

Live Captioning by Ai-Media

DAVID STEIN:

We would need a bigger room if we were doing this in person.

ROGER GELLER:

We would need a bigger room.

SPEAKER:

Good evening.

DAVID STEIN:

Hello.

ROGER GELLER:

Hello, everybody. We will get started in a couple of minutes.

DAVID STEIN:

For right now, make sure you have your name and right, your preferred pronouns, if you are a member of the BAC are associated with PBOT or other city bureau, if you could indicate that. That would be greatly appreciated.

We still have a lot of people coming in. We are going to sit tight and give everyone a chance.

Thank you, Sarah. Sarah just put a lot of stuff in the chat including my favorite which is the Jamboard.

ROGER GELLER:

David, let me know when you want to get started and we will get going.

DAVID STEIN:

About 30 seconds. OK, you want to kick it off?

ROGER GELLER:

I will kick it off. Good evening, everyone. My name is Roger Geller and I use he/him pronoun. I am the city's bicycle correlator and the staff liaison to the city's bike Advisory Committee. It is really nice to see everyone here. We had a very robust application result, 81 applicants for the Bicycle Advisory Committee, so I am glad that so many of you were able to, relatively short notice and attend.

Just a couple of housekeeping things. I have been doing this for two years, but hopefully everyone else has not been, so just a few Zoom protocols. If you are not talking, please keep yourself muted, the way to do that is to just hover over the square that has your name or image

and it and click on the three ellipsis, and if you have not had a chance to do it yet, please do put your name, change your name also by hovering over your image.

You can just rename yourself. If you are PBOT staff, please indicate that, and if you are a BAC number, please indicate that. We are doing this as a workshop. Or as a meeting, typically in other meetings we have done it as a workshop and so that means that because we are doing this as a regular meeting, everyone has access to the chat and is on-screen and visible if they want to be.

If you use the chat down at the bottom of the screen, please send your child to everybody so that everybody can see what you are talking about. -- Chat

Sarah Pullman who is a staff person also at PBOT, set up the meeting a little bit ago, she put into the chat a few links for tonight's meeting including the agenda.

Also, something called a Jamboard, this is a Google tool that allows anybody in the meeting to add comments onto the Jamboard.

You can use a yellow sticky note if you are a member of the public and the green sticky note if you are a member of the BAC. You can do that by copying the ones that are on the upper right-hand corner of the screen.

We monitor that during the meeting and we recorded afterwards. It is a way for people to comment on anything that is going on in a meeting, ask any questions. We will for -- or for any questions that happen during the meeting. -- Refer

There is a hand raising tool that you can use. I think. Yes, I think it is under reactions at the bottom of your screen. There is a little thing that says raise hand. If anybody has any questions feels free to ask. We have what we hope will be a really interesting meeting for all of you.

With that, I will turn it over to David Stein, the chair of the Bise advisory committee. -- Bicycle

DAVID STEIN:

Thanks and welcome to everyone. This is a different type of meeting for us. I appreciate everyone's grace as we try to navigate through this. I will reiterate what Roger said about just the quality and quantity of people who elected to apply for positions on this committee.

It was incredibly impressive just reading through everyone's applications and it took a lot of time, we just appreciate your patience as we work our way through this.

We do have something of a structure for tonight's meeting. We are going to start with some introductions and any announcements from BAC members. We will have some time for public comments, so any of you are welcome to raise your hands and provide comments.

There is going to be plenty of chances for interaction. Allie, or vice chair, and myself, will provide some opening comments beyond what you have already heard. And help to set the scene for what the BAC is and the opportunities that it provides.

And, then we will ended off -- handed off to Roger who has a presentation who he is sent out to a lot of the people already in this meeting. We will go into breakout rooms for a bit and just talk about what was shared. We are going to try to split it up and awake that there is someone from the BAC from the city.

So, there is someone with some degree of experience to help answer any questions and serve as something of a sounding board. Then, we will reconvene for the last about half hour or so.

Just to report back and make sure that everyone has a chance to have their voice heard. With that, I will open it up for anyone on the BAC, if there's any announcements about projects or anything else. You don't have to raise your hand. You can just go. OK. I am not hearing anything.

I am on 20/40 Freight and we were supposed to have a meeting in a couple days but it has been canceled. There is not going to be an update for at least a couple months. There have been materials posted to the 20/40 Freight page, and as background that project is setting the master plan for freight for 2040. They have been producing a series of videos explaining the real world impacts of freight on our city and there have been a bunch of documents that they have also been producing and I will work to get them into the chat later.

So, I guess, with that is there any public comment? Anyone who wants to say anything? For this, I will ask to please raise your hand.

SPEAKER:

My comment is have you seen an uptick in use of public transportation? Is Metro doing anything to try to convey to people that public transportation is safe and it seems like when I ride the bus, when I ride the light rail, there is very few riders. -- riders

ROGER GELLER:

I don't have a comprehensive answer but I answer that a bit. I was with some stuff that focuses on transit a couple weeks ago and evaluating some of the temporary transit platforms around the city during the last couple of years. What I have heard is that transit in some parts of town has come back up, appreciably, and in other parts of town not so much.

I think I did see a forecast indicating that transit is expected to stay low for a while. It may take a couple of years for transits to fully recover. That is at best anecdotal information, and I think that the transit website may have more. That is what I heard from our transit coordinator a couple of weeks ago.

SPEAKER:

The folks that I talked to are always concerned about their safety in writing the Max. I would like to see Metro try to bring up a campaign and try to make it ? conveyed that it is safer.

ROGER GELLER:

Thank you.

DAVID STEIN:

Bobby.

SPEAKER:

One question that I have been having recently riding my bike is what is the city's policy when it comes to sleeping bike lanes? -- Sweeping

ROGER GELLER:

So, bike lanes are swept on a regular schedule, crews are sweeping six nights a week. We have only one sweeper that can get into some of the smaller bike lane spaces that are created by the protected bike lanes that we have been building. I know that is also operating, either five or six nights a week. We have been working to schedule a presentation from our maintenance operations division to come in and talk to the BAC about it.

They also do it on a request basis, so while they have a regular schedule, if they are made aware of glass or something like that, or big piles of leaves, in certain areas, they will go to schedule and hit those areas.

SPEAKER:

Great, thank you.

ROGER GELLER:

Thank you.

SPEAKER:

I was curious about the deployment of speed light and red light cameras now with the recent legislature and I'm recent if there is rollout plan for those being installed moving forward, or do things change in terms of that schedule with that passage of that legislation?

ROGER GELLER:

I'm just looking through the list of attendees to see if there is anyone in the meeting that he can attract this better. I'm sure there's a rollout scheduled but I'm not sure what that is but that is something that I can find out.

DAVID STEIN:

There has been nothing indicated to us before that the legislation has been with the rollout, everything we heard had to do with procurement issues however the legislation should me make it much less expensive to administer, so that would be good. Anyone else?

SPEAKER:

Jacinta. I was not going to ask but I figured I would ask if there's an update on the 2030 bike plan because I try to dig into it a little bit before this last update I saw was from 2019. I don't know if 70 can share an update or where to go on where the city and PBOT are at in this process?

ROGER GELLER:

So the 2019 was a progress report just taking a look to identify what progress we had made it was like 240 some odd action items that have been identified in the plan so that was an update that was delayed but it was something required by the original resolution that adopted the plan. So I think that there is no other plan update at the moment. Neither is there another required progress report. And that would be a good thing ? a perfect topic for the bike advisory committee to talk about. But right now we are just chugging along using the policies and the plan that have since been adapted into the overall city conference of plan, and just building the network that was identified in the plan and running the program so we're just running off that plant still. -- Plan

SPEAKER:

Follow-up question, is there anywhere we can go to get information on where the progress is at on that? Just out of curiosity but also I know that there were slated type metrics on how things were going to improve over the 2030 plan and I'm just wondering if there is public record of that work -- or wait and see what is happening

ROGER GELLER:

I think the 2019 progress report was really the only thing that we have that is recent that just talks about how many miles of bike lanes that we build, what type they are, where we are on the various action items, there really is not another place to find that. There will be a publicly available bike map, not a user map but a policy map that shows what we have built, what is it to build, what is funded. But no, there is no single place where we are consistently tracking the action items that is listed anywhere. But that is a good question, thank you. Speak about

SPEAKER:

There is a paper by (unknown term) about the plan and white bike lab thinks can be done, should be done, since meeting the goals of the plan seems very important. I wanted to ask about ? today I read and Bike Portland that Metro suddenly has \$71,000 \$71 million and they are not earmarked for highways and there are some exciting plans and project, crossings, bike paths, protected bike paths -- bike lanes all over the city, I'm wondering in case not all of the money is received, is earmarked for bicycles, are any of those projects of the most important for their location?

ROGER GELLER:

Thank you are you talking about the regional funds? Yes, so that is a program that basically every three years there is a call for project for regional flexible fund project and obviously all of

the local jurisdictions within the Metro region apply for more projects than there is money for. So, we have project lists that we identify as the highest tier and lower tier projects, we are always cobbling together based on a different funding sources what we can do so we have a big focus on safety right now, so we are looking at projects, a lot of projects in East Portland, yet protective bike lanes on Starks, 122nd, also extending that protected bike lanes on Gleason, so we look at classifications of bikeways, we look at gaps in the network, we look at who the project may be serving, if it is serving residents of Portland in areas that have been traditionally underserved or neglected, so use a number of different criteria and it also depends on the nature of the funding source.

SPEAKER:

Hopefully we will get it.

ROGER GELLER:

We will definitely get some of those projects, we will not get all of them. Thank you.

DAVID STEIN:

I will note a couple of other things. The projects that were submitted by PBOT did present to the BAC, I believe it was late last year, and we were able to provide feedback on those. So that is a pretty normal part of that process. So we were able to provide feedback both in terms of what is in the project to a degree also the prioritization. The other thing to remember with this is that the projects that get selected, it is time restraint funding, so say one of these projects gets selected it cannot start until at least 2025 because the might not be available until then at a lot of these will not be done until closer to 2027.

ALLY HOLMQVIST:

if I can also add on, one of the other things that we did as the BAC beyond talking with staff about the prioritization, we also the opportunity to write a letter of support for the projects that PBOT did put forward for metros funding and because that is a regional program, PBOT it -- see Portland is one of the many additions in the region so as BAC we can also provide additional support of why we think these projects are very important at maybe additional needs that the criteria looks at like equity focus areas or climate goals, so that is another way that that can influence by writing a letter up letter of support as well.

DAVID STEIN:

I see Susan's question in the chat about the ? does BAC give input at a type that it can influence? The best answer to that is unsatisfying and it that is it depends. We strongly prefer one it is at that right time, when we hit the sweet spot, however sometimes we get projects to early and sometimes they come to us a little too late. But we do try to be proactive around that. Right?? Greg

SPEAKER:

Thank you, it seems like the BAC letters of support are one of the most powerful tools that the BAC has I am wondering if you give a little background information on who those get to, who refuse those, and how those are taken into consideration within the city of Portland -- reviews

DAVID STEIN:

Roger, do you want to take that?

ROGER GELLER:

I could take some of it. It depends who the letter is addressed to full so for the regional flexible fund, letters of support is typically going to going to Metro in the past, I cannot actually recall if they want to Metro or to city Council this time but they are part of the package that is been sent to Metro in support of the city's submittal letters project manager, go to -- letters go to senior management of the director of PBOT, they are often addressed to city Council, which means that if the letter goes to the mayor or the commissioner in charge of transportation, then their offices will pass it down to the appropriate staff and PBOT to address. So it really depends. Letters were sent ? David just testified today was it designed commission or planning? About a project that Metro ? that climate is doing -- Tri MET is doing in the Hollywood District, so letters were sent to them regarding the project and also to development review staff, so it really depends on what individuals and offices are sort of working on the project or need to be made aware of it.

DAVID STEIN:

And I will add onto that that anyone the back is able to write these letters and that they get approved by the full membership of the BAC at which point than they are sent on to whichever recipient ? if it is inside the city there is no review process and if it is outside the city that it does have to go through a layer of review. Though that generally does not cause too many hiccups. But, it is definitely one of our most powerful tools and we sent out seven letters last year so it was busy.

And just to say on that, Susan do you ever get a response to those letters? Or does it feel perfunctory? It really depends. I got responses to ? I think two or three letters last year, but it is not necessarily designed to get that direct response will stop hopefully we will get to see it in action. Tron? Sean?

SPEAKER:

Going back to the sweeper, I wonder if we have ever considered some part-time operator positions so we can get those sweepers operating every day. There are some people looking for part-time work and might be qualified for that position.

DAVID STEIN:

It's an issue of funding. Every time there is a budget cut it is easy to cut back on maintenance and that probably is not as much of a look especially when things are slightly better to make sure that that gets resourced properly. I would like more sweet -- more street sweeper time too. So, I think we will move on to the next part of our program if that's alright.

I just wanted to say a few remarks. I will do a little piece and then handed off to Allie to take it away. Just thank you again for showing up, it is amazing to see so many people both on this call and just inject interested sipping on the BAC Mike serving on the BAC is heartening and there is such an impressive array of Portlanders who are interested in serving. Who are apparently working through applications, and we will be providing recommendations to Commissioner (unknown name) office as she is ultimately in charge of taking those recommendations and approving everyone who is going to be serving. Serving on the committee. So it is not anyone in this room right now. We are hoping to have everything wrapped up by the end of the month so that new members can be full on part of the BAC for our April meeting. I believe that is the 12.

Some background, the BAC has existed for over 30 years, we noted last month that it was exactly 30 years since the original ordinance established the BAC.

While projects and policies brought the committee have changed over time, the overall goal has made pretty constant and it is to advise City Council and all departments of the city on all matters relating to the use of the bicycle as a means of transportation and recreation.

So that breaks down into really four areas of responsibility. So, looking at bikeway policy, implementation, education equity, and community input and feedback.

You will see that both within agenda items that come to this committee and across projects. So, sometimes we will hear about specific policies or specific project and sometimes you will get to see within one item the full gamut.

Everything is up for questioning. There are no bad questions. Sometimes the simplest questions lead to the most insight. There is no perfect member so to speak, what we are looking for is a wide variety of lived experience and viewpoints.

We all experience the city differently. Whether we are on a bike, walking, taking transit, or any other way of getting around. So, I have already noted that I am the chairperson, so you've been hearing my voice a lot. I want to talk about a little bit of the role of the chair because it is part of the whole structure of the BAC.

My primary goal in the role is to encourage full and safe participation. I really hope that everyone is feeling welcome here and that there are plenty of opportunities to provide that feedback. I assist in building consensus, making sure that everyone abides by our operating procedures which are generally pretty loose.

We like to get his money -- many pieces of feedback as possible. Develop the agenda like the one that we have today. A lot of work that happens beyond the scenes with Roger in establishing that.



A little bit about feedback. We generally provided in three ways. When someone comes to us, feedback can be provided directly through questions, observations, sometimes when more formal comments are necessary, the regional flexible funds are a great example.

We will be invited to write a letter, sometimes projects will be in a public comment phase so this can sometimes happen with projects that require some kind of environmental ? that either have an environmental assessment or impact statement.

Thinking about the earthquake ready Burnside Bridge, Southwest corridor, those are all examples of projects that in the last few years had formal public comment. We submitted letters in each of those.

Finally, through testimony. That can be either to other committees within the city, or directly to City Council. So, as an example, as Roger mentioned, I was able to speak with the planning sustainability commission earlier today hearing about a street vacation in the Hollywood districts associated with the Hollywood hub project.

The committee, when we heard about designs, last June, we had some concerns about the quality of the bike facilities and the accessibility of it. As well as conflicts with pedestrians.

Part of writing that letter enabled me to on behalf of the BAC, share those comments with those commissioners so that as they provide their feedback and recommendation to City Council, hopefully what we included gets to be incorporated into that.

Or, at least it enters into their consciousness that there are other groups that are involved with this. And, just as we are closing the loop on that, they were open to coming back to us as they start working more closely on design aspects of that project.

It sounds like they have already made some changes, though we are not aware of them yet. There's a lot that happens behind the scenes.

For people that may have heard at the very beginning, I was talking about 2040 Freight, another committee that I am serving on the community advisory committee for, I had to apply like everyone else.

No special treatment. I am able to speak as someone who is on the BAC and then report back when there are opportunities for feedback. They had a survey earlier this year and to provide updates as there is new information, and to speak more about that and other topics, I will hand it off to our vice chair, Allie.

ALLY HOLMQUIST:

Thanks, David. I am Ally Holmquist, the vice chair, and I'm going to reiterate a couple of those, probably the same points in a different way and then touch on a few other subjects.

I probably won't speak too long. I did first want to welcome everyone that has joined us here and just say again how amazing it is to have you with us. It is really awesome that we had 81 applicants for these BAC positions. That is amazing, more than last year which I am really excited about. I will be interested to hear if we did some work with Roger to try and expand our reach a bit, so if any of you saw my posts and I am hoping that maybe one or two of you saw some of those targeted posts that we did, we will be interested in continuing to improve that process over time.

It is really amazing that we have had such interest in the work that the committee does and we are so excited to have you all here. We wish that we could have everybody participate, so it will be a bummer that that is not the case. Maybe our future item will be 81 BAC members. Until that time, we are really happy that so many of you are interested in participating.

We hope that even though we have a limited number of spots, we have a lot of folks that participate in our meetings and we have made a lot of changes over the past couple of years, David and Roger have been really great about instituting things like the Jamboard that provide everybody opportunities to speak.

BAC members can if we have certain sticky notes for BAC members, we have the feedback recorded, and any attendees that can comment there. I would encourage you, even if you don't end up as a BAC member through this process, keep coming to the meetings and participate. We are listening to your feedback as members, that feedback is going back to staff.

Please stay involved and we would love to have your participation. I think that one of the great things about that also is that one of the directions that we are looking towards going continually, that David and Roger and I have been working on so far, and we're looking to expand as we continue in the coming years, is increasing access to the BAC in our inclusivity, diversity, equity, and inclusion is going to be a big thing that we are focusing on and trying to continue to increase the access.

Making sure the people that are maybe less comfortable speaking in this sort of, especially that we are in this weird virtual zoom format, lots of great opportunities to participate that maybe folks would not have before. Sometimes create new barriers that we are looking to things like Jamboard that provide more opportunities. Please stay involved.

To reiterate the same thing that David already mentioned in a different way, I think the BAC is really what you make of it. There are so many opportunities to leverage your membership, to focus on where you want to focus and be involved in ways that you want to be involved.

David mentioned a few ways that he also participates in other city activities like the freight committee. I participate in north portion -- Portland in motion, as a BAC liaison and I live in the neighborhood. There is the B BAC, the budget advisory committee that Sarah participates on. There's lots of other "invasion -- in motion" projects. There is a lot of ways that you can use this to really focus on what you want to focus on.

Like David said, anyone can write a letter. Encourage it and welcome it. Anybody can also bring an idea for a letter or something that the BAC should focus on. I encourage you as you are thinking about looking towards membership or what membership might look like, or even just future engagement with the BAC, keep that in mind.

David that I mentioned that there is this chair, vice chair, we have this structure, but it is not top-down. It really is flat and everybody ? we are all members of the BAC and participate in different ways. David and I just help support some of the administrative efforts that keep the BAC running.

It's just making sure that you kind of know the framework of all of the amazing ways that you can participate. Some things that we have looked in the past are even more project focus, if there are particular efforts or projects that you are interested in, we have looked at liaisons in the past that actually meet with city staff project managers to talk about that on certain topics. There is a lot of opportunity there.

One of those opportunities that I selfishly also want to bring up is inner leadership structure. David has been our chair and our fearless leader for a couple of years now. He is leaving so we will have a vacancy, so if you're interested to really get involved in ? I did say that we do a lot of administrative work but we also do a lot of work in guiding what the BAC might look at and hearing and sifting through feedback that we are hearing from members to set the structure for what we are doing.

It is a really exciting opportunity and there is certainly the administrative pieces, but you really are guiding the work that we are doing and responding to all of the members and just interested parties that are participating on a regular basis. I think that is really exciting and it will happen right around late summer, August or so, so be thinking about that as you might want to participate in should you become a member.

Then, as I mentioned before, where the BAC is headed. Looking at increasing access and inclusion, being a focus for us, we are also working on, David and I, especially David, strengthening some of our connections with city leadership as well. We are hoping to set up some more potentially formal kind of meetings and communication ? lines of communication so that we can kind of be expanding and leveraging our network within the city and then kind of bridge on where we headed with our recruitment.

There are a lot of amazing bicycle groups that are active and doing amazing things right now in the city. And beyond. I think that one of the things that we are looking at is seeing how we might be able to leverage and build those relationships going forward so that we can just be a more representative BAC going forward.

Thanks again, everyone, for being here and I will let David move on with the agenda.

DAVID STEIN:

Thank you so much. I am going to now handed over to Roger who has got the whole presentation lined up for us.

ROGER GELLER:

Thank you. I just wanted to reiterate, appreciation at all of your interest in serving on the committee and I want to thank all of you for showing up tonight. You are also interested in improving Portland by using bicycle transportation as a tool. With 81 applicants and only about 1/5 as many seats available, obviously not all of you are going to be able to be on the committee. I created a presentation tonight in order to provide you information whether you are on the committee or not.

My goal is to empower you to turn your interest into effective participation in order to help the city achieve its goals. I just really want you to understand that the city very much wants bicycling to grow. And very much wants driving to decrease. The city's goal is to eliminate the negative effects of overreliance on driving on cities, individuals, and the globe at large. I know this because these things are very clearly spelled out in our goals, policies, and our objectives.

I am going to talk about those tonight because it is really our goals, policies, objectives from which are designed guidance systems.

It is our goals, policies, objectives for our programs and polar -- project list develop. Many people gloss over looking at policies but that is really where ? that is really the foundation for understanding where the city wants to go.

So, I am going to share my screen. Show you a presentation. Hopefully you are all she seeing, looks good, you are just seeing the presentation? Excellent. And that is why it is really so important for you to understand to make sure that we honour them. We want to hold us to those policies will stop it is how we hold ourselves accountable. To all the applicants and current members there was a document I made available in advance of the meeting, it is on the BAC website, I believe Sarah to it in the chat and I discuss our policies as tools. They are that are intentionally strong. For example, our former bicycle transportation policy used to be that we wanted to make bicycling part of daily life in Portland. It was a perfectly fine policy and it (indiscernible) we change that policy when we updated the bike plan, to say this. What a great conditions that make bicycling more attractive than driving for most trips of approximately 3 miles or less. And in the transportation world that is kind of heretical. It may not sound like a deal that it has large ramifications. It allows us to not only make biking are attractive but it crafted in a way that allowed us to make driving less attractive. So are we making ? partly succeeded at making bicycling more attractive than driving back that is a legitimate topic for anyone to reduce driving in Portland. And please feel free to raise your hand and I will feel free to raise her hand and I will be happy to questions. There's another main policy that supports bicycling and just one that includes ? that directs the city to ties boats -- prioritize modes in that order. We call it the comprehensive plans transportation strategy for people moving. It is also

known as a green transportation hierarchy, during green because it puts walking at the top and single occupancy vehicles at the bottom. That is also a radical departure from most transportation agencies where single occupancy vehicles is normally at the top of the list. This suggestion for creating this policy first appeared in the 2009 County city climate action plan. And the bike plan took that idea, crafted it as a draft policy and we ultimately adopted with the bike advisory committee, working with the Portland freight committee to was then adopted into our comprehensive plan. What does it mean? What does it mean to make transportation system decisions like the policy says? According to that list. That is something that we are still working on and it is also a legitimate topic of conversation BAC. 1/3 policy creates for us to create a bike policy system that safe, comfortable and accessible to people of all ages and abilities in these policies to get directly influenced what we have built. Comfort is the cable top now we consider both safety and comfort because we recognize it is not safety alone attracts people to bicycling. It is that you are going to be comfortable in a bike. We translate these qualities ? my policies into how well we design our bike leads. For major city bike lanes one of our classifications we are directed to build the highest quality bike facilities. And that is because a prominent part of our strategy is really been to make conditions good for bicycling because when conditions are good for bicycling, we find that people write. Ride

American is a have to appeal to the majority of people who may feel uncomfortable about biking. They may be concerned for their safety. We know it is difficult to attract people to bicycling if it feels uncomfortable, so in our policies talk about safe and comfortable it is worth considering safe and comfortable for who? So that is something we think of the lot. When most departments of print rotation around the country -- transportation around the country, this is the image that we used to have a cyclist, this is who we thought we were serving and that is how you end up at the federal level the standard bike lane minimum being with forefeet. Enough for 2 foot handlebars and 1 foot on either side. So we would formally think of cyclists someone like this, and focus on we are thinking about how we are designing our bike lanes we are thinking about people more that, bunch of young people out biking around or a family with a younger child. Or that, 12-year-old who is capable of being independently mobile. At least in their neighbourhood. All they need are good conditions to navigate their neighbourhood. Make them and their parents and loved ones comfortable. Whether or not we are achieving that level of comfort is also legitimate topic of conversation for the BAC. So what have we done?

What has the bike plan directed us to do? Principally we have built the bike lane network. The main thrust of the Portland bike plan for 2030 was there were three things. To produce safe, comfortable and attractive bikeways that can Be more people and serve all types at all ages of users. Building on the best designed practices of great cycling cities around the world. We are directed constructed dense network of bikeways so that all Portland residents can easily access and route and to create a cohesive network with direct routes to take people with what to go. Those were the three main points in the Portland bike. We have also run successful programs, Sunday parkways, travel smart, units of mobility with bike share any scooters and we have worked to make these programs accessible to everybody we have modified code to provide better parking. But premised on the idea that for some body to ride a bicycle the expense has

to be safe and comfortable, and more attractive than driving, we have built a bike network and increasingly it has looking like this. Or like this. These are all shots in Portland or like this.

So, our policies have led directly to guidance for high quality bikeways in both our protected bikeway planning and design guide and our assessment report. Our neighbourhood Greenway assessment report calls for conditions for to achieve certain conditions on our neighbour greatly so they are safe and comfortable, and similarly with our protective bike lane design guide we talked about how we transform roadways so our guide tells us for example, to take a street like this which is Northeast (unknown name) 103rd and create this out of it which is at the same location we are looking at.

So we have been building. At the time we adopted our bike plan or as we were working on it, this is what our bike wait network look like. -- Likely the green lines our neighbourhood greenways, the blue are bike lanes in 2009 you're pretty much just all conventional plates, and the magenta offstreet pathways. So that is what we had in 2009. And that is what we had just a couple of years ago we have built more since then but I just have not updated this life, we say better bike lanes those are either buffered bike lanes were protected bike lanes. We now have about 23 miles of protected lanes and we have been focusing to make intersections safer and that remains a focus for us. Doing things like bike boxes, prospects, (indiscernible), we install these we do research on these, there's a lot of national research on some of these research and it makes conditions safer for people bicycling.

This is what we have funded had funded in 2020 and you can see a lot of our focus has been on East blood, the Portland bike Clyde was one of the first plans that addressed through facility improvements the idea that would. So we's focused specifically on East Portland that we recognize that the quality of the facilities we had at their was substandard for the conditions, even though we had a lot of bike lanes out there when we built that we did not realize yet the importance of comfort. So this is a part of our city that was in high low income, high nonwhite population, a lot of seniors, a lot of people speaking English as a second language, so one of our thoughts was well let's invest in areas where we have traditionally under invested and let's build really good quality facilities out there. We are continuing through as we implement. So this is what once we build everything that we currently have ended, this is what the network will look like, -- funded, but it gives you a pretty good idea of what we will build. The question then becomes how successful have we been progressing the city's goals about increasing bicycling and reducing driving? We have been very successful. Biking has been a great success story for the city. So this is what bike commuting looks like in the year 2000, the black lines represent the bikeway network as it existed at the time in 2000, and this is showing bicycle commuting activity by census tract so that darker the colour the higher the commuting activity, the circle is just a form I radius circled bridge, this is bike use was under 2%, citywide, by 2010 it was about 6% citywide, as bike facilities bait became higher-quality and spread throughout the city, by 2014 we hit our sort of peak bike commuting rate, you can see that bike use darting to grow in East Portland as well, and in the deep South West, and then by 2015 this is what bike use looks like in the city.

So I guess also kind of interesting, look at when we look at gross growth in the city and how people get around the city, we saw pretty good growth in the number of computers in Portland between 2000 and 2014, it was about 70,000 new computers out of about 200,000 at the start of the period and what is interesting is that when you look at how those new commuters were portioned, bicycling absorbed the highest plurality of the increase in commuting. Then driving, then working at home, then transit, then walking, and carpooling actually dropped. That was because we saw great advances in bicycle split and good advances in working at home. If our mode split in 2014 has been the same as it was in the year 2000, then this is what this is help all of the new commuters would have been apportioned. Seducing 15,000, 50,000 new Portland drivers we would've seen almost 35,000, and we would've seen only about a thousand or fewer new cyclists. So what this shows is that biking absorbed about 34% of the increased important commuters followed by driving, followed working from home. So that is one of the reasons that we can say that bicycling has really, during that period, really did the most to keep at bay potential congestion and other effects associated with the growth of Portland commuters. The few other things we know about biking that is interesting, this is from the Oregon household activity survey, which shows that when I was just talking about was the bike commute data, the Oregon household activity survey gathered detail travel information on residents across the metropolitan region, not just for commuting but for all trips. So what it found was that for all trips taken by people in the region, actually this is just the city of Portland, 15% of those were my walking, six were for Mike, 6.6 were by transit and almost 80% were back driving. These were none of these were recreational trips, did not include a trip that had the same origin and destination. When you compare that to commuter trips, the bike commute rate is very similar to the ultrabright which indicates that people are using their bikes not just for commuting, but for all trips as well.

That is something that is very positive about bicycle transportation. You can sort of see the growth that I was referring to between 2000, 2014, you can see how bicycling grew relative to walking, relative to transit, working from home, driving alone. During that period, bicycling was a means of transportation that observed the most trips and this is really good news because bicycling is also the least expensive mode of transportation to provide for.

Things really changed in 2014, between 2014 and 2018, where we sought bicycling drop, transit even dropped a bit, grew in a pretty big spurt and then leveled off. Working from home really increased a lot, all pre-pandemic, but driving really increased a lot.

Between that. It was still ? it was still the means of transportation that did the most to limit automobile commuting. Automobile commute so went up but bicycle transportation contributed significantly.

I know a lot of times that people have a difficult time understanding that bicycles are a serious means of transportation but it has been quite effective at achieving our goals.

What are some challenges that we are facing? So, there is a perception in Portland that, you know, I think one of the challenges that we face is the perception of bicycling. One thing is that bicycling is seen as a predominantly white male inner-city activity.

It is interesting to sort of look at ? you know, we don't really have good data about this, we do have some information from the Oregon household activity survey, at the regional level, and what is interesting about this data is he that -- is that it shows that nonwhite householders tend to walk at higher rates than white households, bicycle at higher rates, and use transit at higher rates than white householders. This is at the regional level and it is for all trips.

It dilutes the higher most lives in Portland. That is really the only good data points that we have about that. Bicycling is also seen as a harbinger of gentrification, so that is a perception that we really need to address.

Then, there is also the fact that there is just resistance to change. You know, I think it is fair to say that humans are changeovers. -- Change averse

However things are, we tend to think that everything is fine, things are fine, we don't need to change. Yet, our goals and policies, agency, we are all all about change and dramatic change of thought. It is city policy to reduce driving to more than -- no more than 30% of all trips. That is we want to reduce greenhouse gas emissions, improve public health, move about the city.

That is a huge change from what we are at which is over 70%. That is something that we are fighting. A really big challenge that we are facing is that bicycle uses dropping. Our former strategy is no longer working.

Build it and they will come, and then sort of what we talked about for a long time. It is not clear why bicycle uses dropping. There are a few ideas. One is that the former cycling population that lived in those areas within 4 miles of the Burnside Bridge and were commuting to work, they moved out of the central city and got priced out of the central city.

Now may be it is a wealthier and older population moving into the Center City. Again, it is just interesting, and again we don't have a lot of good information about this, but it is interesting to go back to the Oregon household activity survey and look at how bicycling measures up against both income mandates.

This is the income distribution of the entire region, I should mention that this data is about 10 years old, Oregon household activity survey was done in 2011. The previous data point that we had from that was 1994 I believe. These kind of intensive travel assessments are only done very infrequently.

What this shows is just the pie chart, it shows the distribution of the original population based on income. 18.6% of the population earned between 50 and 74,000, 12.1, 75 to 99, when you



look at how bicycling by income is distributed, he see that like use is actually fairly evenly divided among income levels.

14.8% of the population earned this money, but people earning this much money made up about 23% of those using bicycles. 12.1, 12.6 for this income level. 18.6, 21.7. There is pretty good parity between bike use and income levels and what the income population levels are.

Then, you know, it is similar for age. This is the age distribution of the regional population. If you look at bicycle use among the age distribution, again, there is definitely some disparities. You see lower bike using this age group that is represented in the population, and much lower bike use for this age group, a bit higher in these age groups but generally it is definitely within range of the population distribution.

What is so interesting about this age group is when you look at data from other countries that have really good systems for bicycling, or pupil cycle during higher lives, you don't see this type of drop off that you see in the region and the US level you see cycling drop-off as people age.

I think it was in the Netherlands, something like 1/4 of all trips, 75 and older people were made by biking. Their systems are really safe and people have been cycling their whole lives.

So, these are a couple of things that I think about and then I guess another reason why bicycling is declining is maybe because conditions for bicycling have become worse.

And, you know, there may be something very much to that. This is the annual growth in commuters, Portland resident commuters between 2010-14. Each year during this period, the city grew by about 4000 total new commuters, about 1300 of them, about 1300 increase of biking each year. About 1100 drove alone, I think this is actually working at home. 900 of them worked at home. This was annual increase by mode. For each year during this time period.

What was interesting is that in the four years between 2010 -- 2014, the growth went up by 10,000 per year. Two and half times what it had been during this ? what it had been, unlike the earlier period where the growth and driving was relatively low, the drive alone rate went up precipitously each year.

That is a lot more cars on the road each year for commuting. Especially during ? mostly during the peak period. That could lead to a degradation in conditions for biking. The quality of the bikeway network ? we peaked at biking in 2014, 2015, at least in terms of commuting.

The quality of the bikeway network is much better today than it was then. Yes, biking use has dropped. You know, that is a consideration. Also a consideration is that a lot of our network, especially for new people coming to town, it may not be really apparent that we have a bikeway network.

Our Neighbourhood Greenways are wonderful facilities but they are not on the main streets and that is where new people tend to focus activities.

On the main streets. It is possible that a lot of our Neighbourhood Greenway networks, very connected, some of the most family-friendly routes that we have, it is possible that they are not that apparent to people who are moving to town.

So, while our bikeways network is better than it has ever been, perhaps it is not been able to withstand an average annual growth of 60 have an hundred -- 6700 drive alone computers. These are some of the challenges that we face. What happens if we do not achieve our goals? What happens if we do not reduce driving? Our population is going to continue to grow.

One graphic way that I would like to talk about this is right now we have one will of art that in some places carries 40 to 50,000 cars per day. If we don't achieve goals by I think the year 2035, and people drive at the same rate that they are today, we would need the equivalent of 23 more boulevards to tread water with mobility where we are now.

We would need bigger roads. This is what we do ? the traditional approach to addressing traffic is to build more lanes. We would need more lanes, more of these types of roads.

Another point that is kind of interesting is? Yes, 2035. Can we afford bicycle transportation? This is a number of years ago, (unknown name) made this point. When we were developing the bicycle plan back in 2008, we had a 300 mile bike we network.

We kind of did this not exercise about what it cost to replace the bike network. If we had it built completely from scratch, and admittedly not the highest quality at the time, we have much higher standards now, and costs a lot more to build what we are building now.

What would it cost to replace the likely network events disappeared overnight? We came up with a figure about \$60 million. \$60 million could also buy you about 1 mile of urban free -- relay. -- Freeway

Not necessarily in the City of Portland conference, we don't have that money, but there's plenty of money out there for transportation. These are some of the things that I think about and I hope that you find this information helpful.

Like I said, not all of you are going to be able to serve on the city's bike Advisory Committee but I hope that even if you're not on the city's basic advisory -- bike Advisory Committee, I hope that you're able to continue to advocate and help us achieve bold -- goals and policies.

So, that is all I have got. Thank you.

DAVID STEIN:

Thank you, Roger. I think a good question here that you can probably speak to better than me is about how well intersected our BAC goals with other city goals for housing density, zoning, public school education, etc.?

ROGER GELLER:

I can't really talk about school location but one of the things that has made Portland important or successful in a lot of ways is that we long ago, our planners, long ago recognized the land-use transportation connection.

The bicycle is a vehicle of short trips. There is a reason why we talk about conditions that make bicycling more attractive than most groups of 3 miles or less.

Data from other countries, I think looking at the Netherlands, Denmark, finds that after about the 3 mile mark, bicycle use starts to drop off. Within 3 miles, and bicycles tend to dominate the transportation scene, and after that they tend to drop off. What Portland has done is we've always emphasized mixed-use development.

The denser a city is, the more likely, the easier it is to access the needs of daily life by walking and biking. I think our land-use policies are really good and increase housing leads to more local retail, more local retail leads to shorter trip distances, and all of that stuff really feels a system that is built around walking, biking, transit.

I am not sure what PPS school setting criteria is so I can't really speak to that.

TAWARA GOODE:

DAVID STEIN:

Thanks Roger, if anyone wants to ask a question, please feel free to raise your hand. While you work presenting there was a robust discussion about e-bikes, how to set factor in how that factors into a lot policies but also on a project to project basics basis

ROGER GELLER:

E-bikes are interesting, I think they are going to attract a lot of people to bicycling. There's no doubt about that. I'm looking at the last comment from Sean so guessing there some commentary about batteries. I guess choose your yeah I think that e-bikes are going to be a lot of active to a lot of people, they will attract a lot of people to bicycling, and I also think that they are going to require us to really think about how we are designing our facilities because with faster speeds we are going to need more with. With width I have not seen the whole commentary around it but feel free to jump in, David.

DAVID STEIN:

It was very robust, wrapped the different places that e-bikes have and the opportunities for conflict with people writing I am going to complete a manual bike, and I have both a regular

bike at e-bike and I definitely use them varied. Differently and I presume people with those options do as well. I know it was a deal last year with bike down switched from -- Bike kept out switch to the heavy manual like to the heavy e-bike, as much as I have not been able to write either because they were not in my part I do know that he our gateway drug and they are really really nice, you're able to hop onto what. Even just for a test ride. Also e-bike batteries are way lighter than the batteries in even the smallest (indiscernible)

ROGER GELLER:

I think e-bikes are going to change the cycling culture. There was this great federal report about a study trip that went to the Netherlands and Denmark and one of the things they came back with was the idea that you need to trust the user. Put some faith in the user as transportation professionals people are focused on biking, I'm sure this is true for a lot of us in this room, that we are professional doom seekers. We immediately go to the worst possible thing that can happen, and expected. To a certain extent that is a professional liability for transportation engineers. And I am not a transportation engineer but it definitely rubs off but I think there is something to be the idea to trust people to make good decisions but there will always be a learning curve, adjustment periods, I did have some faith that people will not just blindly run down other people who are in front of them. Not always the case that I do have some faith that generally that is the case, that will happen and I think 70 asked a question about e-bikes and wider facilities. We already signed our bikeways to allow people to pass each other or right side-by-side, but I think that will be even more important with e-bikes, so be writing up the hill on an unassisted bike is going to be going slowly and somewhat on e-bike's just got to be zooming up so it is imperative to create enough weeps width

DAVID STEIN:

Without seeing any hands raised, we have got a lot of discussion we did want to go to breakout rooms to try to make the floor a little easier to manage for everyone so if you're not comfortable speak up in front of 50 or 60 of your closest friends that you just met, it may be a little easier if we meet to a smaller forum. I don't know how you feel about that, Roger. Roger

ROGER GELLER:

That was the idea that we would have breakout rooms and then we would come back and just ? the idea that it in a breakout room it is good to have a discussion amongst yourselves, a point someone to do a brief report back on some of the main topics that you discussed or you can drop them in the chat or the jam board but the idea is just to get a sense of what everyone is talking about and thinking about.

DAVID STEIN:

And just a quick note all you have been working behind the scenes and there will be either a PBOT staff or someone from the BAC in each of the breakout rooms. So, you can't be you will not be on your own to try to figure things out. I will have the breakout rooms ready in about one minute.

And we will probably spend about 15 minutes, 10 to 15 minutes in there. I know something about scooters. We have actually had several presentation about scooters and the BAC, there have been a couple of pilots and there has been RFP that city has been working with for something more durable or something longer-lasting. So we have been providing feedback on these excluded program, scooter program though there is not technically an advisory committee that has that explicitly and responsibly.

(Breakout rooms)

SPEAKER:

Is there someone BAC PBOT here?

SPEAKER:

You have me from PBOT, I'm the planning division manager but I was not prepared to lead a discussion, I usually just eavesdrop on these meetings while going for a walk, so I'm actually on a walk in my neighbourhood listening in because I forget the discussion, maybe you are stuck with me in which case we were wrong with it sorry about that!

SPEAKER:

It's all good. So is everybody else here just applicants for the BAC? Is that the rest of us in this crew? That is why I am here.

SPEAKER:

So what observations did you all have about Roger's presentation?

SPEAKER:

He is very optimistic, I guess that's his job (Laughs) I'm a little more frustrated, I guess. I moved to Portland 20 years ago and I moved there partly not only for that I moved from my job but one of the reasons was to be able to bike to work. And I did that most of the time but and is just as not getting better. And I would have hoped that it would, I'm kind of disappointed but I guess Roger's presentation is encouraging anyway. One reason (audio issues) I have a different time zone, it is 4 o'clock in the morning he here, so I am out of flack but the reason that I was interested was I came here and I biked to work here, but a second hand bike and it is different, I grew up I am European, and I was always scared of (indiscernible) why are there so many churches in Paris? It is so that you can what before you cross the street. I have been biking to work and it is different. In some ways it is scary but in other ways it is encouraging to see kids on the streets, women, at least half of bikers are women. That is very different from Portland full stop and I did not have an answer for why it is different but I think that encouraged me to try put a little more effort into making things better in Portland.

SPEAKER:

So I'm looking at how the city can develop things to create more equitable routes to connect people to one another to access things better.

SPEAKER:

Do you all know about that Jack jam board? You can write concerns or questions that you do not necessarily want to voice your. You do not have to say anything but if you do not know

SPEAKER:

I opened it at the start of the meeting

SARAH PULLMAN:

I just want to make sure that you all had that as an access point. Sorry, I was administering some things so I just kind of got lost. I think that, personally, I moved to Portland from Seattle and then from there from New York, I have definitely been thinking more in Portland because of the hills for sure, and I don't know that I can really keep up in Seattle especially the trope of the white men in Lycra really intimidated me even though I had been working in transportation and I went to grad school for that, still there was this disconnect and I feel that the culture in Portland of Viking -- biking is more here towards everyone, but that is a huge "Everyone" because Portland is so white anyway and everything that is represented is completely skewed. But yeah, I am here to help. I don't want to take up (indiscernible) but

SPEAKER:

I can introduce myself. I am Claire she/her pronouns and I applied to be a BAC member so I am hoping for that to happen. I recently switched out of working to the bike industry to coordinating a small neighbourhood shop in North Portland and working as a mechanic for about three years. I want to keep working with banks for capacity I can't! Working with bikes with whatever capacity that I can

I would love to hear from current members like if there is a certain project that you have been really excited about or things that you have worked on that resonated with you,

SARAH PULLMAN:

There is not a current member in this... Seems like he has been for a well but

SPEAKER:

(indiscernible)

SARAH PULLMAN:

But I know that it is very difficult because coming and trying to figure out when PBOT presents issues like the whole point of the BAC is to provide commented and becomes difficult because people who present we do not necessarily have control over their decisions to present and we can try to hold them accountable but ? and that is not a concept well it is off your hands,

(indiscernible) continuously push, so that is, I think, quite a contention. But, I think we need the pushback. We need members of the public's. And members to hold us accountable and make sure that we have evidence to say that we need project managers to listen to the comments and for the most part, I guess I cannot really say what before I was here but people present, I give them notes, I give them the jam board and so I don't have a point of where I'm going with this...

Is there any other questions or concerns?

SPEAKER:

I wanted to know if anyone else has been biking the last two days, to think that there has been more people cycling because gas prices have gone up in the last week? Does it seem like that? I just kind of wanted to see what other people were thinking.

SARAH PULLMAN:

I would agree with you.

SPEAKER:

I have not personally notice fact but I was thinking and wondering if that is going to be in effectiveness. It will be interesting to see, especially if we can get data on whether it increases in the next month or whatever.

SPEAKER:

I always think that one of the things that Roger mentioned was this incentivizing driving, and it is not inequitable or financially good way to do it but expensive gas and making driving expensive is one of those incentives and back in 2008, when gas was really expensive, that was when cycling increased the most in the City of Portland if you saw on those graphs.

I want to say that correlation is causation and vice versa but I don't know. I feel hopeful right now and maybe it is just starry eyed me but whatever. (Laughs)

SPEAKER:

We will see if any longer-term habits get formed.

SARAH PULLMAN:

It does make sense because we use parking prices, in addition to limiting parking, so we limit and dis-incentivize driving, so money is an interesting way.

I played myself a little bit because I was not intending on posting a group but I did do the breakout rooms so it is on me. I am sorry about this.

SPEAKER:

I have a question for you. Since coming to Portland, has there been any shocking things that you experience that you didn't think would be the case cycling around? Or maybe as your role in someone who has been an active transportation that kind of threw you off?

SARAH PULLMAN:

Shocking. Not really. I have gotten both sides. I have heard from super angry people, hitting cyclists and city members and then people who are interested and supportive like you all.

It is hard to say that I am shocked by a lot of it but I have just been? I guess is happier with the bike and for structure but that does not mean that I think that it is satisfactory does it is satisfactory but not all-encompassing and I don't want to give that impression.

We have a ways to go. I do appreciate the Neighbourhood Greenway, but I live in sort of the inner Southeast so it is a highly maintained area.

That is very effective for me. I think that the bicycle advocacy groups in Portland are stronger than I have seen in Seattle. And I didn't really cycle in New York.

If there is anything that ? to get from the next BAC meeting, what would you want? That is a loaded question. So?

If there is anything that you could take away from the next meeting, something that you would really hope to be on the agenda and hope to discuss, what would it be?

SPEAKER:

One thing for me, and I think Roger kind of brought it up, is the 2030 bike plan, I think last year Commissioner Hardesty was the Commissioner of transportation, she presented and it was not a fruitful, I would say experience for anyone, but there was talk that there was still going to be a 2030 bike plan and the city was going to get involved in her office was going to be involved and be more active in opening up conversations about it.

Since then I have not heard anything about it from her office or PBOT at large, I know Roger and the folks that you work with obviously know about it but there are a lot of people who don't, apparently.

Where are these conversations going? We can't move forward on it if we are not talking about it. It still feels like nobody is talking about it. In PBOT at large.

SARAH PULLMAN:

Any other questions? I'm not ignoring these questions. I want to write them down so that they can be brought up to Roger, and create? Intertwined into the next meeting.

Our guess a question for Claire is if there is an idea about advocacy and bike mechanics and if you have noticed a trend about how mechanics support bike ability?



SPEAKER:

Yes. I think we are? It is so essential. And can be ? what was your question?

SARAH PULLMAN:

I don't mean to put you on the spot. That is OK. I was just interested in your position as a bike mechanic. I also want to make sure that ? I don't know Teagan, if you had applied to be a member? If you didn't, that is OK. Our conversations aren't going to affect that membership and I actually don't even review them and even though Roger does and other PAC members will, this meeting completely will not affect that in any sense.

A close captioners in this room which I feel a little bit bad about, even though that is out there, it does not affect your application alone. That is the only thing that will affect your availability or your person as a whole.

SPEAKER:

Can you repeat the question?

SARAH PULLMAN:

Yes, have you seen a trend in mechanics, supporting bike-ability and advocacy among cyclists?

SPEAKER:

Yes, a lot of shops tend to have different priorities but overall, we had referrals to bike figures or events in town, I forget the names. The calendar with all the bike rides.

Just providing that kind of support, especially to new Portlanders in the last year or so, I just remember a lot of people coming and you are new to Portland? My computer is about to die. I apologize.

Kind of providing that welcoming space for cyclists to get started you may not feel comfortable right away, and also really advocated for having repair workshops for women, trans folks, creating those spaces.

So, yeah. Trying to promote recycling as much as possible.

SARAH PULLMAN:

Yeah, and I don't? If you do I am sure it is the whole bike mechanic group is not on you. You are just one person. I don't?

SPEAKER:

Yeah, I am talking about my own experience in a small shop.

SARAH PULLMAN:

Thank you for sharing.

SPEAKER:  
(Indiscernible), is that what you're talking about?

SPEAKER:  
I was talking about shift I think. I often gave that resource out to folks.

SARAH PULLMAN:  
Keegan, anything that you are looking forward to? -- Teagan

SPEAKER:  
I am new to this world in a way, I have been riding my bike but not super up to date on city policy stuff and that kind of thing. And what is in the pipeline for that.

I guess going off of that, something that I would like to see in the next meeting would be kind of maybe an overview of here is what is going on and here are the projects that are being worked on both by the BAC and other city organizations and here are the obstacles that we are up against, some of the organizations are people -- or who are allies to the cause of cycling I guess.

I guess I kind of run down of where things stand and then the presentation was somewhat helpful for that as well, for seeing how that mode share has evolved over the last 20 years or so.

SARAH PULLMAN:  
I do have a question, I guess. We have two more minutes. How do you will respond to people who ? I guess people who have been raised to be car centric? And don't see the importance of cycling?

SPEAKER:  
That is a great question.

SPEAKER:  
Hard.

SPEAKER:  
I have been fortunate to not have to deal with too many of those in my personal life. At least family and friends. They are all very much supportive and even my family who none of them ride bikes, and they are all very codependent, they agree at least that we should be moving away from that.

I think you just have to ? I think one go to point that I would bring up is that the fact that if you like driving, you probably hates traffic, and if you hate traffic, the best thing that you do is can work towards making fewer people drive by biking, public transit, whatever that may be.

SARAH PULLMAN:

I think there is also something to be said that cities don't necessarily accommodate nondriving options so it is not ? people who don't like to do anything else, it is not their fault, per se, if they don't have the access and ease.

SPEAKER:

Also, the distances ? for a period of my life, I would commute 10 miles one way into Southwest, and my new job is in Oregon city and I can't bike 40 miles a day. So I feel like people do have jobs that don't allow them to ride bikes, sadly. Maybe you bikes. -- E bikes

Something to keep in mind, not everyone is in the urban core.

SARAH PULLMAN:

Yes, there is a huge privilege of being in the urban core as well. Hi, Catherine.

SPEAKER:

Howdy.

SARAH PULLMAN:

Sorry, my group is not as prepared?

SPEAKER:

OK.

ROGER GELLER:

Thank you for making that seamless, Sarah.

SPEAKER:

Ya. (Laughs)

ROGER GELLER:

We will wait a few minutes for everyone to come back, I don't think everyone is back in.

DAVID STEIN:

I think we are working on it. Xoom is slowly coming back for me. Xoom zoom if there is any feedback or questions, happy to hear it. Anyone from breakout room one?

SPEAKER:

I think that was me. I think we were in breakout room one. We had a very nice discussion, unfortunately we do not have a BAC member, we had a PBOT person the was very nice. We reflected on, shockingly we wish there were more protected bike lanes because those are very nice. And we talked about how COVID riding was peaceful when no one was on the streets and we wish that the city of Portland would have been more like some other European cities to took

the moment to really start aggressively protecting streets from cars and prioritizing pedestrians and bikers

We also talked about something that was kind of the elephant in the room. Because we did not have a BAC member, hopefully it is appropriate to bring it up your, there were some resignations from this committee recently, which opened a bullet these spots, so, I think I was wondering why did all of those people quit? Of course I read it about it in Bike Portland thank you Jonathan but I would be interesting to hear from the current BAC members, why did you stay? Also do you want new members were going to be full of passion and fire, in our group we were all like "Yeah! Let's change everything!" Or do you want someone is going to be more laid-back and understanding that change can take a lot of time and ? I would love to hear from BAC members about who you want to join, the kind of person you would like to have on this committee for thank you.

DAVID STEIN:

I will go first, and yet, that is really the elephant in the room. So as the only person now who is left from four years ago, probably the main reason why a back is that I am BAC is because I'm still care I'm still chair and I feel that there is more that I can do. Though, that feeling has been fading a bit. It has been very tough during foot. It has been tough during COVID to try to find that camaraderie that was there, and just seeing the direction that some things have got when we talk about items that have come to the committee.

I guess I am optimistic. And I want to see things be better at and I feel like I can play a role in that, as far as people joining, I want to see people who are interested and I do not think there is sincerely an archetype -- I don't think there is necessarily an archetype. If you fill out an application and you have some relation to biking, I don't think that there is necessarily any qualify or disqualify cup qualifier or disqualify her, is just people that have different experiences from me because I am I only have my viewpoint and I want to hear from others. I will tag alley

ALLY HOLMQVIST:

Why did I stay? I am a newer member so I did not have some of the tenure that some of those who had resigned had, there were a lot of those people had been on the BAC for a long time and had been doing this work for a very long time and had maybe seen things maybe not go how they wanted to go for a long time I certainly still have some of that fire, I still think the work that the BAC does is very important because I think to me, changing mode share come meeting climate goals, meeting more access to everybody who wants to get around this city by bicycle and other modes for me is really important work. So now might be a time where that work is hard and that is the most important time to keep going, when things get hard that is the most important time to keep at it and keep pushing and keep fighting the so for me, it is important to keep doing the work we do even when it gets hard. Also, if you have passion and fire, bring your passion and fire. I am a bicyclist and transportation on my off hours, can't stop won't stop, but if you more reserved and you are approach to things is maybe not with fire but with thoughtfulness or maybe you did not like to speak as much at meetings but you want to

write a letter, we are working -- we are looking for everybody renewed excitement would be great no matter what form that takes full stop

SPEAKER:

I have been on the BAC for two years now and I chose to stay on the BAC because I just took the Portland traffic and safety class at Portland State. Because PBOT paid for that I did feel obligated to give back by serving on the BAC, in our breakout room, we talked about how we ride bikes at and there are as many different ways to ride bikes in the city as there are people in the city, so I think as much of that diversity that can be representative on the BAC would be great. I love hearing how other people get around it around and helping other people get around safely. I don't see anyone else at the back of my screen, I'd know who to go next. Catherine.

SPEAKER:

I will go next, I am Catherine. I also believe on the committee for two years, so my in-person expense consists of one in-person meeting and a whole lot of xoom -- zoom. So unlike people who have been on the committee for several years or several go around, there just has not been a chance for me to develop that sense of camaraderie in the same way, which for some people was a real detriment, and I certainly would like that camaraderie eventually but I also don't know anything different. So I would like another go around. It per and personally I would like to figure out if there is a way ? what means do we have of getting this committee ? Mike giving this committee more teeth? What at what are our options? Do we need to merge with the pedestrian advisory committee? And just kind of do a micro mobility mass committee or is there a way to elevate this committee to a commission? Where we can actually have ? give recommendations to city Council that they can approve or disapprove. But I don't know. It seems there is work to be done, and I still feel like I need to do the work. So that is why I am still here.

SPEAKER:

Dammit! So, first year, I renewed this year, last year, last two years was my first time on the committee, came into it not knowing really anything about the BAC, I have always heard about it, but to be honest, I did not know what to expect. And I came the first two years, being completely impressed with everyone on the BAC committee. It has not been all fun and games, there has been a lot of ups and downs, but I think that is the way that things go. And I cannot say why the other members left, but they were extremely valued and I cherished everything that they had to say during their tenure. And I was sad to see them go. But, I chose to stay because I have been consistently impressed when I say something I have been hurt. And that is enough for me -- heard and that is enough for me to stay, and a part of me wanted to stay because there is not a lot of minority representation and not a lot of minorities that are willing to speak up. So, on that front, I felt that there were work to do. Definitely, it is that juxtaposition whether to leave because there is no representation or stay and represent. And that is always a hard call to make but I am glad that I am staying. And I am sure anybody who

wants to join will have a similar experience will it is definitely rewarding -- will have a similar experience.

DAVID STEIN:

Thank you everyone. I put into a QuickTime check to say that it is 750, happy to stay on, it is 7:59

I am happy to stay on, if you need to go, that is completely fine. Is there anything else for breakout room one before we had over to room two? I was there so I would greatly appreciate if somebody else would be willing to speak on behalf of that room.

SPEAKER:

I can summarize the I have crewed notes, so forgive me if I am not so comprehensive. We talked about the data from the presentation, I think, from 2014 to 2018, the comment was that it does not feel relevant given from 2020 we had the pandemic, a lot of folks working from home, and how has that really impacted the shift in bicycling or driving for that matter? I think there was a response to say it was challenging to find recent data, PBOT (indiscernible) another question was are there specific goals that BAC identifies monthly quarterly or is it what is in front of you at the time? What else? Let's see. I talked a little bit about the busy artery streets, and my desire to slow those streets so that there could be more safe crossings.

Also, the interest in the socioeconomics from the presentation, I really appreciated that. Higher income and higher rate of cycling and what the attribution might be. I had a question about where people are coming to Portland from, and what cities, the suburbs, those moving into Portland and whether driving has been ingrained into their lives the whole time.

Then, finally, East Portland, some potential safety concerns, and how that impacts cycling. Also, lowering speed limits but drivers have not been abiding to that. Also, questioning the efficacy of that and other infrastructure changes like speed bumps, things like that that are more effective I guess. That is everything I have.

DAVID STEIN:

Great. Thank you, William. I will note because you mentioned something about how meetings are set, if we are looking at any intervals or themes.

I don't know honey -- how other cheers indented but I have been more theme oriented and I also -- chairs have done it ? I have also had suggestions came from other sources or committee members, trying to get things on the agenda, the maintenance operations item that Roger mentioned earlier that we have been trying to have happen for some time now was actually a suggestion from a former committee member.

We are going to keep trying to pursue it because it is something that we think will be beneficial. There is always that Avenue and it is not just a passive process. Of PBOT project managers or parties coming to us and saying that they want to present. There are many times where we are actively going out and asking.

So, let's move to room three. If there is someone who is willing to speak from that group.

SPEAKER:

I don't have notes but I can speak. I will try to do my best to remember. We talked about the political will to do something and kind of what the cause of that is, what a solution might be.

Both on a citywide scale but also on an individual scale like we talked about removing parking on the street, is their will to do that? How much pushback? We also talked about greenways a lot. How to improve them, diverters, things like that.

Then came the last thing was how drivers seem to be much more unruly, maybe? (Laughs) Is the best word to describe it? In the last year or two.

Navy senses sort of bounced back in transportation from lockdowns and stuff. That is what I remember. -- May be since we sort of bounced back

DAVID STEIN:

Thanks. We will move to room four.

ALLY HOLMQUIST:

I volunteered to report but did not talk as much in the records room. There were a few themes that were the high points for our conversation. The first was really about the difference between reality and what our priority framework is.

What we are saying our priorities and what is on the ground, and that took a couple of forms, talking about the green transportation hierarchy and the fact that you can go a different way with a different policy rationale and then also the ambitious goals of the 2035 plan versus where we are at.

Don, we also talked this a little bit related to that about accountability and then that was a team that sort of went through our conversation also because many of our members were talking about how they actually feel better in a lot of cases cycling near buses and I think that is also related to accountability.

Buses are more accountable in some ways and other drivers. We also talked about other folks reacting to the drop in ridership that was in Rogers presentation, as we talked a little bit about based on experiences, why that might be. Similar to other groups mentioned, some mentioned increases in speed and other erratic driver behavior, there has been some work done in the area. They have made some changes more recently.

Don, one of the other themes was about the lack of cohesiveness just a bikeway network -- then ? things are small barriers can be a larger barrier for someone who is newer to writing, less

comfortable writing, and that's tied back to the drop in ridership and how that would be a contributing factor.

Finally, we talked a little bit about the broader engagement strategy and so there were some questions around how PBOT is doing engagement of cyclists on a broader level and more around encouragement and trying to ? through programs that would encourage more people to ride. I think those are the main things but if anyone in my group would like to add on, please do.

DAVID STEIN:

Thanks, Allie. I think we are on room five. Is there anyone from that room?

ROGER GELLER:

I was in five but Bobby, I think gave the report.

SPEAKER:

I am sorry about that. I thought I was sorry.

ROGER GELLER:

I think we are still waiting on room three.

DAVID STEIN:

OK, I can't help there. Is there anyone from room three that wants to say something? Share what you discussed?

SARAH PULLMAN:

It is (unknown name), (unknown name)?

SPEAKER:

Sorry, I can talk. I didn't know our room number. We talked about how we write different ways from people living and writing in their downtown area to leading groups of seniors on bike rides across the area.

A lot of people get around a lot of different ways. We also talked about bicycle infrastructure funding and how that can be a problem and a barrier to a lot of the projects that we talk about.

Does anybody else want to add anything? Yeah? I think that was pretty much all that we talked about.

DAVID STEIN:

Thank you. Room six.

SPEAKER:



I was in room six. I took some notes and put them on the Jamboard. One thing ? the first question that came up was the idea of safe and comfortable writing is a pretty fuzzy concept.

Are there ways that we can measure that? So that we can actually utilize some kind of metrics to make our point rather than just having a, you know, "I feel safe".

I know there was a study done recently, I don't remember where it was, or who do the study, I am sorry about that, but they measured heart rates and emotions, a range of experience writers ? writers with different experience levels to determine where they felt the most comfortable writing. -- eye motions

They found that even the most experienced cyclists still had the same kind of physical or psychological reactions to more dangerous areas that people who were not experienced ? which is interesting. It is only one study so I don't know if anybody else saw that.

In any case, we also talked about ? we also talked about PBOT and PSU collaboration. How do we get more consistent and more data so that we are not looking back to 2011 or whatever it is.

Then, accountability as well. How, what can the committee do to get more transparency and more accountability from people who present to our committee, you know, and how, you know, if we give recommendations and PBOT makes a different call, can we get responses from the project manager to say exactly why our recommendations were not followed?

I think that is something that we have not really seen too much of, at least as long as I have been on the committee. Finally, why should people join the committee if it feels like we are not getting anywhere? (Laughs)

I think those of us who are still on the committee have addressed that. In our comments earlier. So, did I miss anything? Anything else that anybody wants to add? OK.

DAVID STEIN:

Thank you, Catherine. We are on room seven. Right?

SARAH PULLMAN:

I just want to add that I think ? I have that Catherine is in room seven? I think that group 6 is Greg, (unknown name), Jonathan and Victor.

SPEAKER:

I guess I will say something about that. We touched a lot about the issue of safety. And what is perceived safety and actual safety, and lived experience. The lived experience of perception of safety, using Macs and other forms of transportation, and how that discourages multi use and we also touched a little bit on how the City of Portland in general, our committee might be, what is the word, less committed to making choices, which could lead to issues of safety.

That could be a leadership issue in our community. We also touched on data and whether the data is outdated or not and how sometimes PBOT is reluctant to share that data with BAC. Or at least the perception of that. We might have touched on a couple other things but that was mainly the biggest points.

DAVID STEIN:

Thanks, Victor. Room eight? A point that we discussed was discussing the 2030 plan and future BAC meetings and understanding where these conversations are going, how to involve the BAC more in the bike plan as well as hold other people in PBOT accountable, or as we know, the bike team understands what is going on but how do we rope in other employees? We also talked about advocacy and bike mechanics as one of our members of the group was a bike mechanic and talked about how these their position how they use their position to fuel bike riding. And their desire, from a BAC applicant when joining was to have an overview of what are the bike project going on in the moment and we kind of discussed them as a group. If you want to add more, Nick, please feel free.

DAVID STEIN:

Great, thank you so much Sarah. And thank you all for sharing and being a pop the discussion here. Being a part of the discussion here. Now it is getting late and I appreciate you spending the last over two hours with us. Just learning more and helping to give us feedback. And lots of great discussion, great questions, and if there is any last questions or feel free to raise her. Otherwise, feel free to raise her hand, otherwise we can say good night.

SPEAKER:

It has been a great discussion. It was great to hear from everybody.

DAVID STEIN:

Thank you so much. For everyone who apply, just know that we will be working through the application, there are over 600 pages to review, and we are to be we are going to be working with the commissioner's office and I think we are hoping to get letters out either at the end of this authority next. Early next month. But regardless of what happens I really hope everyone stays connected to bicycling, whether it is through this body is a member, whether it is still attending meetings, they are open to the public I think you're said earlier I think Roger said earlier that even with back to person -- even when things go back to in-person there will still be online options. So please do not be a stranger because your feedback really helps make a difference. And yet, thank you so much. We really appreciate everyone. Have a good night.

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