

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1001 SW 5th Avenue, Room 1300
Portland OR 97204



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Mark Lear, Resources Manager, Portland Bureau of Transportation (PBOT)
Shoshana Cohen, Manager, Intergovernmental, Resources and Policy
Affairs, PBOT
Director Willaims, PBOT

Dear Mark and Shoshana,

Thank you again for taking the time to talk with us at the Portland Bicycle Advisory Committee (BAC) meeting in January of this year and congratulations on a successful ballot measure! Fixing Our Streets (FOS) is a successful program that has delivered numerous projects that benefit people riding bicycles, especially school aged children who love riding their bicycles to school and elsewhere in their neighborhoods.

We are writing to reiterate our support for FOS III and to express our interest in learning more about future projects and participating in their development. But, as we mentioned in our letter of support to Council, we do still have several questions related to program implementation following this significant milestone. We hope that you are able to return to a BAC meeting later this year to engage in a collaborative discussion around these topics.

First, how will the BAC and the public be included in the selection of projects for FOS III? Our perspectives provide valuable feedback and a lens for looking at the possibilities in a new light. For instance, we are interested in whether any pilot projects, such as modal filters, will be attempted to help persuade the public that neighborhood greenways, bike lanes, and safety improvements are good for Portlanders and good for the economy?

Second, will the City commit to providing safe spaces for bicycling as part of any FOS III repaving project? These are prime opportunities to quickly and drastically increase the safety and reach of the bicycle network for pennies on the dollar. As described in the 2030 Bike Plan, “*Routine street maintenance and capital projects that renovate Portland streets provide unique opportunities to complete Portland’s bicycle facilities in an efficient and cost-effective way. Collaborating on efforts to restripe, repave or enhance traffic controls on roadways will significantly reduce the time associated with developing the bikeway network.*”

Third, as streets are repaved and/or improved through FOS III, what safety and traffic calming measures will be included and how will success be measured? We are curious if this was done as part of FOS II and/or is planned for those projects planned but not yet implemented. We see that one of the objectives of the “*renewal of Fixing our Streets would ensure Portlanders continue to see investment in critical maintenance, saving hundreds of millions in unnecessary street rehabilitation costs. Portlanders would also see investment in critical safety projects that help prevent traffic deaths and serious injuries.*” We think that these are important to outline early on for all types of FOS III projects from improvements on high crash corridors to greenways. We are interested in understanding the type of measures that will be applied (e.g., daylighting, speed humps and/or diverters) as well as the process for identifying the measures. We are also interested in how additional measures are budgeted for if the outcomes do not meet desired objectives, such as greenways not resulting in lower traffic volumes, slower speeds, or increased bicycle ridership and walking.

We look forward to future conversations around these important questions and your return to the BAC supporting our responsibilities to advise City Council and City Bureaus on all matters of bicycle Policy, Implementation, Education & Equity and Community Input/Feedback.

Thank you for your time, consideration, and all that you do for Portland.



Ally Holmqvist
Chairperson
Portland Bicycle Advisory Committee



Joseph Perez
Vice Chairperson
Portland Bicycle Advisory Committee

“In 2030 Portland is a clean, thriving city where bicycling is a main pillar of the transportation system and more than a quarter of all trips are made on bicycles because bicycling is prioritized.”