in SW?

Answer: There were projects proposed, but they did not score high on our equity score, so we took them out.

Comment: Will transportation get 75% automatically?

Answer: The council will decide on that, but based on our calculation transportation is worth about 70% of the funding.

Adjourn

8:07 PM