



Transportation Planning and Development Program
1600 SE 190th Avenue, Portland OR 97233
503-988-5050 Fax 503-988-3389
<http://www.multco.us/transportation-planning>

Multnomah County Bicycle and Pedestrian Citizen Advisory Committee

Meeting Minutes

Wednesday, April 12, 2017

Board Room, Multnomah Building, 501 SE Hawthorne Blvd

MEMBERS PRESENT:

Matthew Barney
Jim Couch
Art Graves
Jeff Grover
Andrew Holtz
Joel Huffman
Talia Jacobson
Greg Olson
Gary Purvine
Michael Rubenstein
Rory Renfro
Susan Watt

MEMBERS ABSENT:

Martha Berndt
Carolyn Briggs
Michael Dehner
Ryan Farncomb

STAFF: Kate McQuillan (Transportation Planner), Megan Neill (Engineering Services Manager, Bridges Section), Jon Henrichsen (Manager, Bridges Section), Mike Pullen (Communications Office)

Guest: Rithy Khut (Portland Bicycle Advisory Committee), Aszita Mansor, Jessica Berry, Erika Palmer, Ae-young Lee

1. Welcome and Introductions

The meeting was called to order at 6:32pm. There was a quorum of members present.

2. Approve March 2017 Meeting Minutes

There were no edits to the draft March 2017 meeting minutes.

MOTION: Jim Couch moved to approve the March 2017 meeting minutes. Jeff Grover seconded the motion.

APPROVAL: March 2017 meeting minutes were approved with one abstention (Greg Olson).

3. Public Comment

Andrew shared that the proposed Oregon House Bill 3231 that was discussed at the March 2017 BPCAC meeting has been withdrawn.

Joel Huffman brought up the invitation every Committee member received to participate in the East County Policy Makers Ride planned for Friday, May 12th starting at 2:30pm.

Rithy Khut, co-chair of the Portland Bicycle Advisory Committee, shared the "Get Portland Moving" web map that is a collaboration of several public agencies doing construction work downtown. The City is open to feedback on the map. Megan Neill shared that this map is also linked up with the popular traffic reporting app, Waze.

4. Staff Report

Kate shared that the May BPCAC meeting will be held offsite, most likely at the Multnomah County East Building in Gresham, next to the Gresham Transit Center Max Stop. Stay tuned for more details. Kate is also looking ahead to the Committee's annual tour this summer. So far, the top ideas are tours of the early construction sites for various projects in East County. Jon Henrichsen proposed a possible tour of the Morrison Bridge which will be mid-way through the deck replacement project. He also offered the idea of the steel factory tour where the Broadway Bridge's Rall Wheels are being held. Lastly, Kate proposes that for the new regular agenda item of BPCAC member stories that we move down the roster alphabetically starting with Joel who volunteered. Next month's BPCAC member story teller will be Talia Jacobson.

5. Chair Report

There was no Chair report.

6. BPCAC Member Stories

Thanks to Joel Huffman for sharing your personal story.

7. Active Transportation Summit Debrief

Joel and Art Graves both attended the Active Transportation Summit on behalf of the BPCAC. The two sessions Joel wanted to share with the Committee include rural roadway design for bicyclists and pedestrians that assigned traffic stress levels based on shoulder widths, traffic speeds, and other criteria. Second was a session about the Troutdale to Springwater Trail segment that has recently halted its master planning process due to the negative perception of trails for nearby residents. There is a need for data to assess the impacts of trails in communities.

Art's main takeaway was the recurring themes of VisionZero and data-driven planning throughout the day. In particular, one session explored utilizing crowd-source bicycle and pedestrian count data to relieve the burden of collecting and maintain data from local agencies. Art also attended a bicycle and pedestrian safety session that proposed taking a post-mortem snap shot of road segment or intersection where a bicycle or pedestrian crash occurred and asses the environment. The data collected from all these design assessments can be used to create a "profile" of a dangerous environment for bicyclists and pedestrians, allowing agencies to determine where hot-spots exist before an accident happens.

Rory also attended the Summit and shared some takeaways from the full-day bicycle tourism workshop hosted by Travel Oregon. Bike tourism generates roughly \$400 million in revenue statewide. There seemed to be a general desire from attendees to have a statewide trails association (like in Washington). Rory mentioned a particularly interesting luncheon key note speaker from Germany who discussed their country's impressive scenic bikeway system.

8. Willamette River Bridges Construction Update

Mike Pullen from the County's Communication Office provided handouts and a PowerPoint presentation with construction updates for the three downtown Willamette River Bridge projects scheduled this spring and summer.

The Broadway Bridge Rall Wheel Replacement project begins this May and will include closing the two outside vehicle lanes on the Broadway Bridge. Both shared use paths on the Bridge will remain open through the length of the project except for two scheduled full bridge closures.

Morrison Bridge Lift Span Deck project began in early April with rotating lane closures as the deck is replaced in quarter-sections. Half of the closures will not impact the shared use path on the north side of the bridge; however half of the closures will include the shared use path. When the shared use path is closed, bicyclists and pedestrians will be required to share the south side sidewalk. Currently there are two 2-week full bridge closures to all modes anticipated around late June and late September.

Burnside Bridge Maintenance project has already begun and include work over the next two years. While traffic lanes on the Burnside Bridge will not be affected until late in 2017, there are intermittent closures of lanes of I-5 planned, as well as to the Skidmore Fountain Max Stop under the west end of the Burnside Bridge. When work begins on the Burnside Bridge deck, two vehicle lanes will be closed. Bicyclists and pedestrians will have to share either the sidewalk or a temporary path.

BPCAC members asked if "passing pull outs" could be added to the temporary shared bicycle and pedestrian path to allow for slower moving traffic to move out of the way. The Committee also agreed with the staff suggestion to use stencils that encourage one-way traffic for each path to reduce the number of conflicts among users. Members also encouraged staff to install signage on key bicycling route further away from the Bridges about detours and closure

information so that bicyclists have sufficient time to make alternative route choices. Lastly, Committee members also brought up a concern from a previous project briefing about the project where the transition from the temporary construction area on the sidewalk and back to the bicycle lane for eastbound traffic on the west side.

9. Earthquake Ready Burnside Bridge

Mike also provided an overview presentation of the Earthquake Ready Burnside Bridge (ERBB) project. All Portland's downtown bridges are vulnerable to a major earthquake, which researchers say have a 1 in 3 chance of occurring within the next 50 years. Several planning efforts beginning in the 90's and most recently with the Willamette River Bridges Capital Improvement Plan update in 2015 have prioritized the Burnside Bridge to be rehabilitated or replaced as the main "lifeline" Willamette River crossing in case of a significant seismic event. An overall goal for the Burnside Bridge is to ensure it will be operable within a day (or hours) of a major earthquake.

ERBB is a planning level study (also known as a feasibility study) that kicked off late 2016 and will extend through 2018. This study will assess a wide range of alternatives to determine what is feasible, and will range from making no improvements, retrofitting the current bridge, replacing the current bridge, or enhancing another bridge. The outcomes of the study will be the set of feasible alternatives that the County would start the official National Environmental Policy Act (NEPA) process. The NEPA process will take roughly four years and would entail a very detailed analysis of potential impacts for each of the alternatives that come out of this feasibility study.

Elected officials throughout the Portland-Vancouver metropolitan area serve on the Policy Group which is important for regional consensus and addressing the region-wide impacts of retrofitting or replacing a major bridge. The Stakeholder Representative Group (SRG) is an advisory group to the policy group, and includes one member from the BPCAC. Anyone who is interested in receiving regular updates about the project could sign up on the project's website.

10. Main Streets on Halsey

Erika Palmer, Senior Planner with the City of Fairview, provided an overview of the Main Streets on Halsey project. This project is a partnership with the cities of Fairview, Wood Village, and Troutdale, plus the County, to come up with a shared vision for Halsey Street plus land use, economic development, and transportation strategies that will help implement this vision.

The project hosted a community workshop in October 2016 in which over 60 people provided input on a vision for Halsey Street in the three cities. Key themes heard at this event were people wanted to see the three cities collaborate to make infrastructure improvements, plus a series of heat maps that indicate where a variety of streetscape improvements are desired (such as wider sidewalks, pedestrian crossings, etc).

As for next steps, the project will host an additional public event to present the draft plan. The partner agencies will adopt the draft plan and begin implementation – either the immediate “low hanging fruit” or begin applying for funding. For the County, Jessica Berry noted that when adopted, several concepts from the plan could be included in the update to the Capital Improvement Plan and Program.

Questions and comments from the BPCAC include:

- Overall, Halsey Street could benefit from improved lighting throughout the corridor.
- Could a pedestrian bridge or tunnel be considered on the segment of Halsey Street by McMenamins? Any improvements made to the street near the McMenamin’s property will be a result of the transportation planning review process when they are ready to begin development of the north side vacant parcel. The County anticipates that McMenamins would need to seek extensive design exceptions anyhow. That said, the County would encourage innovative ways to improve the bicycle and pedestrian facilities in the area.
- Has the discussion around improving bicycle facilities on Hasley Street included the use of green paint vs. painted buffer vs. fully-separated buffer for bike lanes? If the bicycle facility improvements are merely paint, the improvements may not attract more riders – particularly families who want to feel safer on the larger arterials with faster traffic speeds. Staff replied those details will be worked out during later design and implementation.
- Are there plans to extend the Gresham-Fairview Trail past the existing end point at Halsey Street? Yes, the City of Gresham is currently seeking funds to complete the final phases of extending the Gresham-Fairview Trail up to either Marine Drive or the 40-Mile Loop Trail.
- Are the casino folks in Wood Village involved in this planning process? The developers associated with the proposed entertainment center at the former dog track in the Wood Village Town Center have been attending meetings about this project.

11. Other Business

Jon Henrichsen brought up a last minute item to discuss with the Committee regarding a steel plate on the west end of the Sellwood Bridge that is causing some issues with the local neighbors. Steel plates were initially installed over a bridge joint in the bike lane on the west end of the Sellwood Bridge to help reduce noise impacts of cars driving over the joint. However, after receiving many comments from neighbors, staff determined that many drivers driving west bound are drifting into the bike lane and driving over the steel plate causing very loud noise. Jon proposed installing pairs of “buttons” (smaller than raised pavement markers, or affectionately known as “road turtles”) approximately 1” inch high and are 4” wide squares, every five feet on the outside of the bicycle lane. Driving over the buttons would alert drivers of drifting into the bicycle lane and hopefully discouraging cars from travelling over the very loud steel plates. Staff is proposing to pilot this idea and tweaking treatments as necessary.

Committee members brought up a question from last month about whether or not additional pavement marking stencils would be added to the Sellwood Bridge. Jon replied that the

stencils will not be added anytime soon, as they are still within the federal reporting period and the stencils are not part of the federal design standards. However Jon noted that in future restriping maintenance, it is very likely the County will add bicycle and pedestrian pavement stencils to the paths.

Meeting Adjourned

The meeting was adjourned at 8:31pm.

Meeting minutes written and submitted by:

Kate McQuillan

The next BPCAC meeting is scheduled for: Wednesday, May 10, 2017 from 6:30-8:30pm, location TBD somewhere in Gresham.