

SPEAKER:

Welcome to our April meeting. We have some new members. I appreciate that you all took the time to apply. I look forward to working with you over the next couple years.

I'm going to put into the chat some links to some meeting materials. Oh, it looks like Sarah already did that. Among the materials are a link to the agenda, link to the presentations that people will be showing this evening, and also a link to the Jamboard, and the Jamboard has been a really nice tool for us to use as we have been meeting remotely. It provides an opportunity. There is a page for each agenda topic, typically, and an opportunity to record questions, comments, and reservations that you may have about any topic, and then we are able to discuss that following the presentation.

That is Jamboard. It's a little bit different because it also includes some pages that we will be using for an exercise a little later in the meeting. I encourage you to open those links up if you haven't done that yet.

The chat is open and available. If you do use the chat, I think there are only a couple of options on the chat. You can either send chats to everyone or to the meeting host, which is Sarah. If you do use the chat function, you are welcome to do that, but please do send them to everyone that everyone who is attending the meeting is able to see them.

If you have any questions, just raise your hand, which is something that is done at the bottom of the screen under the Reactions button if you move your mouse all the way to the bottom of the screen. You will see that Reactions button, and one of the elements there is to raise your hand, and David or Allie, the leadership of the BAC, will call on you.

It looks like everybody is all ready practicing good meeting protocols. You have your microphone off when you are not talking, so thanks very much for that.

I think with that, I'm going to turn it over to... Oh yes, thank you. Closed captioning is also available if you would like to use that. There is a button at the bottom of the screen, so you can follow along reading what people are saying at the meeting. There is also a transcript of the meeting that will be available from that closed captioning a couple of days after the meeting ends.

So with that, I want to turn it over to David Stein, who is the chairperson of the BAC. David, please take it away.

SPEAKER:

Great. Thank you, Roger. I will just start with a really quick reminder. If you haven't already, if you could please rename yourself with your name, any preferred pronouns, and if you are a member of the BAC, designate your BAC. If you are here on behalf of another group, you are free to do that as well. That just makes it easier for everyone in the meeting to better see who is on the call.

And... As Roger mentioned, my name is David Stein. My pronouns are he/him, and I am chairperson of the Bike Advisory Committee for the city of Portland. Thank you so much to everyone for being here tonight.

We have a pretty new committee now. We have 15 new members of our 20 total, so a hearty welcome to everyone who went through with the process of applying and accepting. Thank you. And a big thanks to all our returning members! We are looking forward to another couple of good years as we go through this next term.

As we are looking to help bring everyone into the fold, we have a little bit of a different agenda tonight. So, we have a longer welcome, and we will be going through that.-- We will be continuing through that. There will be a brief time for any announcements from Roger and myself or anyone on the BAC. You are welcome to provide anything.

We have some time for just a committee exercise to help get everyone more familiar with one another. I do know about you, but I don't know that I know so many people, and I want to get to know you better so that it will help us work well over the next couple years at least.

We are going to be hearing from Nick F about the Roseland project on Southwest Capitol Highway between Barbara and (Unknown Name) Highway. Then, we are going to hear a bit ? there is going to be a bit of a part 1 of two parts about the city of Portland's climate emergency. There has been a lot of planning going on behind the scenes, so you will get a chance to hear about that.

We have a little bit of committee business that we will talk about toward the end. There have been some developments find the scenes, we will just talk through that along with the possibility of getting member profiles up for anyone who is interested.

Then, there is ample time for public comment for anyone who is interested.

So, that is our planned agenda, and I will be working to both make sure that everyone has plenty of chance for discussion and also trying to keep us pretty well on time. I thought we would try to balance out, and I would appreciate your help making that happen.

So... I want acknowledge that we have a guest this evening. Chris Warner is the director of PBOT. He has been with PBOT since 2016, when he started as Assistant Director, and he was brought in as director in June 2019. He is a policy and legislative expert who served at the local, state, and federal levels and has played a leading role in many of Oregon and Portland's most consequence of -- consequent transportation initiatives. Before coming to PBOT, he served as Chief of Staff to former city Commissioner, who served as chief in charge of city transportation for some time.

He helped guide Portland's adoption of Vision Zero and was a key strategist in fixing our street, which was the 10% gas tax that was first passed in 2016 and then renewed in 2020.

Chris also served as Sincere transportation policy advisor to organ Governor Ted from 2003-2010. As PBOT director, he oversees more than (indiscernible) employees with a half-million operating budget, and other assets. This committee is in charge of advising him as the director of PBOT and any others on all matters related to bicycling.

We are very pleased to have you, Chris. If you have any words, the floor is yours.

SPEAKER:

Also. Thank you so much, David. Welcome for the new folks to the City Advisory Committee. As David said, I am Chris Warner. First and foremost, I'm really here to thank you for volunteering your time to serve our city and support the work that you are doing to get people biking in Portland.

The last couple of years have been particularly challenging for all of us, but we are now in a time of transition and opportunity as we emerge from the pandemic, and I'm really excited about working with you and what lies ahead for us moving forward.

The quality of our bike network is better than ever. Over the last 200 miles of bike lanes that we built going back to 2013, more than half of them are what we call family friendly, greenways, or offstreet pads, and another 30% have been buffered bike lanes. We are still building conventional bike lanes, but we have also converted miles of bike lanes that were built during this period to be protected or buffered as well.

We also continue to make a provement at our intersections in many areas, with single improvement, physical protection, and single effective cross treatments like the cross bikes that you will see throughout the city.

Our quick build program has and will continue to address small but critical gaps inefficiencies in our system, and these days, almost all of our capital projects are dedicated to improving conditions for pedestrians, people on bikes, and transit users. Through our -- Vision Zero program, will continue to (indiscernible) speeds throughout the city.

Last year, we opened a new pedestrian-bike bridge, and later this summer, we will be opening another one, the Earl Blumenauer Pedestrian Bicycle Bridge that connects the (indiscernible) district to the central east side. We continue to focus on building of the bike network in East Portland as well, which many of you know is the most diverse areas of our city while historically has also been underserved.

Millions of dollars we are investing in greenways and protected bikeways there are already helping each Portlanders get around the city by bike, but the pipeline of projects and construction will expand folks's options even more.

We now know we have a lot more work to do to meet our climate goals, and if there is nothing else that demonstrates that then their crazy weather we have had this week. One of the areas I hope that you will help us with is, how can we get more people interested in biking, particularly as people are figuring out how to get around after the endemic. How do we increase our reach with Portlanders? How do we inspire Pam was, -- families, parents, kids, etc. to get on a bike instead of driving? What kind of infrastructure is a key place to make those investments?

We know infrastructure is good, but we also know we need to shift the culture. How do we inspire more people to get on bikes? With your perspectives and life experiences, I think they are going to be key for us to achieve those goals, and I look forward to hearing more from you about how we can do our jobs better.

And I really want to invite you to one of our first major community celebrations that is coming up in May, which is the opening of the Naito Parkway. The transformation is a direct result of advocacy by the cycling community, and am really thrilled to see it come to fruition.

I will let you guys kind of get on with your meeting, but I do want to take the opportunity to really thank you for your service. I know we all spend a lot of times and evenings at these meetings, but really, the opportunity for you to serve and to advise me and the city on how we really take it to the next level is something I'm excited about and I am really looking forward to continuing to work with you and work with the new members.

So, I will turn it back over to David or Roger, whoever wants to go next, but again, thank you for your service, and I'm looking forward to working with you!

DAVID STEIN:

Thank you so much, Director Warner. I really appreciate that. Now, I just want to give a little bit of time. I know Roger sent out something prior to this meeting, but about each member introducing themselves. We are going to try to keep a one minute or less. I think it would be nice to just popcorn it. I'm going to start and just... Your name, maybe where in the city you live, and any thoughts about the BAC. Just generally why you joined, or what you hope to accomplish.

I know we have plenty more plans, so if we can keep it brief, that would be wonderful.

As I stated earlier, my name is David Stein. I live in Southwest Portland in the (Unknown Name) neighborhood, and I am excited to just see what this new group of people is able to accomplish. I know I have seen a lot happen over my past four years, and I'm just excited to work with 15 new people and the others I have gotten to know over the past years.

SPEAKER:

Thanks David, I'm vice chair is even mentioned to my way up north in St. John's and just what is a welcome everyone, we are so excited to have you working with us and I will pass it on to Korrin.

KORRIN WELDON:

Hi on Korrin, I use she/her pronouns, this is my second term on the BAC end of excited to meet new people, who are excited about biking. I'm bad at popcorn and, Katherine, do you want to go next?

SPEAKER:

If I can get myself off of mute, my name is Katherine Shea, this is also my second term of the BAC. I live in the Humboldt neighborhood in Portland. I'm just excited to see if we can get more good work done this term. Let's go to Victor.

SPEAKER:

Thanks Katherine, my name is Victor Duong, been here for the last 30 years in Northeast Portland throughout the 80s, so I have a pretty good idea of what cycling is here in Portland. I started cycling here back then. And, I'm hoping to get more-- address the inclusivity of cycling in Portland. I have some pretty good ideas, but I think, I'm hoping we can move the needle on that.

And I am thrilled to see all these new faces, so looking forward to working with all of you. I am going to pass it on to Claire Bach.

SPEAKER:

I'm Claire, she/her. I live in Concordia in Northeast Portland, that lived in Portland for almost 8 years now. I'm super excited to be part of the committee, I have recently transitioned to working out of the bike industry but I was working in a shop in a small neighborhood for the last three years and I'm very excited to get people on bikes. Especially people who may be didn't plan on riding bikes. Thank you. I will pass it on to William.

SPEAKER:

Hi everyone, I am William Hsu, I am excited to join PBAC because I moved to Portland recently because I know it was the bike capital of the US and I think that with Rogers presentation last time about how there is declining numbers of cyclist over the recent years I find that very concerning.

So, I am eager to get a voice and in terms of how we can increase ridership. Thanks. I will pass it to Seneca.

SPEAKER:

Thanks William. My name is Seneca Okere, I live in the southeast side of the city by Reed College. While they on the Bicycle Advisory Committee, I hope to learn about new ways to make transportation and infrastructure within the city cleaner and safer. I also want to work to

reverse the drop in cycling, especially during the pandemic, and work to encourage people to be more eco-conscious in their modes of transport.

Whether that means cycling or carpooling, or taking the bus. I think that we have to reimagine and come up with new and creative ways of commuting and transport. And with that, I will pass it on to David.

SPEAKER:

Thanks Seneca, my name is David, I use he/him pronouns and am excited to work on the BAC. So, hoping to (indiscernible).

SPEAKER:

Sorry, who did you pass it to?

SPEAKER:

Carol.

SPEAKER:

Hello everyone, my name is Carol Heisenberg, I live in East Portland, I just joined the committee so I'm 65 and perhaps representing the older crowd as well. I have lived in Portland for 42 years and enjoyed bicycling for all those years and it's great to see from Portland to go from a totally car oriented town to a biking community that it is today and I just want to keep moving that long, thank you. And, I will pass it to, let's say, Jacinta have you gone?

JACINTA HIGGINS:

Jacinta or J, she/her pronouns, live in St. John's and I could speak forever, or I could just say that everything I've heard so far feels really relevant to why I am here today. I think there is a lot to be said about the climate in the ridership and equity and inclusion, and I am really curious to see how being a part of a committee like this can help benefit those things and work towards those things, and hopefully not just be a sounding board at the wall, but getting a lot of passionate people together to make some change and make some movement there.

So pretty excited about that. And I will popcorn to Nina.

SPEAKER:

Hi, I am Nina. I use she/her pronouns and I live in Southwest Portland in Quest would area. I formerly lived in North or London Campton and biked more than I do now, but I'm excited to get more and better ridership in these areas where-- The infrastructure is just not sound. I will pass it on to Teagan.

SPEAKER:

Everybody, my name is Teagan, I live in North East Alberta, Concordia neighborhood almost, I'm really excited to find creative ways to get cars off the road and replace them with things that

make our city more fun to be in, I think, and have plenty of other benefits too is people so like to say. And I will popcorn over to Ryan.

SPEAKER:

Hey everyone, my name is Ryan, I use he/him pronouns. I live in the University Park neighborhood right near UP, almost St. John's, right on the border there. I moved here eight years ago and I am very interested in the behavioral psychology of how people choose to transport themselves, and what kind of decisions and barriers to access encourage those different modes.

So yeah, I really interested in understanding what kind of work we do here and I echo the same feelings of you all. I will popcorn it to Max Woodberry.

SPEAKER:

Thanks Ryan. Hi everyone, my name is Max Woodberry, I use he/him pronouns and I live in Southeast Portland in the Sunnyside neighborhood. I work for Metro, primarily on the regional trails plan work doing DIS, I also use an adaptive hand cycle to get around town.

I joined and am happy to be here to hopefully represent to provide a voice for those of us who use different types of adaptive equipment out on the roads. And I will popcorn it over to Alon.

ALON RAAB:

Hello, good evening, I am a lifelong cyclist and never drove a car. Originally from Jerusalem, I've been in Portland for many years, but been lucky to live in really great bicycle towns. Eugene Davis in Berkeley, and involved in a lot of environmental peace and bicycle groups, and I cohost the bike show on cable, which I urge all of you to listen to and contribute to.

And, it's been amazing to see the great changes in cycling in Portland, and the wonderful improvements in the infrastructure. But I am concerned over the fact that our numbers have stagnated as far as the number of cyclists, and we are so far from meeting the goal of the bicycle plan 2030. So, I would like to learn--

****Audio lost****

ROGER GELLER:

Alon, you froze, I don't know if you can hear but perhaps you can come if you turn off your camera, perhaps. Alright, sorry Alon, we lost you for a moment there. Why don't we go over to Joe.

SPEAKER:

Hello everyone, my name is Joe, I use he/him programs in the Northeast Portland near Lloyd Center. I joined the BAC to help make biking that are important, to help increase the road splits for bicycling and walking, as those of the number one and two priorities for the city.

I would like to work on this committee to figure out which of the remaining projects in appendix A of the Transportation System Plan still haven't been done yet and need to be undertaken. I'm excited to see more bridges being built, I believe there are a few left on the system plan that haven't been built yet, so I'm excited to help those who are forward. I'm excited to see more bike lanes and more connectivity throughout the city, especially in the Northeast, I'm really excited for the bridge over the 84, along seventh Avenue that was mentioned earlier by the Director, so I will definitely be there for that ribbon-cutting when that happens.

I'm excited for the new Parkway as well, it's really great to be on the board, and I look forward to working with you all. And let's go to Lucy. Lucy Kennedy.

SPEAKER:

I'm the last one, hi, I'm Lucy Kennedy Wong, I use she/her pronouns, I live in the amount taper area. Yeah, definitely echo whatever everyone else has said here, yet can we look at the charts and it's kind of maddening. So I definitely want to increase bike share, walking, transit, get-- ban cars, get single cars off the road, and if anyone else hasn't gone, raise your hand and I will call you. Nicholas, thank you.

SPEAKER:

Hello everyone, my name is Nicholas, he/him pronouns, sorry I'm a little late got carried away at work and just got home on my right, so I'm out of breath. Being able to work, I work downtown at the bookstore where I started writing full-time. I've been there a couple years now and am a full-time commuter and is got me a lot more interested in the city infrastructure based around biking, how bikers around the city, how to make that accessible to anybody who can potentially get more people interested in that, so I'm looking forward to seeing how that also works from the city's point of view. And yeah, just excited to be here. Thanks for calling on me.

ROGER GELLER:

I think that have one that's here--

DAVID STEIN:

THERE'S one more. Just made it.

SPEAKER:

Hi, sorry I just made it, I was stuck at the office for a while and then it took along time to get back especially because I just dislocated my shoulder this past weekend on a bike ride, so... But anyway, my name is Miguelangel, whatever is easiest for you, even if it's just Miguel. Hi!

DAVID STEIN:

GREAT, thank you and welcome to everyone. We have a lot on the agenda and I still want to make sure that we have time for anyone who has any announcements. And this is just the time if there's things you want to bring anyone's attention, say there's an open house or there's

some kind of transportation survey or anything else going on that you just want to elevate, this is a great time to just let everyone know.

So, for any committee members feel free to speak up. You can also raise your hand if you want. It looks like Ryan posted the adaptive Bike Town survey.

SPEAKER:

I can speak on that for a second. I didn't mention before but I work as a program operator in conjunction with PBOT and a few other partners on a program called adaptive Bike Town, which is the ADA compliant version of bike share. It came out of an ADA request for reasonable accommodation back in 2017 and we've been doing the work for the last five years with engagement from an initial workgroup, but we are hoping to restart that workgroup process, figure out the work-- how the work has impacted the community that we've done this far, and also reengage through surveys and other means to kinda figure out where we are headed.

And this is really a community driven process, so we really need input. You don't have to have disabilities to complete the survey, it is nice if we get it out as soon as-- to get to as many people who could benefit from the program as possible, the aim is to reduce barriers to transportation for recreation, that's what the community has told us, so we designed a survey to move forward and that name. So I appreciate you allowing me to she would hear.

DAVID STEIN:

Yeah, that's great, thank you so much. And looks like him and posted about the Oregon active transport summit, that's in a couple weeks, my goodness.

SPEAKER:

I will be presenting there about E bike purchase incentive programs, there will be a lot of spaces there and a variety of other sessions that will be worth turning in to all the people with the interests you've just stated.

DAVID STEIN:

Excellent, thank you so much for sharing. Is there anyone else with anything else they would like to share before we move on? OK. So, we are running close to on time, which is pretty good for the type of agenda that we've got.

I guess there is-- I will send out the bike newsletters if you want to sign for those, but Roger just reposted for anyone who didn't see it at the beginning of the meeting the links for the Jamboard on the agenda and the meeting materials. The Jamboard is going to be especially important for this next exercise we are going to be doing.

I'm going to be passing it off to Roger, but also the Jamboard is a great place that we use especially since we moved to this virtual environment so that anyone, whether you are on the BAC or a member of the public, can interact and provide feedback that is then available to any presenter.

It is a great way for us to interact and hold a conversation, at the same time. So, Roger, I am going to let you speak about what we are going to be doing next.

ROGER GELLER:

This exercise is just to opportunity for the BAC and the public to talk about what you hope to get out from BAC members, what you hope to get from your time of the BAC, what you hope the accomplish in the next two years, give us some feedback about what the city is doing well, about what the city could do better.

And then a question, if you had \$10 million, what would you do with it with regard to bicycling? The BAC members are going to be split into five breakout rooms, and all the other meeting attendees are going to stay in this room along with PBOT staff.

While you are in the breakout rooms, go to the Jamboard, the first six pages of the Jamboard are for BAC members, and the following six pages are for members of the public. Each of the BAC meeting rooms will have one returning staff member or one returning committee member and it to help guide the exercise.

We will spend 15 minutes in the breakout rooms and then come back and talk a little bit about some common themes that may or may not come up on the board. And I'm going to put the spotlight on Allie for her great Jamboard interpretation work that she does every meeting and make sure that we kind of understand what people are saying, and pay attention to it.

Pretty straightforward exercise, any questions before we break up? OK, so each BAC meeting will have five meetings and one returning member, the question will be pretty self explanatory. So Sarah, do you want to break us out into breakout rooms?

SARAH PULLMAN:

I just over the rooms, each room will have four people. One returning member and three new members.

ROGER GELLER:

Great, thanks. For those of us who remain here, like the PBOT staff in the room, if you want to go to that Jamboard link and also just answer the questions, we can have a conversation about what you're seeing. Or you can just have a conversation. Pretty much up to whatever those of you in the room would like to do.

Among the PBOT staff in the room, there is myself, Sarah Pullman, Denver, who just turned on his camera. Kristin Hull is one of our senior planning managers at PBOT. Nick Falbo is a planner who is going to be presenting a little bit later. Oh, and our transit coordinator is also in the room. Nick and April may be plugged in but not in the room while we are presenting a little bit later. No, there is April.

Or just feel free to have a conversation among yourselves. Is everybody able to get to the Jamboard?

PAUL BUCHANAN:

Roger, here is one question. How serious is Chris about giving the BAC actual sway over how the city develops transportation projects and policy?

ROGER GELLER:

I think we in general look to the BAC to give us advice about how we are doing and what we are doing well and what we are not doing well. It's a really important kind of temperature gauge of what we are doing and, you know, the BAC is not a decision-making body, but the BAC overtime has been able to influence what PBOT does at the project level, the planning level. It has been an important advisory committee for us.

PAUL BUCHANAN:

Can you tell us how many people are no longer serving on the BAC because they felt like their opinions were being taken for granted?

ROGER GELLER:

There were definitely people who felt that way. There were two prevailing reasons for people to be the committee. One is that people felt really burnt out after two years of meeting like this. I think that committee basically had only gotten together in person once in March 2020, and so, that was a comment refrain. You know, when people resign, they were feeling burnt out.

A number of people said they wanted to just step aside and provide more opportunity for a more diverse committee. There were a number of people that said they felt they didn't have enough power. They felt like they were being overlooked.

So, I think it is pretty common to have a certain level of frustration in committees and jobs. I mean,... What is uncommon, though, is the number of people that resign from this committee. We hadn't seen that in previous committees going back 30 years. I think part of it... I do think that remote meetings was a big contributor to that.

SPEAKER:

I have a quick question. For the freight advisor to many, did you get similar turnover?

ROGER GELLER:

The freight advisory committee hasn't turned over you because we kept them on board to help with the development of the 2040 Freight Plan, so they are kind of serving out their terms until that Freight Plan is complete, then I think it's going to be pretty much a wholesale turnover of the committee. They are all going to be... I believe they are all going to be termed out because of new rules for how many people can serve consecutively.

SPEAKER:

I guess my question is whether they are similarly burnt out because they are having to meet via Zoom. I have heard of many people being burned out because of Zoom rather than a lack of (indiscernible), per se. Are you getting similar feedback from the Freight Advisor Committee, or perhaps not because they are all, more or less, paid lobbyists.

ROGER GELLER:

(Laughs) I don't... You would have to ask... Yeah, I don't know that. Eric?

SPEAKER:

I wonder if there is an opportunity to have more of a bicycling focus in the maintenance and operations. Like David mentioned earlier, the Hillsdale Lane. I was down earlier there a little bit, and there was stuff done in the bike lane there. There are flares out on the road where somebody was working to cut away and move things out of the way. I don't know status police or we have PBOT operations out there as well, but then there is stuff left in the bike lane.

Just the point of view... The car lanes are totally clear. The cars are back to speeding past like nothing has happened. The bike lane is completely unusable. It's not just the stuff that ends up in the bike lane. There's just filling that stops all the time. It is always at the bike lane and into an extrawide cart lane that we all share. You're at the mercy of drivers to be paying attention, that is definitely not inviting people into the network.

The places where we have that kind of stuff, we don't really have any kind of ongoing initiative to make it better or to update to the road design, like where we've got yellow centerlines being repainted continually and no bike lanes. We are continuing to paint the lines and not make drivers share these lanes and paint advisory bike lanes. There is a kind of fear of doing things that would put cars into much conflict with each other. If anybody goes to use the street and are biking or even walking, they are in conflict with the idea that cars have of -- that drivers have of what they are given to work with.

Like, they are seeing a highway layout with two lanes for cars, they're not seeing anything about space for people at all. That is not something for them to worry about. There is no sign that says "People on roadway." sometimes there are the "Bikes on roadway" sign as the bike lane ends.

The entire layout of the street just isn't evolving, even though we are maintaining and repainting it. I don't see a lot of that coming to the BAC as, like, future policy and how they are going to evolve that, like the Southwest main repaving, for instance. They just showed up to the BAC to say "We are going to do this just off the Hawthorne Bridge." Like, the paved and paid plan was totally ready to go and that they were like, "Heads up, there will be a much of people working in the bike lane or whatever." That is all the BAC would have to say about it.

It just seems like if we could get people PBOT were working proactively in the maintenance and operations, we wouldn't have bikes merged with work zones and whatever kind of information

ends up. They clear a tree and leave it in the bike lane after they have cut it back from all the car lanes. Thanks.

ROGER GELLER:

Thank you. Bobby? You are muted, Bobby.

SPEAKER:

Sorry about that. I have a question based on something that I heard Eric say about a meeting in the past, so I don't have a lot of specifics, but it has been nagging at me. It is that someone said that diverters are high maintenance items. Is that true?

ROGER GELLER:

No, the thing that is a high maintenance item that we've been having a lot of lately are the white plastic delineated posts. Those are high maintenance items. Diverters are not.

SPEAKER:

If a diverter is made of those, then it is high maintenance?

ROGER GELLER:

You know, we've done... We haven't done many of those diverters with plastic posts. I don't know if they would be high maintenance in that use or not.

SPEAKER:

OK. OK, thank you.

ROGER GELLER:

Sure.

PAUL BUCHANAN:

Roger, what kind of things does the city hope people get out of attending the Committee. I've been attending this for two years straight pretty much. I know what I get out of it, but what does the city hope people who aren't members who attend get out of it?

ROGER GELLER:

I guess... I can't really speak to the city. I can speak for myself mostly as my city position, but I guess I would hope that people attending would become more engaged around projects that we are doing, would get more engaged with their neighborhood associations, would get more engaged with civic groups with which you may be involved. And then, bring more people kind of into the fold.

You know, being able to talk to people about what it is that the city is doing, why the city has goals related to high bike use, low car use... You know, being able to sort of tell that message to people and ideally create more support for the policies and the goals that we are looking to achieve.

I think an educated populace, a populace familiar with what it is we are doing, and why redoing it, and can spread that knowledge of various circles, that's why we're doing it. Katherine? You're muted, Katherine.

SPEAKER:

Sorry to waste your time, I've been looking at greenways. Hi, I think we knew each other from years ago. And when you look at the Clinton Street Greenway where there's a lot of curb extensions and big trees and there's even that huge island right around 42nd or 43rd that says this is not a cut through Street, it's a Greenway.

When I went out to the 4M proposed Greenway and react, I was wondering, is that going to have the kind of amenities when those streets are improved that something like closer in Southeast has. It's just so well developed at Oxford and Abernathy and as I go further and further east I have a lot of questions for how cyclists will be served. Yeah.

ROGER GELLER:

I think that we found in East Portland it's been easier in some ways to create good greenways that are running north-south, in a little bit east-west. The hop Greenway is a good one. The 4M is something we identified years ago as a potential Greenway, and the more we looked at it we realize that the traffic volumes on the 4M really necessitated providing bike lanes. They were a little higher than we'd like for the neighborhood Greenway.

So a lot of it is going to have bike lanes, but there are some segments that will be shared roadways kind of Greenway-like. We did look, early on in the project, at basically a \$16 million project to provide sidewalks and-- bike lanes along that corridor because that's probably appropriate treatment for that road but we didn't have anywhere near the budget to be able to do that.

We talked about the idea of doing a diversion of the 4M Greenway, but we decided against it because there are not very many alternative routes people can use. And so, that just didn't go well with the public over there because there would be traffic diversion, so we are going to implement something that is not going to be as good as what we've got in the inner city, and is going to be like a lot of our improvements, it's going to be a first increment.

We're going to get something out there, we are going to have by clays on part of it, roadways that are shared on some of it, and we are going to see how it goes. And if we have to come back and adjust it, we will see if we are able to, if we have the public support to be able to do that. So, yeah, and on a street like Clinton without more opportunities in part because there is a good network of parallel roadways that other people can use, nearby collector streets that people are meant to drive on. In East Portland we are just a little more limited what we can do. So that's...

CATHERINE MUSHEL:

Maybe you can get big trees in the adjacent streets. The heat island piece of the climate change world is another piece, carbon sequestration isn't a big thing with trees, as big as it is with getting cars off the road. Having walked parts of that 4M section, it's pretty unfriendly I guess is what I would say.

ROGER GELLER:

I think that's certainly more true as you get to the West End. In the east, the trees get a lot bigger.

CATHERINE MUSHEL:

Yeah, thank you for that answer.

ROGER GELLER:

Of course, thank you. Alright, looks like everybody has rejoined. So I guess I will turn to Allie, among others or maybe... I guess we've got a couple of minutes until seven, so maybe Sarah if you could give me the ability to share my screen?

SARAH PULLMAN:

Yes, sorry.

ROGER GELLER:

No worries.

SARAH PULLMAN:

You should have that ability now.

ROGER GELLER:

Yeah, I just thought that I would... I think you can probably all see the map exercise, yes? So this is the BAC. These are the areas where BAC members live and bike. So, pretty good spread. Not as many people in East Portland, which is unfortunate, but not unusual for this committee. And did anyone want to talk about, was there a general theme of what you hope to get out of your time on the BAC?

ALLY HOLMQVIST:

I can jump in first while people are collecting their thoughts and share what our group talked about. I am hearing low to share in line with the bike plan, I think we heard this in the introduction, it's a very common goal around the concern in the decline in our numbers.

And I also heard a lot about increasing programs and other types of initiatives to get people excited about bicycling again, and I think again going back to that decline in bicycling. And also I heard a lot about really wanting to work more with community building and leveraging relationships, I think that also came up for our second question too, but I will stop and let others participate.

ROGER GELLER:

Anyone else want to add in something Allie didn't have?

KATHERINE SHEIE:

All jump in, I think we hit a lot of the same notes Allie talked about. You know, I think also increasing the visibility and safety for adaptive cyclists in the city was another one. I don't remember what else we talked about, but anyway.

ROGER GELLER:

Alright, so what about... Alright, so what do you hope the BAC accomplishes over the year?

ALLY HOLMQVIST:

I can kick it off again while others are thinking, we talked about the same thing from the last Jamboard but this time we got more into working the community and leveraging relationships. So how could we work with places where people are going, bike shops and trusted community places, other revenues like that to really expand our partnerships to reach our goals.

And then we also talked about visibility. I think that is both internal and external. Visibility of the back within the city, like PBOT for influence, and then also just people in the community knowing that we are here, we are representing them, and we want to hear from them in our work going forward. So I think those were kind of some of the main themes that came up in our group.

I think climate was also another big one that came up. How are rising gas prices potentially an opportunity? Have falling gas prices contributed to where we are, but how can the rising gas prices so that we can potentially leverage to get people cycling again? But I will let Ryan go.

RYAN ROSS:

Thanks! When they that came up in our group is basically, what information the scientific processes that we are using, how do we get reliable scientific data to bring to counsel for some of the projects we are really interested in?

ROGER GELLER:

Is that down here on the board somewhere?

RYAN ROSS:

It was somewhere when we are talking about it, but I don't know if it made it onto an actual sticky. We all agreed it was something we were interested in, but yeah.

ROGER GELLER:

Please add that on, because I will take all of these and make a record of this so we can have discussions about it going forward so we get to capture that.

VICTOR DUONG:

Roger, I'm adding that now.

ROGER GELLER:
William?

SPEAKER:

I was just going to say in the bottom to the left a little bit from the middle I wrote down being able to quantify carbon omissions from driving alone, that's one of the biggest thing for me, think about climate change, the warming planet, and the crazy weather we are having this week.

We are already having lower ridership, so think about a 1.5? warming planet, how much harder it's going to be to ride in the kind of climate.

ROGER GELLER:
Thanks. Miguelangel?

MIGUELANGEL ALEMAN:

Whether things we touched on was making the BAC more recognize blend known within the community at large. I'm not a big representative or anything, but the reality is I've been cycling in Portland for a while, and only until January I found out about the BAC. If you like a bunch of people are probably the same way, and it would be in our discussion, it was the idea that one of the things particularly we would hope to accomplish is to make BAC were seen outside of the little group of cyclists that we are.

But also, beyond that and maybe I will add from my personal perspective, maybe in a different language. I never see anything from the BAC in Spanish for instance, or Russian, which is the language when my friends speaks. So yeah, that would be something pretty interesting and nice to accomplish.

ROGER GELLER:
Thank you. Ally?

ALLY HOLMQVIST:

I just have one more thing that I forgot. Looking at the board, I see multiple stickies. Another thing that was brought up was having a clear work goal for the BAC. So, actually writing out what our goals are, what we hope to accomplish, and having that clearly established.

ROGER GELLER:
Yeah, that's great. Alright, so this is pretty straightforward. But perhaps more interesting is what we could do better.

ALLY HOLMQVIST:

J, did you have your hand up for the last question or this one? Did you want to jump in?

JACINTA HIGGINS:

I think it's kind of related to this, but I am the one who wrote that sticky note about intentional planning. I was just thinking when I wrote it, yes, having intention behind what we are focusing on adding our energy into, having a plan and all of that, but also specifically, like, how are we to achieve it?

I have seen a lot of bright shiny new things happen on different advisory councils, and I would love to see a more root cause analysis of what's impacting ridership and what's impacting these questions that people brought up in the intros that are concerning to them, and how do we get there without just jumping to solutions? But instead, looking at more sustainable ways to get there. How do we plan out that action?

ROGER GELLER:

Yeah. So maybe, that shows up here. I think I read somewhere recently that... What was it? One point... Something about providing money to people. It was related more to what news people were looking at, what sources of information people were getting. It's, paying people to do what you want them to do is a big motivator.

Well, I appreciate you all doing this. You know, I think what I want to do is take a look at all this, write it up, and in terms of increasing the visibility of the BAC, I know I have emailed with you all about having monthly bike rides. I have one that I want to plan for May 7, and I understand that not everybody can make it. Is that something we want to open up to the community? It could be really big. Which is not a bad thing, but...

And I tell you, why don't you just respond... So, thumbs up? Just respond to the email, and the email is with everybody. That might be one way to increase the visibility, planning a ride for East Portland in early May. I think it will also give us an opportunity to talk about this, especially if we make it an actual public meeting and if we announce it and just get available to everybody. It could be an opportunity to have, you know, perhaps a slightly less structured conversation than these meetings, especially when we are remote like this. We try to keep to a timeline because we do have presenters here. It's already a long meeting tonight.

So, any final thoughts from...? Miguel, is your hand still up for this?

MIGUELANGELO ALEMAN:

No, I'm sorry.

ROGER GELLER:

Joe says thumbs up to the, I'm assuming, to the idea of the community?

JOE PEREZ:

Yes, I think that would be a great idea.

ROGER GELLER:

OK. Great, thank you all. I'm going to stop sharing my screen, and I think at this point on the agenda, we have Nick Falbo and April to talk about the Roseland project in general, and specifically, projects on Southwest Capital highway. Are we good to go, David?

DAVID STEIN:

I was going to introduce them, and have glad you noticed April here. Welcome to both April and Nick. We have 30 minutes for this.

NICK FALBO:

Awesome. Thank you, everybody. It's awesome to see a new cohort. It's always great. My name is Nick Falbo, Senior transportation planner in PBOT area and project planning group. This is a group that does kind of creates concepts, visions, and develops projects for making changes to our streets. Pretty exciting stuff.

I come to this committee pretty frequently for a variety of things, and so I may be a familiar face over the course of your time here.

I am here today to present on a Rose Lane project. It's not a supposedly a bikeway project, but it does definitely have impacts to a core door-- CORRIDOR with bike lanes on it, and of course, it is a part of our multimodal future when it comes to try to help people away from driving.

I'm here with April Bertelsen. April, do want to introduce yourself?

APRIL BERTELSEN:

Sure, I am the transit coordinator with PBOT on the same team with Roger here. To help lead the project to the planning phase, and now obviously, more at a program level. I'm here to support Nick and help present where you need me to.

And also, great to see so many new faces! And some familiar ones as well. I look forward to getting to know you all.

ROGER GELLER:

Before you continue, Nick ? thank you, April ? I want to reinforce what Ally put in the chat. The Jamboard ? there is a Jamboard page for this agenda item. It is the 14th page on the Jamboard. It is an opportunity for people to report their comments there as well as in the following discussion. Thank you, Nick.

NICK FALBO:

Thanks, Roger. Love those Jamboards. They are a great addition to the meeting. I'm going to share a presentation today that goes into an overview of the project, part of a high-level overview, as well as specifically an active project we are working on on Southwest Capitol Highway.

I'm going to talk a little bit about expectations for implementation. I thankfully -- I want to have a good conversation with you all here. I will post a couple links into the chat while we are going for reference as we talk about things.

I'm going to start sharing my screen. Today's ? like I said, our presentation is focused on Southwest Capitol Highway Rose Lane project. For an Overview of the Project, the Rose Lane Project itself, "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."

This is a map of the overall Rose Lane project. I'm going to try to post a link to this. It's actually an interactive map. Into the charge... If I can find it.

APRIL BERTELSEN:

Nick, I do that if you would like it so you can keep rolling.

NICK FALBO:

Thanks, April. What this is meant to show is the overarching, citywide nature of this overall planning project. Rosa Lane, despite the name, is not just about those red lanes that you might see on the street, although that is definitely a big part of it. It is about other enhancements at intersections, signals, at bus stops, all designed to help the transit system run better.

And so, you can see here, this is a citywide transit network. This is our Rose Lane network. There is a project here, Capitol Highway, the southwest corner of the city. It is the only project in the Southwest neighborhood district, and while it is located here kind of by itself, I want to emphasize how this really impacts connections across the city. For exam, the number 44 bus travels on this segment, through Hillsdale, on Southwest Capitol Hallway -- Highway, and That It Goes up Williams.

These Are Streets That are interconnected in ways that we may not always realize if we are not heavy transit riders, and benefits that happen here on Southwest Capitol Highway accrued to people who are living and working far away. These are things that definitely have citywide benefits for some local changes.

One of the core goals of the Rose Lane project was to try to increase access to residents and access to jobs. These maps are showing similar things. They are slightly different, focused on where people can access more jobs and places. If you were a transit rider with these enhancements in the Rose Lane project, you can now reach more jobs and more places in Portland, and if you are a destination or employer, these are the areas where you now have access to more people to be able to come to you in a short amount of time.

So really, focusing on improving access. These changes, even in some cases they are small. In other cases, the similar but more substantive. They contribute to an overall increase of access for people and for places.

So, Capitol Highway, for those who are not familiar, is in Southwest Portland. It is really critical corridor into Southwest. There are really only a few routes that go into Southwest, particularly from the center of Portland. In this corridor, there are nine bus lines that would serve Capitol Highway. Those that leave Capitol Highway branch outward and serve the rest of the Southwest Portland. It is really supporting transit commutes across Southwest Portland.

The peak hour in 2019, which is where we started doing a lot of the planning and a lot of the analysis that we will talk about ? and we will talk about what COVID has done ? but in 2019, there were 28 buses per hour in the peak hour, and we really sort of compared it a little bit too, like, the transit mall downtown on fifth Avenue and sixth Avenue. This is where all the buses go, where they all get bus priority, and here in Southwest, this is a corridor where providing bus priority makes a lot of sense because of how many buses it is serving, how frequently those buses are coming during the peak hour.

So, back then in 2019, these buses served a combined over 11,000 riders per day. A pretty significant level of ridership, during the most congested times, traffic could add up to five minutes per bus driver -- per bus trip. If you notice congested times versus free-flowing, that could add a little time to your trip.

They sent out the projects are ? I will show you another interactive map. They connect through the Hillsdale Towncenter and through Barbara Boulevard. At the main corridor and Southwest. It is slightly different in trying to overcome the congestion. It's different from the morning peak versus the PM peak. This is an interactive map. Let's look at it in more detail.

This is a cool program we are using at PBOT to imagine different street designs. If we zoom out a little bit, this is downtown Portland out here. We travel south on Barbara Boulevard and get to this quarter, which is Capitol Hallway -- Capitol Highway and Hillsdale, one of the town centers in Southwest Portland.

This is a cool tool. Let's click on this year. These are the existing conditions, and we click onto this type, and it loads up the reconfigured version of the street. What you can see here in red ? and let me just say, we are not painting right everywhere on the street as part of the project this time, but for visualization purposes, it really does help communicate where that bus priority Lane ends up.

So, we've got it heading in the eastbound direction. The Rose Lane will start at Hillsdale Highway, travel long Capitol Highway, up to Sunset Boulevard, in this area is the main control district. In this morning commute, this really helps get buses out of traffic on its way downtown.

Then, we do the same thing in reverse turning around Barbara Boulevard a Barbara Boulevard, traffic peels off onto that Capitol Highway on this ramp, and today, we established a new traveling. You have these travel lanes heading up into Hillsdale. The Rose Lane project proposes taking the outside traveling and dedicating it to buses and turns. We will get into that in a

second. It is a bus and turn lane. You can see it is this red bus lane, but as you get to a main intersection, the bus lane let's turning vehicles enter, and they can then turn off into the streets.

It has few impacts to anyone who is turning into driveways, turning onto side streets, turning onto other major streets. This Bus and Transit Lane lets people do that. It is less of an impact for people driving but still gives a ton of benefits for transit ridership.

So, we carry this bustling all the way up to Sunset Boulevard and it transitions out. This is where the buses start to turn off depending on which way they are going.

This is the proposal we've got. It's very cool. I also post this link into the chat if you want to zoom in, dig around, and really look at it.

We see from our earlier analysis, we saw that there were over 11,000 riders that could benefit from the buses on this route. Our estimate for time savings as a result of this project is to save 1-2 minutes during the peak hour, which could save riders up to nine hours per year.

And of course, a lot of this does all of this analysis is done before COVID hit. We did a lot of extensive traffic modeling to understand where the potential changes to the traffic patterns and circulation as a result of a pretty significant roadway change such as this and got estimates for potential traffic diversion, potential delay added for people driving, and this is because we wanted to be able to communicate with the likelihood -- likely impact of a project like this are to our community.

But COVID came and really changed the landscape of transportation pretty quickly. We've got a chart. We have a chart that shows traffic impact-- not traffic impacts, traffic volume over the course of a day. And it kind of can show what happens to traffic, so for those of you who have seen it on the ground, felted on the ground, we know things are continually changing, but traffic has been down to 50 to 80% of previous conditions when it comes to overall traffic volume. And it significantly impacted the peak hours.

What you see on this chart here is eastbound and westbound traffic flows over the course of a daylong capital highway in the pre-COVID days you saw these very strong commute our spikes where traffic volumes reached 1200 cars an hour at their peak in each direction, this is in the eastbound in the morning and this is westbound in the evening.

Our numbers-- these are numbers from 2021, we have gotten new numbers we just collected and would be integrating in 2022 that are a little bit higher than this, but still significantly lower than they were. And you can see that the peak hour has essentially been chopped off, and even at kind of the peak of 2021 it's just starting to touch the average types of volumes we are seeing from the old pre-COVID days.

This kind of really changes some of our attitudes about what this project might do, what those impact might be. During the previous higher volume conditions we expected to see some of this traffic volume at the peak of the peak make different choices, right? Decide to take different routes, decide to go at different times of day, decide to maybe take a different mode, maybe the new bus Lane that we put in. But we are not expecting that to happen anymore.

We had a lot of concerns that communities start to express, related to cutting through traffic or other impacts, and similarly with lower traffic volumes we are not expected to see those types of impacts. We've done a lot of traffic modeling related to COVID-- sorry, related to pre-COVID volumes, but any traffic volume is a result of COVID in the short and long term, it will translate into fewer impacts on to this and other streets.

So, our overall understanding of this is that travel activity will increase over time but that our choices today inform how it comes back. And that this is an opportunity to help set a new normal on the street and in the area to minimize impacts as travel activities increase in our communities.

I've got a comment here to talk a little bit about some of the bike benefits. You know, if I can maybe switch back to that interactive map, one of the things we do have on Capitol Highway for some stretches heading all the way up Capitol Highway into hell state and through Hillsdale is a bike lane on the street. This product isn't proposing to make direct changes to the bike lane and taking that footprint of the turn lane and turning it into a bus and turn lane.

What you will probably notice and we have some examples of this is how the bus lane creates sort of a wide buffer. So especially in this uphill direction, as a bicyclist having this wide lane where there are far fewer vehicles in it and those vehicles that are in it tend to be buses only, sort of professional drivers. Or other vehicles that are now entering into turn, can really improve the comfort of the bike lane.

So we are anticipating that to be a sort of side benefit, just that extra distance from the rest of the moving cars. We are looking at designs at key intersections where bicycles and buses may interact at bus stops such as at Terwilliger or sunset. Looking for good ways to make improvements now as well as potentially ideas for making more future improvements as projects like this become more permanent. And I will talk a bit more about the implementation vision in a minute.

The project itself is gone through a lot of public involvement over the last couple of years, some of it more general, focused on the Rose Lane project is a concept back in 2019, it was formally adopted by city Council in 2020. We've come periodically to Southwest Portland organizations, transportation committees, over the years. We've come to the Portland Bicycle Advisory Committee in the past as well as the Pedestrian Advisory Committee, it's nice to come back and give you all some more information, and right now we are doing a lot more local engagement focused on the hills day community and Hillsdale businesses. Door-to-door engagement, we had an association meeting this past weekend the week after there's another, and we been

getting some community concerns about various concerns about traffic impacts, cut through traffic impacts to businesses.

There was a long list of questions we responded to, did actually became kind of a nice appendix over a lot of traffic data and if you're curious and want to dig into the details of some of the analysis and some of the travel time saving some of the traffic volume counseling, we've got a really interesting demo available for download at our website.

And then, maybe I will pull up April to talk a bit about the implementation approach on the Rose Lane Project, then we will wrap up the presentation and get to the Q&A.

APRIL BERTELSEN:

We are taking the pilot approach with many of our Rose Lane Projects, and this one in particular. That really involves a four step process which is different from more traditional, conventional transportation projects where we spend a lot of time up front in designing something with the idea that what's going in this permanent and we have to have much more deliberation and design on the front-end.

But the pilot approach, the pilot itself is a part of the process, so we still put some effort into the designing and deliberating and analyzing, and get to what we think is a good pilot. But, install that with low cost quick build materials, that can happen pretty quickly. Then, to monitor it so that is collecting data both on the transit performance, but other elements as well. In concluding potential impacts.

And from that monitoring learn, there's a monitoring plan that Nick might be able to get a little more into, but we can go back and modify. Either modify the transit priority treatments, the transit project, or other elements, or adding mitigation. That can come in various forms.

We continue to evaluate until we reach what we think is what we want to make permanent. And then to do what is needed to either deem that permit, or make additional changes to the project. And so, we are still in the-- leading up to the design of the pilot. Next slide, please?

NICK FALBO:

I don't have the full timeline on this.

APRIL BERTELSEN:

Key point is we've been engaging commuter members, stakeholders, BAC members on the different steps along the way and with that of attorney back over to Nick for how you want to wrap up.

NICK FALBO:

I just want to wrap this up so we can get to Q&A, more information available on our website listed here and we always welcome comments from everyone above and beyond this discussion today. The project team email is here and we are here in a way trying to continue to show

support for projects like this in the city of Portland, and as we advance these it's always helpful to have forces that say these are projects that are worth doing, and that can help advance our city's goals for transit and mobility and climate.

So I'm going to stop sharing and get into some good discussion with you folks.

APRIL BERTELSEN:

And highlight we are still in the filing design, and so conversations around things such as bus and bike interaction at bus stops, make that something we would welcome to discuss more with you and get feedback as we finalize the pilot design. Then we can talk about the comments in the chat, but back to you David and how you want to go about this.

DAVID STEIN:

Thank you Nick and April for that presentation. I am going to know the time, and it was started a few minutes late so I figure that we will continue this a few minutes late if we need to. I am just going to go straight to William who had his hand raised first and ask away.

WILLIAM HSU:

Thank you Nick and April for presenting. When that red bustling goes in, it is narrowing the street, right? It is not adding another lane two

TEGAN VALO:

Yes we are reallocating a lane from a current car lane into a bus priority line.

APRIL BERTELSEN:

So there are two traffic lanes today, we would be converting the outside lane to a BAT lane.

WILLIAM HSU:

Can your modeling at all tell the speed of the cars post going from two lanes down to one?

NICK FALBO:

Are modeling software does not predict speed in that way, although changes like this you can imagine when you go down to a single lane we see this on the road diet projects with a speed for traffic is limited by the fastest car on that road at that time. So when there is a period of more people using it, is not a wide-open road, traffic speeds do get limited. They tend to lose the top-end speeders.

WILLIAM HSU:

Got it, thank you.

DAVID STEIN:

And I raised my hand partially because I live in Southwest and I've been involved with this whole Rose Lane Project as a BAC member, and someone in Southwest for quite some time

now. I have used the bike lane over thousand times because it's just part of my route, and I am really looking forward to this improvement.

One thing I noticed reading to that lengthy document, there's nothing about the dangers of overtake behavior that we see generally around sunset in both directions. Particularly with cars stopping around a stoplight and then kind of gunning it when the light turns, or otherwise accelerating through the intersection is to overtake as the lane is ending going eastbound or in the West End direction because you have the split of Hillsdale and Capitol Highway.

There are a lot of cars that will accelerate to then move past say, a stopped bus, and I wasn't sure if there's any data on that and how this projects would impact it. I know there are some safe systems on the Vision Zero system, going into that too.

NICK FALBO:

I'm not familiar with anything specific about that particular concern of drivers like, speeding around stopped buses. I'm not sure April, if you've got anything to add on that?

APRIL BERTELSEN:

Not specific, but I do think by converting this land we are going to be reducing the instances where drivers are trying to get around. They should only be in the outside lane if they are turning, so the inside lane with the turns through traffic are accessing to the left turn lane, so by not having two lanes I think we reduce the overtake activity that is happening, unless I may not have followed completely and if so we should talk more.

DAVID STEIN:

No I think you got it. The other piece that I noticed is that the neighborhood members seemed really concerned about cut through traffic on a bunch of side roads they listed off a ton of them. And what I didn't understand about that whole piece was, how many complaints does PBOT get about cut through traffic prior to COVID? Because there are countless times where I've passed 30, 40, 50 cars going uphill on a bike because the traffic was that bad. And I never see cars turning off and diverting in those conditions because every route they listed off his even more circuitous and takes longer to get through even without traffic, so I'm confused I guess about the rationale and I didn't know if is any data on any diversion that had been happening before COVID.

NICK FALBO:

I don't think we have data on diversion. It's a good comment for us to look into. I do know the community has complained about this for a while when there was a single incident on the road. For example, with the snow, there were some downed branches. Those incidents, unexpected congestion like that, does encourage drivers to do all sorts of weird things to get out of that traffic. I think a lot of the very strong reaction from the neighborhood stems from kind of a real lived experience of seeing these types of things happen. So, I understand what they may be concerned about.

That said, traffic volumes as low as they are, I have a very hard time imagining how this might create those conditions that they are concerned about. But we are trying to hear what they are saying and doing our best.

Something I didn't get to a lot in our presentation is our approach to mitigation, where we are going to keep our eye on the most concerning and risky routes for traffic diversion risk and to do pre-counts and post-counts to figure out what kind of mitigation we can do if we are starting to see things break past a certain threshold.

DAVID STEIN:

Thank you so much. I'm going to pass it off to Ally.

ALLY HOLMQVIST:

Thanks, David. Thanks, Nick and April. Really excited for this project, really supportive, and really appreciate your presentation. I just had two quick questions. Well, I hope they are quick. One, I was trying to use that super cool new interactive app to measure existing conditions. I was just wondering, from the measuring that I'm not trusting, it looks like the travel lanes and the center lanes might be 10 feet and the bike lane right B5-6. I'm wondering if that was right, or if not, if there was any opportunity to make more improvements to the with for more protection of the line.

Also, I'm wondering if some of the additional improvement that aren't part of the Rose Lane itself or to the crossings, pedestrian environment, etc. that you might be considering.

NICK FALBO:

Thanks, those are great questions. The tool you are seeing is not an accurate, measured, precise drawing. I just want to make sure that's clear. But in general, you are totally right. Travel lanes are approximately 10 feet. The way they are proposing the project would work within the footprint of the existing lines. The outside lane would be the outside lane. We are not talking about moving lines around.

I wish it was as easy as it is being an illustrator for moving A Lane over. But the process of removing old lines and then moving them over a foot is actually quite costly. That is not to say it won't happen at all, but in future resurfacing's ? for those in the BAC, resurfacing Street is a good opportunity to think about how the lines go back. That is a very good thing to think about. It could be that's an opportunity in the future.

When it comes to other provement, where explore whether there are some pedestrian permits we could do for crosswalk upgrades things like bus stops probably would have to come in the later phase that April was talking about, that permanent phase where we secure that it's the right improvement, then we could do more robust installation. We were just working with paint. Sometimes, the solutions are a little more limited.

DAVID STEIN:

Great. We are going to go with Jacinta and then Carol.

JACINTA HIGGINS:

I don't know if Chris's hand is still up, but they were definitely performing.

DAVID STEIN:

So actually, Chris, because we are running a little late and we have several people with their hands up, we are going to limit questions for now to BAC members. You are welcome to put anything on the Jamboard, and we will make sure that those get to Nick and April so your questions can be answered.

JACINTA HIGGINS:

Cool. The things you just brought up, Nick, actually brought up more questions, but I will simplified and maybe circle back on some of those things, especially the limitations of this current project and so on and so forth.

I'm curious if you could speak a little bit to what kind of opposition exists. I imagine some of these higher traffic areas where there are only two lanes and already 30-40 minutes of traffic, cutting it down to one lane, it sounds like obviously the neighbors in those areas are a little concerned about traffic. There's going to be an impact to businesses with the construction and stuff like that.

I'm wondering if you can speak to what other kind of opposition exists, or is it purely just financial?

NICK FALBO:

Yeah, so the core things that we are hearing ? I mean, I think people have a lot of reactions to change almost no matter what it is, so I think that there is not a lot of voices that are speaking for transit riders in the area. There is not a lot of valley people are really placing on benefits to transit riders, especially since this is a project that is really saying, "We are doing changes I make driving slower intentionally (not to make them slower) but so we can make transit better."

Not a lot of people are comfortable with that kind of trade-off. They are not always following those terms in their thinking. There is concerns about the traffic potentially crating traffic jams that result in cut through traffic onto neighborhood streets. Nobody wants their neighborhood street to have longer distance cut through traffic going along it.

Businesses are concerned about construction impacts. The construction, because it's actually such a simple paint-based project, it's a 1-2 month process. But a lot of concern about loss of customers. Anything that make driving harder makes it harder for some to get to this Main Street, makes congestion potentially worse, it's going to discourage customers from coming to the business, and that's going to result in loss of customers.

We have done some traffic modeling that shows potential traffic diversion off of Capitol Highway onto other arterial streets. If you're going further west, take Highway 26. If you're going south, you take Barbara. We did calculate potential 300 chips in the peak hours per hour that might be diverted to other routes, but that was back in 2019 numbers. We are not anticipated that kind of diversion.

There are definitely some of the community that have taken a hold of that number and said, "You are going to remove 300 customers per hour." Businesses tend to be concerned about that. Residents tend to be concerned about the local streets.

DAVID STEIN:
Great. Carol?

CAROL HASENBERG:
OK, thank you. Next, I wanted you to have -- avoid another concern. Out here in East Portland, when they next down the road from two lanes to one on Gleason Street, a lot of the neighbors were complaining about the fact that, you know, when you neck the traffic there, you are a lot more likely to have an unbroken stream of traffic, and it makes it very difficult for the neighbors to get out of their neighborhoods into the main streets. I think you should evaluate that and, you know, very seriously, and, you know, work to mitigate solutions for people to escape from their neighborhoods.

NICK FALBO:
Thank you, yes. That definitely has also come up on some streets. Some of that comes down to whether there are other ways around that do work better for that. Thank you.

APRIL BERTELSEN:
One thing I do want to highlight is that is one of the benefits of the BAT Lane, that the cars that are trying to leave their driveways. They can use their Lane to merge into another lane, and there is a center turn lane CAPITOL HIGHWAY. A bit of a different circumstance from Gleason, but I agree, I want to make sure that people can get in and out.

The BAT lanes are intended to prioritize transit and local access. That's why we are not putting in bus lanes. We are putting in BAT lanes, bus and turn lanes for business access and transit. So many names for them.

That is part of ? we are try to convey that. These are also intended to help with local access. Hopefully that... Were there more questions?

Maybe we can also talk about some of the chat questions, like the bus lane adjacent to the bike lane and comfort and experience. It may be good to hear more from people because we have also heard perspective that -- cyclists who would rather be next to a bustling rather than a higher purpose Lane for traffic. I want to know people's experience for traffic as well.

NICK FALBO:

April, as a reminder, the 28 buses per hour are there today. They are there now. What we are doing is removing 600 cars per hour adjacent to you. We are not adding any traffic next to the bike lane that's not already there. Actually, we are moving a significant portion of the traffic that's all ready there.

APRIL BERTELSEN:

And that is the peak.

NICK FALBO:

The peak hour. Not every hour.

APRIL BERTELSEN:

J?

JACINTA HIGGINS:

I love that, and I love your response to that. I want to acknowledge because I am the person in the chat that yes, having less cars going really fast next to you is very nice, and as a commuter cyclist, oftentimes getting buzzed by a bus is more likely than getting buzzed by a car as they are typically coming in and out of the bike lane to go to the bus stops.

My concern ? and I guess, kind of advocacy around it ? is if we are kind of refreshing this model and we are creating a transit lane specifically for this, it seems like there is an opportunity to integrate cyclists either by having a share row or some other method so that it is safer. Often, buses come in and out of the bike lane, and they are, like... I can't even tell you how many times I have personally been buzzed. It's definitely more by buses than by single passenger vehicles.

I'm seeing a lot of heads nodding, and I think that that's true of a lot of people who ride bikes. It's just a thought that comes up if, you know, if we are kind of starting this project and the goal is to have less single passenger vehicles than integrating the enjoyment and encouragement of people who also ride bikes in that same space and have a protected area. It seems like an opportunity while this is all being flushed out, I guess.

NICK FALBO:

Absolutely, yes. Those bus stop areas where box -- were bikes and buses interactive something that is continuing to get design attention, and I hope we can bring those designs to the BAC to review them.

APRIL BERTELSEN:

It can be something, too, during the pilot that we are observing and coming back to assess what we think would make this better.

DAVID STEIN:

I just want to acknowledge that we are a bit over. We have a couple more items. One of the elements of this particular agenda item was also a request for a letter from the BAC, and since there are only a few members on the committee who recall the letter process, I will just go over that really quickly.

So, letters are one of the few things that the BAC is able to do as an advisory committee. It is generally a strong indication of our thoughts on an issue. Usually, what will happen is one or more members will convene and basically work on writing a letter, and that will be distributed to the full committee, where we will vote on it at a meeting, and then if it is approved, it will be sent off to the necessary stakeholders within the city. In this case, it would be something that Nick and April would get to have at their disposal as an indication of the BAC's support of this project.

As a writer of the 56 just a couple hours ago, I know I like this project. I just want to do a job to see if there is support for putting together a letter. I do have something already a little bit outlined just based on my familiarity with the project. I would also welcome any assistance because it is great camera perspectives on these.

I guess first, I don't know if we want to do a virtual or just an actual raise of hands for people who are interested in the BAC working on a letter. No commitments on you to actually write the letter. Just if you think we should?

LUCY KENNEDY-WONG:

David, can I ask a question? I'm curious, when we write this kind of letter, is there room for talking about the improvements that have come up in this meeting, or is it generally like a "Yes, we agree!"

DAVID STEIN:

Yes, as an example, several years ago,-- I feel bad that I'm the only member left from the writing of that letter. We actually submitted one to city Council supporting the Rose Lane Project. In that letter, we supported it but also had an addendum in there where we requested that as part of these rose lanes, bicycles be permitted to utilize it rose lanes in circumstances where bike lanes weren't present.

So, thinking about place like Sandy Boulevard where there just isn't the street with provide traveling for cars and (indiscernible) and a Rose Lane and bike lane. We are hoping that even though it's not ideal, the Rose lanes will be accessible to people using bicycles for those stretches where it was necessary.

So, that was a way in which we were able to say, "Hey, we like this project generally, and we would like to see this change included as part of that approval." So, we don't have to say, you know, that we just supported as written. We can suggest different things that we would like.

Like let's say platforms the people were interested in had to stop at sunset and capital heading westbound, likely something that we suggest as a way of reducing conflict between buses and bikes. So, we have plenty of options, that is something we can definitely work with as part of the letter writing process. It is a great question, thank you. Are there any others? William, I see you have your hand up?

WILLIAM HSU:

Thanks, in terms of the timing of the letter, does it come before the pilot or after the pilot? Because one thing that would be really helpful is the pilot goes into place, all of us go on a ride and ride this thing and see how we feel about it, and then the letter. Because I mean, I think that first-hand experience would be really helpful.

APRIL BERTELSEN:

A letter at every stage is helpful! If we would like to see the pilot going, then certainly we would come back, we're here annually it seems to talk about Rose Lane's, so we could come back after such a ride and talk about it more, I think it's a fine idea.

DAVID STEIN:

This is definitely a "yes and" situation. Supplying a letter at this point can help get it to that pilot stage, that if we want to say have one of our bike rides that sounds like it may be open to the public shortly, we could have one of those go through the pilot area and see how that experience is for us firsthand and then provide a be some follow-up if there are things we would like to see incorporated into that.

So this can definitely be that kind of process, the point of a letter like this would be to get it to that point of them having a pilot where we could try it out. So, when we did that little straw poll it looked like we had a majority so I will just ask really quickly, is there anyone who is interested in helping to craft that letter?

Actually, just to keep it brief because I know we are way over now, if you just want to send me an email, I will be sending out something after the meeting then there is definitely opportunity to reply back to me or to everyone and we will get working on that. So, for everyone on the BAC, look for a letter coming your way will figure out the timing of the letter. Allie I see you have your hand raised, so I would love to work with you on this letter, for anyone new this is a great opportunity to get in on a low stakes item.

It is fun to write these things, I'm just going to say one last time, thank you to Nick and April for presenting on this topic. Really appreciate all the thoughtful feedback and if there's any additional feedback, feel free to use the Jamboard and we will make sure to get that passed on. So, thank you so much.

NICK FALBO:

Thank you.

APRIL BERTELSEN:

You're welcome, and thank you.

DAVID STEIN:

Do we still have Eric in the audience? Perfect. Thank you Eric for hanging on. Eric is here to talk to us as the first part of what we are looking at is kind of a two-stage discussion on the city of Portland's climate emergency response.

So I know there's a lot of work that's been happening behind the scenes, and there's been interest in hearing about this, so this is meant to be the overview, and then we will talk it sounds like more specifics, in a couple of months. So, I want to set that groundwork so there is a concern that we are not hearing more of the nitty-gritty. So, welcome to the committee, Eric. I think this is the first time I've seen you, so welcome.

SPEAKER:

Great, thank you very much David and thank you all for your service on the committee. Nice to meet you all, Eric Hesse, I use he/him pronouns, my team has responded ability for Transportation System Plan, the 20 year long-range plan, and a lot of the policy goals laid out therein. Climate is a key one along with equity and mobility access and safety, and so the climate work is also pretty central to our work.

So, excited to have that opportunity, appreciate the context David because we will be coming back as we continue to work this through and coming back to Council towards the second anniversary of the climate emergency that was more specific responses, I think this will help ground the committee. Understanding that some of you are new to this space as well we kind of have some of the trends and background policy so what we have been one for the work we've been doing that David referred to as we look ahead there while grounding things that are already underway as well.

I will also ask Roger to sort of help steer the slide ship there I'm I'm working from one screen at homes was a little tricky. If you want to pull those up, Roger, we can go ahead and get started I will try to leave enough time for our discussion seeing where we are on the agenda here.

Today I will also know, we really focus on the transformation slice of the pie, and I will give you context for how that fits with the overall city mission profile. Next slide, Roger. So, kind of quick outline here will talk with some of the trends in the back on figures, some of the sort of grounding policies in the target and goals we have, some of the findings in terms of what we think some of the discussion on the action underway, and then engage wall and what you think of this work.

Jumping into the trends really quick, onto the next one, transportation is really still the largest sector of omissions in the city, actually it is true in the state, and pretty nearly in the country into the world as well. So, that's an important area for us to focus on, even as you combine for

example the residential and commercial, that's another significant trunk too, so there's a lot of work that we're doing here to focus on building that on the energy side there.

Recognizing that the transportation is a big chunk of his key focus for us, and you could see how the trend is on the next slide, relative to that. Going back to 1990, which is where our targets are based off of in the city as you will see in just a second, you can see that overall there have been some ups and downs, but overall in terms of the most recent year inventory and this is from-- just released a month ago in 2019 still, it takes a while to pull this data together, we are still at about basically flat, you could say honestly if you look over the long term and this is on absolute not per capita terms, about 3% up from that 1990 baseline.

You can see some places that were higher and then lower actually, I think there are some important pieces to that story were we did see some improvements and some reductions there but then that has kind of grown backup especially is the region has continued to grow.

I will note that certainly from an overall climate perspective, the absolute omissions are the most import, it is what you think about publishing growth and things like that, over the same 1992 2019 time period, the transportation omissions are down about 25% per capita. So we have made some progress on an individual basis but as you all are well aware we've been growing as a region as well.

With that in mind I think another area we are looking at on our performance on the next slide is one of our commute mode split and our committee is very aware of that and interested in how that goes, again this is looking 2010 two 2019. It's also basically flat. In previous letter noted we made some progress here but it's sort of been the backup, but I think as we start give Roger some credit here, the bike master plan adopted around 2010 and the investment start going income I think we saw some real improvement with that, but over time that is really kind of flattened out again.

In fact, in addition to biking, telework and working from home is one of the fastest growing modes which is itself potentially good for emissions and mobility, but still, we are making significant investment in a lot of these options that have some concern as well I'm trying to understand how we make that safe, attractive, accessible to people so they can be using it and how are we helping encourage people use it in various ways, that's a lot of the work we're doing here.

So is move ahead grounded in some of those policies and topics given that flatline, is not moving as quickly down as we need, and I'm sure those of you tracking climate issues recognize that we do need substantial and ambitious reductions both in the near term and longer term if we are going to avoid the most significant impacts of climate change. So there are a range of targets here, for different levels.

So starting at the state the government in 2020 put an Executive Order out that update the states targets into directed state agencies to do every thing in the power to do anything they can, and I see there's a question in the chat, look into any moment.

I do want to note a typo here actually reviewing this evening that state 2035 target, that should actually say 45%, not 34% to numbers in the little number line got typed in and accurately, just FYI on that. And also note the difference here in the base years, just briefly, the 1990 versus 2005, since there was growth between 1990 and 2005 in emissions, you could arguably say the reduction from the 2005 level were slightly more ambitious than those in 1990, some of those have been long-standing, tied to the Kyoto protocol and that's part of why that is.

So then to the Metro regional transfer plan who have their own state-mandated targets that are part of what some of you may have heard of the climate smart strategy is Metro Brandon 4014 were going to state rules that they develop a scenario that develops light-duty vehicles and we will mention some of those that we think are important as well.

Locally the climate emergency declaration in 2020, the city Council adopted and updated our city targets and this is all sectors, not just transportation for the 50% reduction by 1990 levels by 2030 and net zero 2050 which means reducing emissions as much as possible and offsetting the rest.

Quick question about consumption, there's efforts in doing consumption based inventories, that is part of what BPS is doing. These are primarily fuel sales, for example in this limited transportation sector, energies and other pieces, so these don't purposely include that life cycle of consumption coming on, but I do think that BPS will have numbers on that early on as well.

So, with that sort of background what do we do about this? And how are we thinking about that? So, some work we've been doing includes, thank you, will be sure to try to avoid acronyms, apologies. We will be doing some work with Portland Metro, using the tool actually that Metro had used to develop that climate smart strategy that I mentioned previously which is sort of a scenario planning tool that lets you look at a variety of policy levers to then estimate emissions and vehicle miles traveled reductions out of that it is actually something the federal government picked up from Oregon, they felt was quite interesting in the work they were doing as well.

Without going too deeply into those findings, this is a good summary that shows you both in the dashed yellow line the targets I was just describing, the 50%, then that zero as well as in the gray line up top, which is sort of our reference case of adopted existing plans and policies.

Latency as it does have reductions coming down from what has been a historic growth, but it really kind of still flat lines out even in 2050 around that current baseline of 1990. Not getting a significant reduction as we need.

The greenline is definitely indicating, so we tested some scenarios, it says "all actions combined," and I tell you about what's in there. It's not every thing we can possibly think of, but it is things that are aligned with current conversations we are having and are pretty reasonably ambitious mentions of some of our policies. As you can see, it makes some significant reductions but does not get us all the way there. Again, this is all sectors that these goals are for. It is important to get that far down as we can.

It's encouraging that we think there are things we can do that were not already doing, but still challenging to get to those really ambitious goals.

I think there was a question in the chat, and I can pull it up really quickly, around dirty electricity. Yes, this is reflecting the electricity supply being used in the region. That should be accurate in terms of "dirtiness" regarding that, and certainly, the carbonization of electricity supply is a major state, regional, and local strategy as well, and there is a state law in the books with utilities committing to doing that by 2035. That's an important opportunity as we move ahead in the transportation space as well and decarbonizing the sector there.

Some of the key pieces we really have found in this work is that to get onto that greenline, what we certainly need to still be doing is continuing to build out really safe, attractive, complete networks of multimodal options like sidewalks, bike lanes, completing our ADA work, and other dates so people can use options other than driving to get around.

But as I noted earlier with some of the -- flatlining/plateau trends, we have been doing a lot of that in quite leading ways, but we haven't seen the performance continue from a travel reduction perspective to go as far. So, finding that sending stronger price signals, frankly as we examine with community for Pricing Options for Equitable Mobility taskforces that wrapped up a little earlier this year -- sorry, last year, but two years of engagement, about really exploring whether and how pricing for pricing and use of the roadway systems could advance equitable mobility.

I think they endorsed very strongly that it could, and we are now working on implementing recommendations that they made in that task force report, and we are leading the back Council for adoption in the future. That is one really key area sort of couples, if you will, the carrots, the good choices out there that people want to use verses, if you will, some of the sticks that say, "Hey, it shouldn't be as easy and cheap to drive if you have other options to do that!"

It's important to recognize from an equity perspective that those options aren't equally or equitably available right now. We are working really hard with the Longridge plan and the investments we are making in the short term to change that, but we are very aware of that too, so we want to make sure that folks are both -- that any pricing is very sensitive to how the burden of those costs is distributed and making sure that we minimize the burden on those that can least afford it, and then investing and expanding those equitable options. That's a key part of the strategy.

That's keep moving along, and we will be able to touch on it in a few other areas. Everything about how we respond to this trends and backgrounds both central to our transportation system plan but specifically to PBOT's strategic plan moving to our future, there are two core questions that identifies that we need to ask ourselves and all the choices we make, those are: will it advance equity and address structural racism? Will it reduce carbon emissions.

In the justice lines you see in our commitment, and me thinking about the intersectionality between those two things and how we actually optimize for both of those ideally and whether it will help us address issues that happened in the past and are still with us today.

So from that perspective, with insert of organized this strategic kind of framework, if you will. There are three -- four parts to the mitigation or reduction approach even as it is undergirded with the need to adapt and prepare for resiliency for the climate change we overly see underway. Strange weather today and things like that... Wildfires and other things that are impacting our community, particularly the most vulnerable members of her community.

If we focus on the top of the struggle, there are really three core component parts: reducing the amount of vehicle miles driven because that is the top thing in the vehicle transportation sector even as we are looking to electrify -- and de-carbonize that.

Importantly, we are looking to plan and build communities that minimize the need for driving and meet your daily needs without driving. -- We are looking to fit those pieces together neatly even as we are designing for transportation justice as we decide where to place those investments, we decide how to price make sure that is equitable.

Again, how we can come in the near term, particularly when we need to get that emission curve down, how we reduce emissions and how we get folks out of their cars and driving less is a key part even as we are doing a lot of work to help accelerate the transition to cleaner fuels and vehicles for the trips that you remain.

From that sort of framework, a few more specifics before I open it up for some more discussion. In terms of the local level, I mentioned that the Pricing Options for Equitable Mobility task force, or POEM. One of those first steps for implementing those recommendations ? I was tasked by city Council, including the Climate and Equitable Mobility Parking Fee, which is a \$0.20 per transaction parking fee charged on meter parking in the city in order to really start internalizing some of the costs of this climate impacts in the community and sending the pricing to folks to make them aware that parking is part of that emissions source and then being able to reinvest that in equitable mobility, improvements, supporting things like our transportation and things like that that we have heard from the task force are so important.

In addition, next month, we will be going with the Way to Go Plan, which is focused on our command management and strategies for further reducing miles traveled. We are bringing that plan, which is really looked at evidence and and a lot of focus group work with our community

members to understand what are the most effective and meaningful strategies to help reduce the amount of driving that is going on there. That will be another important step in getting counsel aware of and our community aware of those important moves to make in that regard.

Both of those are key parts then of the City Climate Emergency that we are continuing to develop a work plan response on that will be coming back to counsel a little bit later this summer -- a little bit later this summer. As David noted, they will talk with you about it this summer. We need to know what moves are important to get us on that 2030 trajectory.

As we work on managing demand, if we need to meet those goals, we also need to electrify as quickly as we can and de-carbonize the fuel in your vehicles. Part of the work were doing there in partnership with the private sector that is driving a lot of that on the vehicle side and even on the charging side is recognizing, particularly from an equity perspective, that for those folks that don't have (indiscernible) and driveways may not be as accessible to that charge them. Really making policies for making our centers and corridor doors public right-of-way charging available and making it available for partners to come into that space. That is a key body of work we are doing right now in partnership with them to help support that even as we also work quickly.

Many of you may have heard of an investment effort coming to the federal government as part of the infrastructure package, so we are both engaging and federal government as well as our state partners on the investments and try to bring a lot of that to the region of the city as well as support those efforts.

In addition, our healthy businesses program that you saw during the pandemic has been an area where we have seen actually quite a lot of new use, if you will, of biking and walking to these new plazas and centers, new ways of people discovering how to get around. It has been actually a pretty impressive story, so continuing to build and expand on that helps support people expressing their community outside of their cars as an important opportunity.

Also, continuing to make investments to our small Program -- small cap program. Were trying to make our networks more attractive for biking and walking, that's a key part for making choices that are more climate-friendly. As you have heard about tonight from April and Nick, the importance of new projects like the Rose Lane to make transit convenient, fast, and a better option than driving.

Then, getting a little bit more into the wonky space and some of the important work we are doing as far as both the regional transmission plan that is being updated right now and TRANSPORTATION SYSTEM PLAN is around our mobility policy. Some of you may be aware that historically, a lot of this has been focused on what is often called "level of service --" and really focus on moving cars and moving towards people and goods and reducing the number of miles traveled. This is a shift we are looking to make in the city and in the region right now. It's something that California has done in the last number of years and is an important move to support how we make investments and decisions around transportation investments in the city.

Then, really integrating this into the next transportation system plan update.

Last slide before I open it back up ? and I thousand questions come through that I will check on. There is important work happening on the regional scale that connects to the state level. I think what we find when we try to get to those targets as we cannot do this alone. We need to have a line to other partners that way.

Similarly, I just mentioned the mobility policy update. As you may be aware, there is pricing and tolling questions going on in the region really substantively for the first time. POEM has been part of that, but we are working very much with our regional and state partners on what they are calling the "Regional Mobility Present Project", which is looking at pressing for the first time. We think, if done right, can be an important demand management strategy and a reinvestment strategy in these options regional scale.

I mentioned there are also some rule changes to the TSP, and this is the climate-friendly and equitable communities rulemaking that is updating the community's -- updating the requirement for long-range planning and liquidity. We are things opportunities to be the up our game stop we have been engaging strongly in that mission we have tools to support that effort. That will be updated in the next month or two.

Then, engaging with some projects like the interstate bridge replacement, making sure there are some options there, as well as pricing that can manage potential induced demand from a major project like that. And like imagine, making sure that transfers through the regional trust and plan.

Why don't I stop there? And go to the last slide, which is to say that just like we at PBOT ask ourselves these two questions, we want you to all think about how we address these two questions by way of us thinking through what this committee can be doing in its role and you all as individuals. And how do you help us as a bureau about how we can do this work better?

Thank you.

DAVID STEIN:

Thank you so much, Eric. Thanks for waiting along with us to get to this point. It's totally great to see this work.

ERIC HESSE:

I will answer questions here while I am, but if you want to get things going, I try to answer folks.

DAVID STEIN:

I'm going to pass it on to Alon, who has his hand raised. You are muted.

ALON RAAB:

Hi, this is a gigantic topic and we are almost at the end of the evening here, but the article that Roger provided about Vienna was really interesting. It seemed like the great progress they made over there as far as increasing cycling, reducing car use, had a lot to do with political leadership and the fact that social Democrats and the Greens have been in the government there for many years, the city government.

Also, they took a pretty radical step by closing the center of town to cars and making parking spaces, taking away car parking spaces, charging more for parking ? which, of course, is problematic because it hurts the poor ? and also increasing options for walking, public transportation.

I'm wondering if in our city, we have that leadership. And obviously, the public has to be behind it and push. I'm wondering if Americans are ready to give up their car. You know, the industrial area here in Northwest Portland, kind of the area from Montgomery Park to the island, Wilson Street, etc., there is a lot of talk in the last three years that I have seen about turning it into housing, and they mentioned affordable housing, which unfortunately, when they say "affordable", it's still not affordable for a lot of people.

It seems like more apartments are starting to be built over there on the edge and in that area, and I'm wondering if there is a way of, if that area is going to be apartments, why not design it in such a way that car use is prohibited over there? And I figured out that, you know, if you close it that way, whole area that is used for cars could be used for gardens, community gardens, growing food, and so forth.

And also, if you could have all the parking in one place outside -- the car parking outside that area and people would walk or bike, it would be saving thousands of gallons of oil. You know, this is just one example. I'm wondering if that could happen, something like that.

SPEAKER:

Certainly a lot of good ideas in there, carrots and sticks to send the right signals is a really important piece for our success. And as we noted in previous conversations, so that is quite difficult politically. Maybe particularly in this culture but that's part of the work we are engaging with and helping that, listening to concerns and focusing on the opportunities to show that different ways of doing that.

I do think we continue to look at how we are using right-of-way generally and certainly some of the pandemic has helped us experience that as committee members and businesses in different ways, and I think the being able to build on some that in terms of different use of Plaza and right away, and certainly of policies in the Transportation System Plan to give us some stability to that space, and I know would certainly have some political leadership interested in that, our Commissioner in charge Richard Hardesty has been supportive of trying to move some back.

There real possibilities there. Whether we will entirely shut down downtown to cars in the near term is a bigger question perhaps, but I think we will continue to work with community and

businesses around those options is the work to be doing. So, I see a number of other questions, so maybe we will be able to keep the conversation going, I'm not sure if we will and anything. There, but will have good framing of what we're talking about David, I will defer to you on that.

DAVID STEIN:

Miguelangel, then Allie.

MIGUELANGELO ALEMAN:

I'm going to circle back and steal from Paul, we know that organ does 1/3 of its electricity from gas which produces a ton of emissions. So how are we going to address that some of the discharging stations for some of the electrical vehicles will not really be reducing those omissions if there power will still probably come from gas or oil electricity. That's one.

The second one is, I really like the idea of writing more, even though I am kind of attacking that a little on my first part. I like the idea of having more EV charging stations because there are people that may want to have one of those but don't have a house where they can install it right, and in part apartments don't offer that option, but maybe they are more available throughout the city, that would be cool.

This is the part I'm stealing from Paul, the question about if these stations also include a charging section, specifically made for bikes since many people over here are now using electrical bikes for either commuting or fun, but more importantly for those who have to commute 25 miles on the bike only does 20 miles one way, you have 25 miles one way, so that makes it 50.

It would be kind of nice to hear your thoughts about first, how making the electrical charge and stations actually less omissions because of the electricity and where it comes from, and the additional step of adding a section for electrical bikes charging.

ERIC HESSE:

I will say there is a significant benefit to switching out, but getting the Carbonell the fuel supply is important as well, and unfortunately there is a law on the books an organ that committees commit to do that by 2035, not immediately but really quite rapidly, and there's also work out a way to be doing such on maybe not entirely D carpet is in, but really minimizing the amount of carbon and liquid fuels as well.

The claim feels program thatthe HUE runs in the current production program they passed last year as well in response to the executive order we can follow up with Roger on more those if you want some of those more broad sectoral issues, and I noticed William's question on the target setting and things like that, so maybe we can follow up with some of those pieces knowing there's going to be similar focused interest here, but in general those targets are try to be in line with the scientific consensus about how we have to move, that's the short answer.

And for the Evite charting, I did mention that because when I talk about transportation electrification, I want to be clear it's not personal autos only, in fact our policies haven't really focused in on those shared vehicles and biking, walking, scooters and all those options that we think are really important parts of especially urban mobility. So that's definitely a key part of that.

And I really appreciate this groups in that charting network station, we are thinking about that with our partners in Bike Town and how they can be building out charting networks to support that, but also for personal use, and actually working actually with the state to do Evite incentives, because we see the Evite is a real game changer in this space, and the question around charging, that's were try to do in those conversations include what we need to be charging, and these spaces.

I will say that we looked at it and I appreciate the scenario that you were describing, is often in some of the conversations we've had the race of people can get from charging at home is really often ample for what they need for the day because it is such an efficient mode, but if that's not people's experience that's important to be hearing too because I'm can't think of how to build those networks out.

I think definitely on the radar, an important priority and we can particularly keep working on that area with you guys and make sure we are meeting the needs.

DAVID STEIN:

Looks like Jacinta is next, then we will move on to the last couple of items.

JACINTA HIGGINS:

Maybe you can point me in the direction because this can be absolutely a can of worms, kind of put in the chapel I didn't hear a response to it. I was curious your thoughts, or some bullet points of other ways the city is trying to incentivize other forms of transportation that are not single passenger vehicles because all of what you talked about was the incentivizing single passenger vehicles or re-incentivizing single passenger vehicles that are electric, and that is still kind of getting to some of these overarching themes.

And I want to say, I also really appreciated how much you recognize the impact of different community is that a lot of these things especially with price changes in taxes and stuff, disproportionately impacts other people. And you mentioned, or somebody mentioned about how escalating the price of parking disproportionately impacts poor communities, and I think that's absolutely something that should be centered as we are talking about these ways of re-engaging with more climate focused types of transportation.

ERIC HESSE:

Good question, that go plan I'm talking going to counsel this month is going to talk about that, what we talk about in the Rose Lane Project this transit itself safe and fast and attractive, in

general how are we reallocating space in our rights-of-way to make it safe, attractive networks protected by claims that are friendly.

It was also heard in the way to go plan, billing from community is the cost burden of some these services, so part of what they are looking to get support from for counsel on is really continuing to fund financial incentives that can be targeted particular to lower income and BIPOC members of our community to experience some of the benefits that maybe some of us have been able to more readily, and working friendly with our partners in the private sector to ensure that there are low income fair options with those we permit in the city, and working on that front that's part of what we envision in this being able to be reinvested in financial support as well as these multimodal investments so they can get directly distributed around the country, or story, around the city.

So, happy to follow-up more, really good questions around that sort of suite and package, but yeah I think a number of places were trying to make it safer and easier, more attractive to something other than that and make sure the policies like I mentioned are supporting that, and that the investments are supporting that.

DAVID STEIN:

Thank you so much, thank you everyone for great questions. I will remind everyone again we have the Jamboard if you have anything that you really want to get out now. Otherwise, we will be back with round two in June, I believe. So, looking forward to that.

ERIC HESSE:

Great. Thank you again for your time and your interest, look forward to the conversation.

DAVID STEIN:

Thank you so much, Eric. OK, now we are going to combine the last two items, kind of. For anyone who is not on the BAC who wants to participate in public comments, if you want to raise your hand we will have a minute or two per person who is interested. While we're giving people time for that I just want to provide a couple of committee updates.

Because there was a line item about the BAC representative on PBOT's Bureau and budget advisory committee. Historically this had been a spot that was held for someone on the BAC to hear what was happening on the PBAC, to provide advice on the bureau's budget and report back as needed to the committee.

For reasons that we are still working through, there seem to have been some changes, some disagreements, and we are working through that to see what can be done to make sure that the BAC has representation on this important advisory committee. So, we can't really do anything about this one at this time, but it's going to be something that I continue to work with Roger to figure out how we can best get representation there.

So, that's kind of a non-update update, but appreciate your patience with that. And if anyone has questions about that committee, there is a link in the agenda, to learn more about it and feel free to ask myself or Roger if you have any questions.

Then one other item that Roger had brought up, it's actually news on other committees. The use of profiles. So basically on the webpages for certain advisory committees, there are the bios and pictures available for all committee members. Members of the public are able to see who actually is serving on these different committees.

Roger provided a couple of examples. I didn't actually click through to see which ones he linked to but I know that one advisory committee I serve on is the 2040 community advisory committee, and that committee went through the process of doing that, actually he does have that with the left side of the screen. You don't have to scroll down to me, it's OK. And then the BeBAC is another one that has his bios.

So it will just be an opportunity to help provide members of the public with information just on who is serving since this is a public committee that is effectively helping to advise on the direction of what the city does. So, I don't know if there's any comments or feedback, or interest in that. We can certainly work through this via email to the extent that we are able to.

I just want to provide a forum here in case there are any thoughts. Feel free to just speak up. Or if you just want to give a bunch of thumbs up, that's also cool. OK, great. Roger and I will work on the plan for getting the messaging out around that.

Carol just asked a question that I kind of had, if BAC members could get a copy of the chat?

ROGER GELLER:

Yes, I can make that available.

DAVID STEIN:

Great. Wonderful. Forget the public comments ? and this will be my reminder that if you haven't raised your hand already, I just want to say to everyone who is on the BAC, thank you. This is a really long meeting. We don't normally go to 8:30, so thank you so much for sticking it out.

We are going to find that next month maybe even busier because we are working on a joint meeting with the Pedestrian Advisory Committee. We don't have all the details nailed down, but they meet on the third Tuesday of the month at 6 PM, and we are likely going to be meeting with them at that time, and we might end up using our normal time for some free work because one of the topics is going to be the ... Now it is named the Interstate Bridge Replacement that ODOT is putting together, and there is a lot of history with that project. In the interest of understanding more about that project and PBOT's thoughts on that project, we might want to meet ahead of time.

But again, as we get the details nailed down, we will send out or information to you.

So, if there are any items that you want as part of these agendas, your voice matters. You belong on this committee. We can make of it whatever we want, and if there is something you want to see, please let me know, let Ally know, let Roger know. We will do what we can to make it happen. Like, the climate emergency item is not like they were clamoring for. We asked. So please, if there is anything you want to see in the future, let us know and we can make that happen.

We look forward to hearing your voices and just really want to say thank you.

And with that, we're going to go to public comment. I'm going to ask if each commenter can limit things to 1-2 minutes since everyone is being -- is spending a lot of time away from family and nighttime activities. Paul?

PAUL BUCHANAN:

Hey, David. Thanks, Dave. Thank you everyone for being here. I want to be quick and be respectful of everyone's time. Once again, I'm going to invite everyone who is a BAC member to join BikeLoud tonight. I'm representing them in to of our chair, Kyle Johnson. We have rides that are always available members of the public. PBOT members can go there.

We have members that use mobility tricycles to get around. All types of bikes come all types of people, all types of rides, and it is all about community, advocacy, learning, and really bringing Portland ? making Portland the Portland of interpretation for bikes. We are all here to do that, and we are all here to do that together. Thanks everyone for being here.

DAVID STEIN:

Thank you so much, Paul. Eric?

SPEAKER:

Hi, thanks. Eric Wilhelm. Thank you, everybody, for serving on this committee. Regarding the -- climate emergency come I want to speak to the way that PBOT puts these products together. I think a better thing could have been a few barrels in the middle of the street a few years ago, and could have moved on and not been rebuilding the entire thing.

There are certain things that happen over and over where we see the RFFA grants, \$15,000,000 to go to Taylors Ferry Road where people are walking in the 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 center line that have been maintained, repainted over and over again, and I think that some of that paint could be allowed to wear off and some of the bike line charts could be moved a little bit to the left every time they repent them. If we want to get people on bikes, we need to get some PBOT people on bikes industries moving the logs and junks out of the bike lane, like the logs, the blackberry thorns that are in-your-face. It's

just the little things and also the little things in the middle of the project. There are some big left turn lanes for cars to go to the bar because there is an owner of a bar there at this intersection on a major city bikeway.

They were going to do around about, a signal, but now they haven't done anything. They have identified it as a safety problem, but it is just sitting there like it is and has been. There's not actually anything changing. If it's an emergency, we need somebody from PBOT out there with chalk paint and repainting the lines are putting in Jersey barriers or something on a regular basis.

Shout out to BikeLoud. If you want to get into the 311 stuff and trouble reporting bike Lane problems, gravel, whatever, join us on Thursday this week. Thanks.

DAVID STEIN:

Thank you, Eric. Good to see you still. I know, Lars?

SPEAKER:

Thanks, friend. Thanks for your service. I have a couple of items I want to touch on. Other than Southeast and the Woodstock neighborhood, I'm relatively new to Portland. I have been here about one year from Chicago. I am impressed with the engagement I'm seeing over biking here. I, too, am a member of BikeLoud, and I want to encourage being a part of that.

Two things. The first is Steel Avenue between 41st and 52nd down here, because it's a one lane in each direction, bus lane. There is the number 10 bus that runs on that. It's a real Speedway for vehicular traffic here. People go from Chavez after 52nd and south and north from there. I'm wondering if that could be prioritized as a bike lane, if we can support that moving forward. Bike lanes there would be great to connect that to 52nd, the Brentwood Darlington neighborhood to the 20th Street bike lane down there.

The other thing is I want to support whatever this committee can do to support Bike Town extension south of Colgate. Right now, we don't have access to that. I think it's a real travesty, and I know there are a lot of communities here, of course, that don't have access to Bike Share, but the community down here at Reed College doesn't have any bike share, and that's a bit of a problem.

Thank you for listening, and thanks for your service. Cheers.

DAVID STEIN:

Great. Thank you, Lars. One last thank you to everyone for sticking it out. This is a really long first meeting for a lot of you, a really long first meeting for everyone who is back for more. Thank you so much, and I just want to say good night, and we will see you next month, and we will be sending out additional materials for everyone. Thank you!

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