

Bicycle Advisory Committee Meeting

City Hall, Lovejoy Room
6-8:00pm March 13, 2018

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

BAC Members absent: Joe Doebele, Maria Erb

PBOT Staff present: Roger Geller, Nick Falbo, April Bertelsen, Shoshana Cohen, Zef Wagner

Guests: Luke Norman, Marvin C. Rambo, Eric Wilhelm, Jim Ashley-Walker, Elaine Moi, Shimran George, Andy Kutansky, Joshua Cohen, Emily Guise, Shayna Rehberg

Introduction/Announcements

6:00PM

Comment: SWIM and ETC are accepting public comments.

Comment: Portland Art Museum Rothko Pavilion expansion project will hold a public meeting on Apr. 4th.

Comment: I'm wondering about the status of Lincoln Harrison Greenway. Does the BAC meeting have time to review it next month?

NW In Motion will include greenways in NW. We're looking for citizens to sit on advisory committee.

Roger: The biggest controversy on Lincoln Harrison Greenway is around the diverter on 50th and Lincoln. We'll be collecting data on the intersection to conduct more analysis. Diverters will be delayed and installed in June due to repaving of the street, so the delay is not a result of the controversy. We will see if we have time to talk about it next month.

Comment: We'd like to discuss other alternatives to improve the greenway, specifically the segment along Ladd Avenue.

Chairperson: We have two members on other city advisory committees. Sarah Iannarone is on Portland Bureau Budget Advisory Committee. Phil Richman is on Vision Zero Advisory Committee. There are many great opportunities to get more involved outside of BAC.

Comment: Woodlawn Lloyd Greenway public comment is open now.

Southwest in Motion

Nick Falbo, senior planner with Portland's Bureau of Transportation (PBOT) will present the committee with early thoughts about planning this project. The Southwest In Motion project (SWIM) will develop an implementation strategy for walking and biking investments in Southwest Portland. Staff will share the goals of the project, and discuss the approach to a first-pass prioritization. Staff seeks to learn the interests of the BAC regarding what we should consider as we perform our analysis to rank projects.

This project will focus on prioritization, refinement and implementation. There will be eight key criteria to consider for prioritization, as we will discuss this evening. Project is at an early stage of determining how to prioritize evaluation criteria.

Comment: I have concerns about building bike lanes in southwest. Some bike lanes don't go anywhere. You have to get on Beaverton Hwy to go on the bike lane and get off on a street that doesn't get anywhere. I'm interested in seeing more connected networks.

Comment: Are there more connections to transit stops?

Answer: Yes, there will be considerations to connect transit stops.

Comment: Portland grows around concentrated centers. It's less possible in SW because of the disconnected grid.

Comment: There is removal of double yellow line on Maplewood. I'm of strong opinion that removing the double yellow line makes cars drive more toward the center and makes pedestrians feel safer.

Answer: Yes, that's great to hear. Removal is sometimes an effective way to address the problem temporarily, when we don't have the resources to make more improvements.

Comment: I have a question about funding. It seems like TSP isn't integrated into this. Have you thought about this?

Answer: TSP has a list of major projects. We include projects on this list related to SWIM. There's a public comment period for people to suggest other projects not on this list.

Comment: There are many properties with unimproved frontage in southwest. Can you include this while doing other projects on the street?

Answer: It depends on the funding of community. If they have funding ready, we'd be happy to work with them to potentially incorporate their projects into ours.

Comment: It seems there is an opportunity to work with neighborhoods interested in collaborating.

Comment: Vision Zero emphasizes on funding going to prevent people from dying. The southwest area has so much gaps and needs that take too much resources to address. Streamlining the process for smaller projects (last four on the poster) would give people opportunities to fix the streets themselves. It'd be nice to leverage these resources.

Comment: BES projects in the area. Why not tag on BES's water pipe projects and go in to change the street design instead of waiting for a couple more years?

Answer: Yes, we will work with BES and try to coordinate our projects.

The committee took a vote on SWIM project priorities. Each member can vote for 3 top priorities. The below reflect the eight principal evaluation criteria being considered.

Results:

Support connected networks:	8
Fill gaps in the existing network:	5
Safety:	11
Existing usage levels:	2
Serve underserved and vulnerable communities:	11
Funding opportunity:	4
Construction feasibility:	1
Community support:	4

Updates on Build Portland and Short Presentation on Bike Lane as a Transit Platform

Chairperson: We agreed to put in a letter of support for Build Portland. Who would be interested in drafting the letter? For Build Portland, there are a couple of things: how and where the money is allocated.

Comment: I haven't seen the budget for Build Portland. My biggest concern is how they're going to allocate the funding. I'd like to see the numbers first and see how they're addressing past issues.

Roger: I'd like to talk about something related to ETC, that is protected bike lane as a transit platform.

The idea is to use bike lane as a transit platform on a street with constrained road, where there is no room to install transit stop.

It's only installed in Toronto at the moment. (Short presentation)

Chairperson: The comment period for ETC ends on Mar 16th (extended to 26th at least). It's a good time to give feedback and have an impact on the plan right now.

Enhanced Transit Corridor (ETC) Plan

April Bertelsen, senior planner with PBOT, will present the just-released ETC draft plan for committee feedback.

Comment: There is a transportation hierarchy in the Comprehensive Plan, but some of the priorities are overridden. How are you going to address the tradeoffs, to make people agree on prioritizing walking, biking and transit?

Answer: When there is a capital project, we have more space and time to evaluate tradeoffs and consider more difficult questions. Central City in Motion will be the next plan that follows the hierarchy outlined in the Comprehensive Plan, and we will also have the opportunity to learn from it.

Comment: I'm troubled by the design where the bus lane interacts with bike lanes. The bus weaves in to the bike lane to make a stop, and weaves back into traffic across the bike lane. I had to take the lane while biking uphill because the bus was on the bike lane. Some bus drivers also stop on bike lanes to make up time. I'm really troubled by the design that has conflicts with bike lanes.

Answer: Some of the tools in the toolbox do include interactions between bike and bus, but there are some other tools that minimize conflicts between bikes and buses, such as rerouting bike lanes behind transit stops. But we have more evaluation to do on these tools. I acknowledge that not all of the tools reduce interactions, and I admit there will be tradeoffs. This will be a context sensitive case.

Comment: It'd be great if there is a matrix that guides these decisions.

Comment: I of course oppose the bike lane as transit platform proposal. It's not great bike facilities. It might be ok as a temporary solution and let the bus be more reliable, but it is not a good standard.

We'd like to have a bike lane on Sandy Blvd because a lot of people bike on that street. We should prioritize bike, not cars.

If the project is only spot improvements, I don't think I can take the 12 again. It's not aggressive enough and it will not make the bus schedule reliable enough for me to take it.

Comment: It's great that the city is finally trying to reach the 30% transit mode share. I think bike mode share has increased more quickly than the transit mode.

Accountability for TriMet should be written into the project. I'd like to see bigger scale improvements in line after spot improvement trials.

I also think we should avoid bike bus conflict.

Comment: What effect would you expect to have if we add congestion pricing into the plan?

Answer: We are considering coupling ETC locations with value pricing to encourage more transit use. There might be some funding from value pricing, but we'll talk more about this in April.

Comment: Don't be moderate in the political debate. We need to consider more innovations. Where is the pedestrian only zone in city center? Take on the big political fight and ask for people's support. We're here to support you. Be bold.

Enhanced service is especially important to East Portland. The congestion between inner east corridors also causes much delay.

Answer: TriMet is having a survey about extending service. Please make sure to take their survey.

Comment: The buses and bikes are complementary modes. It's the only way of transportation for many people, so I want the city to be really aggressive about putting in bus lanes and bike facilities. I'd like to see left bus lane and have transit island in the middle of the street. For example, on MLK there are already trees in the middle of the streets. Why not convert them to transit stops?

Buses are end-to-end services, bikeshare at big transit hubs will connect people to transit stations.

Chairperson: Reinforce using the transportation hierarchy in Comp Plan.

ODOT Value Pricing Project Updates and COP Framework for Consideration

Shoshana Cohen, senior management analyst with PBOT.

Last November the City of Portland passed a resolution asking PBOT to work with ODOT to implement their value pricing project with a focus on demand management, climate, equity and mitigating diversion. ODOT has completed the first round of analysis

and is now considering specific scenarios. PBOT staff will provide an update on the process and the framework PBOT is using to provide feedback. Staff will be seeking BAC feedback to inform the City's continued participation in this process, as well as further consideration of pricing as a tool for increasing mobility and creating a safer and more equitable transportation system.

Comment: I like Option C the most. I'd like to see funds raised to be decoupled from building highways in the future. I'd like to see the revenues from this to be applied to transportation channels other than SOV.

Comment: What does State of Washington have to say about this?

Answer: The mayor of Vancouver is sitting on the Policy Advisory Committee (PAC). They said they don't want to see people from Washington drive into Oregon and pay, but not benefit from it.

Comment: Is there a requirement to go through the Federal Highway Administration?

Answer: Yes, there are a couple of routes to work with feds, and they are still deciding which route to go.

Comment: The revenues are going to ODOT. How are they going to distribute that? They have a history of diverting funding from the Metro area to rural areas.

Answer: The PAC will recommend policy about the distribution. Hopefully the PAC will give some strong recommendations for that, but it'll have to go through NEPA and other processes. It will take a long time.

Comment: What form of payment will value pricing take?

Answer: There hasn't been any discussion at that level of detail. They're still trying to decide the location of value pricing. I think they might not even get to this issue in this round of policy recommendations.

Comment: I'm very concerned about pricing methods because if they toll I-205 people will take 405 or local streets.

Answer: Yes, this has been discussed in PAC and we share your concern.

Comment: I commute to and from Vancouver. I'd like to see some transit alternatives. There are only two bridges that connect the two cities.

Comment: Our point person is from the office of Commissioner Saltzman and there are other people that support option C. Will the PAC recommendations come back as policy guide and impact Portland? How will the politics play out?

Answer: I think we will say we have these opinions and reserve our support if it doesn't support our policy. We can go into the next round of discussion and have more conversations about it. Letting city council know that you're supportive of option C will be very helpful.

Project Funding

Zef Wagner, planner with PBOT

Comment: What's the thinking process of adding Lents? They already have funding Urban Renewal Area (URA)?

Answer: After talking with Prosper Portland, we know that they already have a lot of transportation projects triggered by Urban Renewal development. They're spending a lot of money on those improvements from the URA.

Comment: Why are we using this on Lents instead of other areas without steady stream of funding?

Answer: We're trying to leverage funding from Prosper Portland. We're adding more transportation infrastructure to help increase walkability and allow people to access the new development. Prosper Portland is also trying to get out of funding transportation projects.

Comment: The projects are already in TSP, so are they ready to go?

Answer: Yes, we're trying to decide how much money it'd cost. This is an early phase of engineering assessment. Only preliminary concept design, which makes the projects about 5% ready, not shovel ready. Unless there is funding ready, there is risk about spending too much money on scoping and making engineering design.

Comment: Didn't Fixing Our Street just do a project on outer Stark? How far is this outer Stark project away from the Fixing Our Street project?

Answer: There is two funded projects already along Stark, but the middle section is high stress. We're trying to connect these two improved segments by addressing this section.

Comment: I'm looking at the I-84 multiuse path extension project that links it to the I-205 bikeway. The lethal section is on 122nd. Is there anything planned to address it in this project?

Answer: Yes, it'll be tricky to connect those sections. We will be working with the 122nd corridor plan to find the solutions.

Vice Chairperson: Are we interested in writing a letter about option C in value pricing? I've started a letter to support the ETC project. Would people be interested in helping with the letter?

Chairperson: I will follow up on the letter of support for Build Portland.

Adjourn

8:02 PM