

12/12/16 BNA General Meeting
7-9 pm
Q Center

Attendees:

- **Board:** David de la Rocha, Kay Newell, JP Castiaux, Katy Wolf
- **Non-board:** Howard Patterson, Don isler, Amelia Harris, Andrine de la Rocha, Melinda Matson, Sarah Cantine
- **Guests:** Steve Hoyt-McBeth (PBOT)

Agenda:

- Chair's Comments
- Presentation: Biketown
- Open Comment
- Discussion: Portland's proposal to increase fines for short-term rental violations. The chair will provide background on the rules and proposed changes. This discussion will end with a decision as to whether and how Boise NA will take a formal position prior to the City Council's vote on 15 December.
- Committee Reports - Land Use, Communications
- Board business
 - Resignation of board member Charlie Tso (moved)
 - January board retreat - focus on reviewing City Parking Toolkit, (which will be shared and discussed in general meetings over the course of 2017).

Minutes:

7:02 Introductions

7:07 Chair Comments

- Charlie Tso has moved out of Boise neighborhood. David moves to accept Charlie's Tso's resignation, Kay seconds, all in favor. Motion passes.

7:11 Biketown presentation - Steve Hoyt-McBeth, Biketown Program Manager

- Biketown is owned by City of Portland, and run by a contractor. Launched in July.
- 5 hubs in Boise neighborhood, which is more dense than most areas because they project growth on Williams from the new apartments, and it's also a bike corridor. They took 7 parking spaces out for these, total.
- Membership options: single ride up to 30 min (\$2.50), day pass (\$12), annual membership (\$12/month).
- They added a new Biketown for All membership (\$3/month) and a cash option to make it more affordable and accessible.
- Will pilot Adaptive Cycling Pilot Project in Summer 2017, starting in downtown. Users said they wanted a trail route, not city route. They wanted staff service for assistance. Going off the input, they asked private bike rental companies near the waterfront if they were interested in partnering. Using them, the City will include some different types of adaptable bikes and it will be limited to the waterfront during the summer pilot.

- Checkout methods: You can check out a bike from the website, or at a kiosk. We have one on Mississippi by Little Big Burger and one at New Seasons. If you use the Trimet app, under More Rides Nearby, you can connect with Biketown from there too.
- To date: 154,000 trips; 38,000 users. Average trip: 2.1 miles. But they look pretty different depending on the type of pass you buy.
- Sustainability: 26% of Biketown trips by locals replace auto trips. 64% of local Biketown users say they're biking more since joining. 5% of local Biketown users say they've gotten rid of a car because of Biketown (79 cars systemwide).
- Supporting Business: 56% of tourists riding Biketown said biking opportunities was a factor to visit Portland. 71% of tourists users used Biketown to reach shopping or restaurants.
- Trips by member type: 67,000 (annual), 49,000 (single rider), 38,000 (day pass)
- Memberships: 2,962 (annual); 22,712 (single rider); 12,224 (day pass)
- Boise Stats:
 - Mississippi and Beech station ranks 35/100 stations, and is one of the most used on the east side.
 - New Seasons Williams is #54.
 - The other Williams stations are low on the list, possibly because we have more stations but not enough demand yet.
 - Trips in Boise are much shorter than trips from other stations in Portland. They tend to stay in Boise.
 - They're looking at moving a bike hub station at Skidmore and Williams to Mason at the south end of the Peloton, at request of Coco Donuts.
- Kay asked why the stations are going on main commercial streets instead of around the corner on side streets, which is much safer for visibility. Steve says it was driven by demand and opportunity.
- Kay asks what happened to the old bike corral at Skidmore by Prost. Steve says they have replaced the private bike parking along Skidmore side of Prost for the most part - they have 2 fewer staples, so 4 fewer bike parking spots total.
- Council was very clear they want to see more helmets. Right now they have 5 different options proposed by contractors, and they're working through cost and liability. Helmet rental carries more liability. There are innovative new helmet designs but they need to go through third party testing still.
- Biketown user's incomes tend to be higher income than average Portlander's. Their cash program is one idea to help make it more accessible to all incomes. The interesting thing about shared economies is that they can be ideal use cases for lower income people but the people that tend to be attracted to it tend to be higher income. All the advertising so far for the cash program has been online and in-person, and a few mentions in Willamette Weekly. They're partnering with Community Cycling Center to help reach lower income users. They're doing better at getting lower income users than other national programs, but it's still a low percentage of Biketown users.
- How can we keep Biketown about Portland and not a corporate sponsorship? They were given clear guidance that no corporate money could be used for operations. It raises a

question about private money funding public services. Corporate money allowed Biketown to exist.

- Have local bike rental shops been impacted? PBOT talked to them a lot beforehand, and they all said they'd take a hit but they wanted Biketown to succeed. Pedal Bike Tour asked for a Biketown station across the street from his business. They may work together in a complementary tourist experience.

7:48 Discussion: Short term rental rules

- In Boise, there are 5 "whole homes" for rent on AirBnB, that are not ADUs.
- It's estimated that 65% of the whole homes on AirBnB are not in compliance, because the host is not living there 9 months out of the year.
- Our concerns are that the spaces are livable and safe.
- It's not fair to those following the rules if you don't get a permit.
- This was the first city where AirBnB agreed so the taxes are getting paid no matter what. Those taxes fund, among other things, affordable housing.
- AirBnB has not provided a list of hosts so the City can check to see if they're permitted.
- The system is complaint-driven, and that won't change. The City wants to bump up the fines significantly to get people into compliance with the rules.
- If no permit is applied for, then there's no notification to the neighbors about the rental.
- AirBnB has a reminder that you're supposed to get permitted, but it's not required. Vacasa requires it. Vacasa has only one rental just outside Boise, which is an ADU.
- BDS' hearing is Dec 16 and they're taking public comment. The letter has to be written by this weekend.
- Kay makes motion that we take a position that everyone be required to permit, and we support the new fine structure. Katy seconds, David votes in favor. JP abstains.
- Additional points for the letter:
 - We ask that AirBnB and BDS notify the users when the rule goes into effect so they don't get surprised.
 - 2 BR limit - why 2? Seems arbitrary. Also, how do you enforce it? If you can't enforce it, then reconsider eliminating the cap, or creating a separate classification and rules for larger whole home rentals. The larger housing rental should have a more expensive permit.
 - We are concerned over loss of long term affordable housing options and of long term renters.
 - Safety concerns - checking for smoke detectors and fire escape routes.

8:20 Open Comment

- Kay invites everyone to check out the Sunlan window displays which remind us we don't need to believe each other's beliefs but we do owe each other respect.
- Howard had no idea Biketown was City-managed because there are no City logos - they should put them next to the Nike swoosh.
- Andrine has been trying to figure out from PBOT how to adopt the plot of land. Andrine wants to plant a native garden there, funded by EMSWCD, NECN and BES grants. They

still need to figure out how to adopt the land. Howard will try a contact at BES. David can connect with a contact we're going to work with on another property on Mississippi. Katy is connecting with a PBOT acquisition manager that we were talking with about adopting another plot of land further along the freeway nearby called the Fargo Lot. The two projects are close to each other and should combine forces. Kay makes motion to write a letter of support for this project. David seconds, all in favor, motions passes.

- Sarah reflects on the Residential Infill Committee, since the City voted to approve their recommendations. The Committee ended up being very divided between developers and a minority group. Sarah helped author the minority report.
- Solterra has pulled out their Woods and Antelope building proposals. We don't know yet what the new site plans will be.
- We usually donate \$150 in December to the Q Center. Treasurer isn't present but David will reach out to ask her to send a check.

8:41 Board Business

- Howard Patterson is interested in joining the board. He's interested in finding ways community can come together and work together, in particular in naturescaping and turning the city into part of the natural landscape which can be done in patchwork. If each neighborhoods do that we can create habitat corridors. He has a Masters in Environmental Management, worked with West Multnomah County Soil & Water District, which comes in handy.
 - David moves to appoint Howard to the board, JP seconds, all in favor, motion passes.
- David will continue as Board Chair and the Land Use & Transportation Committee Chair for the remainder of the year (through June).
- We won't have General meeting in January; we will have a Board retreat instead. The meeting date/time/location is TBA on Facebook, Nextdoor, website, and our email newsletter.