

BICYCLE ADVISORY COMMITTEE
Remote via Zoom
December 12, 2023 | 6:00 – 8:00 PM

BAC Members Present: Ally Holmqvist (Chair), Joseph Perez (Vice-Chair), Cameron Bennett, Jacinta Higgins, William Hsu, Alon Raab, David Stein, Valeria Tapia, David Weymann, Max Woodbury

BAC Members Absent: Claire Bach, Carol Hasenberg, Lucy Kennedy-Wong, Katherine Sheie, David Therrattil, Korrin Weldon, Nina Yonezawa

PBOT Staff Present: Hannah Schafer, Melanie Edmonson, Renata Tirta, Shaylee Robanske, William Roberts, Patrick Sweeney, Bryan Nguyen, Steve Hoyt-McBeth, Jacob Sherman, Denver Igarta, Caitlin Reff, Kristin Hull, Art Pearce, Scott Cohen, Roger Geller

Invited presenters: Derek Abe, Interstate Bridge Replacement; Steve Katko, Interstate Bridge Replacement

Other Attendees: Basil Christopher, Catherine Mushel, Darin Campbell, Dvid Binnig, Eric Wilhelm, Jason Nolin, Jim Henry, John Russell, Jonathan Maus, Josh Guttmacher, Kerry, Mark Linehan, Melissa Kostelecky, Mia Hosaka, Nic Cota, Ruth Campbell, Ryan Ross, Sarah Iannarone, Sarah Risser

Agenda:

Announcements (6:00-6:10)

Vision Zero Update

Committee member hot topics

Interstate Bridge Replacement Project; Active Transportation Focus (6:10-7:00)

PBOT's IBR team, along with IBR staff, will return for a focused discussion on active transportation connections being considered as part of and around the IBR program. Staff will seek the committee's input on connections and the relative importance of various options.

E-Scooters (7:00-7:25)

PBOT staff will provide an update on the current E-Scooter program, the upcoming request for proposal process, and the transition to a longer-term E-Scooter program in early 2024.

NE 33rd Ave

Art Pearce, Group Director at PBOT, will address the committee about the bike lanes on NE 33rd Ave

Committee Business (7:35-8:15)

Draft letter writing sub-committee

Outstanding letters

Discussion of topics of recent relevance to bicycle transportation in Portland

Public Comment (8:15-8:25)

Adjourn (8:25)

Meeting Materials:

Meeting website: <https://www.portland.gov/transportation/bicycle-committee/events/2023/12/12/portland-bicycle-advisory-committee-december>

Agenda: <https://www.portland.gov/transportation/bicycle-committee/documents/agenda-december-2023-meeting-portlands-bicycle-advisory/download>

Jamboard:

<https://jamboard.google.com/d/1gm0F3KNnNFrtAEXRvjyCx2rVVtPaWCr1TnsfCyAeOY/edit?usp=sharing>

IBR Active Transportation Presentation: <https://www.portland.gov/transportation/bicycle-committee/documents/ibr-active-transportation-presentation-12-12-23-bac/download>

City of Portland Conditions of Approval for IBR: <https://www.portland.gov/transportation/pedestrian-committee/documents/city-portland-conditions-approval-exhibit-b/download>

IBR Locally Preferred Alternative Recommendation:

<https://www.portland.gov/transportation/pedestrian-committee/documents/ibr-recommended-lpa-exhibit/download>

City Resolution to endorse LPA with conditions (website):

<https://www.portland.gov/council/documents/resolution/adopted/37581>

E-Scooter Presentation: <https://www.portland.gov/transportation/bicycle-committee/documents/e-scooter-presentation-december-2023-bac-meeting/download>

Draft Letter about leadership concerns:

https://docs.google.com/document/d/16CNbQ20WbeVHekDmv_yvfiWW_gdANcx-RNjl8ut-VPc/edit

Draft Letter about tracking bicycle projects:

https://docs.google.com/document/d/1v5nh2_t5YQb2SxeH2Mpevb-hiB73XaZ0Qh82jZFKJl/edit

MEETING NOTES

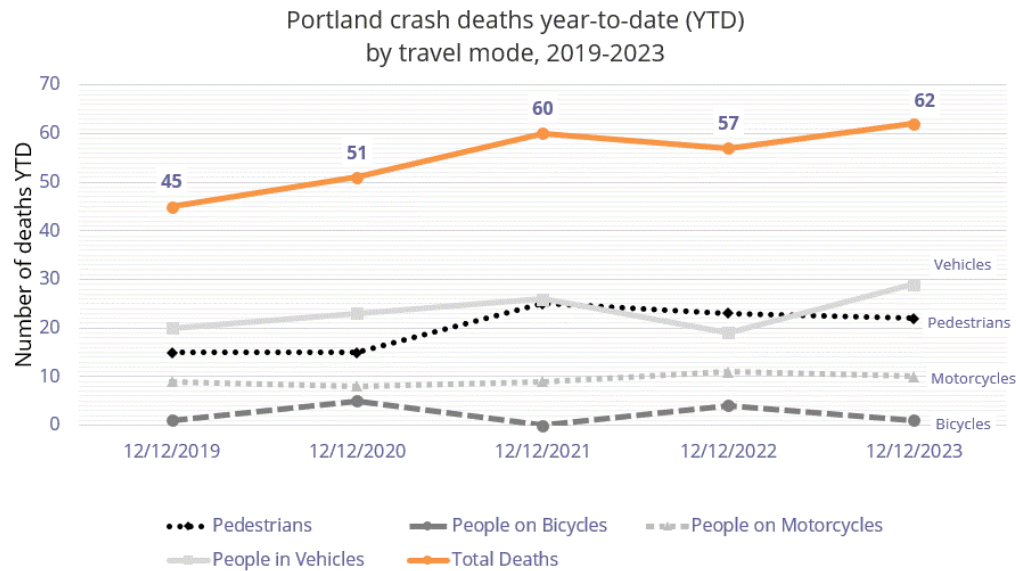
Announcements

No announcements

- [Vision Zero Update](#)

Below is the information about people who have died in traffic crashes since the last BAC meeting on Nov. 14. We do not have names of all the individuals who died, so some of that information is missing.

- At approximately 2:37 a.m. on Saturday, November 18, **a person driving a motor vehicle died in a single vehicle crash** at SE Powell Boulevard and 28th Avenue (near Cleveland High School). According to initial reports, a factor in this crash is speed. The crash occurred during nighttime (dusk to dawn). The person driving was heading westbound on SE Powell Boulevard before striking the north curblin, leaving the roadway, and crashing into a nearby brick building.
- At approximately 9:46 a.m. on Thursday, November 23, **a person driving a motorcycle, Brady Wehage, died in a single vehicle crash** on southbound Interstate-5 on the Marquam Bridge. According to initial reports, a factor in this crash is speed. Brady was weaving through traffic before losing control of the vehicle and crashing into a barrier.
- At approximately 9:48 p.m. on Tuesday, December 5, **a person driving killed a pedestrian** near NE 122nd Avenue and Glisan Street. The crash occurred during nighttime (dusk to dawn). The person driving was traveling northbound on NE 122nd Avenue and hit the pedestrian who was sitting in the left lane.



- Hot Topics:
No hot topics

Interstate Bridge Replacement Project; Active Transportation Focus

Patrick Sweeney (PBOT) and Derek Abe (IBR). Discussion to focus on shared use paths near MLK and Delta Park, N Whitaker and Schmeer.

Patrick: been wanting to have an in-depth conversaton about at.

Talk about proposed AT facility design and how it connects to PDX's AAA network. Seeking feedback on potential ways to connect to NE PDX nhoods near Vancouver and the Slough to NE Schmeer.

Framing: Identify connection deficiencies. Then work from bridge main span to the south

Network deficiencies: lack of connecting roadways between Columbia and Slough. Basically, the hstoric columbia river flood plain

Facility across the Columbia will be 24-25' wide, similar to width of the Blumenauer Bridge.

New local complete streets connecting Kenton to Hayden Island and Bridgeton: Pier 99, Expo Rd, new Arterial Bridge that's local that lands on Hayden Island into a grid of new streets: Tomahawk, Hayden Island, Jantzen Island

Links to the 40-mile loop trail

Executive Steering Group identified desired outcomes. Created by Former Commissioner Hardesty. Commissioner Mapps is current representative to that group.

Modified Preferred Local Alignment included conditions of approval [see above links; also discussed in November's meeting]

Limiting noise is a sensitive issue. Currently working on it as part of the project team. Comparison to I-205 path on Glen Jackson Bridge, which we know we do not want.

Connections to bridge is a really important one. Called out Expo, MLK-Vancouver, Delta Park. "Shall connect" is the language from the conditions of approval... Program will evaluate Expo Rd connection and work with city and ODOT to consider additional extensions potentially outside of the IBR program.

New Connections. Tomahawk Island Drive is considered by the IBR program to be "outside of the program". We're talking to them about it being a part of the project that cannot be influence by value engineering later

There are both stacked and flat options on the bridges for both active transportation and transit. The stacked option offers weather protection and is outside of the noise cone.

Flat option will have active transportation in the noise cone. Many like the flat because it offers more visibility. These are still being studied. Functional widths will be 24'. 25' dimension is to the outer edge.

Expo Rd on west side will have a good facility to the neighborhoods to the south.

On east side of I-5 we're continuing discussion and studies to determine what to do there. From NW corner of Delta Park: one option is a pathway that goes along Union Ct and ends at Hayden Meadows Drive. Then, use N Hayden Meadows Drive (which is not AAA). PBOT has asked to look at another alternative. Want to connect to our bike sheds as I-5 is a divider. MLK to Vancouver facility OR a path that goes through Delta Park to Whittaker Rd to Slough Path or along Schmeer Rd, also on a shared use path.

To connect to Vancouver-Schmeer intersection: along shoulder of MLK, wider sidewalk-shared facility along Gertz Rd (to avoid merge intersection) then to Vancouver.

Other option: pivot through Delta Park. Portland Parks is amenable to a shared path through Delta Park.

Crossing improvements needed across Whittaker at Delta Park.

If we're considering path along MLK, then we can certainly consider the existing Columbia Slough Trail.

Questions: Is there either a cost or grade difference between flat and stacked options?

Steve Katko (IBR): Yes, there is a difference between the two. Both at or under 4% grade. Slight difference in the grades, but they happen at different places. No good cost information

Wayfinding is a key condition: Does wayfinding look different depending on options or will it be prioritized regardless?

Shouldn't be a difference. Signs and indicators should make it easy to find where to go.

Joe Perez: 4000 feet from MLK to Whittaker Rd. Why not do both pathways?

A: Cost. One is to get a bike connection on a limited access truck rd. Other is working with Portland Parks & Recreation which is amenable. One has a path of less resistance. Would be great to have both. MLK is more direct.

Alon Raab: Safety. Will speeds be lowered? Cambridge MA requires all new construction of lanes to be protected.

Either option will be physically protected. Either a pathway or protected bike lanes

Whittaker; would be great if it were physically separated (raised!) [Whittaker is physically protected for most of its length]

David Stein: bike bill requires 1% on bike facilities. Will require ~ \$70 million. Safety shoulders of 56'. Why not study an alignment that has transit and bike-ped together?

Biking is being treated as an expense rather than as an investment. "Maybe we'll get one route, but not two". We'll spend \$10 billion by the time this is done and we still won't have a network.

Neither option is funded at the moment. Doesn't mean they cannot be.

Discussion about adding a bike ped path to the light rail bridge on the west side of the project.

Ally Holmqvist: Connection to Whittaker is tough coming from the park

Patrick Sweeney: Will get back to BAC about this.

Comments from the Jamboard:

	What people like	Concerns	Questions
BAC members	<ul style="list-style-type: none"> • Limiting noise! And no 205 path ever again! • Like the below bridge design-biking next to traffic on the bridge now is awful for noise, etc. Below might offer some weather protection too • Full expo Road connection for NoPo West! • Like the "buffered" separated lanes that are easy to maintain. separated bike lanes send to have poor maintenance, grade changes, sharp corners, and conflicts with other users. 	<ul style="list-style-type: none"> • Currently the raised dividing line makes it really hard to turn from Delta Park into the post-protected bike lane on Whitaker. More space is needed also crossing as its terrifying. • The path of travel off the bridge is a straight line for drivers, every option is squiggly for bikes/peds • This project looks worse every time it is presented. It's completely absurd that \$5-10 billion could be spent and still be missing a bike network. 	<ul style="list-style-type: none"> • What specifically is included in the wayfinding planned for the project? • Why can't they put light rail, peds, bicycles, and a bus lane in each direction together on a span? This would be quieter, provide visibility, and a good delineation. • How much above the mandatory 1% is actually being spent on bike facilities? IBR is dedicating 56' of ROW for shoulders and 12' for bikes. • Right connections are identified on the conceptual slide, but IBR improvements are basically just at the ramps. Lots of gaps still (including soon to be NE 33rd), how will that be filled? • For questions of jurisdiction, ODOT owns NE MLK and associated ramps north of Lombard (99E), including Union Ct and N Denver Ave (99W) from Argyle St in Kenton up to I-5 • including Victory Blvd and all ramps appurtenant. • ODOT jurisdiction can be found in TransGIS under Road Network > Highway Network: https://gis.odot.state.or.us/TransGIS?lat=45.59&lng=122.674&lvl=14
Public attendees	<ul style="list-style-type: none"> • I prefer the Delta Park route to the MLK one and the Expo road one. I've ridden all of these and much prefer going through Delta. The Delta route is quieter, 	<ul style="list-style-type: none"> • Full Expo Rd MUP (yellow) is nice, but circuitous. Most direct route would cut over to Delta Pk. What connections will be provided on Victory Blvd to connect to Delta Pk under I-5? • unfinished and unfunded bike network, missing our window on sustaining a livable planet 	<ul style="list-style-type: none"> • People fear being alone on this path because the overpasses are often neglected and has someone camping in it, like on Powell under the tracks. 911 call boxes?

	brings folks to the park, and ...	<ul style="list-style-type: none"> • Why spend \$ on Schmeer? The existing MUP on the levee runs between Whittaker & Vancouver and is nicer than being next to the road • +1... these routes are disappointingly circuitous • MUP has switchback to cross "on-ramp" to MLK near Jubitz. MUP should not have added grade changes for the benefit of motor vehicles. Is "ramp" desired or even needed? • Why does MLK path have a switchback to cross "on-ramp" near Jubitz. Is that ramp even necessary? Either way, MUP should have a flat route. • Why not both?! Please complete Schmeer path, as it provides better access to employment. • Both! They're both needed and this is pennies compared to the amount that would be spent on the freeway... these should be included in the IBR program as needed connections • MUP has switchback to cross "on-ramp" to MLK near Jubitz. MUP should not have added grade changes for the benefit of motor vehicles. Is "ramp" desired or even needed? • An under the road deck path has the potential to be a dark cave, uninviting for walking and biking but very inviting to unintended uses • PBOT's Traffic Control Plan Basemap is another great resource for determining roadway jurisdiction. This map also highlights the difference between city public • This map also highlights the difference between city public (ODOT curb to curb, with PBOT ownership of sidewalks) and fee simple (full ODOT ownership) as well as a few Port of Portland roads near PDX.https://pdx.maps.arcgis.com/apps/webapviewer/index.html?id=f68278b842164d6784bef5f6cc5c5ae9 	<ul style="list-style-type: none"> • Why not N Vancouver Way? Already under PBOT jurisdiction. •
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E-Scooters

Presentation by Jacob Sherman, New Mobility and Electrification Program Manager; Bryan Nguyen, Shared Micromobility Coordinator and Steve Hoyt-McBeth, Program Manager at PBOT.

Discussed the timeline for moving from pilot to long-term program

Following a technical complaint, the city pulled a previous RFP and have now re-issued and have identified two top finalists. Beginning process to negotiate with Lime and LYFT.

Long-term program structure will focus on identifying two companies over a long-term contract with options for renewal. Goal is to increase number of e-scooters as more vehicles translates into increased ridership. Goal is to make any contract budget neutral. Contract will generating revenues to support the program. Careful about how price has been increasing over time and the disincentives that creates.

Noted how they have met often with both the BAC and PAC. Input has helped shape request for proposals. Lock-to requirement. Lock to racks or signs.

Bryan: Permits for 3400 scooters in a service area that is the entirety of Portland (145mi²)

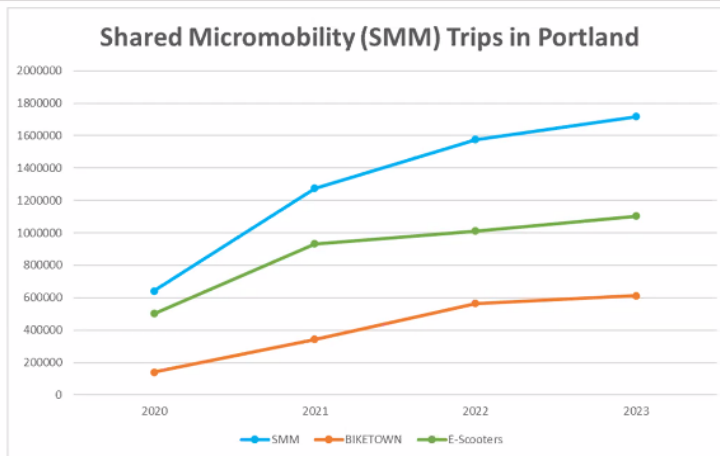
There have been 5,623,000 e-scooter trips in Portland since July 2018 (through 12/1). More than one million trips this year. Will be a record ridership year for scooters. 1,116,000 trips through 12/1 in 2023, alone

Biketown: 2000 bikes in a service area of 41 mi²

613,000 trips in 2023

2,856,000 total trips since program start (7/2016)

E-scooter and BIKETOWN ridership continues to grow



Ridership for e-scooters and BIKETOWN continues to increase each year since 2020 with record ridership again for 2023 (data for 2023 is through 12/1/23). Note, BIKETOWN has a smaller service area and fleet size compared with e-scooters.

Figure 1. Slide from presentation

Micromobility dashboard (Ride Report) (launched in Jan 2022)

e-scooter pavement marking in bike corrals

People may call 311 to report violations, parking, inoperable scooter, with time thresholds

Few of PDX's 11,000+ bike parking spots are in EPDX. "Clusters" = 3 racks together. "Corral" = 2 clusters

Questions

- PBOT's goals for the new e-scooter program include:
 - Reduce automobile vehicle miles traveled (VMT) to combat climate change
 - Promote safety, responsible riding, and consumer protections
 - Reduce racial disparities and advance transportation justice
- Does the Bicycle Advisory Committee have specific feedback on these goal areas that PBOT should consider as we launch the new program?
- By implementing a lock-to requirement, the City will be taking important steps forward to protect some of our most vulnerable road users. However, lock-to will also present a significant culture change for e-scooter users. Do BAC members have advice for PBOT about how we might best to educate e-scooter users on these new rules?

Figure 2. Questions from project team to BAC; slide from presentation

Next steps: negotiate contracts, finalize negotiations, launch new fleets in early 2024, continue to install more bike parking in EPDX

Any specific feedback on these goal areas?

Lock-to requirement is a big step forward. Could be a significant culture change for e-scooter riders. Interested in feedback about how to educate riders on new rules.

David Stein: generally supportive of lock-to, SW PDX has very little bike parking outside of downtown and residential commercial areas.

A: We understand that. Have been working to install more staples around the city. Working on a contract with a company to increase equipment we have to do installations. Bryan has been working to identify spots where we can install more.

Ally: +1 David's comment. Have seen new developments going in without bike parking. Concerned about capacity.

Joe: What mechanism are used to count rides? How do you explain why scooter and Lyft bike use is up while PBOT is reporting decrease in ridership overall?

A: Companies are required to share information. Scooter and biketown use is up, but those vehicles are still a drop in the bucket compared to private bicycle ownership. Biketown fleet is minimal compared to the private bike fleet.

Alon: When program started, companies were required to offer lower prices for lower income people. Is that continuing? Is app requirement an obstacle? Are costs an obstacle? Any plan to buy e-scooters and give them to people.

A: Bureau of Planning and Sustainability (BPS) manage Portland Clean Energy Fund (PCEF) and have determined that they want to make a substantial investment in personally owned e-bikes. \$25 million over 5 years to create e-bike subsidy program. Lots of detail to work out after this funding decision.

Denver, CO pioneered a rebate program at scale. Had the "convenient problem" of people riding those bikes then saying they don't feel safe when biking, which can spur the city to make infrastructure improvements.

Bryan: equity pricing is required and equity access is required. Generates a lot of riders.

Comments from the jamboard

	What people like	Concerns	Questions
BAC members	<ul style="list-style-type: none">•	<ul style="list-style-type: none">•	<ul style="list-style-type: none">• When you ignore the direct and indirect costs they are. [seemingly in response to below question]• I appreciate that RideReport provides the counts. :) Yet if more people are riding personal bikes, then how can PBOT use RideReport to count those trips?
Public attendees	<ul style="list-style-type: none">•	<ul style="list-style-type: none">• Any explanation on why Lyft bike ridership and scooter ridership is increasing while PBOT reports decrease in other bike ridership?• make the locking infrastructure charge the batteries	<ul style="list-style-type: none">• are cars budget neutral? 😞

NE 33rd Avenue

Art Pearce discussed with the committee his decision to remove the bike lanes recently striped on NE 33rd Avenue.

Ally Holmqvist led off by mentioning how the committee values equity and respects the harm that has been done to marginalized communities. She mentioned an accruing trust deficient the committee and cycling advocates have with PBOT management and leadership. She expressed that there doesn't seem to be a lot of intentionality recently. Things move faster than the committee can address. Concerns about timing and the way that things have been brought forth.

She expressed her appreciate on Art returning and providing an update and desired transparency.

Art: Notice sent out today that next week contractor will remove bike lane striping on 33rd Ave.

Art discussed the context: crew coming out and striping bike lanes without prior notice or notification. Asks committee to imagine that moment and the emotions that would bring forth. PBOT didn't follow through on basic public notification. That action triggered emotional harm and PBOT is working to navigate our way through to produce an improved bike connection. Decided best step forward is a step back. Give time for this conversation to cool off and then lean back in.

The bike lane striping triggered and connected to a perception that Portland is trying to ostracize and push out certain members of our community through these improvements. They see it as a master plan to disregard the needs of a whole segment of Portlanders.

David Stein: Quick question: what data has been gathered between then and now: Traffic counts? Parking demand? Speeds? Any evidence of safe system improvements?

A: Did some parking counts. No volume or speed collected. Collected after in bike lanes went in in early October—collected parking data on side streets.

David S: That's disappointing.

Big concern is safe systems and Vision Zero. Over 60 deaths again for 3rd or 4th year. The city finds so many ways to get out of building bike infrastructure. We have great plans and policies. And then ways of getting around them or not handling them in a way to build the infrastructure that we're supposed to. Regarding BIPOC communities: we've had this discussion on multiple occasions. 7th. Williams. Broadway. 20s Greenway and 28th with businesses. Plenty of other instances where the bikeway network wasn't installed the way it should be because of comments or it didn't go in at all. Tough when time after time when these unique situations get in the way of us building a network.

Cannot navigate these conversations about getting what we need. Why is he expending the energy because we're not getting what we want. Doesn't want the General Fund dollars to go into this and not get what we want.

Art: "Middle path" is the right answer. Stated that what David was saying is not an accurate representation of the facts on the ground. We end up with more staff being spread thinly and not being able to invest in the process to do city transformation properly.

Joe: 18 volunteers who want to help you achieve these goals. In Dec 2022 Zef came to committee and presented paving projects, including 33rd ave. Followed up in April 2023 with a letter asking bureau to prioritize upcoming 2024 projects. Too easy to obliterate years of staff involvement and outreach. Other projects that were slated to be built: St Helens Rd, Alderwood. Don't know if they're done.

Want a tracking spreadsheet. Want public outreach plans and designs.

Wants to see all paving projects.

Art: We have a lot of reference list projects coming in via 823-SAFE. Need greater transparency. Can click on and find status of larger capitol projects.

Joe: hard to find projects on portland.gov

Have had a number of conversations with staff for reimagining process; difficult for BAC is when things come back to the BAC. Talking about really great plans in which PBOT participates in. But, then we don't stick to the plan. How/when do things like that come to the BAC? Would be great for BAC to get involved. Can BAC be heavily involved in 33rd with nhooood residents?

Art: appropriate for the BAC to be involved. Will have to be very thoughtful about how to approach a conversation so that all involved feel respected.

Tram analogy; will take time and discussion for a whole number of these projects.

Ally: to reiterate do not see eye to eye on this. Appreciate that you come with this update.

Comments from the jamboard

	What people like	Concerns	Questions
BAC members	•	<ul style="list-style-type: none"> • PBOT still does not have the vocabulary or skillset to work with a variety of communities in a way that promotes and defends the many plans and policies that have been adopted. • This is continuing a precedent where there are numerous ways to undermine adopted plans and policies meant to promote bicycling and safe systems. • It is shockingly far too easy to obliterate years of staff work and outreach 	•
Public attendees	<ul style="list-style-type: none"> • I like this comment on BikePortland: https://bikeportland.org/2023/12/12/portland-will-move-forward-with-ne-33rd-avenue-bike-lane-removal-382441#comment-7512021 • "PBOT essentially has acknowledged that the public property in front of these homes belongs to the property owners. Maybe they can start paying taxes on them." • "We can then look at demographics of each neighborhood and use color to signify which neighborhoods wont receive road safety investment due to their demographic make-up,..." • "But if this is PBOT's position, it needs to be codified. PBOT needs 	<ul style="list-style-type: none"> • I'm not mad, just disappointed. I no longer have any faith in PBOT to implement any changes to protect people outside of cars. • I feel bad for everyone at PBOT whose work is being undermine. Why work on the Columbia Lombard Corridor Plan if PBOT is not going to implement it? • Fool me once...this is yet another instance of PBOT coming back and renegeing on bike infrastructure because "we forgot to talk to Black folks." • Art says that PBOT staff are stretched thin and getting thinner. If PBOT's so-called "leadership" doesn't support their staff's work/planning efforts, expect further staff attrition. 	<ul style="list-style-type: none"> • What is the "middle path"? If PBOT is unwilling to put bike safety over parking, the only middle path we should accept is an advisory bike lane. • Should parking for a few residents trump the safety needs of everyone biking in Portland? PBOT seems to think so. • It should also be free.

	<p>to list what racial demographics can overrule community planning processes."</p> <ul style="list-style-type: none"> • ...red seems like a good choice to denote what areas will be less safe to travel through." • I like implementing planned bike infrastructure. • grind off the yellow centerlines while they're at it • 		
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Committee Business

First item on committee business. Subcommittee put together a bicycle leadership letter.

Jim Middaugh: please provide an overview of letter

Change in Commissioner and Director coincided with communication breakdowns with the PBOT we once knew. Wanted to highlight how these recent experiences challenged our ability to trust the bureau going forward. Highlighted areas of skepticism and concern. Wanted to send a signal that leadership was responsible for a diversion from a direction that city policies and plans point us to.

Have already written to Commissioner Mapps about paving. He has not responded.

David Stein: 2nd letter. 3rd paragraph caught his attention. Re Paving presentation. Weave that into first letter? Signals that they don't trust what is being presented to them based on the past few months.

Motion offered by David Stein: Approve the first letter with minor edits for grammar
2nd by Jim Middaugh

Friendly amendment: allow Ally and Joe to add in major asks from 2nd letter in paragraphs 3-5 as they deem appropriate to audience of Commissioner Mapps and PBOT director Williams

Passes 9:0

2nd letter:
Broader changes to that letter with a return to the committee.

David Weymann: Remind the reader of the function of the BAC (do that formulaicly). Then, offer an observation that is subject of letter. Then, identify committees asks. Then, repeat commitment to the process. BAC has a role in these planning decisions.

Need a mechanism and accounting to track projects

Joe: Many letters not responded to last year.
Director will respond to budget letter.

Retreat? Hybrid meeting for next year (January/February)
Automated tools for project tracking, used as part of portfolio process.

Edits on tone etc (see transcript; link above)

Public Comment

RJ Sheperd: Volunteer with BikeBusPDX. Letter they'd like the BAC to co-sign. Shows support for safer school streets, pilot projects

Joe Perez offered a motion to sign on to bike bus letter

2nd offered by Alon Raab

Joe:Alon

Passed: 6:2 (abstentions)

Chris Brewster: Live near 33rd and Glisan. Child is a High School student at Grant near 33rd. Daughter bikes frequently to school. Must cross Banfield at 33rd. Would like bike facility on 33rd across the Banfield. Daughter almost hit. Roger to follow up with him.

Jim Henry: Bike "fiend" and bike tourer. Ridden extensively in Europe and Japan. Expressed interest in getting more involved in bicycling issues with the city and with the committee.

Meeting adjourned at 8:42 pm