

**Bicycle Advisory Committee Meeting**  
**City Hall, Lovejoy Room**  
**6-8:00pm | November 12<sup>th</sup>, 2019**

**BAC Members Present:** Christopher Achterman, Reza Farhoodi, Catherine Gould, Rithy Khut, Iain MacKenzie, Phil Richman, David Stein, Alexandra Zimmerman

**BAC Members Absent:** Clint Culpepper, Sarah Iannarone, Alexa Jakusovsky

**PBOT Staff Present:** Roger Geller, Owen Slyman

**Other Attendees:** Luke Norman, Eric Wilhelm, Austin Lords

**Guest Presenters:** Mark Lear (PBOT), Andrew Hoan (Portland Business Alliance)

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**I. Fixing Our Streets 2**

Mark Lear from PBOT presented on the status of the Fixing Our Streets 2 (FOS2) measure. The PBOT group working on the measure is currently reviewing the process, draft proposal, and refinement/outreach strategies. Lear added that the present strategy is extending the gas and heavy vehicle use taxes as instituted through FOS1, gas taxes likely remaining at the current level of 10 cents.

Lear noted the FOS1 process as being overly optimistic on how quickly PBOT could deliver projects. PBOT reports that of 48 total projects, 19 are completed, 13.5 are in construction, and the rest are set to begin construction. Lear added that one such project relevant to the BAC is the 4<sup>th</sup> Ave. paving project, which is part of the Central City in Motion project and includes protected bike lanes.

A BAC member asked if Lear had any sense whether FOS2 funding will be allocated to Central City in Motion. Lear answered that PBOT is not proposing any more in FOS2 but will seek the remainder of CCIM funding through Metro's upcoming Regional Investment Measure. Another member asked what contingency measure(s) are in place should the Regional Investment Measure not pass. Lear answered that measures in the past have included things like meter revenue increases and noted that should the measure fail, it would be a thorough process of vetting alternate revenue generation strategies.

Lear highlighted updates of four Neighborhood Greenways in progress. The 4M Neighborhood Greenway is set to begin construction in 2020; the HOP neighborhood greenway is in construction, and PBOT is finalizing plans for the Lloyd to Woodlawn, Springwater Connector, and NW/SW Neighborhood Greenways.

The story so far has been “good news, bad news,” according to Lear. The good news is that PBOT has completed 100 miles of preventative maintenance annually as well as many lane miles of paving rehabilitation, much of which has come from Build Portland grant funding from old urban renewal areas and tax increment districts. High-crash network investments have gone up, speeds have been reduced on 70% of city streets, including 76 miles of non-residential streets, and over 2000 street signs have been installed. The bad news: there is still a great need for maintenance work in order to avoid costly major maintenance and reconstruction projects, pedestrian deaths are still far too high, and there exist too many dangerous-by-design streets concentrated particularly in areas with higher equity concerns.

A BAC member mentioned that they dislike the framing of maintenance vs. safety presented in Fixing Our Streets 1. Another member added that as an example, asset failure can be a safety issue, not just a maintenance one, and would not want those two categories pitted against each other. Lear noted that the Fixing Our Streets 2 framing has changed, splitting efforts into 3 areas: paving, new safety, and safety/maintenance.

Lear mentioned that leading up to FOS2, PBOT has been developing right-sized projects and programs to improve outcomes, speed up delivery, and ensure clear reporting and adequate funding for ADA project elements. Lear shared the proposed FOS2 allocation: \$26M for safety/maintenance programs, \$25M for paving projects, and \$23M for new safety projects.

A member mentioned that a previous version of the presentation had additional funding allocated; Lear responded that the bulk of funding in the neighborhood greenway retrofit category is speed reduction, and that speed bump spacing needs to be altered. Lear also noted a proposed \$2M for neighborhood greenway speed reduction.

A BAC member asked how well Fixing Our Streets 2 ties in with the Enhanced Transit Corridors Plan. Lear responded that TriMet usually relies on PBOT to run a safe system and expects PBOT to provide safe spaces to walk, good lighting, and other pedestrian improvements. Lear noted he does not currently know of a pot of TriMet money PBOT can tap into but that it is worth talking about how enhanced transit improvements help safety issues.

Another member asked whether the idea for speed reduction was just to add more speedbumps. Lear responded that PBOT would also want to look at volumes on neighborhood greenways. Lear added that the proposal is not recommending a lot of controversial projects at this point, and that there is still some work to do on messaging and public support, especially concerning diversion conversations.

Lear briefly shared the project shortlist, which includes the N Delaware, SE Knapp, NE Mason/Skidmore, SE Sixties, Parkrose/NE 115<sup>th</sup> Ave., and NE Sacramento neighborhood greenways as well as the NE Killingsworth Transit, Crossing, and Bikeway Improvements project. He added that he would like to come back to the BAC as City Council informs their direction and provides guidance.

A BAC member mentioned that a project goal is to speed up project delivery, but a number of Fixing Our Streets 1 projects are behind schedule. They asked Lear what is changing. Lear noted that initially, PBOT was too optimistic about the speed of project delivery and is being more conservative in project estimates this time around. Lear added that it helps that the effort is not beginning from scratch as project teams are already formed.

Another member mentioned that the City is halfway through the 2030 Bike Plan but has seen little progress on building out the citywide bike network and shifting mode share. They asked if there was intent to try and expand those efforts and added that they would like to see street configurations change when repaving happens. Lear mentioned he personally feels that he has to take advantage of the plans in place, and is evaluating where the public is to help guide work while trying to accommodate everyone's wants and needs.

## **II. Andrew Hoan, Executive Director of the Portland Business Alliance**

Andrew Hoan, Executive Director of the Portland Business Alliance (PBA), presented to the BAC on the state of the Portland economy and key areas of the PBA's policy focus. Hoan mentioned that Portland is undergoing its second-longest economic expansion in history, placing the city in uncharted territory from an economic perspective, and that voter feelings and the economy are directly linked as Portland moved from the metro region with the 32<sup>nd</sup> highest median household income growth to the 16<sup>th</sup> highest. Hoan added that the region's improvement in educational attainment has driven economic growth.

Hoan noted that employment in Portland's manufacturing industry is far above the national average, making the sector a large driver of economy, policy, and business. The construction sector also garners a high share of Portland's employment, which, when combined with

manufacturing, means a high degree of access to middle-class jobs in the region. Hoan added that even though job growth is slowing in the Portland region, rates are still good compared to the U.S. average and comparable regions.

Hoan mentioned that public infrastructure is the top priority for Portland-area voters, mostly comprising transportation issues. This priority is followed by increasing affordable housing, providing better options for homeless people, creating a strong economy, addressing climate change, and improving economic opportunities for people in underserved communities. Portland-area voters show strong support for small, locally-owned businesses.

However, Hoan added, housing production has not kept pace with job and population growth. While employment and population growth rates have converged, there is a 10-to-7 ratio of housing demand to housing availability. Hoan explained that while the city must create 5000-7000 units annually to accommodate population growth, current production is closer to only 2000 units annually, which drives housing shortages and unaffordability.

Hoan added that sizeable disparities can especially be seen in sorting household income by race/ethnicity; Portland voters are more likely to say it is a high priority for the region to be equitable and diverse. In terms of affordability, Portland has a higher percent of cost-burdened households than Seattle, meaning more households spend over thirty percent of their income on rent or mortgage. Consequently, there is a correlation between rising median gross rents and percentage of population that is homeless. Hoan noted that voters continue to name homelessness and housing affordability as the biggest issues facing the region, and they prefer mental health care and addiction treatment as tools for addressing homelessness.

Hoan discussed disparities in East Multnomah County, where even in the same industries, average wages are lower compared to the rest of the region. Additionally, East Multnomah County residents live farther from their places of work more frequently than the rest of the region; Hoan said that approximately 70% of working people living in East Multnomah County leave that region to get to work.

Hoan also identified that voters prioritize investments in infrastructure for both cars and multimodal transportation, and that the PBA Transportation and Land Use committees are tasked with developing related policy work for the year ahead.

A BAC member asked about the Portland Business Alliance's vision for addressing climate change. Hoan answered that the PBA has endorsed statewide climate policy overall, and that the

board is in favor of market decisions to guide climate policy and transition periods. The PBA is also in favor of transit expansions and investments, finding a mixture that allows for effective policy as well as quorum in the state legislature. Hoan noted that members are eager to be at the table but feel some uncertainty over what changes will be laid out, focusing internally on noting how voters and members feel. The PBA is holding internal dialogue on needing a Climate Business Committee.

Another BAC member inquired about the PBA's position on facilitating affordable housing permits. Hoan mentioned that the PBA recognizes that nearly everyone has trouble with the length of time it takes to obtain permits, and that it would be best to start with the basic premise of delivering units faster.

A member mentioned that landlords know they can attract tenants by providing biking facilities and that the PBA has not always been well-liked by the bicycling community, with some feeling that a portion of the PBA's lobbying activities have stalled or stopped bike facilities in downtown. The member asked whether the PBA's thinking has changed. Hoan responded that a good portion of PBA staff are frequent bike riders, and that the board is largely composed of property owners invested in improving the bicycle experience, noting it is a good business practice.

Another BAC member said that last year, the PBA wrote a letter against Better Naito being put into place, asking what feedback mechanisms were in place. Hoan mentioned that the PBA had suggested alternatives instead of a blanket statement against the project. Hoan said the PBA proposed viable alternative and asked to be involved in the project implementation process.

A member noted a general lack of understanding of businesses on the impacts of high car traffic roads compared to slower, bike filled roads, and as businesses get larger, they gravitate toward encouraging single-occupancy vehicles. The member mentioned that the PBA is uniquely situated to facilitate transportation policy education efforts for businesses. Hoan answered that the PBA cannot account for any one individual company, but if there is something PBA members should be aware of, it is the PBA's job to facilitate education. Hoan extended an open invitation to the BAC to advocate issues to the PBA on this topic.

Another BAC member noted that a visitor from the Dutch Chamber of Commerce who visited 10 years ago had critical comments on Portland's transportation network. The member asked how data from parallel organizations could be presented to the PBA. Hoan responded that the PBA is balancing what its members do and hopes to move to a more multi-modal model.

A member mentioned that they felt Oregon was hurt by having no sales tax. They mentioned that lacking data on sales numbers means Portland cannot use increased sales to disprove transportation planning myths. The member said a few years ago, business owners along 28<sup>th</sup> believed a transportation project that was being planned would harm their success, for example. Hoan responded that there are a few key elements that folks could use for education, but both sides can also be partially true, even if business owners are not transportation experts.

### **III. Committee Business**

The BAC reviewed three letters for release. The first was a letter of testimony on the upcoming Bike Parking Code Update. The second letter came after a meeting with John Brady, PBOT Communications Director, raising concerns over the communications clauses in the proposed BAC bylaws. Brady offered to come to the BAC's December meeting to discuss. The final letter raised an issue with PBOT policy on a downtown neighborhood greenway project that proposed a valet zone on the side of the block with the greenway. Members were not comfortable having a valet zone that could potentially interfere with or impede the flow of bicycles along the greenway.

*Meeting Adjourned.*

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