

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

Date	June 11, 2014
Called to Order	6:40 p.m.
Location	Boardroom of the Multnomah Building, 501 SE Hawthorne Blvd, Portland OR
Attendance	Present: Matt Picio, Greg Olson, Carl Larson, Susan Watt Excused: Carolyn Briggs, Andrew Holtz, Susan Dean Absent: Jonathan Winslow, Roger Averbeck, Jane Vail, Guests: Brian Monberg, Metro; Jim Couch; Rory Renfro Staff: Kate McQuillan (Transportation Planner), Brian Vincent (Engineering), and Mike Pullen (Public Affairs)
Minutes/Approval	No decisions made (quorum not met)
Decisions Made	None
Background/Handouts	Agenda; Meeting minutes for March 2014 and May 2014;
Agenda Items	<p><u>Public Comment:</u> Greg gave an update on the East Multnomah County Bicycle Tourism Initiative. Through this project, Greg noted that there have been several requests to review and update the County's Bike Map along with City of Gresham.</p> <p><u>Staff Report:</u> Kate provided an update on the Cornelius Pass Road project. The Community Advisory Committee met in April and affirmed the recommendation for the signalized intersection at NW Cornelius Pass Rd and NW Skyline Blvd (as opposed to the round-about alternative). County staff are moving forward with designing the signalized intersection. Kate also announced that the regular July BPCAC meeting will be replaced with the Committee's annual tour with a tour being planned for Sauvie Island. Kate will follow-up with a Doodle poll to determine the best times for the weekday evening tour.</p> <p><u>Chair Report:</u> With the new energy of new members, Matt tasked all members to brainstorm what projects and issues they'd like to see on the Committee's work plan in the upcoming year or two to be more proactive in engaging with projects. Matt suggests that closely following the upcoming Comprehensive Framework Plan and its included Rural Area Plans as an obvious topic. Matt would also like to echo Greg's previous comment about updating and reviewing the County's Bike Map.</p> <p>Matt also had an update that the new McCord Creek bridge is open, however he cautions that the surface is slick causing accidents. ODOT has been notified and is looking into the concern.</p> <p><u>Powell Division High Capacity Transit Project</u> Brian Monberg, Principal Planner at Metro and project manager for the Powell Division High Capacity Transit Project, gave a high-level overview of the project focusing on the existing conditions and first look at potential transit alternatives for the corridor. The project staff are working to narrow down the list of potential transit alternatives to present to the project's Steering Committee by September 2014. The key decisions to be made are (a) what will the route be- whether its Powell, Division or a combination of both, (b) what transit mode will be used – various forms of streetcar, light rail and rapid bus, and (c) where will the main station areas be located? The project is on an aggressive timeline with the hope to secure federal funding and begin construction within five years.</p>

	<p>Some questions and comments the BPCAC had for the Powell Division High Capacity Transit Project:</p> <ul style="list-style-type: none"> • Will active transportation projects and community-favorite projects (such as the outer Powell Blvd bike path) be considered in the design and funding plan for this project? • Some members are concerned that the existing transit service between downtown Gresham and downtown Portland takes too long. Will criteria be used to favor transit alternatives in a much quicker amount of time? (Brian replied yes, time and service reliability will be a large component of narrowing down transit alternatives.) • If walking and bicycling facilities are improved along the corridor, then the spacing between the transit stations may not matter as much for some users. <p><u>Hawthorne Bridge Sidewalk Project</u></p> <p>Brian Vincent from the County's engineer staff presented the latest plans to add sidewalk and transit improvements to the westbound side of the viaduct. Generally speaking, the plans will add an additional 4ft of pavement to allow more space for pedestrians accessing transit. The plans also include traffic candles between the existing bike lane and the newly expanded sidewalk to help direct where various users are expected to be.</p> <ul style="list-style-type: none"> • Some BPCAC members questioned if there is sufficient shy distance to the area if the candlesticks are added. If not, bicyclists may be tempted to go around the candlesticks. Some BPCAC members wondered if rumble strips may be a better alternative if shy distance is indeed a concern. Brian agreed to look into this concern. • Another BPCAC member suggested using half-height candlesticks to help with potential sight distance concerns. • Members asked that County staff pay particular attention to the appropriate spacing of the candlesticks. For example, the candlesticks on the eastbound side are spaced so close together that for drivers moving quickly next to the candlesticks, they appear to be more solid than they are which creates a false sense of separation. • Brian confirmed that the rumble strips in stalled in the bike lane just before the lane merges onto the sidewalk will be removed once construction begins. <p>The topic of the recent eastbound sidewalk and bike lane improvements came up. The eastbound sidewalk has recently been installed in a manner that the ADA ramp to cross the Clay Street exit ramp is not direct. The reason for the funky alignment is so that the edge of the ramp lines up to the bridge joints as opposed to being constructed on top of the joint. Some suggestions the BPCAC had are:</p> <ul style="list-style-type: none"> • Are there signs or pavement markings that convey the need for cyclists to "merge" with the narrowing lane? • Has there been any follow-up to the line of candlesticks leading up to the Clay Street ramp? In previous meetings, the BPCAC noted that the sightline from the candlesticks gives the false sense that the protected bike lane continues down the ramp and hides bicyclists crossing the ramp. BPCAC has some concerns about the County's process for following up on these recommendations. • BPCAC members unsure about if installing a Rapid Flashing Beacon at the new sidewalk/Clay St Ramp intersection would be beneficial. As is, there are too many signs, candlesticks, and pavement markings etc that make the area visually over stimulating.
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	<p><u>Sellwood Bridge Westside Construction Detour</u></p> <p>Mike Pulled from the County's Sellwood Bridge team shared the latest updates for the westside construction detour. The Sellwood Bridge project team has made several minor improvements to the Hwy 43 bicycle/pedestrian detour included trimming vegetation, raising signs that were too low, lowering the speed limit to 25 mph and expanding the slow speed zone and making minor sidewalk repairs.</p> <p>Motorists not looking out for bicyclists and pedestrians when exiting and exiting both the Macadam Bad driveway and the Freeman Motors driveway along Hwy 43 has been the biggest complaint related to the westside construction detour. City of Portland staff are actively working with the property owner to make improvements to this site.</p> <p>Some comments and suggestions from the BPCAC include:</p> <ul style="list-style-type: none"> • One of the biggest concerns with the construction detour is that two-way traffic for both cyclists and pedestrians have to share a narrow substandard sidewalk that has several utility poles located in the middle. • It is imperative that the westside construction detour be over when the new bridge is opened. It would be unacceptable to open the new bridge and still have the poor bicycle and pedestrian access on the westside. • BPCAC members would like clarification on why the haul road is no longer being considered as a temporary construction detour. Allowing bicyclists and pedestrians to use the haul road would allow them to bypass the majority of the Hwy 43 detour. • BPCAC members think that adding some kind of pavement marking and/or crosswalk striping to the driveways at Freeman Motors and Macadam Bay would help highlight the conflict zones along the construction detour. <p>Staff will following up with some questions from BPCAC members regarding the lighting plan for the new bridge. Staff assumes the new bridge will be well-lit, but are unsure about the lighting plans for the regional trail under the future westside interchange. Generally speaking, Portland Parks and Recreation do not light their regional trails.</p>
Next Scheduled Meeting	Wednesday July 9, 2014 at the Multnomah Building
Adjourned	8:45 PM
Submitted by	Kate McQuillan, staff liaison