



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

Meeting Minutes

Wednesday, June 10, 2015
Multnomah Building, Boardroom

MEMBERS PRESENT:

Carolyn Briggs
Susan Dean
Greg Olson
Rory Renfro

MEMBERS ABSENT:

Roger Averbek
Art Graves
Jim Couch
Andrew Holtz
Jeff Owen
Matt Picio
Mary-Rain O'Meara
Jane Vale
Susan Watt

GUESTS: Rithy Khut (Portland BAC liaison), John Russell, Michael Dehner, and Tyson Poskochil

STAFF: Kate McQuillan (Transportation Planner), Joanna Valencia (Senior Transportation Planner), Jessica Berry (Transportation Planner), Andy Kutansky (Roads Engineer)

1. Welcome and Introductions

The meeting was called to order at 6:35pm. There was not a quorum of members present.

2. Approve May 2015 Meeting Minutes

Meeting minutes could not be approved because there was no quorum of members.

3. Public Comment

There was no public comment.

4. Staff Report

Kate introduced Jessica Berry, the County's new Transportation Planner. Jessica joins Multnomah County after having worked for the San Luis Obispo Council of Governments for over nine years. Kate also shared that the Committee received 21 new member applications which the scoring committee has reviewed. Kate will forward recommendations for appointment to the Board of County Commissioners at the end of June. Kate solicited ideas for the BPCAC's annual tour which will likely be in August or September 2015. Lastly, Kate shared that Metro is holding a Community Advocates Workshop on June 17th to solicit feedback on the policy framework for the upcoming Regional Flexible Funds (federal transportation dollars distributed through the regional government).

5. Chair Report

Greg Olson filled in for Matt Picio as chair. Greg shared that he has been studying a new kind of traffic signal technology in which cameras detect the presence of a vehicle (including bicycles) stopped at a red light, instead of relying on loop detectors. Greg asked if the County has ever considered this type of technology. Also, Greg mentioned that he recently was riding near the construction detour on the west side of the Sellwood Bridge replacement project, specifically near SW Nevada Street. Greg commented that the detour signage for all modes was very confusing and asked Kate to follow up with the project staff on if construction detour signage has been updated since discussed at the May 2015 BPCAC meeting.

6. Eastside Service Enhancement Plan Draft Vision

Vanessa Vissar, Planner for TriMet, presented the Draft Vision for the Eastside Service Enhancement Plan. The Eastside plan area includes everything east of I-205 within TriMet's service boundary which includes East Portland and the cities of Gresham, Fairview, Wood Village, and Troutdale. The project has undergone extensive community engagement to help determine the community's priorities. The four key themes heard from the community were: (1) better north/south service by either increasing the service on existing lines or creating new lines; (2) connecting to jobs, in particular the South Shore Industrial Park and the Troutdale Reynolds Industrial Park; (3) access to education centers particularly Reynolds High School and Mount Hood Community College; and (4) coordinate with the Powell Division Bus Rapid Transit Project.

Vanessa highlighted the three new lines proposed for the eastside ("Line C" that will service 148th Ave, "Line D" that will service 162nd Ave, and "Line E" that will service 223rd Ave. Also, existing TriMet lines 71, 87 and 20 are all proposed to increase to Frequent Service.

Comments and questions from the BPCAC include:

- Providing frequent service transit to Mount Hood Community College is critical. Are there plans for how the increased transit, and the Powell Division BRT in particular, will access Mount Hood Community College? Joanna shared that the project is currently working with the College to explore options to bring a transit loop inside the campus.
- Carolyn added that planning for safe pedestrian crossings to increase access to transit stops is just as important as planning for increased transit service. Specifically, Carolyn

emphasized the need for safer pedestrian crossings near Walmarts, Fred Meyers, Wincos, and Dollar Tree stores.

- Greg emphasized the need for improved pedestrian facilities that are raised and separated from the roadway along SE Powell Blvd between 122nd Ave and 162nd Ave. With the roadway currently being just two travel lanes, Greg has witnessed multiple times that cars will use the shoulder (currently the only space for bicyclists and pedestrians) to pass vehicles stopped waiting to turn left.
- Does enhanced bus service include more capacity for bikes? TriMet replied not likely. However, TriMet has received a Transportation and Growth Management (TGM) grant to complete a TriMet Bicycle Master Plan that will plan for better connections between bicycling and transit use. The Powell Division BRT project will also consider bike storage on vehicles.
- When will this vision be implemented? Vanessa replied that Vision is an unfunded 20-year plan. TriMet will refer to the Vision during its annual service planning which is based on projected budget outlook.

Vanessa is taking feedback from the community through July, and will then present a refined Draft Vision by fall 2015 with the hope of a finalized vision by January 2016.

7. Transportation Policy Areas for the Comprehensive Plan Update

Joanna Valencia, Senior Transportation Planner provided a brief overview of the transportation related topics to be considered in the Comprehensive Framework Plan and Rural Area Transportation System Plan Update (also referred to as "Comp Plan and TSP Update"). Joanna also reviewed the memo title "Comprehensive Plan Policy Issues List – Transportation and Public Facilities" dated May 20, 2015 which highlights four main transportation policy areas:

1. Bicycle Infrastructure – How can the County best address increased modal conflicts, improve rural roads for bicycle safety, and design alternatives that can be adopted in the short term?
2. Improving traffic flow on the Westside – Are County roads in the West Hills classified appropriately, what are highest priority projects for improving traffic flow in West Hills?
3. Addressing increase in traffic and increase in safety without widening – How should the County address increased traffic? Which areas are not currently served by transit but ought to be?
4. Better road maintenance – should the County consider increasing its gas tax or adopting new funding sources to better fund road maintenance?

Kate walked through some comments and probing questions sent via email from Andrew Holtz, a BPCAC committee member who also serves on the Community Advisory Committee for the Comp Plan and TSP Update.

Comments from the BPCAC, including comments sent by Andrew via email that were read aloud in the meeting, are:

- There needs to be a balance with the narrow, steep roads in rural areas and providing safe spaces for bicyclists and pedestrians. Greg commented that finding alternative

“parallel” routes may be a good idea where there are particularly constrained roadways, where feasible. The Committee also supports the concept of developing context-sensitive designs for the interim to create safer bicycling and pedestrian facilities when the long-term solution is still 20+ years out. An example of such context sensitive design would be creating “passing zones” where areas with available right-of-way would have a widened shoulder with good sight distance and clear signage to allow for cyclists to move further to the right to allow slower vehicles to safely pass. As for overall design standards for bicycle and pedestrian facilities, the Committee would like to see more explicit language and design standards for multi-use paths and separated bicycle facilities.

- The Committee agrees with the memo and with Andrew’s comments to reevaluate the roadway classifications in the West Hills with particular consideration for designated bicycle and pedestrian routes. The Committee also emphasized the need to update the Bicycle Master Plan Map. The Committee would also like to see bicycle way finding projects that coincide with the Bike Map routes.
- Andrew raised the concern that the language in the policy memo for “improving traffic flow on the west side roads” sounds like there is a desire to accommodate faster speeds as well as increase traffic volumes. Andrew would like to see traffic flow improving without increasing speeds.
- As for off-street trails, the Committee would like to see stronger language about coordinating with, planning for, and supporting local and regional partners who construct trails.
- Both Andrew’s comments and the BPCAC discussion favored the proposed Public Facilities policy about public rest stops in Springdale or Corbett. The Committee would like to see more than one rest stop that would be able to provide drinking water and restroom facilities for bicyclists. The rest stops could encourage cycling and also help prevent cyclists from using private property as a restroom break (a concern heard from rural communities where cycling is popular). The Committee also suggested working with existing public facilities to add additional rest stops such as the Corbett Fire Station.
- Andrew raised the issue that there should be some pedestrian-specific policies in addition to the bicycle-specific policies.

Joanna added that the Comp Plan and TSP Update team are also considering equity policies, emergency services and emergency preparedness, and transportation demand management (TDM) services. The Comp Plan and TSP Update will hold a public open house in September to review the draft policy areas for consideration.

8. NE Sandy Blvd (230th – 238th) 60% Design Update

Andy Kutansky from the Roads Engineering shared the 60% project design for NE Sandy Boulevard between 230th Avenue and 238th Avenue which was awarded grant funding to complete reconstructing the road including adding bicycle lanes and sidewalks. The intersection of NE 230th Ave and NE Sandy Blvd will be reconstructed with crosswalks and a pedestrian island refuge. Bicycle lanes and sidewalks will be construction from NE 230th Ave

eastbound just before the Walmart property. Also, the north side gap across the street from the Walmart property will also have new bicycle lanes and sidewalks. Andy shared that the project is hoping to be at 100% design by August 2015. There will be a public open house for this project on Tuesday, June 23rd from 6-7:30pm at the Fairview Community Center.

Comments and questions from the BPCAC include:

- Committee members are concerned that the pedestrian refuge island at the intersection of NE 230th Ave and Sandy Blvd is too small. One Committee member referred to the pedestrian island at E Burnside and Sandy Blvd as an example of being way too small, and also referred to the pedestrian island that is being constructed at the west end of the Sellwood Bridge where it intersects Highway 43 as an example of a good one. Committee members also suggested a flashing light located next to the stop signs (in the interim until the full signal is installed) to help improve the visibility of pedestrians crossing.
- Committee members would also like to see marked crosswalks and a pedestrian island refuge near the driveway of the mobile home community where transit stops are located on both sides of the street.
- Committee member suggested adding an enhanced crosswalk where transit stops are located adjacent to the Walmart property.

9. Project updates

Andy had two additional brief updates to share with the Committee. First, Andy is still working on the details for the Car-Free Larch Mountain Road Weekend tentatively scheduled in mid-August 2015. The Committee suggested that the County coordinate with the US Forest Service and also with the Women's Forum to coordinate parking options for the day of the event. The Committee also inquired about if the County will provide drinking water and restroom facilities for the event.

The second item Andy had to share was the missing flashing crossing sign at the intersection of SE Palmbled Rd and the Springwater Trail that Greg brought up at last month's meeting. Andy looked into it and discovered that the sign was hit by a car but never replaced because the sign is outdated. Andy is working with the engineering team to see what enhanced crossing can be installed at this location. Ideally the crossing would be consistent with the rapid flashing beacon the County installed at the intersection of SE Jenne Rd and the Springwater Trail last year.

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, July 8, 2015 from 6:30-8:30pm
Multnomah Building, Board Room
501 SE Hawthorne Blvd, Portland, Oregon 97214