

BICYCLE ADVISORY COMMITTEE MEETING

6-8:00 P.M. JANUARY 14, 2025

The Portland Building, Room 202

BAC Attendance:

Ally Holmqvist	
Alon Raab	X (online)
Brian Larrow	X
Caitlin Clark Cameron Bennett	excused absence
Carol Hasenberg	X
David Stein	X
David Weymann	X
Emilia Day	X
Gianna Bortoli	X
Jessica Tran	X
Jim Middaugh <i>Chair</i>	X
Joseph Perez <i>Vice Chair</i>	X
Katherine Sheie	X
Max Woodbury	excused absence
Raquel Stewart	X
Sabrina Freewynn	X
Sebastian Bishop	X
Scott Kelly	X
Zoë Saccio	X (online)

PBOT/City Staff:

- Sean Doyle
- Denver Igarta
- Mike Serritella
- Kristin Hull
- Shoshanah Oppenheim

Announcements (6:00-6:10)

Chair's opening comment:

- PBOT is in a very challenging financial position. In conversations with people at the Bureau, many express trying to do the right thing despite the challenges. One of the things we can do as a committee is advocate for more funding for PBOT. If we want to be able to achieve the things we want, it won't be possible without more resources.

Vision Zero Update

- Two people died since the last BAC. A committee member noted that there were no fatalities on new years.
- Others noted that close calls and injuries do not get recorded.

Navigating the New Government Structure (6:10-6:30)

Shoshanah Oppenheim is currently managing the Strategic Projects and Opportunity Team in the Office of the City Administrator. She previously worked as a senior advisor to Commissioner (and then Mayor) Sam Adams. She will share with the committee some early thoughts about how the BAC might best use its influence and position to advance its charge in advising the city on matters related to bicycling.

- Shoshanah introduced herself
 - She's a four-season cyclist. Started her career at city hall working for the commissioner of transportation. Some of her most consequential work has been in transportation, like funding for Milwaukie light rail bridge and the eastside streetcar project among others.
 - As the charter transition project manager, she was in charge of implementing ranked choice voting, council districts, and the mayor/council form of government.
- As for the new government:
 - Portland's new Mayor is lifelong Portlander who has been on the forefront of green transportation through his freight company. The committee members may find many allies in elected position.
 - Organizationally, bureaus are now organized in service areas rather than moving between commissioners. Deputy city administrators lead and are accountable for the service areas.
 - Today Council announced the committees they're establishing. Transportation & Infrastructure and Climate, Resilience, and Land Use are two of the nine. Each will have five members.
 - As a 12-member body (an even number), the mayor breaks unless vote has to do with operations of council.

Committee Questions

- David Stein: With the new service areas, PBOT gets lumped with BES and Water which have dedicated funding sources. How might that impact transportation funding? Water can fund project with a rate increase. PBOT is a mix of a bunch of different sources with limitations on how funds can be spent, there is a history of disinvesting in transportation, and the utility license fee still doesn't fund transportation like it should.
 - Shoshanah: Transportation funding has long been an issue. We know gas tax declining, but don't think that's necessarily exacerbated by being in the public works service area. This could potentially open up some opportunities.
 - Denver: BES and water also have limitations in how they can spend money which can sometimes make it hard to co-invest. Bureaus need to line up investments but it's not always easy to do that. It would be great to continue to reinforce that commitment.
 - Kristin: PBOT is uniquely positioned to bridge some divides in the city. We have a community development interest—we're city builders. Our position in the organizational structure to use service areas to our advantage and understand perspectives from other service areas.
- David S: How do we disentangle PBOT from the public works service area? Public Works is a large percent of city budget because people pay water and sewer bills, but that disguises

what the city is actually committing to transportation.

- Shoshanah: There are no current plans to look at the current structure that we just started operating under. But it will be revisited in the future. And I have to be optimistic; I think it's a net gain to have more partnerships.
- There is no intention to have PBOT as a bureau subsumed into the service area. Having advocates for programs we love will make all the difference.
- Scott K: I feel lucky to be on a committee focused on bicycle advocacy. But what's best way to communicate or advocate from neighborhood association?
 - Shoshanah: We're moving to district-based representation, so that will be one avenue. Understanding the councilor's priorities and what committees they're on gives one clues about what they're interested. But you don't have to limit your advocacy to your district. The mayor can introduce things to council for consideration like any of the councilors (even though the mayor doesn't have ability to vote on legislation).
 - Shoshanah: Committee members can speak to the whole council as individuals, but also as a committee. Some policies have citywide significance. Does it take mayor to get behind something transformative?
- Sabrina: What are other committees? It seems like the BAC wouldn't be limited to engaging one committee.
 - <https://www.portland.gov/sites/default/files/council-documents/2025/Resolution---Council-Committees-1-13-25-Exhibit-A.pdf>
 - Shoshanah: Land use is intertwined with transportation, and that's a different committee.
- Carol: The Portland website doesn't give many details about the city's organizational structure. Who works for who?
 - Shoshanah: The city has made major investment in 311 to improve its constituent and customer services. It's the city's responsibility to get your call where it needs to go. You shouldn't have to page through the city's website to find out who to contact. 311 also has more robust effort on tracking constituent services over time.
- Jim: We're planning a committee retreat in February and would love someone like you to come. We would like to pull ALL the levers available to us to help people chose cycling.

NE Broadway Pave & Paint (6:30-7:15)

Project Manager Mike Serritella will discuss design considerations for the Broadway Pave & Paint project. Discussion to follow. Committee will draft a letter for PBOT's consideration.

- This is a \$500,000 project.
- See presentation for details
- Provide comments: <https://www.portland.gov/transportation/pbot-projects/ne-broadway-pave/ne-broadway-online-open-house>

Questions:

- Emi: Do we have raised bike lanes in Portland?
 - Nothing quite like what will be built on lower Broadway (NE 7th to Broadway Bridge).
- David: Most of the pave and paint project is on the very edge of parking district (8th & 9th is in the district, but the rest is not). Given so much space is dedicated to parking with the redesign, why are we not talking about pricing parking? Especially if the bureau doesn't have money. Money raised from parking stays in the parking district and could fund the next phase of the vision. If we don't do it now, we will have to have *another* conversation to revisit the topic of paid parking.

- Kristin: Let's have another conversation about parking district expansion offline.
- Alon: Anecdotally, I see more drivers speeding through lights on Broadway than on other streets. Is it possible to install more speed cameras as part of the project?
 - Mike: Retiming the signals is part of current project scope so that people will see red lights, not just an endless row of green. Automated enforcement is a very strong tool. As a high crash corridor, Broadway is eligible for speed cameras.
- Alon: Traveling west, the bike lane shifts from curb to between the left turn lane and a through travel lane a block before the Broadway Bridge. Will that be addressed?
 - Mike: That is outside the paving area. That stretch of Broadway will be completely redesigned as part of the Albina/Rose Quarter project.
- Brian: Does the design preclude a future streetcar extension? Or preclude decoupling from Weidler?
 - Mike: No
- Brian: Why is the bike lane buffered and not parking-protected?
 - Mike: This project is super constrained financially. This design leaves flexibility for the future to easily made improvements when funding allows.
 - Mike: With the initial design, we advanced buffered and parking-protected bike lane options to understand trade-offs. Would a protected lane be elegant or clunky, with lots of driveways and interruptions such that there ends up being little actual protection? When we got to cost estimates for intersections, between the stripping and crossing improvements, we had over spent budget the budget (by \$80,000) with the current design. Anything more (like a parking-protected bike lane that isn't just flexi-posts) would require a lot more resources to achieve. To do it right, on this timeline with the paving opportunity, and to meet policies and engineering directives to use durable materials, we made a hard decision to advance this design with a buffered lane. I understand this is a group of volunteer advocates and this is disappointing. But it is a huge step forward. I'm not done with Broadway. I want to see project through—but need the time, an appropriate budget, and engagement. And we have made progress with businesses supporting changes through this project.
- Brian: Is there any plans for changing Broadway further east of 26th?
 - Mike: No. It's not on the 5-year paving list so there are no plans right now.
 - Kristin: There is interest from the Sullivan Gulch and Grant Park neighborhood associations to elevate a project.
- Katherine: Appreciate thought that's gone into this and that it can be retrofitted. My preference would still be for a parking protected bike lane in the short-term. 1) there is an increasing problem with delivery vehicles and rideshare vehicles blocking bike lanes. It happens on Williams frequently. A parking protected bike lane would prevent that (and other harassment).
 - Mike: Targeted enforcement would do a lot to address issues of parking in bike lanes.
- Katherine: Have you looked at providing tree wells in intersection improvements? Would support climate adaption and provide a visible barrier for cars.
 - Mike: We have engaged with Gena Gastaldi (the city's pedestrian coordinator). We can't get there between now and the summer. However, we are considering something similar to the planters in the Pearl District and on Multnomah St. but we need maintenance plan. The Irvington neighborhood may be interested in sponsoring that.
- Sebastian: Does the scope of the project include anything to slow vehicles from Weidler onto 24th and the merge into Broadway. A small portion of Broadway (from 24th Ave and east) is two-way traffic.

- Mike: Weidler is being repaved in future and we will be looking to slow down traffic with that project.
- Raquel: What's the bike parking plan?
 - Mike: We are looking at ways to help occupy space on street where we'll have to do parking setbacks. Bike corrals could be one option—could add corral right before the taper in the parking lane on the intersection approach. Also looking at staple racks on top of islands. Those are typically installed through business requests and businesses are interested in more biking on Broadway.
 - Businesses/property owners can apply for staple bike racks on the sidewalk (up to two for free) from the city: <https://www.portland.gov/transportation/walking-biking-transit-safety/apply-install-bike-racks-sidewalk>
 - Businesses/property owners with higher bike parking demand can apply for a bike corral in the street: <https://www.portland.gov/transportation/walking-biking-transit-safety/apply-install-bike-racks-street>
- Emi: The posts shown on the end of the concrete islands—are those the flexible ones?
 - Mike: Yes, there are flex posts/wands to help cars see the curb
- Brian: Are there any confirmed driveway closures?
 - Mike: Nothing confirmed yet but we are working on some places have extra wide or redundant driveways.
- Brian: I don't see any 5-over-1 apartment buildings on Broadway. That's probably an indication that investment is unattractive with the current conditions.
- Joe: Will any part of the new striping have rumble strips (profile markings) like those that ODOT uses?
 - Mike: I will take that idea to our design team.
- Jim: I want to reflect on the comment about doing it right in the long-term. Is it any more right to put us close to traffic versus the curb? Both have risks, and not sure the cost issues are enough to have bikers near traffic.
 - Mike: The cost difference is more than half a million to do a parking protected bike lane. We don't build just paint projects on high crash corridors.

Committee Business (7:15-7:50)

Letter about Broadway Pave & Paint

- Jim: Based on convo we just had it sounds like there is interest in adding parking charges to the letter, potentially adding automated enforcement cameras because it's a high crash corridor, and additional language about bike parking opportunities.
- Katherine: I'm having trouble with the statement about retrofitting the design when funds become available as a poor use of taxpayer money. Yes, but as we've seen in Mike's presentation, this was really well thought out and limits the amount of taxpayer funds that would have to be spent. We're not getting stuck with a design that would be extra expensive to fix. We want a perfect facility, so the fact that this is set up to be made perfect in the future is a good thing.
 - Brian and Sabrina concur.
- Brian: Also see this design as a way to ease the business community into a new design.
- Joe: This is endemic of how the city operates. They prioritize travel lanes. Maintenance projects should be delayed if projects can't put in the best facilities.
- David: The City still has a responsibility to keep streets in as good a condition as possible to reduce cost of having to replace or repair roadway. If we delay for years, costs go up. What could be improvements for \$200,000 could rise to \$1,000,000 and then nothing ever

happens.

- In letter, I would emphasize that we appreciate the project and structuring it to more easily allow for better bike lane without having to go through the who design/engagement process from scratch. When it comes to parking, I see that as the mechanism for funding that phase of the project. I'm dismayed that expanding the parking district to fund improvements is not part of the thinking.
- At the beginning of the letter, we don't need the reference to the chair and vice chair—the letter is from the whole committee.
- Generally, the process today on these projects is much better now than it was 7 years ago. Sometimes you only have X amount of money and we either do something or you don't. Would rather see this than nothing.
- Scott: Appreciate your idea, Joe—holding for the ideal facility. But I'm weighing that against costs and maintenance. When there's a protected bike lane today, it isn't maintained. If the city can't maintain what we have now, then I have a hard time pushing for more unmaintainable infrastructure. Would rather have a clean unprotected and buffered bike lane than a dirty protected bike lane.
- Raquel: Agree, but cars pulling in/out of parking spots won't be looking for bikes. It's hard to envision why it costs \$500,000 more to put the bike lane on the other side of cars.
 - Jim: With a curbside protected bike lane, there would be a concrete barrier between cars the bike lane.
 - David: The difference between paint and concrete is orders of magnitude.
 - Sabrina: With a parking-protected lane, everytime there's a driveway, design has to allow for enough visibility. With the bike lane outside of parked cars, have more space to work with. And the bureau doesn't have to talk to all the driveway owners and lay all the materials to protect bikeways.
- Gianna: Appreciate that in high crash corridors we want to be using study materials. And I also appreciate Joe's desire to wait to proceed on projects until funding is there, but in the letter, let's talk about what can be possible with the current design (i.e. targeted enforcement). And include ideas of what the BAC wants long-term.
- David W: Mike did a terrific job on his presentation. He's very passionate. Who is the letter to? Right now it just says "dear."
 - Jim: Waiting for advice from Roger. Suspect it will go to Bureau director, DCA Priya Dhanapal.
- David W: Can we add references or links about what the project is (for that leadership level audience)?
- David W: When I read the letter as an engineer, passion is one thing. But the regulatory context is important. I think a flow that could work well for letter would start:
 1. We appreciate the effort.
 2. This goes against every piece of guidance, plan, and program.
 3. The gold standard is a protected bike lane.
 4. But given the budget we appreciate the design.
 5. And we have suggestions given those limitations.
- David W: I've been biking for decades and everyone has a different definition of what feels safe. On the west side, the parking-protected bike lane on Broadway does not feel safe to me, but the buffered one in Lloyd feels safe. Is a parking protected bike lane the safest? I always felt like someone was going to step out in front of me in the "free" zone between curb and cars.
- David S: Grade separation is the safest design.

- David S: When allocating funding, the city is not taking into account the need to fund bike facilities at a certain level. It comes in as an afterthought. We need the money to be allocated at a sufficient level at the beginning.
- Jim: To summarize the feedback so far, I'm hearing
 - Address who this is to (leadership) and from (whole committee).
 - Add that we like the process and understand planners did their best to do what they could with the limited resources they have.
 - Remind them it doesn't meet our standards and find ourselves with inadequate funding to achieve the best facilities.
 - Add they should be thinking about charging for parking, targeted enforcement, and bike parking. Need to be planning now to get sufficient revenue.
- Sabrina: It's also designed in a way that the framework is there for future improvements. (Brian agrees). They are violating standards but there's a constraint and we're glad the land is "banked" for future improvements—and look forward to when that gets done.
 - David: PBOT is not violating standards based on how much space and budget there is—the design is within their guidance given the constraints. Just not implementing at the level that the city bicycle design guidelines would recommend. We'd love to see more.
- Scott: Mike made it clear he'd like support from the committee. There are still politicians and community members to convince. Can we add something that says we support it. Wish it had more, but we understand...etc etc.
- Carol: I appreciate Mike's efforts. But bottom line: are the planned changes in Broadway going to get me off of Tillamook? Absolutely not. All it takes is one bozo going into a buffered bike land to end your biking forever.
- Scott & David W: The incredulity in the tone distracts me from the message. The focus on the letter of the policy and lack of safety is more the tone that would be effective.
- David S: makes motion to for Chair & Vice Chair to incorporate the changes and tone that DW articulated to submit.
 - All in favor

Letter expressing appreciation for the good things PBOT is doing

- Have been reflecting on "darkness" around city staff and thought it would be nice to have a letter recognizing the good work that is being done. But that may not be suitable today?
- Alon: Giving credit where it's due is important. But I wonder if we should incorporate some of what the auditor's report found. And do we need to list every project?
- Raquel: The letter concludes with saying the bureau continues to fall short. It feels like we're saying you've done all this good work and you're still not good enough. Maybe we can move to a different part of letter so it doesn't end on that?
- Gianna: Agreed. And maybe we don't need that statement if we're trying to express positivity.
- Sabrina: Put the goal statement (20% bike mod share by 2030) right up front. It adds important context for the reader.
- Jim: Is this letter timely right now?
- Brian/Sabrina: It's a good educational opportunity with the change of government. But shorten list of projects and express more support.
- David S: One thing that's missing is all of the work PBOT did to get PCEF funds. A lot of those grants are supporting biking and maintenance.
- Katherine: It would be nice to highlight staff—they have done a good job of staying the

course when leadership and revenues are shifting.

- Brian: We're critics, but also partners. We don't want to be curmudgeons that people feel they must engage to check a box. We appreciate the collaboration as much as we're disappointed by some outcomes.
- Sabrina: We can add more to this that we appreciate that isn't just projects. Right now there's just bullets of projects by year.
- Joe: Our role is to advise, not to rubber stamp plans. PBOT needs support but there's no reason for the BAC to tone it down when that's our job. But I like being nice...
- Jim: To summarize feedback:
 - Frame the letter with our goals
 - Group appreciation by topics/buckets, not projects/year
 - Highlight PCEF, staff
- David: I would like to see the next draft of the letter given lack of time sensitivity.
- Joe and Jim will collaborate on edits and bring another draft to the committee to review at the next meeting.

Retreat Planning

Sabrina is the committee's retreat coordinator. If you have questions/comments/suggestions, reach out to her. Scheduled for Feb 22, 9-3 with an optional bike rider after. The location is still TBD.

Public Comment (8:00)

No public comment