

Multnomah County Bicycle and Pedestrian Citizen Advisory Committee (BPCAC) Minutes

Date	February 12, 2014
Called to Order	6:39 p.m.
Location	Boardroom, Multnomah Building, 501 SE Hawthorne Blvd, Portland Oregon
Attendance	<p>Present: Susan Dean, Susan Watt, Carolyn Briggs, Carl Larson, Andrew Holtz, Jonathan Winslow</p> <p>Excused: Roger Averbeck, Greg Olson, Lis Cooper, Matt Picio</p> <p>Absent: Jane Wallis</p> <p>Guests: n/a</p> <p>Staff: Kate McQuillan (Transportation Planner), Brian Vincent (County Engineer)</p>
Minutes/Approval	The meeting minutes for December 2013 were reviewed and approved (M/S, Susan Dean/Andrew Holtz). Meeting minutes were approved unanimously with one abstentions (Carl Larson)
Decisions Made	Andrew will write a letter on behalf of the BPCAC to support the Westside Trail Master Plan and to encourage the Multnomah County Board of Commissioners to adopt a forthcoming resolution recognizing the plan.
Background/Handouts	Agenda; Meeting minutes for December 2013; Draft New BPCAC Member Application Criteria, Outreach Strategy, and Application Form; 2014-18 Capital Improvement Program; Concept plan cross-sections for Arata Road and Wood Village Blvd projects; Arata Road Fact Sheet and Map Overview
Agenda Items	<p><u>Public Comment:</u> There was no public comment.</p> <p><u>Staff Report:</u> Kate had several items to report and small projects to seek feedback on.</p> <ul style="list-style-type: none"> • The Rapid Flashing Beacon is now installed at the intersection of the Jenne Road and the Springwater Trail • Multnomah County is hosting its final “Government Access” workshop on Wednesday February 26th at the Multnomah Building • County staff held the Arata Road Open House the previous day. Attendance was low which could be explained by weather yet those in attendance were overwhelmingly in favor of the plans to improve Arata Road as well as build out the Wood Village Blvd extension. • The East Multnomah County Bicycle Tourism project is holding a meeting on Wednesday February 19th to release its implementation strategy after completing community engagement last year. • Trimet is hosting an event called “Transit on Tap: What is BRT” on Tuesday, February 25th at 4th Street Brewing in Gresham. • The County’s Cornelius Pass Road project is holding an Open House on Tuesday February 18th at the Skyline Grange. <p><u>Chair Report:</u> Carl Larson filled in for Matt Picio who was out sick. Carl noted that during the recent snow storm, some of the Willamette River bridge’s bike paths (particularly on the Hawthorne Bridge and the Broadway Bridge) were not cleared within a few days. County staff mentioned that the maintenance priorities for the bridges when a big snow storm hits is to clear the mechanical span lifts first and then attend to other areas like bike lanes.</p> <p><u>Cornelius Pass Road Project Update</u> County Engineer, Brian Vincent, provided an update to the BPCAC on the Cornelius Pass</p>

Road project. The project is currently in the early design phases with the plan on beginning construction in 2015. The County will need to submit preliminary design documents to ODOT by summer 2014. The project's Community Advisory Committee (CAC) and the public will soon discuss two design alternatives regarding the intersection of Cornelius Pass Road and Skyline Blvd: a full signal or a roundabout. Both intersection alternatives considered the same assumptions for anticipated traffic generation, a general speed of 20 mph, and the need to handle the numbers and size of large freight vehicles moving through the intersection.

Staff presented the BPCAC with a concept design for the roundabout that shows bicycle lanes merging onto sidewalks as a means to enter and travel through the roundabout, allowing crossing the intersection legs at marked crosswalks. BPCAC members felt that cyclists would not use the sidewalk route and that the design would cause confusion about whether or not cyclists need to dismount to cross in the crosswalks. *After the BPCAC meeting, County staff clarified that given the anticipated lower speeds required to move through a roundabout that confident cyclists could chose to take the lane, where as less confident cyclists would have the option to dismount and use the sidewalk.*

Brian shared that the general public favors a signal and not the roundabout. Generally the public has a perception that a roundabout would be too expensive to build out including impacts to existing uses and acquiring all the land necessary to construct.

Other comments the BPCAC had about the signal alternative include:

- If the signal alternative is chosen, would it be possible to have a sensor that catches the cyclists on Skyline Blvd, as well as a pedestrian-activated crossing at the intersections?
- Have there been any comments from the Skyline School community? Staff have not heard from the nearby school however BPCAC members suggest that if improvements are made to the intersection, more kids and parents are more likely to walk or bike to school

Other comments the BPCAC had about the roundabout alternative include:

- Single-lane roundabouts are much friendlier for cyclists traveling through a roundabout.
- BPCAC members questioned what the anticipated speeds will be if 20mph is the posted speed. Brian will look into studies on what observed speeds are like in similar roundabouts but did mention that a design speed of 25mph was used to design the roundabout concept presented.
- BPCAC members also noted that the presence of freight moving through the intersection will likely slow traffic in a positive way.
- Would it be possible to use different colored pavement within the roundabout to increase driver awareness of how different and unique the roundabout is? Would it be possible to include sharrow pavement markings in the lanes? BPCAC members suggested looking into additional traffic calming design measures to help slow traffic through the roundabout.
- BPCAC members asked that in future analysis of the roundabout concept to assume that cyclists will take the lane.
- Sidewalks should still be constructed for less experienced cyclists who may not be as comfortable taking the lane, and for potential use from school kids.

County Bicycle and Pedestrian Fund Discussion

Kate introduced a proposal from County staff to change how the County's Bike and Pedestrian Fund is accounted for. The County receives approximately \$100,000 per year from the State's highway fund specifically for constructing bicycle and pedestrian improvements. Currently the fund is valued around \$450,000. The BPCAC recommended in January 2013 that this fund should be used as grant match to help leverage top priority bicycle and pedestrian projects set forth in the County's Capital Improvement Plan (CIP) list; however no specific projects were identified. At that time the BPCAC also noted that if needed the fund could be used for "minor" projects.

In light of the County's success the last several years in acquiring grants for major capital projects, the County's road and bridges funds will be stretched to meet the various match requirements. With the budget season underway and with the planned expenditures for capital improvements, County staff is pressured to justify having a fund with no associated projects. Staff is proposing to earmark and/or spend the existing money in the Bike and Pedestrian funds. How the money is spent and/or earmarked has not been decided.

For the next BPCAC meeting in March 2014, staff will present various potential combinations of how to earmark and/or spend the funds based on County's CIP and desired programming. At this meeting, staff will seek input and a possible recommendation from the BPCAC to determine the best scenario for spending/earmarking the funds. Kate emphasized that there is no threat to losing the Bike and Ped Fund, just that there is pressure to be better public stewards of a fund that is currently idle with no future plans.

Generally, the BPCAC seemed positive about the opportunity to provide direction on the Bike and Ped Fund.

New BPCAC Member Application Form and Criteria

Kate shared the outreach strategy for the new member recruitment that will take place later this spring. BPCAC members provided feedback on organizations and people to contact who may be interested in joining or who can help get the word out about vacancies on the committee.

Kate also shared revisions made to the BPCAC new member criteria as well as the Application Form. The only change made to the new member criteria is to clarify that bonus points will be added for youth. BPCAC members provided several comments on how to update the Application Form to make it more modern, more accessible. BPCAC members also emphasized how helpful it would be for potential members to attend a BPCAC meeting prior to applying so they may get a feel for the work the committee does. A couple of BPCAC members volunteered to assist staff in reviewing and scoring new member applications later this spring.

Westside Trail Master Plan Update

Unfortunately Robert Spurlock, the project manager from Metro, was unable to attend last minute; however Andrew provided a general overview of how the project is wrapping up. Metro has completed the additional analysis completed for Segment 5, the segment of trail through unincorporated Multnomah County connecting the Bethany area of Washington County with Forest Park. The analysis considered what infrastructure would be needed, particularly with regards to retaining walls and stormwater facilities, to widen roads to accommodate on-street trail alignment with special consideration for wildlife crossings. The analysis identified design opportunities that could potentially mitigate any harmful impacts to wildlife and stormwater in the

	<p>area. Ultimately the proposed trail alignment from previous Master Plan drafts remains the same: a soft-surface trail through steep hillside and an on-street option along a brief segment of NW Springville Road for bicyclists.</p> <p>Andrew asked if the BPCAC would be willing to write a letter of support for the Westside Trail Master Plan that could be sent to both Metro and to the Board of County Commissioners. Andrew made the first motion that he would draft the letter and send on behalf of the BPCAC; Susan D seconded the motion. All BPCAC members in attendance voted in favor of the motion.</p> <p>The public comment period for the Westside Trail Master Plan lasts until February 28th 2014 so any BPCAC members with comments (or especially with support!) can write in to Metro staff by then.</p>
Next Scheduled Meeting	Wednesday March 12, 2014 at the Multnomah Building
Adjourned	8:29 PM
Submitted by	Kate McQuillan, staff liaison