



Land Use & Transportation Planning Program
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Multnomah County Bicycle and Pedestrian Citizen Advisory Committee

Meeting Minutes

Wednesday, May 13, 2015
Multnomah Building, Boardroom

MEMBERS PRESENT:

Susan Dean
Art Graves
Andrew Holtz
Greg Olson
Rory Renfro
Susan Watt

MEMBERS ABSENT:

Roger Averbeck
Carolyn Briggs
Jim Couch
Jeff Owen
Matt Picio
Mary-Rain O'Meara
Jane Vale

GUESTS: Alan Gunn (Metro), Andy Kutansky, Rithy Khut, Herb Weiner, Laura Becker, Chad Tucker, Molly Bryant, John Russell

STAFF: Kate McQuillan (Transportation Planner), Jon Henrichsen (Bridges Engineering Manager)

1. Welcome and Introductions

The meeting was called to order at 6:35pm. There was a quorum of members present.

2. Approve April 2015 Meeting Minutes

There were two typos pointed out in the minutes.

MOTION: Susan Watt moved to approve the April 2015 meeting minutes with edits above; Susan Dean seconded.

APPROVAL: April 2015 meeting minutes approved.

3. Public Comment

Greg Olson inquired about a flashing crossing sign that used to be at the intersection of the Springwater Trail and SE Palmblad Avenue but no longer is there. Andy Kutanksy will look into why the crossing signage is no longer there.

Susan Watt commented that Metro is currently exploring the purchase of four properties in the West Hills as part of the North Tualatin Mountains Nature Area. Susan served on an advisory committee to help advise Metro on the property alternatives. Several mountain biking and pedestrian trails are proposed throughout the area. For more information or to provide input, Robert Spurlock from Metro is the project manager.

4. Staff Report

Kate provided an update on new member recruitment. At the time of the meeting, Kate received 17 applications to become a new BPCAC member. Kate will work with three BPCAC volunteers to review and score the applications. As of July 1, the BPCAC will have four vacancies. Kate also shared the news that the Land Use and Transportation Division Director, Karen Schilling, will be retiring on June 30, 2015. In light of Karen's retirement, the Transportation Planning team will be moved to the Roads Division to create a more cohesive "Transportation Division". Kate will provide more details about the reorganization as they become available. Lastly, Kate shared the exciting news that the County was successful with its application for an AmeriCorps member to serve at the County as a dedicated Safe Routes to School Program Coordinator. Kate will forward the position announcement early this summer when it's available.

5. Chair Report

Andrew Holtz filled in for Matt Picio as chair. Andrew shared the good news that the County's Bridges Division has updated the draft Willamette River Bridges Capital Improvement Plan (CIP) to move up the Bicycle and Pedestrian Feasibility Study to the most recent time frame, per suggestions that came from the BPCAC's April 2015 meeting.

6. Powell Division High Capacity Transit Project's Bike and Ped Network Alternatives

Alan Gunn, Transportation Planner for Metro, shared overviews for the Powell Division Bus Rapid Transit Project's Bicycle Network and Pedestrian network plans. Specifically, Alan is seeking feedback from the BPCAC about the policy approach as well as the bicycle infrastructure inventory within the "Bike Element" plan.

As part of the transit project, Metro has the opportunity to identify bicycle and pedestrian projects that would enhance the corridor to be included in the overall project. Being included in the project does not guarantee that the project will be funded- some projects could be funded, but other projects could be funded at a later time and leveraged as match for the transit project.

The Bicycle Element plan introduces three network concept alternatives to be considered as part of the overall Powell Division project: (1) a shared route network (meaning, the bicycle network shares the same route as the BRT alignment), (2) a parallel route network, and (3) a

hybrid between shared and parallel. In East County where the overall street network is less dense, the second alternative for a parallel route is not likely feasible as the nearest parallel routes are quite far from the proposed BRT alignment. Alan mentioned that Metro will hold a work group in the fall to further discuss the bicycle and pedestrian network. Later this winter, project staff will also go through the process of determining which bicycle and pedestrian projects can be funded with the BRT project funding.

Comments and questions from the BPCAC include:

- How much of the BRT corridor will be dedicated transit lanes for buses? Alan replied that these details have not yet been decided, but that the corridor will likely have a mix of dedicated lanes and buses travelling in mixed traffic. This decision will depend largely on right of way and/or property impacts, as well as benefits for time savings.
- Could project staff conduct more outreach to cyclists about using BRT? There are a lot of unknowns about how many people will actually use a bicycle to access the BRT.
- BPCAC members are split on whether or not cyclists would prefer to ride on major arterials. However the point was made that given East Multnomah County's sparse street network. Most cyclists don't have alternative option to riding on arterials.
- Rory commented that the project will need to consider the hybrid alternative. One of the key characteristics of BRT is wider transit stop spacing so riders will need increased multi-modal options to access the BRT.

With regard to the Pedestrian Access Report, Alan noted that several proposed transit stop locations were analyzed and modeled using GIS to determine the actual walking distance given the current pedestrian infrastructure vs. how the network could be improved with identified improvements. Alan also noted that an atlas book of each potential transit stop is available on Metro's website for review.

7. Willamette River Bridges CIP

Jon Henrichsen, Bridges Engineering Manager for Multnomah County, presenting the final draft of the Willamette River Bridges CIP that is scheduled to go before the Board of County Commissioners for adoption on Thursday, May 20th 2015.

One of the primary needs identified heading into the planning process was the need for several of the bridges to undergo seismic retrofit (currently the Broadway Bridge and the Sauvie Island Bridge are the only two County-maintained Willamette River Bridges that are seismically sound). 56 projects were added to the CIP for the next 20 years, totaling around \$650 million for preservation and maintenance, and \$600 million for seismic retrofit. The top priority project from the CIP is the Burnside Bridge Feasibility Study, followed by the Broadway Bridge Rall Wheel Replacement.

Since the first draft of the CIP was released, the project team has added two projects related to active transportation after hearing strong community support for additional bicycle and pedestrian improvements. Ranked #3 overall, the project team added the "Bicycle and Pedestrian Improvement Project – Feasibility Study Phase" for 2015-2019 at roughly \$1.4

million. This project is currently not funded. Also added to the project list is the "Bicycle and Pedestrian Improvement Project – Design and Construction Phase 1" for 2020-2024 as well as a "Phase 2" for 2025-2029.

Questions and comments from the Committee include:

- Has the County explored ways to get other counties to help pay for improvements made to the Willamette River Bridges? Other members replied with the example of the Sellwood Bridge reconstruction project where the County attempt to collaborate with Clackamas County for a fee to help pay for the bridge.
- Have the ramps been considered for the study? Yes the ramps to the nearest at-grade intersection were included in the study. In the case of an emergency, the County would work with the City of Portland given the complex nature of the ramps' ownership.
- Andrew asked how the BPCAC can help move along the Bike/Ped Feasibility Study.

8. Comprehensive Plan & TSP Update

As a regular standing agenda item, Andrew provided a brief update on the County's Comprehensive Framework Plan and Transportation System Plan (TSP) update. Andrew had no major updates to share except that the Community Advisory Committee will begin deliberating transportation-related policies in mid-June.

9. Larch Mountain Car Free Weekend Proposal

Andy Kutansky from the County's Roads Engineering Division shared with the BPCAC a proposal to create a "Car Free Weekend" on Upper Larch Mountain Road for a weekend in August. The proposal includes using the same gates used during winter to close upper Larch Mountain Road so that no private property accesses are affected.

Comments from the BPCAC include:

- Will parking be provided either at Milepost 10 or at the bottom of the hill? The County should look to partner with the Women's Forum to provide additional parking.
- How will cyclists who park at the bottom of Larch Mountain Road get to Milepost 10?
- One committee member commented that near Milepost 9 is a Forest Service Road that could potentially be used for parking and/or drop off area for cyclists.
- Has the County coordinated with State Parks about this idea?

10. Project updates

Jon also briefly shared an update related to the construction detour on Highway 43 for the Sellwood Bridge replacement project, a project the BPCAC has provided input on several times in recent years. Currently, the Highway 43/Macadam detour encourages bicyclists and pedestrians to travel from Hwy 43, down SW Miles Street to connect to the trail in Willamette Park via SW Miles Place.

Portland Parks and Recreation will soon begin a construction project in Willamette Park that will close the trail access between the park and Miles Place. The County will likely encourage

cyclists and pedestrians to continue using Hwy 43 as the detour past SW Miles Street a couple blocks, to SE Nevada Street to access the park by that street instead.

Comments from the BPCAC include:

- BPCAC members were split on whether or not they preferred to continue using the shortcut through the park to SW Miles Place with possibility of intermittent closures, to continuing along Hwy 43 for a couple more blocks to reach SW Nevada St.
- One member asked what hours would the construction mostly take place? Jon replied the construction will most likely be completely during 7am to 5pm. The BPCAC said having this information available to the public will help bicyclists and pedestrians figure out their best route for the construction detour.
- The BPCAC suggested creating simple signage to indicate both options for the construction detour.
- A member from the public asked if the County has considered converting one lane of traffic on Hwy 43 to be bicycle only during the construction detour phase? Jon replied that the County previously approached ODOT (the owner of Hwy 43) with this request but was not successful.
- Would ODOT be willing to add sharrow pavement markings to the outside travel lane as many cyclists prefer to take the lane instead of ride the narrow sidewalk of the Hwy 43?
- The BPCAC requested that the County and PBOT work together to revise detour signage for all the projects in the area as there are several.

Meeting Adjourned

The meeting was adjourned at 8:32pm.

Meeting minutes written and submitted by:

Kate McQuillan, Transportation Planner and BPCAC Staff Liaison

The next BPCAC meeting is scheduled for:

Wednesday, June 10, 2015 from 6:30-8:30pm

Multnomah Building, Room 126

501 SE Hawthorne Blvd, Portland, Oregon 97214