

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

Date	November 13, 2013
Called to Order	6:37 p.m.
Location	Boardroom, Multnomah Building, 501 SE Hawthorne Blvd, Portland Oregon
Attendance	<p>Present: Susan Dean, Susan Watt, Andrew Holtz, , Matt Picio, Greg Olson, Carl Larson</p> <p>Excused: Lis Cooper, Roger Averbeck, Jonathan Winslow, Carolyn Briggs</p> <p>Absent: Jane Wallis</p> <p>Guests: Jonathan Maus</p> <p>Staff: Kate McQuillan (Transportation Planner), Joanna Valencia (Senior Transportation Planner), Jon Henrichsen (Bridges Engineering Manager)</p>
Minutes/Approval	The meeting minutes for October, 2013 were reviewed and approved (M/S, Andrew Holtz/Susan Dean). Meeting minutes were approved unanimously with one abstention (Greg Olson)
Decisions Made	<ul style="list-style-type: none"> <li>• BPCAC recommends removing the raised thermoplastic speed strips currently located in the westbound bicycle lane on the eastside of the Hawthorne Bridge. (M/S, Carl Larson/Andrew Holtz; Unanimous vote)</li> <li>• BPCAC reaffirms its support for a full traffic signal at SE Tacoma Street and 6<sup>th</sup> Ave as part of the Sellwood Bridge Project. Kate will send an email on behalf of the Committee to the Sellwood Bridge project team. (M/S, Andrew Holtz/Matt Picio; Unanimous vote).</li> </ul>
Background/Handouts	Agenda; Meeting minutes for October 2013; 2014 BPCAC meeting schedule
Agenda Items	<p><u>Public Comment:</u> No public comment.</p> <p><u>Staff Report:</u> Jon Henrichsen, Bridges Engineering Manager, attended the meeting tonight to get feedback on the raised thermoplastic warning bumps in the westbound bike lane on SE Madison Street ramp. BPCAC members asked how the decision was made to install the bumps given the history of installing and removing similar bumps in previous years due to community backlash. Jon mentioned that as part of the on-going eastside Bridge restriping project, County maintenance staff had the desire to slow speeding cyclists as they approach the bike lane merging with sidewalk at the TriMet bus stop. Maintenance staff determined the raised warning bumps to be preferred over signage requiring speeding cyclists to slow down. While the County does not have a formal policy regarding how design decisions are made, Jon acknowledged that Maintenance staff typically do not make these decisions and that it was a mistake the bumps were installed without any public process (including seeking input from the BPCAC).</p> <p>Overall BPCAC members felt that while the raised bumps are not terrible, the bumps do not serve the intended desire of slowing down the speeding cyclists either. For that reasons combined with the lack of public process prior to installing the bumps, the BPCAC unanimously voted to recommend removing the raised bumps.</p> <p>BPCAC inquired about recommendation from July 2013 to paint the curbs of Hawthorne Bridge sidewalks to increase the visibility of the edge. Kate will follow up with BPCAC.</p> <p>Other staff updates Kate shared with the Committee include: the Cornelius Road Safety Committee will meet for the first time on Wednesday November 13<sup>th</sup> 2013 (same night as the BPCAC meeting); the Sellwood Bridge project is holding a SW Trails Regional Trail public meeting on Thursday November 21<sup>st</sup> from 6-7:30pm to share the 90% design</p>

with the community; and lastly, the County is planning to install at Rapid Flashing Beacon crossing at the intersection of Jenne Road and the Springwater Trail.

Chair Report:

No updates.

Sellwood Bridge Update

The Sellwood Bridge project, namely the City of Portland in partnership with the neighborhood association Sellwood Moreland Improvement League (SMILE), is finalizing improvement details for the intersection of SE Tacoma Street and 6<sup>th</sup> Ave.

The original planning-phase design from 2006 included a bicyclist and pedestrian-only light at the intersection. However since then, the AASHTO standards have changed in a way that will no longer allow this type of signal at a busy intersection like SE Tacoma St and 6<sup>th</sup>. In 2011, Sellwood Bridge project team proposed a full signal at the intersection. SMILE has concerns that a full signal would encourage cut-through traffic into the adjacent local streets. City of Portland staff presented a second alternative of a mid-block High-Intensity Activated Crosswalk (HAWK) between SE 6<sup>th</sup> and 7<sup>th</sup> Ave. The City of Portland and the Sellwood Bridge project are deferring to SMILE to make the decision no later than end of 2013 so that staff can order the appropriate materials.

Comments and concerns from BPCAC members:

- It is not acceptable to ask cyclists to loop around down to the Springwater Trail and back up to get to neighborhood streets. Cyclists and pedestrians often take the most direct route.
- Perhaps the signal timing could be refined in such a way that reduces the wait time for east-west traffic but would still allow for reasonable north-south crossing.
- The Committee unanimously reaffirmed its support for a full signal (see Action Item section above). Kate agreed to send an email to the Sellwood Bridge project team on behalf of the BPCAC reaffirming their recommendation.

Cornell Road Update

Andrew shared the latest news from the Cornell Road Sustainability Coalition which he met with along with County staff to discuss the desired improvements along Cornell Road. The Coalition wants to see all of Cornell Road (from the City of Portland to the Washington County line) be designated as a Parkway status like SW Terwilliger Blvd in Portland. Since the County does not have this designation, County staff asked for concrete suggestions to improve Cornell Road that fits within their vision. The Coalition asked for reduced posted speed limits on the County-owned segments of Cornell Road, as well as possible stop warrants near 53<sup>rd</sup> Ave and Thompson Rd. The County Engineer agreed to submit a formal request to ODOT to have the posted speeds on the County-owned segments of Cornell Road reduced from 45mph to 35mph. The County Engineer also agreed to study the intersections of 53<sup>rd</sup> Ave and Thompson for possible stop warrants. Kate agreed to draft a letter from the BPCAC to support the reduction in posted speed, and Andrew agreed to look over and help facilitate completing the letter.

At the BPCAC meeting, Kate shared the draft letter in support of reducing posted speeds. The Committee unanimously voted to endorse the letter (see Action Items above).

	<u>Other items, news and updates</u> <ul style="list-style-type: none"> <li>Susan brought up the need for new member recruitment. With a few recent vacancies, Kate agreed that the Committee can start working on new member criteria and outreach this winter for spring recruitment.</li> </ul>
Next Scheduled Meeting	Wednesday, December 11, 2013 at the Multnomah Building
Adjourned	7:58 PM
Submitted by	Kate McQuillan, staff liaison