

## **Bicycle Advisory Committee**

**Remote via Zoom**

**April 12, 2022 | 6:00 – 8:30 PM**

### **Committee Welcome (6:00 – 6:25)**

This will be an opportunity for new members to introduce themselves and be welcomed as a newly re-formed committee by city staff. Chris Warner, director of PBOT, welcomed folks and discussed bike network and PBOT programs for the future.

- Quality of bike network is better than ever – built over 200 miles of bike lanes since 2013, more than half are greenways, and another 30% are buffered bike lanes. Still building conventional bike lanes.
- Single improvements continue to protect our intersections; quick build program addresses small but critical gap inefficiencies; Vision Zero program continues to decrease speeds throughout the city; opened new ped-bike bridge last year and will unveil new one (Earl Blumenauer Bridge) later this summer; continue to focus building bike network in East Portland
- A lot of work needed to meet climate goals – BAC can help to increase biking interest and demand. How do we inspire more people to get on bikes?
- Naito Parkway is opening up in May, a direct result of advocacy by the cycling community, and one of our first major community celebrations

Committee members introduce themselves in a minute or less: name, where you live in the city, and thoughts about the BAC.

- David Stein, SW Portland, excited to see what a new group of people can accomplish
- Ally Holmqvist, St. John's, excited to work with new members
- Korrin Weldon, second term on BAC, excited to meet new people
- Katherine Sheie, Humboldt, second term on BAC, want to get more good work done this term
- Victor Duong, NE Portland for 30 years, want to address the inclusivity of cycling in Portland
- Claire Bach, Concordia, excited to get people on bikes, especially people who didn't plan on being on bikes
- William Hsu, eager to increase ridership
- Seneca Okere, SE Portland, hoping to learn how to make transportation infrastructure cleaner and safer, as well, work to encourage people to be more sustainable about transportation modes
- David Therratil (lost connection)
- Carol Heisenberg, East Portland, want to continue moving Portland toward a biking community, rather than a car-oriented town
- Jacinta Higgins, St. John's, curious to see how BAC membership can benefit climate change, decrease in ridership, and equity and inclusion in cycling
- Nina Yonezawa, SW Portland, excited to increase ridership in areas where infrastructure is not sound
- Tegan Valo, Concordia, excited to find create ways to get cars off the road and replaces them with things that make cities more enjoyable

- Ryan Ross, University Park, interested in the behavioral psychology of how people choose to transport themselves
- Max Woodbury, Sunnyside, hope to represent and provide a voice to those who use different types of adaptive equipment on the roads
- Alon Raab, concerned about the decrease in cyclists and progression of the 2030 Bike Plan
- Joe Perez, Lloyd Center, want to increase road splits for bicycling and walking and undertake remaining projects on the Transportation System Plan
- Lucy Kennedy-Wong, Mt. Tabor, want to increase bike share, walking, transit, get single occupancy vehicles off the road
- Nicholas Graham, interested in how bikers get around the city and how to make that accessible
- Miguelangel Aleman

### **Announcements (6:25 – 6:30)**

- Adaptive Biketown Survey: restart workgroup process, how the work has impacted the community and reengage through surveys. It's a community driven process, and one does not need to identify as a person with disabilities to complete.
- Oregon Active Transportation Summit: variety of sessions about interests that have been stated

### **Committee Exercise (6:30 – 7:00)**

Committee members (and other attendees) will do a jamboard exercise to identify where they live, what they hope to get out of their time on the BAC, what they hope the BAC will accomplish in the next year, what they think the city is doing well in regard to bicycle transportation, what they city could be doing better, if they had \$10M where they would invest it.

BAC members broken up into 5 groups. The public remained in the main room with PBOT staff.

- Question: how serious is Chris about giving the BAC actual sway over how the city develops transportation projects and policy?
  - Roger Geller: we look to the BAC for advice about how we are doing, what we're doing well, and what we're not. BAC is not a decision-making body but can influence PBOT at project and planning level. It's an important advisory committee for PBOT.
- Question: how many people are no longer serving on the BAC because they felt that their opinions were taken for granted?
  - RG: there were definitely people who felt that way – 2 prevailing reasons people left: zoom burnout and creating space for a more diverse committee.
- Question: was there a similar turnover on the freight committee?
  - RG: the Freight Advisory Committee hasn't turned over yet because they are on board to help with the development of the 2040 Freight Plan and serving their term until the plan is complete, then most likely a complete turnover. They will probably be termed out due to new rules.

- Question: is there similar burnout feedback from Freight Advisory Committee or perhaps not because they are, more or less, paid lobbyists?
  - RG: You would have to ask, I don't know that.
- Question: is there an opportunity to have more of a bicycling focus in the maintenance and operations? Example in Hillsdale – car lanes are totally clear and the bike lane is completely usable. It is being advertised as a highway layout with two lanes for cars, there is not anything about space for people eat all. The entire layout of the street isn't evolving. Want people in PBOT to work proactively in maintenance and operations.
- Question: is it true that diverters are high maintenance items?
  - RG: No, white plastic delineated posts are high maintenance, delineators are not.
  - Q: if a diverter is made of those, then is it?
  - RG: we haven't used many in that sense.
- Question: what does the city hope people get out of attending the Committee?
  - RG: I can only speak for myself, not the city. Hope people attending become more engaged around projects we are doing, more engaged with neighborhood associations, civic groups, to bring more people into the fold. Want to help relay the message around why we have goals to increase bike use and decrease car use and garner support for policies and goals.
- Question: is the proposed 4M greenway going to have the same amenities of those in SE?
  - RG: found that it is easier in East Portland to create good greenways that run north-south. The 4M is something identified as a potential greenway but high traffic volumes that necessitated providing bike lanes, so many segments will have bike lanes, some segments that will be shared roadways, similar to a greenway. We discussed creating a diversion of the 4M greenway but there are not many alternative routes to use. We will continue to adjust the implementation.
  - Q: Maybe you can get big trees in adjacent streets.
  - RG: Certainly more true as you get to the West End.

Public rejoined session. Table from jamboard exercise will be attached at the end of minutes.

### **Rose Lane Project: SW Capitol Highway (7:00 – 7:30)**

PBOT planner Nick Falbo and transit coordinator April Bertelsen will share an [update](#) on the SW Capitol Highway Rose Lane Project to bring transit priority improvements to an important corridor in SW Portland. Nick will share design details for the transit project, report on data related to traffic patterns and volumes in response to COVID disruption since the project was started and discuss how a project like this can support bicycling in the short and long term. Nick will be asking the Bicycle Advisory Committee for a formal letter of support.

- Project description reads: "Through the Rose Lane project, the Portland Bureau of Transportation is having buses and streetcars priority on the road, helping more Portlanders get where they need to go more reliably and quickly."
- Project really impacts connections across the city – only project in the Southwest neighborhood district
- There are many streets that are interconnected in ways that we may not always realize if we are not heavy transit riders. One of the core goals of the Rose Lane project was to try to increase access to residents and access to jobs.

- Capitol Highway is a really critical corridor into the Southwest. Back in 2019, buses served a combined over 11,000 riders per day.
- The Rose Lane will start at Hillsdale Highway, travel along Capitol Highway up to Sunset Boulevard. Then, the same thing will happen in reverse turning around Barbara Boulevard. Traffic peels off of Barbara onto Capitol highway and now there is a new travel lane. These travel lanes head up into Hillsdale and the Rose Lane proposes taking the outside travel lane and dedicating it to buses and turns. Our estimate of our results is to save 1-2 minutes during peak hour, which could save riders up to nine hours per year.
- While data was taken pre-COVID, any traffic volume that changed in the short and long term, will translate into fewer impacts to cutting through traffic and other impacts to this and other streets.
- Question asked about bike benefits: bus lane creates a wider buffer, so bicyclists can ride with far fewer vehicles that are mostly buses. A side benefit is that extra distance from cars.
- This project has gone through a lot of public involvement – currently focusing on local engagement in the Hillsdale communities and businesses, door-to-door engagement, and association meetings
- There are concerns about traffic impacts, cut through traffic impacts to businesses that are addressed in an appendix in the demo available for download on the website.
- Using a pilot approach, which is a 4-step process that spends a lot of time up front designing something that can work well and work permanently. There is also a lot of monitoring involved.

## Discussion

- William Hsu: the red bus lane narrows the street, right? It does not add another lane?
  - Nick Falbo: Correct, we are reallocating a lane from a current car lane into a bus priority lane.
  - April Bertelsen: There are 2 lanes today. We would be converting the outside lane to a BAT lane.
  - WH: can your modeling at all tell the speed of cars post going from two lanes to one?
  - NF: our modeling software does not predict speed that way; however, we see results with similar road diet projects that speeds do get limited when is a not a wide-open road
- David Stein: Looking forward to this improvement. Is there any data on how this project will impact cars that accelerate to then move past, say, a stopped bus? I know there are some safe systems on the Vision Zero system going into that too.
  - AB: There is no data on this specific concern about speeds but reducing lanes should reduce overtake activity.
  - DS: Neighborhood members seemed really concerned about cut through traffic on side roads. There have been countless times I've passed 30 – 50 cars while going uphill on a bike because traffic was that bad. Is there any data on diversions that happened before COVID?
  - NF: No current data on diversion but will look into it. It is a valid concern from past experience; however, our approach to mitigation will keep an eye out on the most concerning and risky routes for traffic diversion and do pre- and post-counts to figure out what mitigation to apply.
- Ally Holmqvist: Excited about this project. This interactive app shows travel and center lanes might be 10 feet and bike lane might be 6 feet. Curious if there is was an opportunity to make

improvements to the width of bike protection. Also curious if some of the additional improvements that aren't part of the Rose Lane itself that might be considered.

- NF: The tool that you are using is not an accurate, measured, precise drawing, but you are correct that travel lanes are approximately 10 feet. The project would work within the footprint of the existing lines – we are not talking about moving lines around. The process of removing old lines and moving them is quite costly. Resurfacing the street could be a cool opportunity for the future. Other improvements would come in the later phase when we could do a more robust installation.
- Jacinta Higgins: Can you speak to what kind of opposition exists? Is it traffic or purely financial?
  - NF: People are negatively reacting to change as a whole, there are not many voices speaking for transit riders in the area. This project is emphasizing making driving slower intentionally so we can make transit better, with which is a trade-off many people are not comfortable. Businesses are worried about construction, but since it is just a paint-based project, it's a 1-2 month process. Also concerned about a loss of customers when driving is more difficult.
- Carol Hasenberg: Wanted you to avoid another concern. From experience in East Portland, I think you should evaluate how neighborhoods can get into the main streets with unbroken streams of traffic.
  - NF: Yes, working to see whether there are other ways around that do work better.
  - AB: Want to highlight benefits of the BAT lanes that allow cars out that are trying to leave their driveways.
- JH: Want to refresh the model so there is an opportunity for cyclist integration with a sharrow or another method.
  - NF: Yes, those bus stop areas where buses and bikes interact is continuing to get design interaction and hope we can bring these designs to the BAC to review them.

BAC agreed to write a letter of support with the ability to agree and add recommendations.

Jamboard | Likes

#### BAC members

- Bus lane / bike lane engagement is an opportunity to make the environment safe for everyone (+1)
- Can we expand this to other parts of Portland?

Jamboard | Concerns

#### BAC members

- More protection for bike lanes
- Would like to see more forethought on bus / bike integration
- In my experience, bus lanes don't make me feel safer (+1)
- SW Portland has population of roughly 80k. If the buses are moving 11,500 people a day at peak hours wouldn't this be means for a rail?
- Not to demean the work, but things like this feel like stopgap measures over prioritizing things like light rail. Could be my ignorance showing through here as well.

## Public attendees

- Unprotected bike lanes. It's 2022, not 2002. Build facilities with current best practices (+3 from BAC)
- Lots of people speeding through this area and using outside lane as a passing lane
- Get Zicla or asphalt bus stop ramps for the bike lane to rise to sidewalk level. They don't need to be a full floating bus stop as they're all uphill. Leapfrog with bikes often delays the bus
- Automated / camera enforcement for BAT lane violations please. (Do the TriMet buses all have cameras?)
- There's a wide center lane and the bike lane gets very narrow in some spots
- Right hook potential when the Rose Lane turns into a right turn lane

## Jamboard | Questions

### BAC members

- Are improvements to stops / crossing or other "customer" improvements included to improve the environment as part of things beyond the lane?
- What is the size of the bike lane? What is the size of the travel / center lanes? Is there an opportunity to increase it? Update: let's squosh the 11' lanes! Can we leverage other dollars for grinding / restriping to make that change? *[Answer: Roadway is 60' curb to curb through the commercial district. This equates to 5 x 10' travel lanes and 2 x 5' bike lanes. –Roger]*
- What are the posted speeds on that section of road?
- What are transit ridership stats around student riders (Ida B Wells HS)? Input from this demographic?
- How will the Rose Lane project improve transportation to Airport Way business district?
- When this project is seen as successful, is there a timeline for resurfacing to make it more "permanent" and change the lane widths?
- Were the students at Ida B Wells – Barnett High School and Rieke Elementary School talked to identify how to make them feel safer when they bike or walk to school?
- Floating bus stop? How will bus / bike mix zones make sure those spaces are safe for bikes? Will that preclude protected intersection treatments? Could those be included with this effort?

## Public attendees

- They should repaint all of the stripes three inches farther left each time they wear down.
- What is the cost of this project as proposed?

Post-meeting, Nick Falbo responded to the Jamboard comments by theme.

### **Bike/Bus Interactions and Future Permanent Construction:**

The project engineers are incorporating improved bike+bus interaction into the design. As a pilot project, solutions in the first phase of construction will be limited. While this doesn't support robust implementation in phase 1, it doesn't preclude things like floating bus stops or protected intersections in the future.

More robust solutions can be considered as part of permanent project construction. Design for the permanent project would begin after the pilot phase, in 2024. Funding has not been secured for the permanent project construction, and the amount of funding available is likely to determine the scope of the future work.

**Rose Lanes elsewhere in the city:**

Yes, the Rose Lane Project is a citywide program, with projects all across the city. Learn more at the Rose Lane Project Website including a link to an Interactive system map:

<https://www.portland.gov/transportation/rose-lanes>

**Bus Lanes and Light Rail:**

SW Capitol Hwy has 9 bus lines on the same alignment for a length of 4,000 ft, the busses then fork off onto different alignments reaching into all corners of Southwest. This critical overlap length is a good candidate for Rose Lane treatments that can enhance multiple bus lines at once.

TriMet and the City continue to advance the SW Corridor Project, a proposal for Light Rail along SW Barbur Boulevard.

**Additional Enhancements:**

The project team is exploring pedestrian enhancements to be completed as a part of the project. TriMet is always looking for opportunities to enhance transit stops.

**Bike Lane Design Details:**

Roadway is 60' curb to curb through the commercial district. This equates to 5 x 10' travel lanes and 2 x 5' bike lanes.

Rough measurements indicate that between SW Sunset Blvd and SW Barbur Blvd, the bike lane varies in width 4-6' . In the downhill eastbound direction, there is a gap in the bike lane from SW Terwilliger to SW Barbur.

The posted speeds on that section of road are 30 mph.

**School Access and Students:**

We do not have student-specific ridership data. Especially recent data in light of the transportation upheaval of the last two years.

PBOT has a robust [Safe Routes to School Program](#) that engages directly with students, parents, and school staff to support walking and biking to school. They have school specific plan with recommendations for projects to support safe access to school.

## City of Portland Climate Emergency (7:30 – 8:00)

In June, 2020, [Portland City Council adopted a Climate Emergency Declaration](#). The Declaration resolved that the climate emergency calls for “an immediate mobilization effort initiating greater action, resources, and collaboration that prioritizes frontline communities to restore a safe climate;” Since then, city agencies have been coordinating to address the resolution and its multiple resolutions for action. Eric Hesse with PBOT will discuss the declared emergency and [the path the City of Portland is following](#) to reduce greenhouse gas emissions and prepare for a community resilient to climate disruptions. This will be the first of an expected two-part discussion.

- Looking at the transformation slice of the pie and how that fits with the rest. Transportation is still the largest sector of omission in the city, also true in the state, and pretty nearly in the country into the world. Recognizing that, data shows we are up about 3% from the 1990 baseline.
- We are looking at performance and commute mode split. Saw some improvement with the bike master plan adopted in 2019 but over time, it has flattened out again.
- In addition to biking, teleworking and working from home is a growing shift which is potentially good for emissions and mobility but need to make a significant investment to make it safe, attractive, and accessible for people using it
- The Climate Emergency declaration requires 50% reduction by 1990 levels by 2030, in all sectors, not just transportation, and net zero 2050.
- There are efforts in consumption-based inventories, part of what BPS is doing, that are primarily fuel sales. With that, we will be doing work with Portland Metro and using their tool that developed the climate smart strategy to create a scenario planning tool to let you look at a variety of policy levels to then estimate emissions and vehicle miles traveled. This tool describes a greenline that makes significant reductions but does not get us all the way there.
- Question regarding dirty electricity: yes, it is reflecting electricity supply being used in the region.
- We are now implementing recommendations that we examined with the community last year in the Pricing Options for Equity Mobility (POEM) taskforces. The carrots are the good choices out that people want to use versus some of the sticks that say it shouldn't be as easy and cheap to drive if there are other good options. However, from an equity perspective, those options are not equally or equitably available right now. We're working really hard with the long-range plan and short term plan investments to change that but we are sensitive that any pricing is sensitive to how the burden of those costs are distributed – we want to minimize the burden on folks that can least afford it, then invest and expand those equitable options.
- PBOT's strategic plan to moving to our future asks 2 core questions: will it advance equity and address structural racism? Will it reduce carbon emissions? From that perspective, there are four parts to the mitigation approach, most importantly reducing the amount of vehicle miles driven, even as we look to electrify and decarbonize that.
- On a local level, we have POEM to help implement those recommendations, next month we will implement the Way to Go plan, which focuses on demand management and strategies for further reducing miles traveled. These are two major components, as we electricity as quickly as we can decarbonize the fuel in your vehicles. We are also engagement the federal government, as well as our state partners on investments for e-charging. Our Healthy Businesses Program, as well as investments to our Small Cap program makes our networks more attractive for biking and walking. Lastly, there are changes to requirements for our Transportation Systems Plan in regard to long-range planning and liquidity.

Discussion

- Alon Raab: Interesting article Roger provided about Vienna and the progress they are making there. Do we have that leadership in our city to make those changes to reduce car usage? Can we design apartments that prohibit cars?
  - Eric Hesse: Lots of good carrots and sticks in that approach, but it is quite difficult politically. We are listening to concerns and focusing on the opportunities to show different ways of doing that. There are many options to go with, but we will continue to work with community and businesses around those options to keep the work going.
- Miguelangel Aleman: How are we going to address that some of the charging stations for electric vehicles will not really be reducing omissions if the power will still probably come from gas or oil electricity? How do we have more EV charging stations when people don't have options to charge? Can we add e-bike charging stations?
  - EH: There is significant benefit to switching out, as well as getting carbon out of the fuel supply. While there is a law to do that by 2035, it is not a rapid change. When talking about EV charging in transportation, I want to clarify it's not personal vehicles. I appreciate the question about e-bike charging as we work with our BIKETOWN partners to build out charging networks to support that.
- JH: What are some other ways the city is trying to incentivize other forms of transportation that are not electric single passenger vehicles?
  - EH: Going to talk to council this month about creating safe, fast, and attractive transit and in general how we are reallocating space in our rights-of-way to make it safe, attractive, protected bike lanes.

#### Jamboard | Likes

##### BAC members

- Toll roads are important to disincentivizing auto use. Currently economic incentive is all based on the price of gas.

##### Public attendees

- Moving people vs moving cars as a performance metric
- Scaling fines to weight/size of vehicles (attracted "+2" from BAC members)

#### Jamboard | Concerns

##### BAC members

- Tolling will negatively and disproportionately impact minorities (+2)
- Need to reduce physical space for autos (parking, car-centric uses like drive-thrus, etc) as well as pricing
- There's missing behavioral, cultural, historical and disincentivization elements of this work. I think even this plan assumes that building all of the proper infrastructure solves the problem on the cycling and walking side
- It seems like there should be more of a focus on public transportation rather than e-charging. Low income communities are more likely to use public transit than own an e-vehicle ("+1" from public attendee)
- When you are trip chaining across the city (Commute plus errands, daycare, etc), it's easy to use up an e-bike charge or limit your trip because you have fear of losing charge—particularly if you have one that is heavy and hard to ride without the assist

- Portland’s leaders are unable to follow through when a project won’t affirmatively address equity and climate. As an example the I-5 Rose Quarter fails this test however the city is now supporting the current plan
- E-bikes are not included in charging infrastructure

## Jamboard | Questions

### BAC members

- Do we have data on non-commute mode / emissions splits? Or, more simply, how much do non-commute trips contribute to CO2 emissions?
- Is dirty electricity accounted for in emissions (+1)
- Is Portland part of a coalition of cities that works to limit tax havens, support climate goals, and push human centric solutions?
- Will the “next moves” section have clear actions / outcome targets as part of the work plan?
- Are the 2030 / 2050 targets in line with the 2 or 1.5 degree scenarios? Or, how were these targets set?
- How are non-vehicle, lower cost driving alternatives being incentivized / encouraged as part of the plan (beyond EVs)?

### Public attendees

- Does Portland include consumption of items made elsewhere in its number? (+2)
- What are the measures PBOT is working on to avoid creating more heat islands when implementing transportation improvements?
- Will POEM surcharges be applied at private garages / lots in addition to curb parking?
- Is this pricing mentioned related to the Regional congestion pricing study from metro?
- Are e-bike charging stations part of the EV plan? (+2)

### **Committee Business (8:00 – 8:15)**

Identify committee member to serve as BAC designee on PBOT’s [Bureau and Budget Advisory Committee](#). Discuss member profiles for BAC website ([as on this website](#) and [this website](#))

### **Public Comment (8:15 – 8:30)**

- Encourage BikeLoud memberships
- Speak to the way PBOT addresses the climate emergency. Certain things that happen over and over where RFFA grants \$15M to Taylor Ferry Road where people are walking in mud to get across a creek because they have to rebuild all this creek/water stuff. There are two lanes for cars with the yellow centerline that have been maintained, repainted over and over again, and I think some of the paint could be allowed to wear off and some of the bike lane lines could be moved a little bit to the left every time they repaint them, If we want people on bikes, we need to get some PBOT people on bikes maintaining and moving the logs and junk of out the bike lane. There are some big left turn lanes for carts to go to the bar because there is an owner of a

bar there at this intersection. They still haven't done anything. They have identified it as a safety problem but nothing is changing. If it's an emergency, we need somebody from PBOT out there with chalk paint and repainting the lines or putting in jersey barriers on a regular basis.

- Join BikeLoud on Thursday.
- Steel Avenue between 41<sup>st</sup> and 52<sup>nd</sup> down in the SE Woodstock area – the number 10 bus runs on that and it's a real speedway for vehicular traffic. I'm wondering if it could be prioritized as a bike lane. Bike lanes there would be great to connect that to 52<sup>nd</sup>, the Brentwood-Darlington neighborhood to the 20<sup>th</sup> St bike lane down there.
- I want to support whatever this committee can do to support a BIKETOWN extension south of Holgate. Right now, we don't have access to that and it's a real travesty.

**Adjourn (8:30)**

Question	BAC Comments	Public Comments
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<b>What do you hope to get out of your time on the BAC?</b>	More quick build projects, more bridges such as Clackamas & I-5, NW 13 <sup>th</sup> Ave and RR by Naito Pkwy; incentives to get people to mode shift	Insight to PBOT's bike-related activities and some ability to comment / influence
	Promote cycling as transportation in NW Portland and increase mode share in line with 2040	Inspiration, but I hope my local Greensboro, NC officials are even more inspired by what Portland is doing
	Learn from fellow committee members	
	Learn from fellow members of the committee and help increase safe and enjoyable cycling in Portland; help figure ways to move toward the goals of Plan 2030	
	Learn more about existing policies to inform their evolution	
	Solve the difficult bicycle connections at problematic intersections; learn more about congestion pricing; develop an app for mapping existing bikeways on IOS/Android apps	
	An understanding of government processes; macro trends in transportation and how I can best participate	
	Working toward fostering better/more productive/more influential relationships between the BAC and staff/leadership across the city	
	Make bike riding a priority for school age children and college riders by recommending improvements to school routes and other healthy environments	
	Get policy makers to align their actions to previously spoke words; right now there is a massive disconnect	
	Have better understanding of breadth of change we can enact and support	
	Recommend improvements for safer and more connected biking in EPDX	
	An appreciation for the history of cycling in Portland and of what projects can be put in motion in a short time	
	Make commuting and transport greener and safer; make transportation more green and equitable	
	Increase visibility of adaptive cycles; increase safety and awareness for adaptive cycles	
	Let's get back on track to meet our multimodal goals in 2 years!	
	How can we advance biking and transit while maintaining equity?	
	Improve cycling in NW Portland-get people excited about bikes across the city	
	Engage neighborhood residents in biking design rather than alienating them	
	Expedite the construction of biking projects in EPDX	
I want to see Portland become a truly bikeable, bike-friendly city with infrastructure to support safe, healthy lifestyles of people from all walks of life		
Learn more about BAC "powers" and how to be able to advocate for the community at large / cyclists		
Hope to encourage "root cause" analysis of decrease in ridership to find sustainable counter measures as opposed to new and shiny		
I want to learn more about the history of cycling in Portland and learn about the process of putting municipal projects in place		
Make cycling infrastructure more equitable and intuitive		

<b>What do you hope that the BAC accomplishes in the coming year?</b>	Increasing visibility of the BAC within the City (government and community)	Reorganize the BAC like the Freight Advisory Committee as a city-sponsored lobbying group
	Learn more and maybe expand what we can do	Make all of Division from MLK to 174th car-free
	How can we build / leverage relationships with bike shops to reach our goals?	Hold the city to its prior mode share and network commitments
	With gas prices up, it is a good time to publicize biking facilities and encourage folks to bike	Execute Plans
	A greater understanding of the impact of new residents, increasing cost of living, and the greater transportation landscape here in Portland	
	We can get more cyclists out there and reduce CO2 emissions. Make people more aware, including marginalized communities	
	A work plan that produces a schedule and information about the next five years of capital projects and what is being looked at / proposed for years 6-7-8	
	Every new project includes protected or separated bicycle facilities	
	Federal money - transportation money. Get some more investment into active transportation	
	Work toward more intuitive cycling mapping / infrastructure	

I hope the BAC becomes a group that can give meaningful feedback to PBOT and that PBOT sees the feedback given as representative of many different groups of people and then takes that advice instead of just checking the "presented to BAC" box	
Want to be able to quantify carbon emissions by driving alone. I want to be able to show to local govt officials the threat of a changing climate and warming Earth.	
Substantially increase the quality and quantity of bike surfaces / areas throughout Portland that allow for easy, convenient commute and transportation by cycle	
We have a better relationship with PBOT and can offer better constructive criticism	
Continue to engage and build relationships with communities of color	
Effect policymakers - how can we better exercise our power--the power or influence we do have?	
I want to find the carrots and sticks that help reduce car traffic and make it more possible to live car-free. I want more people to see how magical car-free spaces are!	
Come up with some specific ways to help meet the goals of Plan 2030	
Come up with a work program with concrete goals for the years that serves as a roadmap	
How can we influence the creation of more programs that get people excited about bicycling?	
Understand data on transportation behavior, in regard to climate change. Science-based approach to bicycle ridership	
Come up with an active, intentional plan for advocacy and partnerships for the coming years to ensure real concrete movement can be made	
Dig into 2030 and come up with plan to hold leaders accountable	
Being a new member, this one is hard. However, making the BAC more known within the community at large non-cyclists to be able to bring more to the cycling world. Bring BAC info with other languages, too.	
Work toward more intuitive cycling mapping and infrastructure to encourage more cycling of new riders	
Housing gentrification / active transportation connections. Want to understand these relationships better.	

<b>Regarding bicycling -- what is the city doing well?</b>	Green colored bikeways!	Good national PR (+1)
	Large networks of bike paths and bike lanes	I would disagree (with "Good national PR"). Portland is no longer a national leader on many fronts (+1)
	Improved designs of bike routes for traffic safety	Designing facilities for strong white privileged cyclists instead of people getting around for errands or daily trips
	Biking culture -- bike shops, bike events such as Sunday Parkways and Bridge Pedal	Greenway slow street markers are great! An awesome start but need to be scaled with higher density across the network. It is our only possible ADA accessible network
	Colored paths; signs telling people where the trails go giving a sense of direction	Higher-visibility facilities are going in. Better Naito, SW 4th, etc. This will help for newer residents and people who don't know the bike network.
	Signals for where bikeways go and the names of roads	Greenways are great! A safe space to bicycle while retaining car access for local residents / businesses
	Improved infrastructure; more protected lanes; more kilometers of bicycle lanes; more bike parking	
	Trying to expand bikeable areas throughout the Metro area	
	Saying the right things. All the words and policies are good	
	Buffered bike lanes are better than standard bike lanes (Fully protected bike lanes are even better)	
	Expanding the network	
	More bike infrastructure in East Portland	
	Completing / filling the gaps in the network	
	Great infrastructure in the center of the city. Feels very connected in Central West and East sides	
	Impressed with Portland compared to other cities. Noticed the spectrum of cycling. Want more investments in East Portland	
	How the city is pushing the envelope of cycling infrastructure	
Bike infrastructure; adaptive bike share		
We're building infrastructure more quickly than anywhere else in the country		

<b>What could the city do better?</b>	Wayfinding! Greenways are awesome but wayfinding is needed to really make sure the network lives up to the vision	Stop letting 50+ people per year die on its streets
	More red light running cameras; speed enforcement; NEW incentives to encourage riding	More diversions on greenways! They are the only effective way to keep cut-thru traffic off greenways (fast, reckless, dangerous for bikes)

Prioritize safe bike routes to local colleges	More signage on greenways to make it clear to drivers that they should get off asap and clear to bikes / peds / others that they have a right to the road
Completion of neighborhood greenways in EPDX with more safe crossings of busy streets	Close major streets to cars every day rather than just during Sunday Parkways
Address personal safety issues in evaluating bike routes and projects as well as traffic safety. People aren't going to ride if they don't feel safe.	Educate high-level public officials for a coordinated response to pressing transportation issues
In addition to encouraging cycling, find moire ways to discourage driving. Less parking; more car-free streets, etc. e-bike tax credits?	Establish pedestrian streets to revitalize downtown
Safe routes to all schools!	Sweep the bike lanes!
Prioritizing bicycling the way that is codified in the 2035 Comp Plan, TSP, 2030 Bike Master Plan and that will address the deficiencies in the Climate Action Plan	
Take that great centralized infrastructure on the central East and West sides and try to create similar interconnectedness to further East and North	
Upkeep, maintenance, and continuity of bike paths. Accessibility for all, to all areas. Clearing bike lanes - one sweep a year isn't keeping anyone safe.	
Lower speed limits on streets that have a bike lane	
More minority representation among PBOT staff at the management level	
Make sure that some lanes are safer, some paths have broken glass and debris, maybe a sweeper can go on them regularly; more protected lanes in NW Portland; Put tarps above certain lanes so one can cycle under them in the winter and remain dry; close some streets to car traffic, like NW 24th Avenue; Car restrictive measure, as in European cities, like closing city center to cars; Give free bicycles to kids who can not afford them; Have a regular time during the school week where kids and their teachers go for a safe and fun ride.; When a new area is turned into housing, like the projected NW industrial area (between Willson and Yeon) close it to cars. If people will walk to their homes or ride a bike that would save thousands of gallons of oil.	

<b>If you had \$10M, where would you invest it?</b>	\$10 million on new infrastructure projects and keeping bike lanes clean	I'd buy lots of orange traffic cones and barrels and block lots of streets and make long sections of pop-up bike lanes
	Protected bicycle facilities, wayfinding signs for greenways, stipends for bikes / e-bikes based on need	Outreach / education to bring new people onto Portland's "hidden" network
	Resurface all bikeways, paths, lanes, protect them by taking away car lanes. Incentivize clean up of bike lanes	Greenways as a city wide slow street safety network
	At least \$5 million to street sweepers so bike lanes are kept clear. The other \$5 million to improve pavement quality for bike lanes and greenways as much as possible.	Traffic calming using NON-PLASTIC planters / diferters similar to many greenways
	In providing bicycles to kids whose families can not afford them; at \$500 per bicycle that would provide 10,000 bikes for \$5 million dollars. If kids will ride the chances are good that they will become life-long cyclists; In providing bicycles to kids whose families can not afford them, at 500 dollars per bicycle that would provide 10,000 bikes at least for 5 million dollars. If kids will ride the chances are good that they will become life-long cyclists; A fleet of cargo bikes that can deliever food to people, it will also provide good paying jobs; Tarps over bicycle lanes so cycling is easier in the winter.	
	A root cause independent study of the impacts (social, economic, climate, et al) of bikeshare, scootershare, and other forms of micromobility as market driven solutions for transportation	
	The formation of a community coalition of transportation interested organizations who are paid for their time and engagement to form a better BAC	