

# Portland Bicycle Advisory Committee

*Working to Make Bicycling a Part of Daily Life in Portland*

1001 SW 5<sup>th</sup> Avenue, Room 1300  
Portland OR 97204



July 11, 2024

Director Millicent Williams  
Portland Bureau of Transportation

Director Williams,

This spring, Commissioner Mapps prompted the Portland Bicycle Advisory Committee to make recommendations to PBOT and the Council on moving forward with our shared goal of a safer, more vital transportation system. We know this includes modal shift, climate action, and vision zero as well. Since the Bureaus have moved under the purview of the Mayor as of July 1, we wanted to entrust our recommendation with your leadership and we've really appreciated the dedication from the Bureau to continued collaboration with the BAC.

We believe that much of the framework is mostly in place to achieve parts of the goal of a safer, more vital transportation system. To this end, we support the following actions that leadership has already committed to:

- **Fund and implement the Bicycle Master Plan for 2030, the neighborhood “In Motion” plans, and Pricing Options for Equitable Mobility (POEM).** Pursue innovative ways to do this (e.g., parking districts in all of the Central City and Inner East to generate the revenue, fees to enter the central city by car).
- **Prioritize active transportation and transit in all actions.** This includes participation in county and state level projects.
- **Apply pressure to ODOT and the State Legislature away from overengineered megaprojects that undermine transportation goals in the 2035 Comprehensive Plan and will render the agency unable to address the public safety catastrophe happening on roads under their control in Portland and across the state.**

**We recommend that you also:**

- **Pursue other actions that promote and encourage bicycling culture.** Our “Declining Bicycling Ridership Letter” recommendations already touched on these, but a few examples could include:
  - Physical barrier protected bike lanes wherever possible
  - Institute car-free areas, streets, and days of the week
  - Support, and invest in Bike to School efforts
  - Support, invest in, and lead BIke Bus programs
  - Incentivize safe driving
  - Engage with [shift2bikes.org](http://shift2bikes.org) and [BikePortland.org](http://BikePortland.org) to discover latent demand
  - Start a regular Director’s ride that includes local leaders and/or the public
  - Remove other challenges to bicycling to make the bicycle network reliable, with good access, low to zero delay, and safe?
  - ***Make bicycling safer for women, by addressing their concerns***
  - Make bicycling more attractive than driving
  - Consider what other cities are doing better than Portland and apply them here
- **Do more to connect bicycles to transit across Portland**
  - Work with TriMet to count bicyclists when they get on and off the bus

**We also recommend that**

- **More bicycling projects shift forward to the 2030 investment strategy, better advancing the near-term goals of the 2023 Regional Transportation Plan**
- **Shift to a strategic investment strategy and/or delay throughway projects (particularly auxiliary lane additions) and megaprojects that do far less to advance regional goals and redirect those financially constrained dollars toward projects that best advance our regional goals currently in the strategic investment strategy**

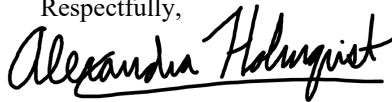
**Finally, we recommend** that rather than remove and replace the current gaggle of damaged plastic wands, let’s finally make them permanent. See the url: [la.streetsblog.org/2023/06/15/santa-monicas-ocean-ave-protected-bikeway-](https://la.streetsblog.org/2023/06/15/santa-monicas-ocean-ave-protected-bikeway-)

[installation-captures-the-worlds-attention](https://twitter.com/Qaggy/status/1171182864257433600/photo/1). 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>

Some people who are “interested but concerned” have stopped riding bicycles because traffic mayhem and lawless behavior makes the city unattractive to them. It appears to be true that our current course of action is not headed to our shared goal of 25% of all trips made by bicycle by 2030. Part of the problem is that we know what we need to do, but we have not had the political will to prioritize walking, bicycling and public transit. There have been promises, but not enough follow through. While many projects have been completed and are under way, we wonder why so many people participate in Pedalpalooza / Bike Summer rides, but are not riding alone, or to work, or to the grocery store or with their kids to school, etc. There are many things that must change to make a Portland for all.

The good news is that the city can absolutely change - and we look forward to building a more bicycle friendly Portland, to your leadership on the recommendations above, and to the transition to a new form of government and a response to this letter.

Respectfully,



Ally Holmqvist  
Chairperson  
Portland Bicycle Advisory Committee



Joseph Perez  
Vice Chairperson  
Portland Bicycle Advisory Committee

cc: Priya Dhanapal, Shoshana Cohen, Art Pearce, Kristin Hull

## what can we do?

Here are some specific actions we can take, though many more are needed.

1. We need **protected bike lanes that are wide enough for cargo bikes and side-by-side biking** for people traveling with children. Commuting to work is not the only trip people care about.
2. We need **street lighting** for people riding bikes that meets or exceeds lighting for people in cars.
3. We need laws written and enforced that **recognize** traffic violence and road intimidation as the **public space crimes** that they are.
4. We need **women and other diverse people who bike at the table** to help design, build and maintain bike infrastructure that is safe for all of us.
5. **What else?**



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