



CITY OF
PORTLAND
BUREAU OF
TRANSPORTATION

058



Sam
Adams
Mayor

REPORT TO COUNCIL

Date April 13, 2011

Re: **Accept the Portland Bicycle Plan for 2030 One-Year Progress Report**

Susan D.
Keil
Director

The Portland Bicycle Plan for 2030 was adopted by Portland City Council on February 11, 2010. The plan suggests an ambitious vision and goal: that by the year 2030 bicycling will be a more attractive than driving for trips of three miles or less so that a minimum of 25% of all trips will be by bicycle. The plan identified six key areas to pursue in achieving this:

- Attract new riders by planning and designing for people who currently feel either unsafe or uncomfortable riding on the city's existing bikeways
- Form a denser bikeway network to provide people an array of route choices
- Increase bicycle parking to satisfy the growing demand for bike parking
- Expand programs to support bicycling, such as encouragement and education programs
- Increase funding for bicycle facilities, and
- Strengthen bicycle policies.

In the year since the plan was adopted the city has made significant advances in the above six areas by building neighborhood greenways, providing more bicycle parking, expanding our encouragement and education programs, developing better bikeway designs, providing more funding and designing and implementing projects with an eye toward the approved policy objectives.

We recommend that Council accept the report.

Susan D. Keil

Susan D. Keil, Director
Portland Bureau of Transportation

TO THE COUNCIL:

The Mayor approves the progress report provided by the Director of the Bureau of Transportation.

RECOMMENDS:

that the Council accept the report.

Respectfully submitted,

Mayor Sam Adams

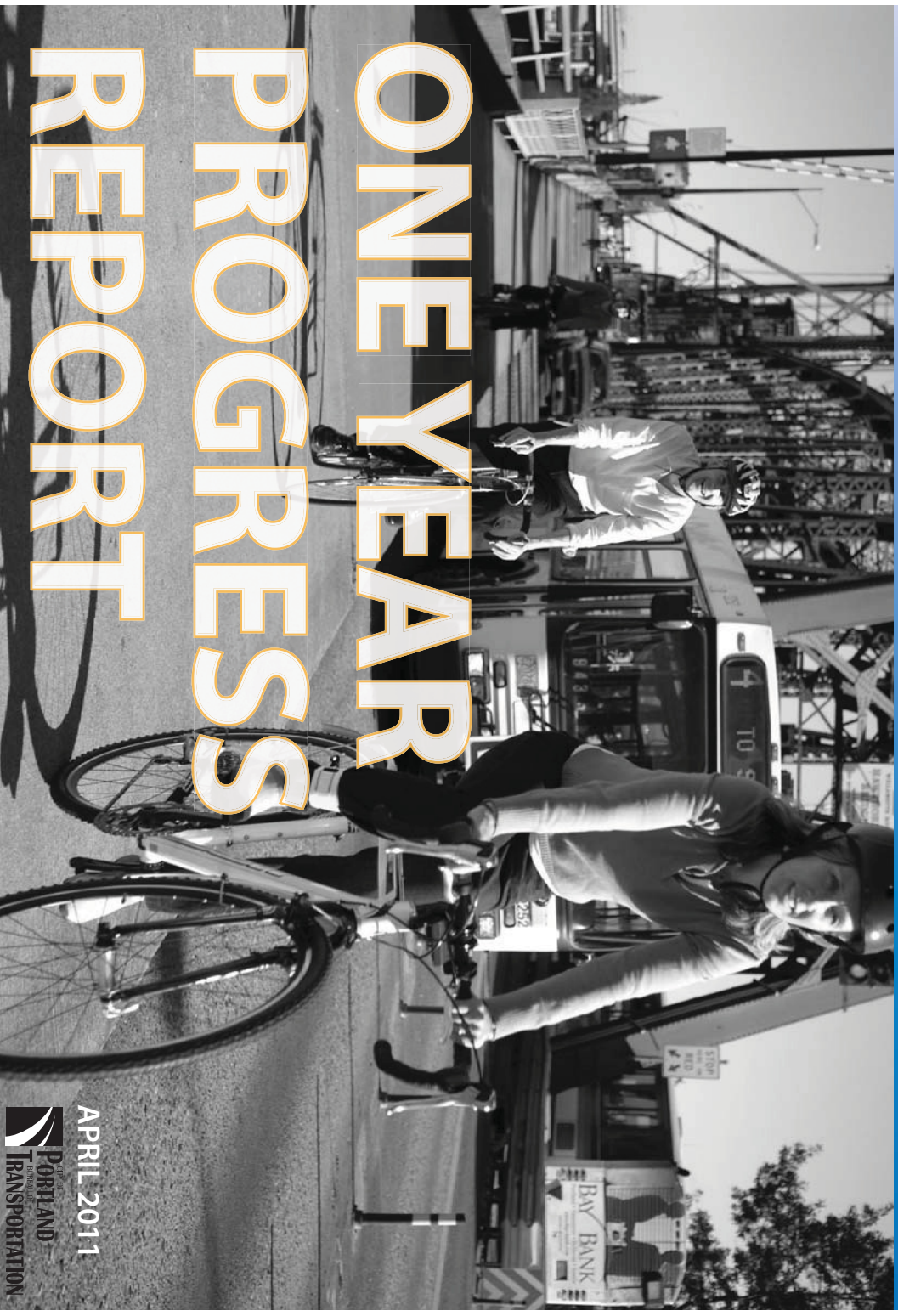
1120 S.W. 5th Avenue, Suite 800 • Portland, Oregon, 97204-1914 • 503-823-5185
FAX 503-823-7576 or 503-823-7371 • TTY 503-823-6868 • www.portlandoregon.gov

An Equal
Opportunity
Employer

To ensure equal access, the Portland Bureau of Transportation will make accommodations in full compliance with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations and additional information, and complaints, contact the Title II and Title VI Coordinator at Room 1204, 1120 SW 5th Ave, Portland, OR 97204, or by telephone 503-823-5185, City TTY 503-823-6868, or use Oregon Relay Service: 711.



PORTLAND BICYCLE PLAN FOR 2030



Adopted by Portland City Council on February 11, 2010, the *Portland Bicycle Plan for 2030* suggests an ambitious vision and goal: By the year 2030, bicycling will be more attractive than driving for trips of three miles or less, so that a minimum of 25 percent of all trips will be by bicycle. The Plan identified **six key areas** to pursue in achieving this:

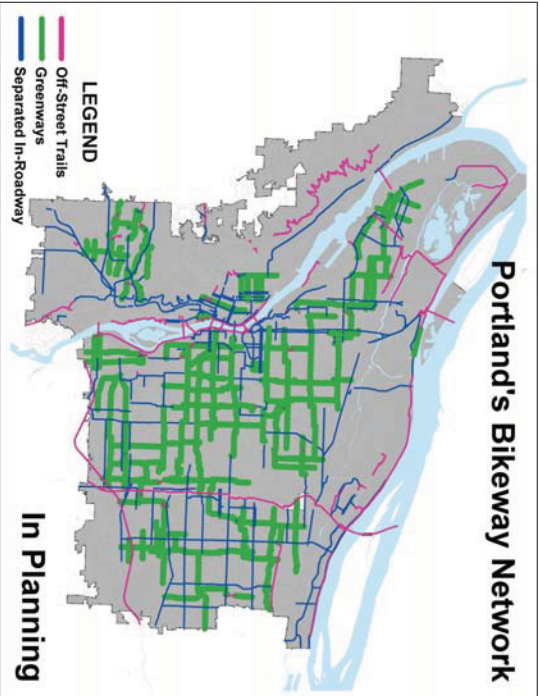
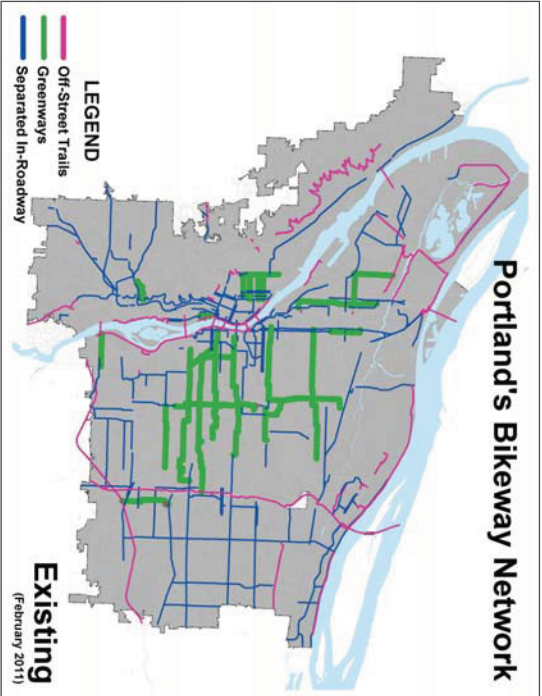
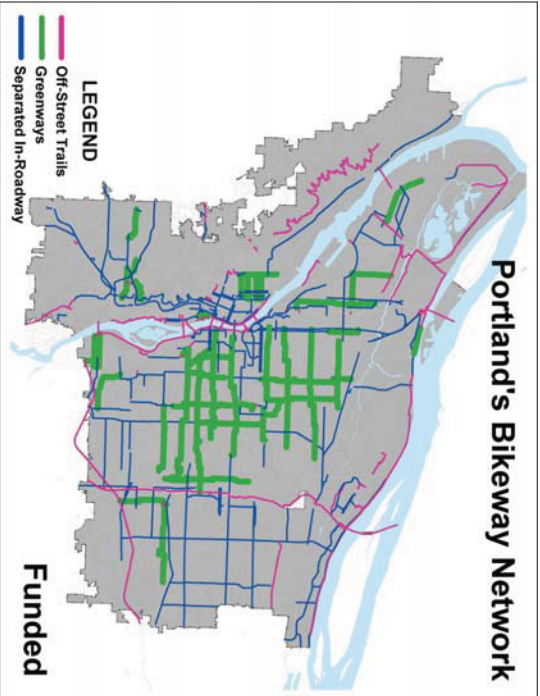
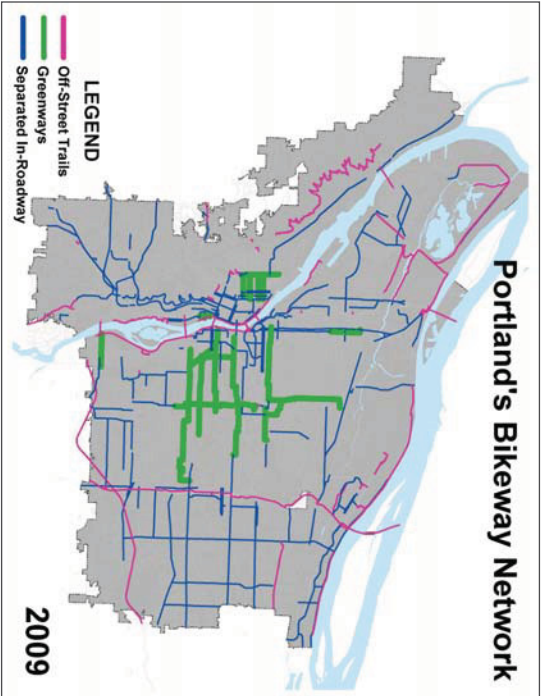
- **ATTRACT NEW RIDERS** by planning and designing for people who currently feel either unsafe or uncomfortable riding on the city's existing bikeways
- **FORM A DENSER BIKEWAY NETWORK** to provide people an array of route choices
- **INCREASE BICYCLE PARKING** to satisfy the growing demand for bike parking
- **EXPAND PROGRAMS TO SUPPORT BICYCLING**, such as encouragement and education programs
- **INCREASE FUNDING FOR BICYCLE FACILITIES**
- **STRENGTHEN BICYCLE POLICIES**

In the year since the *Portland Bicycle Plan for 2030* was adopted, the City has made significant advances in the above **six key areas** by building neighborhood greenways, providing more bicycle parking, expanding encouragement and education programs, developing better bikeway designs, providing more funding and designing and implementing projects with an eye toward the approved policy objectives.

The foundation of Portland’s success in achieving North America’s highest urban bicycle use has been the construction of its 303-mile bikeway network.¹

Continuing and improving upon the development of safe, comfortable, direct and convenient bikeways remains a principal strategy in attracting new riders. 2010 saw the first dramatic expansion of bikeway miles in Portland since the mid-1990s. Most of those new bikeway miles were Neighborhood Greenways.² Portland had previously developed 30 miles of such roadways by 2009. During the past year, Portland constructed 16 miles of new Neighborhood Greenways, began initial work (shared lane pavement markings) on another eight miles³ and is currently planning their continued development for the next several years. These bikeways represent the largest recent addition to Portland’s transportation infrastructure and, because they make use of existing roadways, come at the lowest cost possible for that many miles.

The new Neighborhood Greenways are qualitatively superior to the 30 miles previously built. They have significantly fewer stops, more effective crossings of busy streets, more comprehensive traffic calming and clearer indications about the intended function of the roadway.



Portland's BIKEWAY MILES					PORTLANDERS LIVING NEAR LOW-STRESS BIKEWAYS - Number / (%)		
Year	Neighborhood Greenways		Separated In-roadway	Off-street Trails	Total	Within 1/2 Mile	Within 1/4 Mile
2009	30	175	78		283	277,300 / (51%)	159,700 / (29%)
Existing (March 2011)	46	179	78		303	342,200 / (62%)	212,800 / (39%)
Existing & Funded	71	187	83		341	399,600 / (73%)	268,200 / (49%)
Existing, Funded & In-Planning	149	198	83		430	493,900 / (90%)	390,900 / (71%)

Traditionally, the foundation of bicycle planning and implementation has been engineering, encouragement, education and enforcement, referred to as the ‘four E’s’.¹ Portland has shown its commitment to encouragement and education, just as it has shown its commitment to engineering (as previously discussed) in the Neighborhood Greenway program. Portland has dramatically expanded its two principal encouragement programs: SmartTrips and Sunday Parkways.

Since 2003, SmartTrips has been working in Portland neighborhoods to encourage residents to use transportation options, rather than driving alone, whenever it makes sense.² SmartTrips is becoming increasingly integrated with other City programs. For example, in 2010, SmartTrips tackled its sixth large Portland neighborhood—working in the neighborhoods paralleling the newly-opened MAX Green Line.

The SmartTrips program also has a business component. This program began in 2006 as a way to help manage congestion related to construction projects. Due to its success, it was expanded in 2010. The program provided 189 east Portland businesses with active transportation resources for employees and customers. Store owners distributed nearly 5,000 neighborhood Bike/Walk Maps to East Portland customers, 75 percent of whom stated that supporting biking and walking was good for their business. To date, SmartTrips Business has assisted over 600 Portland businesses.

Sunday Parkways also had its biggest year since the program began with one event in 2008. After three events in 2009, the City held five Sunday Parkways in 2010, which for the first time included a route in East Portland. This expansion allowed for greater coordination with SmartTrips programming and resulted in the most Portlanders to date participating in the program. In 2010, more than 91,000 Portlanders biked, walked, strolled, jogged or rolled on car-free Sundays.

Both efforts reflect an approach identified in the *Portland Bicycle Plan for 2030* for better integration of

¹ In recent years Portland, among other jurisdictions has recognized the need for two more ‘E’s: evaluation and equity.
² Each year, SmartTrips provides encouragement to approximately one-tenth of Portlanders, contacting approximately 20,000 households in each project area.



“People are much more likely to participate in these healthy lifestyle activities if it’s fun, if the community is involved and if their friends and loved ones are there along with them.”
- Dave Northfield, Kaiser-Permanente - on Sunday Parkways

In 2010, Sunday Parkways expanded to five Portland locations.

JONATHAN MAUS / BIKEPORTLAND.ORG



“I know I wouldn’t do as much biking if it weren’t for the bike routes and signage and supporting maps and information.”
- Byron Rendar, Portland resident - on SmartTrips

JONATHAN MAUS / BIKEPORTLAND.ORG

encouragement program delivery with on-the-ground projects. It also reflects the call to include equity as a criterion for project selection. Delivering these programs to East Portland allowed the City to provide two of the best active transportation and car-free encouragement programs in the country to areas identified as being poorly served by bicycle infrastructure and programs, and with a high proportion of disadvantaged population.

Safe Routes to School (SR2S) is a program that advocates for and implements improvements to make walking and bicycling fun, easy, safe and healthy for all students and their families through a federally-funded partnership between the City, local schools, neighborhood groups, community organizations and agencies. This program began in 2005 with eight schools. Every year since, the program has grown—now serving almost every elementary and K-8 school in Portland, and providing direct service to over 80 schools.

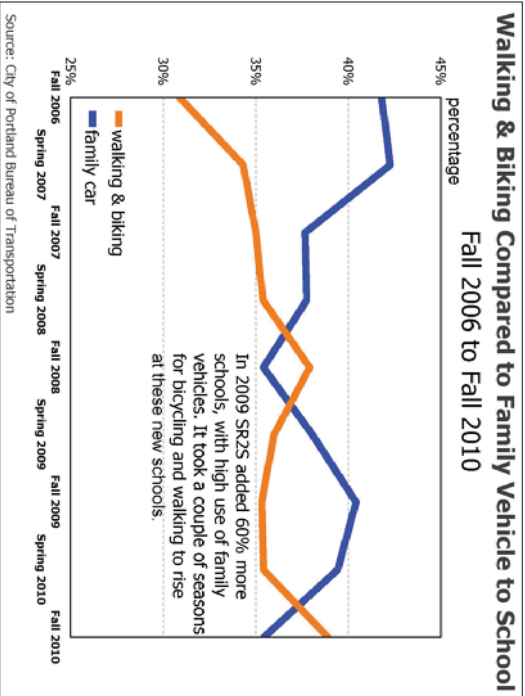
The results are significant, and are encouraging parents and schools to seek more opportunities to get their students involved in bicycling and walking. For example, more than 60 city schools participated in International Walk + Bike to School Day in October 2010, which included more than 75 percent of students at Llewellyn School. SR2S programs, combined with development of nearby Neighborhood Greenways, have proven a springboard for impressive community involvement. ‘Bike trains’ have developed at six Portland schools. The most noticeable—at Beach Elementary School—was successful enough to be featured in a video and attracted a visit from The Honorable Jim Oberstar, the former Chair of the U.S. House of Representatives Transportation and Infrastructure Committee. At Beach Elementary School, more than 30 children and their parents regularly participate in the train. A ‘walking school bus’ has been established at Maplewood Elementary in SW Portland, and one is in the works at Harvey Scott School in the Cully Neighborhood. As the visibility and popularity of these projects grow, more schools are expressing interest in what will hopefully become a positive and reinforcing trend. According to the City’s twice yearly parent survey of partner schools, the number of students getting to school in an active manner has increased from 28 percent in 2006 to 39 percent in 2010.



“Our kids come ready to learn because they’ve gotten fresh air; they’ve gotten exercise; they feel a part of our school community.”
- Kris Meyer, Assistant Principal at Beach School on SR2S

Safe Routes to School teaches valuable bike safety to students

JONATHAN MAUS / BIKEPORTLAND.ORG



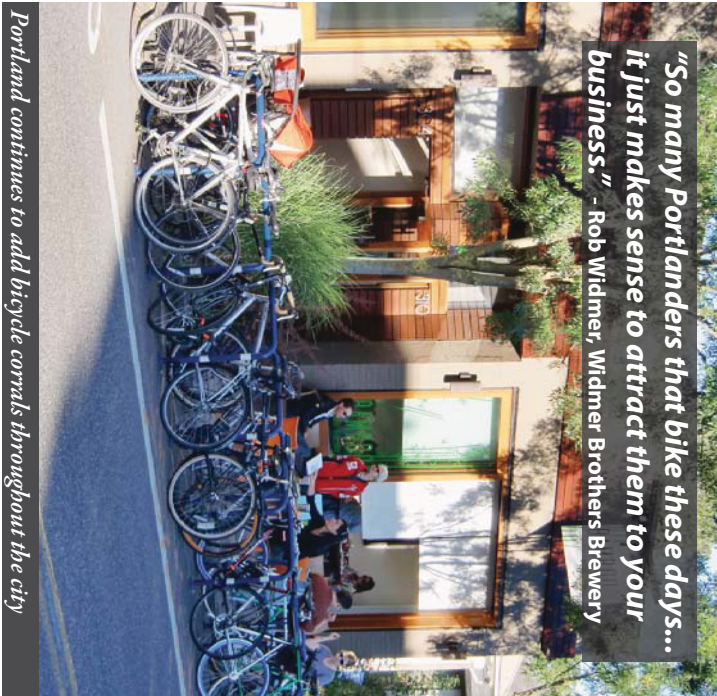
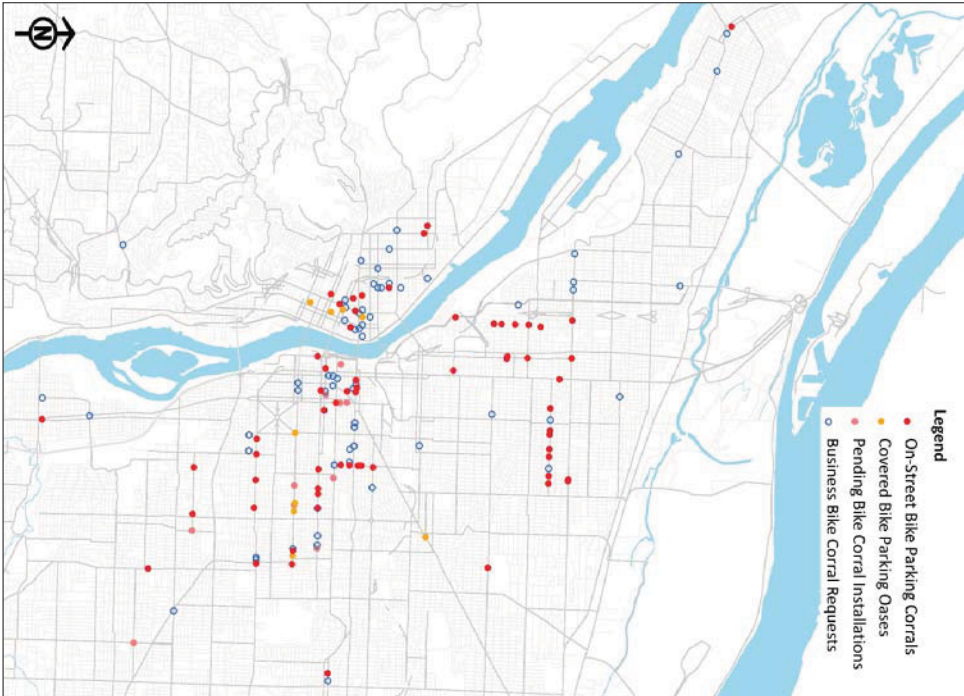
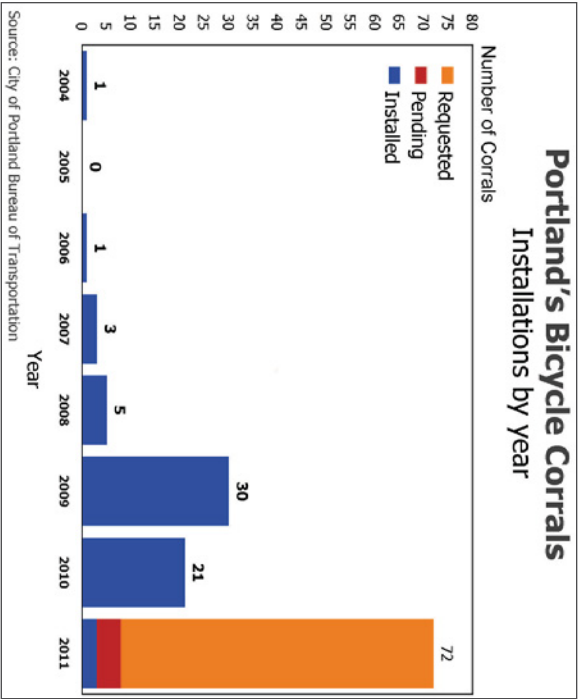
“Bike trains are a really great complement to the Bike Boulevards.”
- Kiel Johnson, biketrainpdx.org

GREG RAISMAN

Portland had a second solid year of providing on-street bicycle parking in commercial areas throughout town. Known as ‘bicycle corrals,’ these parking facilities have proven tremendously popular with local business owners, commercial property owners, pedestrians, business associations and, of course, people looking for a convenient location to park their bicycles.

Following a six-fold annual increase to 30 installations in 2009, the bicycle corral program slowed in 2010 because of insufficient funding to keep up with demand. Despite limited funding, the City added 21 new bicycle corrals in commercial districts. These highly visible installations provide both a good indication of the prominence of the bicycle in Portland’s transportation system and indicates the level of acceptance it has achieved amongst those with commercial and retail properties in Portland. Sixty-five additional businesses have formally requested bicycle corrals; another four locations are currently awaiting installation.

In 2010 the City also modified City Code to require more long-term bicycle parking in multi-dwelling units.¹ The former code required only one long-term bicycle parking space per four living units, and allowed the unit itself to serve as bicycle parking. The amended Code requires 1.5 long-term bicycle spaces per unit in the Central City Plan District; 1.1 spaces per unit elsewhere.



Much of the success of Portland’s bicycle transportation program is based on the City’s development and use of designs that best address bicycle operations. This often includes using innovative designs. These ‘innovations’ are usually adaptations of best design practices found in some of the world’s best bicycling cities.

In 2010, Portland has advanced the use of such treatments and knowledge about them in the following ways:

- **Expansion of intersection bike boxes.** Portland added four bike boxes to the original eleven, and collaborated with researchers at Portland State University to evaluate their effectiveness. Planning and design are underway at nine additional locations.
- **Signal infrastructure improvements.** Portland has six intersections with bicycle signals after two more were added in 2010 at NE Alameda/Sandy and N Broadway/Williams. City signals staff is collecting bicycle trip data by installing bicycle detection in bicycle lanes. This effort will support Metro’s interest in data to support their bicycle modeling. These detectors also reduce delay for bicyclists at traffic signals. Bicycle-specific traffic signals are now considered a standard tool for PBOT engineers.

- **Signal operations enhancements.** PBOT continues to respond to requests for bicycle detection markings at existing signals and modification to signal timing at locations throughout Portland. City signal engineers adjusted signal timing on key routes including NE/N Broadway and the corridor from the Rose Quarter Transit Center to N Broadway. The recently-opened E Burnside / NE Couch couplet was praised by the Bicycle Transportation Alliance for signal timing that was designed with consideration of bicyclists.
- **Better bicycle lanes.** Portland continues to evaluate and construct better bicycle lanes, including buffered bicycle lanes and cycle tracks. In addition to buffered lanes on SW Stark, SW Oak and SE Holgate, and a short segment of cycle track on SW Broadway, the City is constructing its first permanent cycle track on NE Gully Street, and is planning for a similar funded facility on SW Multnomah, as well as a future facility on SW Capitol Highway.

- **Leadership in a national effort to develop guidelines for modern urban bicycle streets.** Portland is a founding member of the Cities for Cycling initiative, which has traffic engineers and planners from some of America’s best bicycling cities sharing information and developing a national urban bicycle design guide. This guide will eventually become Portland’s design guide for developing bikeways, and is intended to ultimately supplant existing national design guides.



Three bike boxes were added in 2010 - 14 now exist in Portland

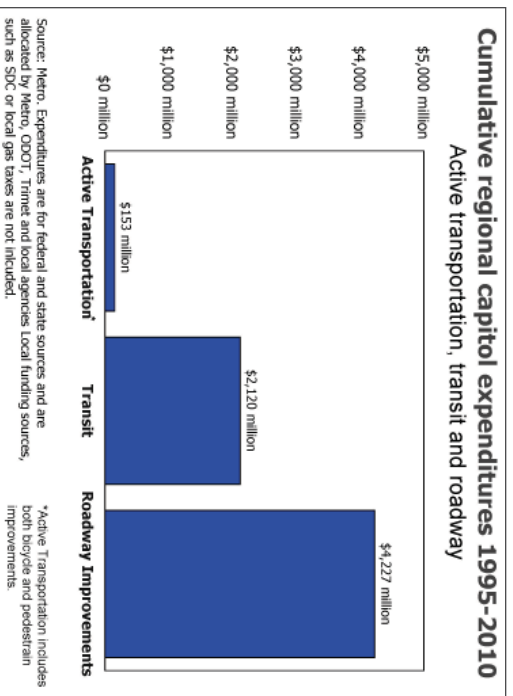


FUNDING and POLICY DEVELOPMENT

FUNDING FOR BIKEWAYS

Funding for bicycle capital projects has increased significantly in the past two years as a result of new grant sources (notably a federal TIGER grant) and new dedicated, ongoing sources. Beginning in 2009, the City dedicated \$500,000 annually to bicycle transportation as part of an Active Transportation Fund and another \$1 million, beginning in 2010, from general transportation revenues. PBOT is also collaborating with the Bureau of Environmental Services (BES) on a joint venture so that \$20 million in BES funding will serve both sewer and bicycling needs. In the current fiscal year, PBOT has budgeted 16 percent of its discretionary Capital Funds for bicycle projects, representing \$2.8 million of the \$17.4 million in available discretionary funds.

While representing solid advances, these sources still fall far short of the funding required to put the development of Portland's bikeway network on a pace that will realize the vision and goals of the *Portland Bicycle Plan for 2030*. The chart below shows the comparatively low regional funding levels for bicycle infrastructure. Raising that to levels to achieve the goals of the Plan will require continuing efforts at the local, regional, state and national levels.



POLICY DEVELOPMENT

The *Portland Bicycle Plan for 2030* recommends strengthening many City policies related to bicycle transportation. While the Plan was accepted by City

Council by Resolution, the recommended policies do not become the 'law of the land' until they are included in an update of the City's *Transportation System Plan*. This update is scheduled to be completed by December 2013.

City staff have been working to develop projects in a manner that follows the intent of the recommended City policies. This has especially been the case on planning projects for roadways classified in the Plan as Major City Bikeways. Planning for SW Capitol Highway and SW Multnomah Boulevard—with the inclusion of wide buffered bike lanes or cycle tracks—are good examples.

NEXT STEPS

BIKEWAY NETWORK

- Develop plans for next 100 miles of Neighborhood Greenways
- Develop plans for bringing Portland's original 30 miles of Bicycle Boulevards up to current practice
- Plan for the next generation of separated in-roadway bikeways, including the retrofit to existing bike lanes

EDUCATION & ENCOURAGEMENT

- Expand Sunday Parkways to include more neighborhoods
- Identify sustainable funding for Safe Routes to School
- Double the number of schools with bike trains
- Improve project delivery to better incorporate education and encouragement programs specific to bikeway capital projects once they are complete

BIKECYCLE PARKING

- Develop a plan and funding resources to address strong demand for bicycle corrals

ADVANCING BEST DESIGN PRACTICES

- Continue to work locally and nationally to refine and gain acceptance for new designs
- Continue to advance new designs that address the needs of bicycle transportation
- Continue to integrate best design practices into new capital projects
- Work to retrofit best design practices into Portland's pre-2010 bikeway network

FUNDING FOR BIKEWAYS

- Continue to collaborate with local, regional and statewide partners to seek funding from existing and identify new funding sources for bicycling
- Continue to work at the national level to identify new funding sources for bicycling

POLICY DEVELOPMENT

- Continue to apply policy principles identified in the *Portland Bicycle Plan for 2030* to projects and programs
- Incorporate *Portland Bicycle Plan for 2030* policy into City's *Transportation System Plan* during its required update
- Work with the *Portland Plan* to incorporate vision, goals and policies into that citywide planning process



PORTLAND BICYCLE PLAN FOR 2030

ONE YEAR PROGRESS REPORT



APRIL 2011
PORTLAND
TRANSPORTATION

TRANSPORTATION OPTIONS

Appendix REPORT ON IMMEDIATE ACTIONS

The *Portland Bicycle Plan for 2030* identified 105 immediate action items. The following provides a brief status report on each of those actions.

PBOT One Year Progress Report Team:

Roger Geller, Portland Bicycle Coordinator

Todd Borkowitz, Editor/Designer

Appendix

PORTLAND BICYCLE PLAN FOR 2030: REPORT ON IMMEDIATE ACTIONS

ID	ACTION ITEM	STATUS
2.1	Work to achieve the bicycle mode split and funding goals in the City of Portland and Multnomah County's <i>Climate Action Plan 2009 (CAP2009)</i>	Integrating CAP2009 objectives in planning for framework policies for Central City as part of update for Portland Plan. Acknowledging CAP2009 in all projects as a spur to achieving design expectations for new bikeways. Working with Metro on funding goals through their Active Transportation program.
2.1	Collaborate with other City bureaus and Metro to work toward adopting a 'Green Transportation Hierarchy' that prioritizes planning and investing in green transportation modes to elevate the relative importance of non-motorized modes	This is occurring in planning for Central City as part of Portland Plan process. PBOT and BPS are working together through the Mobility working group to develop mode split targets that place walking, bicycling and transit at the top of the transportation hierarchy. Additional development of this concept will need to wait for the update of the TSP.
2.1	As part of future modifications to the TSP, consider identifying 'home zones' or similar area-wide car-light zones integrated with the overall bicycle network	Will do with update of TSP, but must wait for formal update to commence.
2.1	Ensure all neighborhoods have adequate low-stress bicycle facilities connecting to neighborhood commercial corridors and centers so that local residents can safely and comfortably access them by bicycle or on foot	Neighborhood Greenway projects underway in all areas of Portland. Continue to seek funding for projects in a manner that promotes equity in distribution of projects and serves traditionally underserved neighborhoods. Also developing plans for separated in-roadway designs for SW Capitol Highway and SW Multnomah Boulevard, both of which will serve Multnomah Village. Developing East Portland Active Transportation to Transit grant proposal.
2.1	Identify opportunities for revisions to existing City policies to ensure greater support for bicycling in Portland	Best near-term opportunity is through current work on Portland Plan. Working to Integrate CAP2009 objectives in planning for framework policies for Central City as part of update for Portland Plan.
2.2	Incorporate proposed policy and classification language into the next draft of the TSP update as outlined in Appendix B (<i>of the Portland Bicycle Plan for 2030</i>)	Will do with update of TSP, but must wait for formal update to commence.
2.2	Incorporate new proposed language and objectives to TSP Policies 6.26 On-Street Parking Management and 6.27 Off-Street Parking as outlined in Appendix B (<i>of the Portland Bicycle Plan for 2030</i>)	Will do with update of TSP, but must wait for formal update to commence.
2.3	Incorporate new bicycle classifications and classification descriptions into the next update of the Transportation System Plan (TSP)	Will do with update of TSP, but must wait for formal update to commence.
2.3	Modify the bicycle classifications of streets shown on the maps that follow by incorporating these recommended changes into the next update of the TSP	Will do with update of TSP, but must wait for formal update to commence.
2.3	Identify targeted corridors where uncertainty or disagreement exists as to appropriate design treatment or alignment	This is undertaken on a case-by-case basis as projects gain funding for development and implementation. Alignment adjustments have occurred regularly on boulevard projects over past year. Design treatments will be similarly tackled on corridors where design is uncertain when funding is available for project development.
3.1	Prioritize bikeway improvements that serve regional and town centers, main streets, employment centers, commercial districts, transit centers and stations, institutions, schools, parks and recreational destinations	All considered as part of project selection for Affordable Transportation Fund projects, neighborhood greenway projects and projects prioritized for regional or state funding.
3.1	Refine the bicycle transportation projects shown on the project maps and listed in Appendix A and work to amend the Transportation System Plan to include them	Will do with update of TSP, but must wait for formal update to commence.
3.1	Create a system of low-stress bicycle routes throughout all Portland neighborhoods	Selected Neighborhood Greenway projects in all areas of Portland. Continue to seek funding for projects in a manner that promotes equity in distribution of projects and serves traditionally underserved neighborhoods. This is reflected in three-year planning for neighborhood greenways.
3.2	Experiment with and evaluate new facility types identified in the Bikeway Facility Design: Survey of Best Practices (Appendix D) that are applicable to Portland to improve operating conditions and safety for bicyclists	Introduced new bike boxes and new treatments at Broadway/Williams and 9th/Lovejoy. Introduced new scramble signal at Sandy/Fremont/Alameda. Plans for new bicycle signals at other neighborhood greenway intersections. Working with PSU (IBPI) and OTREC to study new facility types. Working through NACTO to develop guidelines for new facility types.
3.2	Explore opportunities to collaborate with other cities to share experiences and best practices with innovative bicycle facilities	Lead on Cities for Cycling project (NACTO) to develop urban bikeway design manual. Participate regularly in national conferences and meetings that help advance bikeway design and policy (National Bike Summit, Pro Walk Pro Bike, NACTO Cities for Cycling events).
3.2	Identify funding and potential partners for the development of bicycle design guidelines	Cities for Cycling bikeway design manual will be best avenue for developing modern design guidelines.
3.2	Collaborate with Portland Streetcar and TriMet to develop design guidelines for areas where streetcar or light rail facilities intersect, or are in close proximity to bicycle facilities	Conducted on a project by project basis. Currently working on designs appropriate to Portland to Milwaukie Light Rail (examples include access along SW Moody and access to new Willamette River Bridge, as well as access along SE 17th and in Clinton Triangle area. Working with Portland Streetcar on designs in Lloyd District and NW Portland. We operate under general design principles developed several years ago, but case-by-case approach is necessary.
3.2	Develop bicycle facility design guidelines for freight districts that consider the operational needs of both bicycles and trucks	Designs conducive to both are developed on a project-by-project basis, as with the separated facilities on N Lombard and the mountable curb extensions on SE Clay.
3.2	Use all available traffic management tools and methods to create and maintain sufficiently low automotive volumes and speeds on bicycle boulevards to promote a comfortable bicycling environment	Being conducted on a project by project basis. Tools include traffic calming features (soft diversion) as well as hard diversion treatments such as physical barriers. Many such elements constructed with initial implementation of new neighborhood greenways. Currently evaluating any changes in traffic volumes and speeds on recently-developed neighborhood greenways and moving ahead with plans to address those areas where volumes and speeds increased. Also working to develop new tools as with legislative proposal to allow local control of speed limits on neighborhood greenways.

Appendix

PORTLAND BICYCLE PLAN FOR 2030: REPORT ON IMMEDIATE ACTIONS

ID	ACTION ITEM	STATUS
3.2	Develop specific interim improvement designs that can be implemented where the preferred improvement is not immediately feasible	No project requiring such treatments has risen to construction level yet. PBOT has sought opportunities to make such improvements, particularly in SW Portland, but no funding has been identified. Working with BES on projects to develop "ditch to swales" in a manner that works effectively for active transportation.
3.2	Design improvements to meet multiple objectives, such as accommodating storm drainage, bicyclists and pedestrians	Done on all projects. There are several projects that exemplify the approach, including: all neighborhood greenway projects, SW Multnomah, NE Cully and planning for SW Capitol Hwy.
3.2	Develop new designs for safe, comfortable and attractive bikeways that can carry more bicyclists	Neighborhood greenways are being designed as such. Projects on N Williams and N Willamette are also looking at accommodating more cyclists and project on NE 12th (crossing of Banfield) is looking to create more comfortable conditions. Design projects on SW Multnomah and SW Capitol Hwy are similarly being developed to carry more cyclists (wider facilities) in a more comfortable manner, as are feasibility studies looking at projects in the Downtown.
3.2	Work with local, national and international transportation research entities to thoroughly and scientifically evaluate new designs	PBOT is currently working with world-wide and national experts on as a founding member of the Cities for Cycling project. We regularly collaborate with researchers at IBPI at PSU on the effectiveness of new facilities, as well as with researchers at Rutgers University on the effectiveness of our policies and implementation strategies. PBOT also regularly attends conferences to share information and collaborate, including the National Bike Summit, Pro Walk Pro Bike, Transportation Research Board and Institute of Traffic Engineers conferences.
3.3	Amend Portland's zoning code to increase short and long-term bicycle parking requirements, including prohibiting space within dwelling units, balconies or required open spaces not specifically designed for bicycle parking from counting towards long-term bicycle parking requirements	In 2010 code was changed to require an increase from the former 1 long term parking space per 4 dwelling units. Code now requires 1.5 long term spaces per Central City multi-family dwelling unit and 1.1 per dwelling unit elsewhere in the city.
3.3	Amend Portland's zoning code to increase minimum short and long-term bicycle parking requirements at light rails stations and transit centers to reflect levels articulated in TriMet's Bicycle Parking Design Guidelines	Not actively working on code requirements. Rather, working on projects to create demonstrations of high-quality and ample long-term bicycle parking especially at transit centers and high-capacity short-term bicycle parking, especially on-street. Also work on a project basis to adjust code requirement to achieve best mix of parking at light rail stations and transit centers.
3.3	Amend Portland's zoning code to require higher levels of short and long-term bicycle parking and shower/change facilities in high-demand areas, such as Bicycle Districts	Higher minimum long-term parking requirements for multifamily dwelling units were created in the Central City, which includes three proposed Bicycle Districts (Downtown, Lloyd, and River Districts). No work to date on developing minimum requirements for other building code categories within Bicycle Districts. In addition, slowly creating examples of good bicycle parking in Bicycle Districts such as Mall covered short-term and Lloyd District's grouped parking at Double Tree. Working on internal PBOT policies regarding provision of bicycle corrals in meter districts.
3.3	Work with local business associations and other stakeholders to develop short and long term plans to address immediate and future bicycle parking needs	Onongoing with short-term bicycle parking (corrals). Insufficient staffing to conduct extensive planning.
3.3	Finalize policy and facility requirements for the approval and funding of on-street grouped bicycle parking facilities in metered and non-metered areas	Developing report on bicycle corrals to help inform policy. Expected completion Spring, 2011.
3.3	Develop programs and funding mechanisms to increase bicycle parking at public institutions (schools, campuses, civic centers and parks)	Parking is added at schools in Portland through the Safe Routes To School program and through the work of Transportation Options, PSU, OHSU and Providence have all added parking at their institutions. In September a city grant was submitted to Metro to fund both covered and uncovered bicycle parking at Portland schools.
3.3	Provide additional short term and covered bicycle parking at rail platforms and high demand bus stops in City of Portland right-of-ways and work with partner agencies to ensure adequate bicycle parking provision in non right-of-way locations	TriMet has been active in providing long-term bicycle parking at Transit Centers (Sunset in Portland). Grant applications currently being developed that may include high quality bicycle parking at park-and-ride stations in East Portland. City submitted a grant request to ODOT in October 2010 to fund the construction of a long term secure, high capacity bicycle parking facility (Bike & Ride) for approximately 85-95 bicycles at the Gateway Transit Center. PBOT is also working with TriMet to identify demand, facility type, and quantities for the Portland to Milwaukie Light Rail project.
3.3	Amend Title 17 (17.28.065.A) of the city code to allow the City Engineer to require that public improvement and streetscape plans provide grouped bicycle parking facilities in the right-of-way when demand merits	Policy is currently being developed.
3.3	Develop incentives to encourage private building owners to purchase, obtain permit and install bicycle racks in the public right-of-way	Bicycle Corral report (PBOT) and study on commercial district customer behavior by mode of transportation (PSU) underway; all public presentations include mention of numerous economic benefits to commercial districts by creating better conditions for bicycling and walking.
3.3	Develop strategies to increase the amount of covered and secure bicycle parking in City of Portland owned and privately owned parking garages in employment districts	Insufficient staffing to pursue.
3.3	Revise special events permitting requirements to allow that large events held in public spaces provide adequate short-term bicycle parking	Current PBOT temporary event bicycle policies and public information were reviewed. PBOT has decided to initially not require temporary bicycle parking at events but instead PBOT has made efforts to increase available public information about temporary event bicycle parking recommendations and providers through a new city website page (http://www.portlandonline.com/transportation/index.cfm?a=299906&c=34813) and revisions to the community event application (http://www.portlandonline.com/transportation/index.cfm?c=38718&a=302235). The community event application also asks event organizers to note how many bicycle parking spaces will be provided. Using this information PBOT will review bicycle parking provision and reevaluate this approach if bicycle parking provision does not increase.

Appendix

PORTLAND BICYCLE PLAN FOR 2030: REPORT ON IMMEDIATE ACTIONS

ID	ACTION ITEM	STATUS
3.3	Review and revise existing design guidelines for the placement and design of bicycle parking on private property and within City of Portland rights-of-ways, including on-street grouped bicycle parking	Staff and management generally pleased with existing bicycle corral design, which is a much simpler version than those in initial installations.
3.3	Review existing City approved rack types and develop guidelines for acceptable rack designs	Insufficient staffing to pursue.
3.3	Coordinate and communicate bicycle parking permitting requirements with City of Portland bureaus, other agencies and the business community	Done on a case-by-case basis.
3.3	Promote innovation in the design of bicycle parking facilities through partnerships with local artists, institutions and City of Portland bureaus	Ongoing effort on a project by project basis. Clinton boulevard improvement project has resulted in first artist-city staff collaboration on grouped, in-street bicycle parking. Other efforts include those with RACC and the Woodlawn Neighborhood Association and work with BES to modify an existing bicycle corral to capture street runoff.
3.3	Assess current levels of bicycle parking signage in Portland right-of-way and rail platforms, and develop a retrofit program for existing facilities	Insufficient staffing to pursue.
3.3	Develop effective strategies to prevent bicycle theft	Insufficient staffing to pursue.
3.3	Develop materials and perform outreach to building owners and property managers, with information on potential funding sources, commercial benefits, tax credit opportunities and technical expertise on installation and preferred locations	PBOT has begun gathering data to develop a series of bicycle parking design guidelines and suggestions geared towards private bicycle parking installations (from small to large facility investments) at multi-family dwellings and commercial locations.
3.3	Develop a program to work with retail and business interests to increase short-term on-site bike parking in areas of Portland where on-street bike parking would be more than 50 feet from the entrances to major retail venues	A CoP grant has been submitted to fund the purchase and installation of bicycle parking corrals where the public right of way is further than 50 feet from the business main entrances and providing bicycle parking would entail installing city racks on private property. Target locations would be areas of the city where existing building have been built set back considerably from the street, for example behind surface auto parking lots. In addition, the results of both the corral report and the commercial district transportation access study will likely inform future information to commercial business owners.
3.3	Explore new funding mechanisms to finance increasing bicycle parking capacity throughout the city	Waiting for results of bicycle corral study to inform next steps.
3.3	Develop strategies to ensure that an inventory of City of Portland bicycle parking assets is current and accurate	As of December 2010 all existing bicycle corrals have been mapped in the city GIS program. A strategy has been developed to map all outstanding city bicycle parking assets and new assets as they are installed. Work is still needed to develop a process for mapping private assets which are permitted in the public right of way.
3.4	Collaborate with transit providers to develop additional options, including encouragement programs directed at use of expanded secure parking capacity for longer term expansion of mixed bike/transit trips	Looking to do this through funded projects. Incorporating encouragement elements into grant requests.
3.4	Leverage streetcar signalization investments to assist perpendicular bikeway crossings of the streetcar corridor	Done on a project-by-project basis.
3.4	Work with Portland International Airport, Union Station and the Greyhound Bus terminal to create more long-term bicycle parking such as lockers or other secure facilities that serve these terminals	Insufficient staffing to pursue.
3.4	Develop low-stress bicycle connections to targeted light rail stations and transit centers and create stronger bicycle-transit links at outlying transit centers and light rail stations to extend the bicycle access to all Portland neighborhoods	Developing large-scale project in East Portland for funding consideration that will incorporate bikeways with an emphasis on access to transit, long-term bicycle parking at transit and encouragement programs.
3.5	Prioritize the project development of Portland's regional trails network	Sullivan's Gulch trail and North Willamette Greenway Trail (npGreenway) currently have funding for development work. Red Electric trail has a funded segment and is considered a high priority for seeking additional regional flexible funding. I-205 pathway is owned by ODOT and they have developed a plan to improve it and are seeking funding to implement portions of their plan. Working to close Springwater Gap--though that will likely be in form of improvements on on-street network in short- and mid-term.
3.5	Fund project development of major trail corridors in concert with Metro's The Intertwine effort so that these projects will be ready for implementation when construction funding becomes achievable in the future	Development funds allocated for Sullivan's Gulch and npGreenway. Also considering Regional Flexible Fund request to fund engineering of a phase of Sullivan's Gulch.
3.5	Further the development and enhancement of existing and proposed regional multi-use trails	see above
3.5	Develop a map showing potential opportunities and alignments for bicycling on natural surface trails in Portland and the metropolitan region, integrated with existing and proposed recreation and non-motorized transportation facilities, with a particular focus on providing opportunities for neighborhoods that are underserved by other bicycle facilities	Parks Bureau worked with stakeholders as part of Forest Park Singletrack Cycling project to identify needs and opportunities. Parks is currently working to improve riding in Forest Park, Powell Butte as well as in Gateway Green. Parks is also working on a Bike Skills Area pilot project in partnership with the NW Trail Alliance that will offer a soft-surface track for skill riding. PBOT participated as part of team to develop Gateway Green project.
3.5	Further the development and enhancement of existing and proposed natural surface trail facilities, such as the proposed Gateway Green project	Gateway Green is actively seeking funding. Portland Parks is working to improve riding in Forest Park and Powell Butte and is working with the NW Trail Alliance on a Bike Skills Area pilot project.
3.5	Ensure that street improvements meet both stormwater and transportation objectives	Always. Have worked extensively with BES in the past year, particularly on neighborhood greenways as well as on separated-in-roadway projects such as NE Cully, SW Multnomah and Capitol Hwy.
3.5	Seek innovative ways to integrate traffic calming, pedestrian, bicycle and stormwater designs	Carried out on every transportation project.
3.5	Coordinate planned green street improvements with planned bicycle and pedestrian improvements at the pre-planning stage	Carried out on every transportation project.

Appendix

PORTLAND BICYCLE PLAN FOR 2030: REPORT ON IMMEDIATE ACTIONS

ID	ACTION ITEM	STATUS
3.6	Conduct periodic assessment of signal operation in key bicycle, transit and freight corridors	Growing focus on using signalization to improve bicycle operations. Examples include Broadway and Williams, use of advanced detection, incorporation into counting data, adjusting signal timing to create "green wave" conditions and expansion of existing bicycle signal systems.
3.6	Explore prefabricated street features, including doweled pedestrian islands and medians, assess installation and maintenance costs	Maintenance has not yet installed a "prefabricated" street feature related to improvements recommended in the Bicycle Plan. Prefabricated parts of street features have been installed for other improvements, such as tactile panels, bollards, trench grates, and curb inlets
3.6	Ensure accommodation of safe and direct bicycle traffic as part of construction traffic control plans	City engineers and private contractors much more experienced and accomplished in doing this compared to previous years. Bicycle accommodation a significant element in planning for construction. Most treatments reflect better treatment for bicycle operations than in previous years. Always room for improvement—even when there is no more room in the right-of-way to accommodate.
3.6	Ensure appropriate signing in advance of and through construction zones, including as a condition of street use permits	Several and best independent contractors showing great creativity and operational savvy in maintaining safe and convenient bicycle operations in construction zones. Most local public agencies conscientious in applying best practices with which their consultants are aware.
3.6	Provide training on proper bicycle accommodation for right-of-way and construction inspectors	Good ongoing learning process based on experience. Limited formal education or follow-through. PBOT construction managers display high level of awareness of best practices and work hard to achieve them.
3.7	Create Bicycle Districts in downtown, the River District and the Lloyd District	Will do with update of TSP, but must wait for formal update to commence. Recognition of designated Bicycle Districts in PBP2030 is influencing policy framework in Central City planning.
4.1	Offer free transportation options information, such as New Resident SmartTrips, to new Portland residents	Current model is providing concentrated information for ~30,000 households a year and more limited information city-wide. Activity-oriented approach that uses media attention and direct mail to get attention and create opportunities to ride (Sunday Parkways, Summer Cycle, Women on Bikes). Welcome SmartTrips program developed for new residents in a targeted area of SE Portland. The program includes individualized marketing to residents that have moved into this area within the last 6 months. Participants are offered Options maps and materials along with opportunity to have one-on-one conversations about their transportation options. A follow-up phone call happens 2 weeks after the participants receive their goodie bags. Four hundred households have taken advantage of this program. SmartTrips to University – Program developed to target freshmen at the University of Portland. Much like the SmartTrips Residential program, individual marketing was used to distribute 900 SmartTrips kits with Options maps and biking materials. A bike maintenance class and 2 guided neighborhood rides were offered to the entire student body. Evaluation is currently underway.
4.1	Collaborate with regional agencies, including TriMet and Metro, to develop an online, interactive bicycle route planning tool	TriMet was awarded a \$75k grant from Metro's Regional Travel Options program to continue development work on the Open Source Multi-Modal Trip Planner (OTP). As part of that work, Metro's bike network data is being implemented into Open Street Map. This is being done primarily to assist people with planning bicycle trips to transit as part of a multi-modal trip. This work follows up on an earlier \$69,000 RTO grant to help kick-start the project and test the feasibility of an open-source online trip planner.
4.1	Develop and market information and materials to encourage employers to initiate or expand fleet bike programs	This has not been on our radar to date and will need consideration. Our active employer/business outreach each year is in the SmartTrips Business target area and the majority of businesses are storefront operations that may lack space for bike storage
4.1	Expand SmartTrips employer program to promote bicycling and transportation options to Portland businesses more effectively, and partner with local agencies, such as Metro, TriMet and the Department of Environmental Quality (DEQ) on outreach to Portland employers	Transportation Options' SmartTrips Business program has provided over 600 Portland employers with transportation resources and consultation in the last three years. This includes free bicycle maps and resources for employees, free bike parking for retail customers and free bike/walk maps for customers (over 12,000 distributed in two years).
4.1	Collaborate with Portland schools to offer SmartTrips programs to all parents of 2nd and 5th grade students	Mostly done. All PPS, Parkrose, and David Douglas 2nd and 5th graders will receive SmartTrips services this winter. We're in negotiations to bring the handful of elementary schools the Centennial and Reynolds district have within city limits.
4.1	Develop a SmartTrips program for new Portland residents	New Portlanders SmartTrips – Translated legends of the neighborhood bike and walk maps and citywide bike map into 5 languages: Arabic, Somali, Nepali, Russian and Burmese. In collaboration with the Community Cycling Center, Options staff held a bike bucket building class for 8 of the CCC's Create-a-Commuter participants from IRCO.
4.1	Explore culturally-specific classes and rides to help novice bicyclists with varied cultural backgrounds get familiar with bicycling in Portland	New Portlanders SmartTrips – Translated legends of the neighborhood bike and walk maps and citywide bike map into 5 languages: Arabic, Somali, Nepali, Russian and Burmese. In collaboration with the Community Cycling Center, Options staff held a bike bucket building class for 8 of the CCC's Create-a-Commuter participants from IRCO.
4.1	Increase outreach staff to meet demand for bicycle and transportation options encouragement and education	Programs continue to increase, though current funding levels insufficient to achieve visionary goals.
4.1	Offer additional Sunday Parkways and create a model for sustainable program funding	Five seems to be the number of Sunday Parkways existing staff can manage. Most funding is donated as city does not yet dedicate sufficient resources for effort to be entirely publicly-funded.
4.1	Encourage more employers to offer financial or other incentives to employees who bicycle to work	Each year, the SmartTrips Business program contacts employers to advocate for the implementation of employer policies that encourage sustainable commuting. STB uses the BEST Business Center's <i>Climate Champions</i> certification criteria (www.bestbusinesscenter.org/climate) as the policy framework.

Appendix

PORTLAND BICYCLE PLAN FOR 2030: REPORT ON IMMEDIATE ACTIONS

ID	ACTION ITEM	STATUS
4.2	Recruit and support parent and school staff volunteers to create more school-specific and culturally-specific encouragement programming	In progress. Working with two Latino Parent Leadership groups this spring. Also engaged with Latino and Somali organizers near Harvey Scott re: Walking School Bus project. Also working with IRCO and El Programa Hispano on parent engagement in East Portland. Participating in monthly Equity and Transportation working group meetings
4.2	Develop culturally specific outreach and education programs	Portland Sunday Parkways – Staff is working with the Community Cycling Center, New Columbia residents and Hacienda CDC staff to organize bike rides to and around the five 2011 routes. Staff have met with leaders in the Latino community regarding their interest in participating and promoting Sunday Parkways. Staff met with a leader in the Muslim community to see if there is interest in being involved in Sunday Parkways. SmartTrips N-NE – Staff have met with leaders in the Latino community to promote this year's target area rides and classes which will be held in Spanish. Staff is collaborating with CCC staff and the Bike Advisory Committee at New Columbia to offer classes and rides to adults.
4.2	Continue offering the Share the Road safety class and make it available to the general public as a traffic safety educational opportunity	Class continues to be offered. The city has a DVD of the presentation available, but the class is not currently offered to the general public.
4.2	Expand the Share the Path campaign and focus efforts on high bicycle and pedestrian traffic areas	Program has not yet expanded.
4.2	Utilize educational tools, such as warnings, diversion-type classes and media coverage, and create an outreach model for education efforts to achieve maximum improvements in bicycle and traffic safety with minimal economic impact to drivers and bicyclists	PBOT and the Portland Police Bureau work together to craft enforcement actions tailored to high-risk behaviors and locations based on evaluation of data. PBOT performs outreach, but has not yet developed a sophisticated outreach model.
4.2	Work with ODOT and the Oregon State Legislature to achieve local control in setting speed limits	Ongoing effort. One of city's top legislative priorities. Portland supports two bills that authorize jurisdictions to designate speeds under certain circumstances. See section (10) in both bills, which grants authority (as outlined in 810.010) to designate a speed lower than the statutory speeds where volumes are below 2000 motor vehicles per day, 85 % of the vehicles are traveling less than 30 miles per hour and the jurisdiction indicates the presence of pedestrians and bicyclists. There are slight variations in the two versions: one establishes the speed for a "neighborhood greenway" and the other is applicable for "highways" in "residence districts." Both highways and residence districts are defined in state statute. See 801.305 and 801.430. Additionally, an administrative option is being developed that would allow for a pilot program for local control in discrete circumstances.
4.2	Incorporate multi-modal traffic safety and the enforcement strategy for helping to make bicycling safe and attractive into the daily work of all divisions of the Portland Police Bureau	On-going working relationship with Portland Police Bureau, though no formal action taken on this item.
	Develop an enforcement hierarchy for bicycle safety and enforcement strategies to communicate priorities clearly. In particular, the Portland Police Bureau should:	
4.2	Prioritize enforcement toward motorists, bicyclists and pedestrians based on available data that documents the correlation of specific travel behaviors to potential injury and livability concerns	On-going effort.
4.2	Increase level of enforcement for drivers and bicycle riders who operate while under the influence of intoxicants	On-going effort.
4.3	Identify locations where bicycle signage and markings are needed to define the route or direct bicyclists to a destination or other bikeway	Position unfilled.
4.3	Install bikeway destination signs, boulevard markings and other pavement markings that clearly communicate to bicyclists and motorists expectations for roadway use	Most significant city effort in advancing the overall plan: Bicycle boulevard development of 15 miles per year. Ongoing.
5.1	Identify funding, timeline and staffing for an overall update of the TSP	PBOT will complete a overall update to the Transportation System Plan by December 31, 2013 to meet the compliance deadline of the adopted 2035 Regional Transportation Plan. A minor technical update of the TSP will be completed in Spring/Summer 2011 to incorporate projects that are scheduled for implementation prior to 2014.
5.1	Use the update of the TSP to develop policy guidance for resolving conflicts between classification	Will do with update of TSP, but must wait for formal update to commence. Also seeking state funding for a Transportation Growth Management grant that will allow development of initial policies to address classification conflicts.
5.1	Form a task force to recommend new funding sources for bicycle facilities and other green transportation modes	This effort has not advanced.
5.1	Work with elected leaders to position the City of Portland to receive funding under the federal reauthorization	Ongoing through conferences, especially National Bicycle Summit (January) and Oregon Bike Summit (March 2011) and as part of the city's and region's national funding priorities
5.1	Identify funding, timeline and staffing to produce a new complete street design guide	Internal meetings only to discuss overall design guidelines. Constantly advancing efforts on project-by-project basis. Need better training.
5.1	Identify new models, partners and funding for program expansion	Ongoing through Council on Active Transportation, which developed thereport: "The case for an integrated mobility strategy."
5.1	Integrate the delivery of programs with projects	Models for this improving as we continue to seek funding for integrated projects. Many individual examples: bicycle boxes, SmartTrips and Sunday Parkways and Safe Routes to School. Integration in planning continuing to improve.
5.1	Prioritize projects that are easily implemented that also improve connectivity, expand coverage and maximize separation from motor vehicle traffic	Nhood Greenways are example of this, as are initial projects of Affordable Transportation Fund. Working to build regional consensus so that such projects receive sufficient resources and support to be built in a manner best reflecting any shared values.
5.1	Be opportunistic and partner with others	Ongoing.

Appendix

PORTLAND BICYCLE PLAN FOR 2030: REPORT ON IMMEDIATE ACTIONS

ID	ACTION ITEM	STATUS
5.1	Make incremental improvements by installing interim facilities (such as climbing bike lanes or wide shoulders) or bikeways on parallel routes where projects are not easily implemented in their ultimate configuration; evaluate opportunities for interim facilities in Southwest Portland based on right-of-way needs, stormwater requirements, pedestrian needs and other issues to fill gaps between projects in the 80 percent implementation strategy	Best current opportunities to make near-term advances in SW have proven to be more complete projects, such as SW Multnomah, SW Vermont, planning for Capitol Highway (which may prove the model for future planning in SW). Also seeking incremental (i.e less than desirable but carefully workable) improvements through such projects as considered for halo LID.
5.1	Continue to build new bicycle boulevards	Ongoing.
	Continue to refine the planned network and facilities to accommodate local preference, especially by:	
5.1	Funding and developing an East Portland Bicycle Infrastructure Implementation Action Plan that ensures that 80 percent of households will be within a half-mile of a low-stress facility and includes the development of education and activities that will encourage high levels of use by a diverse group of East Portland residents	Efforts in E Portland currently focused on implementing elements identified in just completed PBP2030, including boulevards (Bush, 101st), higher-quality facilities on high volume roadways (Holgate); seeking funding opportunities (SR2S, 122nd, Regional Flexible Funds, High Priority Transportation Project), and outreach (Holgate). Working with Trimet on station design and ODOT on crossings. Have been working with East Portland Action Plan to develop five-year low-stress bikeway implementation strategy.
5.1	Develop and implement a list of high priority pilot corridors for separated in-roadway bikeways that can be initially created with 'software' (paint, signal timing changes, plastic pylons) rather than 'hardware' (concrete, asphalt, new signals) and, based on the results of these pilots, consider prioritizing permanent build-out of these corridors and construction of additional separated facilities	Active projects on N Willamette, N Williams, SW Broadway, SW Stark, SW Oak, SE Holgate, NE Cully, NE Holladay, NE 7th and SE Division.
5.1	Continue to install new on-street grouped bicycle parking	Ongoing. A report on the existing 65 installations is scheduled to be completed in spring 2011.
5.1	Begin project development on multiple bicycle transportation projects	Ongoing development for boulevards and other affordable transportation projects
5.1	Work with the Bureau of Transportation's Engineering & Technical Services group and the Development & Capital Program to develop strategies for project delivery	Have developed efficient models over past year of implementation of Neighborhood Greenways and in planning for Affordable Transportation Projects. Have also developed effective planning and implementation model on larger-scale capitol projects, including Cully cycle track and construction plans for SW Multnomah and planning for Capitol Highway. Still lacking is good pipeline model that has sufficient funding for project development.
5.1	Assure that implementation criteria include comprehensive measures of equity, including poverty, minority status and age	Portland Bicycle Plan for 2030 includes such criteria. These criteria are receiving higher weight in development of future projects. This is reflected in plans and grant requests, that have tended to focus on E Portland and upper inner N/NE Portland.
5.1	Establish benchmarks for completing projects in targeted areas	PBOT continues to pursue projects opportunistically, as agency is limited by source of funding.
5.5	Refine the performance measures for the bicycle transportation system and set baseline levels and periodic benchmarks to gauge progress toward the objectives of the Portland Bicycle Plan for 2030	Currently working this through on efforts to set framework policies for Central City mobility and access as part of the Portland Plan.
5.5	Continue to explore how analysis of geographic information can inform project priorities and improve the equitable delivery of public services	Ongoing. Current effort with projects such as "Going to the River" and proposal for East Portland ActiveTransportation to Transit project.
5.5	Collaborate with Metro to improve their transportation demand models and forecasting to better reflect bicycle trips	Ongoing.
5.5	Collaborate with Metro to structure the upcoming regional household activity survey so that it provides useful baseline data for identified areas of targeted bikeway investments	Did that. We're satisfied that their survey will provide useful information.

Agenda No.
REPORT NO.

Accept the Portland Bicycle Plan for 2030 One-Year Progress Report (Report)

<p>INTRODUCED BY Commissioner/Auditor: MAYOR SAM ADAMS <i>LC. Dillmann</i> COMMISSIONER APPROVAL</p> <p>Mayor—Finance and Administration - Adams</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Saltzman</p> <p>Position 4/Safety - Leonard</p> <p>BUREAU APPROVAL</p> <p>Bureau: Bureau of Transportation Bureau Head: Susan D. Keil, Director Other: <i>Arthur B. Keil</i></p> <p>Prepared by: Roger Geller, jf Date Prepared: March 28, 2011</p> <p>Financial Impact Statement</p> <p>Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/> Not Required <input type="checkbox"/></p> <p>Council Meeting Date April 13, 2011</p> <p>City Attorney Approval</p>	<p>CLERK USE: DATE FILED APR 08 2011</p> <p><i>behalf of Mayor Adams</i> LaVonne Griffin-Valade Auditor of the City of Portland</p> <p>By: <i>J. Anderson</i> Deputy</p> <p>ACTION TAKEN: APR 13 2011 ACCEPTED</p>
--	--

AGENDA
<p>TIME CERTAIN <input checked="" type="checkbox"/></p> <p>Start time: <u>10:00</u> ³ am</p> <p>Total amount of time needed: <u>45 min</u> (for presentation, testimony and discussion)</p> <p>CONSENT <input type="checkbox"/></p> <p>REGULAR <input type="checkbox"/></p> <p>Total amount of time needed: _____ (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
	YEAS	NAYS
1. Fritz	✓	
2. Fish	✓	
3. Saltzman	✓	
4. Leonard	✓	
Adams	✓	