

BICYCLE ADVISORY COMMITTEE

Hybrid meeting

February 13, 2024 | 6:00 – 8:00 PM

BAC Members Present: Ally Holmqvist (Chair), Joseph Perez (Vice-Chair), Carol Hasenberg, Along Raab, David Stein, David Therrattil, Katherine Sheie, Lucy Kennedy-Wong, Max Woodbury

BAC Members Absent: Cameron Bennett, Jim Middaugh, Valeria Tapia, David Weymann, Jacinta Higgins, Nina Yonezawa

PBOT Staff Present: Sean Doyle

Other Attendees: Not available

Agenda:

Announcements (6:00-6:10)

Vision Zero Update

Committee member hot topics

Committee Business (6:10-6:15)

Finalize letter in support of North Portland in Motion plan.

SW Terwilliger Improvements: from Sam Jackson to Caruthers-4th (6:15-6:55)

Continuing the March meeting discussion about Terwilliger, Roger Geller will discuss the results of the BAC's April 4 field visit as well as two additional desired improvements on the corridor: 1) continuing the outbound bicycle lane on Terwilliger to the intersection with Sam Jackson; improvement to facilitate a left turn from 6th to Sheridan to access Barbur Blvd. Following discussion, the committee will consider drafting a recommendation regarding these improvements.

Recommendations for Commissioner Mapps (6:55-7:55)

At the March 20th morning Council session, Commissioner Mapps stated that he'd "[love to have the Bicycle Advisory Committee submit some recommendations before the end of the year so that we can move forward with our shared goal of building a safe and vital transportation system](#)". Committee discussion about recommendations.

Public Comment (7:55-8:00)

Adjourn (8:00)

Meeting Notes

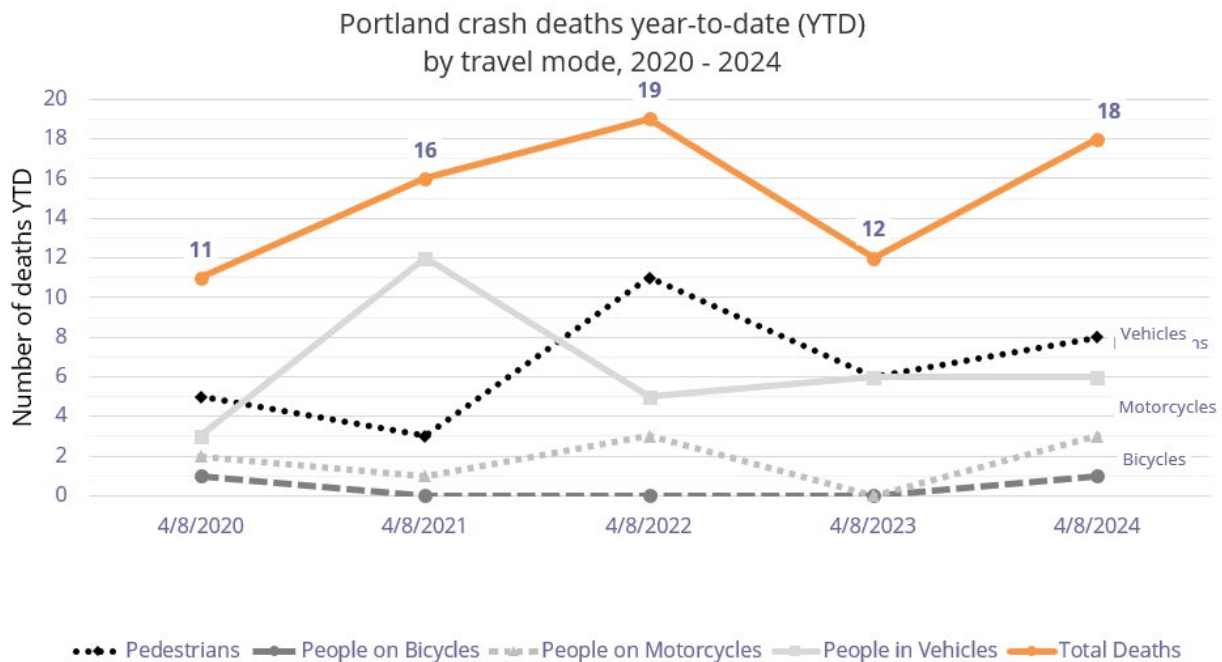
Vision Zero Update

information about people who have died in traffic crashes since the last BAC meeting on Tuesday, March 12. We do not have names of the individuals who died, so that information is missing below. I will send you an update if we learn of any deadly crashes between now and the BAC meeting tomorrow afternoon.

- At approximately 9:31 p.m. on Tuesday, March 12, **a person on a bicycle was seriously injured** in a crash at SW 3rd Avenue and Alder Street (near Nordstrom Rack) **and later died from their injuries** on Monday, March 18. A person driving an SUV was traveling in eastbound on SW Alder Street on a green light, when the person on a bicycle was traveling southbound on 3rd Avenue

on a red light. The person on a bicycle passed several stopped vehicles at the red light and entered the intersection and was hit. This crash occurred at nighttime (dusk to dawn).

- At approximately 9:05 p.m. on Wednesday, March 20, a **motor vehicle passenger died** in a two-vehicle crash at N Fessenden Street and Mohawk Avenue (near Bethel Baptist Church). A driver of the first vehicle was traveling eastbound on N Fessenden Street when they hit a raised median near Oswego Avenue, overcorrected, went into oncoming traffic, hitting a second vehicle head-on as it was traveling westbound on Fessenden Street. A factor in this deadly crash is driver impairment. This crash occurred at nighttime (dusk to dawn).
- At approximately 6:18 a.m. on Monday, April 1, a **pedestrian was seriously injured** in a crash at N Interstate Avenue and Emerson Street (near Patton Square Park and The Ivy School) **and later died from their injuries** on Thursday, April 4. A driver in a first vehicle stopped, backed up, and left on N Emmerson Street when they came upon the pedestrian in middle of Interstate Avenue. A driver in a second vehicle stopped for the first vehicle but did not see the pedestrian and struck the pedestrian at about 10 to 15 mph. The crash occurred at nighttime (dusk to dawn).
- At approximately 11:08 p.m. on Tuesday, April 2, a **pedestrian was killed** in a hit-and-run crash on the I-5 southbound ramp at N Broadway (near The Leftbank Annex). This crash occurred at nighttime (dusk to dawn). No additional details are available.



Committee member hot topics

- Survey from BikeLoud found that a surprising percentage of women have faced harassment while biking. Ally & Joe to share info.
- City Council is holding a budget listening session on April 10 from 6:30-8:30 pm. if you have feedback you can attend and let them know that is a concern. *(Note, there are [two additional listening sessions](#) on April 13 and 15. All the speaking slots have been filled for the April 10 and 15 meetings. You can submit written testimony.)*
- Mayor’s budget message and public hearing is on May 9, 2-5pm.

Committee Business

Finalize letter in support of North Portland in Motion plan.

- Ally Holmqvist briefly walked through the basic structure of the letter prepared by the BAC: Their standard intro, highlights of concerns, projects, representation & process, and an expression of gratitude.
- David Stein made a motion to vote, and Katherine Sheie seconded.
 - 10 votes for, 0 opposed.

SW Terwilliger Improvements: from Sam Jackson to Caruthers-4th

- Some BAC members, including Ally, Joseph Perez, and David S, did a site visit to assess the ground conditions for various proposed bike facility improvements/additions.
- Ally used Google Streetview to walk through the recap.
- Intersection of SW 6th/Terwilliger & Sheridan St: they discussed adding a bike box to turn facilitate left turns and prevent drivers from using the bike lane as a turn lane.
- Terwilliger at SW Sam Jackson:
 - Approaching the light from the north, the bike lane ends and forces people biking into the travel lanes. People biking have to cross a traffic lane to get to the turn lane to stay on Terwilliger.
 - Proposal to add a jug handle turn on the far side of the intersection so people biking can continue through the intersection and then cross with the pedestrian signal/left turn phase.
 - There is a BES project in Duniway Lilac Garden that provides an opportunity to redesign the intersection. Could add a shared bike/ped path on the edge of the park running along the south/east side on Terwilliger after the turn.
 - One proposal is to widen the path only to just beyond the influence of the left turn lane and then drop inbound bikes back to the street. Portland Parks & Rec has expressed support for this concept, as has a representative of Friends of Terwilliger. The goal is to widen the path to 11' to create separate space between bikes/peds.
 - Keith Daellenbach (guest comment): The out-of-town direction feels most dangerous. There is low visibility while negotiating a curve in the road before the stoplight and then people biking are forced into vehicle traffic. Terwilliger is a top 30 high crash corridor and one of the most important bicycle routes from SW to other parts of the city—and there's no comfortable way for outbound person biking to navigate the intersection. He's advocated for a bike box here, but the ideas talked about at the meeting sound good. Almost anything would be better than the current conditions. He would like to see the BAC submit a letter strongly advocating for changes to make the intersection safer.
- Connection from SW Sheridan/Terwilliger at SW 6th to SW 4th & SW Caruthers/Broadway:
 - Bike lanes could be on the left, right, or both sides of Sheridan to connect SW 6th to 4th. (A bike lane is already present on the right-side of Sheridan from SW 5th to SW 6th that connects directly to the southbound bike lane on Barbur.)
 - Left side bike lane allows people biking to cross Sheridan at a calmer intersection (Sheridan & 6th) rather than at the intersection with 4th/Barbur. There is some concern about conflict with driveways on the left side of Sheridan.
 - Bike lanes could be on the left, right of both sides of SW 4th to connect north to SW Caruthers/Broadway.

- People on the tour were generally supportive of the left side of SW 4th. It reduces conflict with a bus stop on the right side of SW 4th.
 - The proposal for a contra flow bike lane on Caruthers (eastbound bike lane on the south side of Caruthers would connect SW 6th to SW 4th) was very unsettling for people on the field visit. There was not enough space for a bike lane, cars speed up the incline on Caruthers while bikes would be coming downhill, and sightlines can be blocked by cars queuing to get on the highway.
- People biking north into downtown from SW Barbur Blvd (in the existing right-side bike lane) would cross to the left-side bike lane on 4th either at the signal at Sheridan or at Caruthers.
 - Crossing at Caruthers would require an extra turn phase for people biking to make the diagonal connection.
 - Crossing at Sheridan eliminates the need for a right-side bike lane from Sheridan to Caruthers.
- BAC is considering a letter talking about how if we do not include this connection, we'd be leaving a gaping hole in the bicycle network, and it would be silly to leave this on the table.
- Straw poll for Sheridan configuration:
 - Right-side-only bike lane on Sheridan: 0 in favor
 - Left-side and right-side bike lanes on Sheridan: 9 in favor
- Straw poll for SW 4th configuration
 - Left-side only bike lane from Sheridan to Caruthers (bike-only crossing to left at Barbur/4th & Sheridan): 8 in favor
 - Both-sides bike lane on 4th: 1 in favor
- Nic Cota (guest comment, BikeLoud PDX member): left- and right-side bike lanes is good. Another idea he's seen on the east coast would be to have a bike box on Sheridan at 5th to connect the left and right sides.
- BAC members Ally, Katherine, David S, and David Weymann will work on a draft letter about this bike lane to be brought back to the committee in May.

Recommendations for Commissioner Mapps

- Committee could make general recommendations like use the tools adopted in the "In Motion" plans and ask for the money and political will to support and advance those plans.
- Another idea is to upgrade bike lanes with concrete separators rather than plastic posts
- It doesn't have to be a long letter:
 - Implement PedPDX, in motion plans, the bike plan for 2030, and fund the things the council has already said are important
 - This letter doesn't seem like that useful of an activity. Mapps won't be in council next year, not city government if he loses the election for Mayor.
- Ally ideas
 - Update greenways guidance to match international standards
 - Implement car-free streets downtown.
 - Have car-free Sundays every week.
 - Ask for a new strategy in bicycling given the decline in bicycling seen over the last ~10 years.
 - Develop a plan to get to the auto mode share in line with our goals (flip the focus from increasing walking/biking/transit use to decreasing driving).
- David S: the city refuses to put general funds into biking and won't (hasn't) changed where the bureau's funding is coming from.

- Ally: could ask them to look for alternative revenue streams. Add parking districts all over the city, and commit general funds to transportation.
- David S: Then we run into people like the Mayor who's saying no new taxes.
- David W: If we say fund and implement the plans we have, is that adequate? Should we also ask for stable sources of funding, and support for Vision Zero?
- David S: another addition to that ask: stop supporting ODOT projects that widen highways. Our incentives are all backward.
- Alon Raab: I would like to see the city put attention on bike buses and other smaller efforts. They are raising the next generation of people who bike. Could we pay more attention to closing roads to help them?
- Incentivizing safe driving—Police dissolved their traffic division and were very public about not enforcing anything. That's why so many more people have been hit and killed. It's led to more harassment. People are incentivized to cut corners because they don't see the downside. Incentives have to be realigned.
- Committee members asked to volunteer to help write this: Ally, Alon, and Carol Hasenberg. David S & David W to help edit.

Public Comment

- Nic Cota: I would suggest including Pricing Options for Equitable Mobility (POEM) in the letter. That plan was meant to solve the funding problem that PBOT staffers have been staring down for years.
- Eric Wilhelm: Thanks for all the folks on the committee for your time here and your efforts on Terwilliger. I just want to point out what is missing from our city that would convince people to ride a bike. The planners and engineers need to look at the individual person on a bike planning a trip and look at what kinds of issues they encounter. It's always these intersections where cars have been prioritized. Terwilliger has several places. You saw the missing link on the way into downtown on the final curve. There's another at the crossing of Capitol Highway and you go from one side, there's no bike lanes to the other side. They've built this narrow skinny sidewalk thing you're supposed to try to stay on. The experience that we have is just that the cars have been given all this extra space and they've got this unwavering yellow line that's always there in the center of the road that tells them that this is a fast highway that they can drive on. Even when the bike lane vanishes. So I think we need to have more of the advisory bike lane type approach and more from the perspective of the person actually trying to get around on a bike. And where they encounter these challenges. We're making a giant compromise to limit merges across a car lane to prioritize that car traffic. That's not the way to get people to decide that they want to trade one mode of transportation for the other when it's so heavily subsidized to drive a car.

Meeting adjourned at 8:00 pm