

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1001 SW 5th Avenue, Room 1300
Portland OR 97204



September 18, 2023

Honorable Ted Wheeler, Mayor
Honorable Mingus Mapps, Commissioner
Honorable, Rene Gonzalez, Commissioner
Honorable Carmen Rubio, Commissioner
Honorable Dan Ryan, Commissioner
Timothy Grewe, City Budget Director
Millicent Williams, Director Portland Bureau of Transportation

Dear Mayor Wheeler, Commissioners, City Budget Director, and Director Williams,

Most people in Portland want to ride transit and ride bicycles. The data to support this statement was delivered to the City Budget Director a few weeks ago on July 31, 2023. The document is located here:
portland.gov/cbo/documents/2022-portland-insights-survey-report-pdf/download

The results of this survey are quite compelling to the Bicycle Advisory Committee (BAC) and we suggest it should be compelling to you all as well.

Respondents' desire to increase their utilization of various transportation options, assuming it would be affordable and safe, was highest for **Riding Public Transportation** (60.2%) and **Biking** (45.4%).

Members of the BAC **recommend** the use of this data over the next two months as you begin to draft a FY 2024-25 budget that prioritizes Portlanders' wishes to take transit, bike and walk. We **recommend** that you all build Portland into a city that incentivizes people to choose transit, bicycling and walking by prioritizing safe mobility, safe infrastructure, and camera enforcement.

Portland Insights Survey also has a section where respondents have indicated they want you all to prove that the Community's Thoughts Lead to Changes.

Survey respondents were asked to identify the ways in which contacting city government could be made easier, to which the largest proportions identified **Make Information Easier to Find** (54.2%) and **Prove that the Community's Thoughts Lead to Changes** (54.0%) as solutions.

The BAC **recommends** that you make a budget that listens to the thoughts of Portlanders. There is no doubt that the community wants to take transit and ride bicycles. Now it is your job over the next two months to make a budget that responds to the community.

We **recommend** that the FY2024-25 budget, and future budgets, be crafted across all bureaus to reduce serious and fatal crashes. The city of Los Angeles changed their budget process so that all appropriate bureaus ask for vision zero projects and collaborate with each other.

visionzeronetwork.org/joint-departmental-vision-zero-budget-requests-an-l-a-case-study
visionzeronetwork.org/wp-content/uploads/2023/08/LA-Joint-Budgeting-Case-Study_2016.pdf

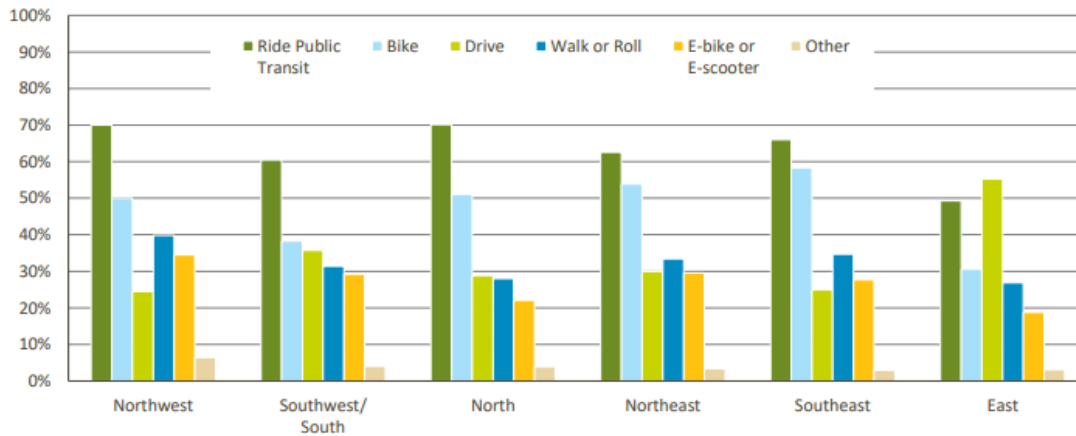
We **recommend** that you incentivize cross-bureau work and joint-bureau budgeting.

Members of the BAC want more Portlanders to ride bicycles. The Portland Insights Survey shows that people want to increase their bicycle trips if it were safe. Please note that while we do have a good network of bikeways, many people want it to be a safe network of bikeways. Let us remember that those bicyclists who are "interested but concerned" are

very concerned about feeling *safe*. We **recommend** that you invest in existing Portland bikeways to make them *safe*, not only the high crash network, but also the other areas of Portland where reckless driving is rampant, speeding is endemic, and the police need help enforcing existing laws equitably.

Across the different geographic areas, the largest proportion of people living in North (70.1%), Northwest (70.0%), Southeast (66.0%), Northeast (62.6%), and Southwest/South (60.5%) reported interest in increasing their use of **Public Transit** (Figure 36). In all five of those areas, the second largest proportion of respondents reported wanting to increase their use of a **Bike** to get around the city (38.3% to 58.3%). However, people living in East Portland had different interests in future transportation, with the largest proportion interested in increasing their **Driving** (55.2%), followed by **Riding Public Transit** (49.3%).

Figure 36: Interest in Increasing Transportation Modes – If Affordable and **Safe** by Geography

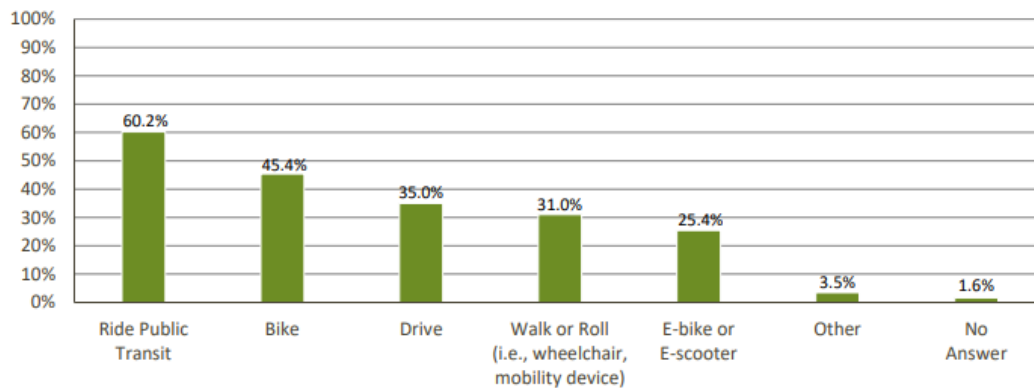


Q15: Which of the following ways of getting around the city would you like to do more, if it is affordable and safe to do so?
 Q37: What is your five-digit zip code? [grouped into geographic areas]
 Unweighted N=4,484

The BAC **recommends** that every bureau should ask for the budget needed to create the conditions that increase the transportation modes of Public Transit, Bicycling and Walking. As mentioned above and seen in the chart below, Portlanders want to take public transit (60.2%) and ride bicycles (45.4%) if it were affordable and safe. Please choose safety over speed.

Figure 35 presents respondents' attitudes toward increasing their utilization of various transportation options, assuming it would be affordable and safe. The two highest percentages indicate a desire to increase use of modes other than driving: **Public Transportation** (60.2%) and **Biking** (45.4%). Participants were encouraged to select all modes that interested them, resulting in the percentages totaling more than 100%.

Figure 35: Interest in Increasing Transportation Modes – If Affordable and Safe (citywide)



Q15: Which of the following ways of getting around the city would you like to do more, if it is affordable and safe to do so?
 Unweighted N=4,484

The plastic wands all over the city intended to guide traffic and better delineate bike lanes have been heavily damaged by unsafe and reckless drivers. The plastic wands, in place for many years, have served their purpose. Now it is time to get serious about the safety concerns that “interested but concerned” Portlanders have expressed with their well-documented views about safety and dwindling pedals. Rather than remove and replace the current gaggle of damaged plastic wands, let’s finally make them permanent. See the url:

la.streetsblog.org/2023/06/15/santa-monicas-ocean-ave-protected-bikeway-installation-captures-the-worlds-attention

We **recommend** that you procure equipment that can make concrete curb protected bike lanes. We also **recommend** that you procure planters that are as beautiful as the ones in Toronto:

<https://twitter.com/Qaggy/status/1171182864257433600/photo/1>

We **recommend** that no cuts are made to the quick build and missing links program. This program is relatively inexpensive and the current backlog of 27 projects has significant impacts and visibility in the bicycling community relative to safety and building trust. There are green bike lanes, wayfinding signs and other neighborhood greenway improvements. There are safe routes to school projects such as crosswalks, improved sightlines and also a high visibility crosswalk.

As briefly mentioned above, we **recommend** that you invest in camera technology to enforce red light running and speeding laws. We especially recommend cameras on high crash corridors and transit corridors where bus stops are within five feet of asphalt and do not have steel bus shelters.

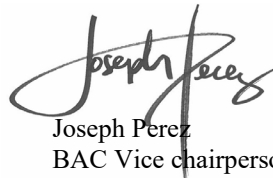
Finally, we **recommend** that you invest in tools and infrastructure that support Portland’s 13 bike buses. We **recommend** that you support the security and safety of children who want to ride bicycles to school. Safety is, after all, one of Portland’s highest priorities.

We all know that a city’s budget is a statement of values. A city government that values the safety of Portlanders who want and choose to take transit, ride bicycles and walk has been asked for by thousands of Portlanders. Please show us how you value our thoughts in the City of Portland budget for FY 2024-2025. As always, the BAC looks forward to working with you on all bicycle related issues, plans, and projects that keep Portland on track to meeting its climate goals, modal goals and vision zero goals.

Thanks



Alexandra Holmqvist
BAC Chairperson



Joseph Perez
BAC Vice chairperson