



Transportation Planning and Development Program  
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## Multnomah County Bicycle and Pedestrian Citizen Advisory Committee

### **Meeting Minutes**

Wednesday, May 10, 2017

Blue Lake Room, Multnomah County East Building, 600 NE 8<sup>th</sup> Ave, Gresham

#### MEMBERS PRESENT:

Martha Berndt  
Carolyn Briggs  
Michael Dehner  
Ryan Farncomb  
Jeff Grover  
Andrew Holtz  
Gary Purvine  
Michael Rubenstein

#### MEMBERS ABSENT:

Matthew Barney  
Jim Couch  
Art Graves  
Joel Huffman  
Talia Jacobson  
Greg Olson  
Rory Renfro  
Susan Watt

STAFF: Kate McQuillan (Transportation Planner), Joanna Valencia (Transportation Planning and Development Manager)

Guest: Rithy Khut (Portland Bicycle Advisory Committee), Allan Rudwick

### **1. Welcome and Introductions**

The meeting was called to order at 6:30pm. There was a quorum of members present.

### **2. Approve April 2017 Meeting Minutes**

There was one edit to the meeting minutes submitted via email.

MOTION: Andrew Holtz moved to approve the April 2017 meeting minutes. Jeff Grover seconded the motion.

APPROVAL: April 2017 meeting minutes were approved.

### **3. Public Comment**

Jeff Grover shared a couple articles about bicycling in Denmark.

Michael Rubenstein shared recently updated publications from the Oregon Department of Transportation (ODOT) that are now translated into Spanish.

Michael Dehner asked if there have been any discussions or policies to address electronic-assisted (e-assist) bicycles as he is seeing an increase in their use in the West Hills. Alan Rudwick, a member of the public attending the evening's meeting, is an avid e-assist bicycle user and can point Michael in the direction of latest discussions on if/how they impact transportation system.

Andrew shared that the Portland Art Museum expansion is proposing to close off the pedestrian plaza while still allowing the public to walk through the public easement that runs through the space. The pedestrian advocacy community is concerned that the appearance of the building being closed off will discourage public use.

Alan Rudwick expressed his concerns about the safety and condition of NW Cornell Road which he travels on weekly. Kate shared that while segments of NW Cornell Rd are owned by Multnomah County, the City of Portland maintains the road. Kate encouraged Alan to report the safety concerns through the City's avenues.

### **4. Staff Report**

Kate shared that the County's capital engineering staff will be hosting a series of public open house events in late May about the upcoming Stark Street closure (between 257<sup>th</sup> Ave and Troutdale Rd) while the County works on the Beaver Creek Culvert Replacement Project. Kate will forward the event details via email.

Kate also shared that new member recruitment is well underway. Kate will forward a recruitment blurb to all Committee members in hopes they will forward to their network. Lastly, Kate solicited the participation of Michael D, Carolyn and Michael Rubenstein to help review the new member applications.

### **5. Chair Report**

There was no Chair report.

### **6. BPCAC Member Stories**

There was no BPCAC Member story this month.

### **7. ADA Transition Plan**

Joanna Valencia, Manager of the County's Transportation Planning and Development Program, provided an overview of the Transportation Division's draft Americans with Disabilities Act (ACT) Transition Plan.

In summer 2016, the County's inventoried the condition of over 900 curb ramps on Multnomah County-owned roads throughout East Multnomah County. This inventory did not include ramps associated with driveways, city- or state-owned facilities. The Transition Plan will ultimately recommend mitigation measures to improve pedestrian accessibility on County-owned right of ways, including estimated costs for the mitigation and a proposed schedule for when the mitigation will occur. The draft Plan estimates that bringing all 900+ curb ramps up to standard will cost approximately \$135 million.

County staff developed criteria to help prioritize the ADA curb ramps in need of improvement first. Generally, two sets of criteria were established: (1) usability and physical condition of the ramps, and (2) location of the ramps. Usability and physical condition include factors such as whether or not curb ramp exists at location, slopes, size of the landing pad, and presence of truncated domes. Location included a weighted analysis of proximity to schools, frequently used transit stops,

Comments and questions from the BPCAC include:

- Very important to include an inventory of signals along with curb ramps; also important to be clear during this process that signals are not included.
- Need to be clearer and more explicit about what curb ramps are not included in the inventory – ie., those associated with driveways, and on roads owned by other jurisdictions.
- How will public requests and/or complaints about specific intersections affect the rankings and timelines? County is still working to figure out how to reflect public input and support into the equation.
- The ADA Plan needs to function as the coordinator for when other capital projects are occurring and have highly ranked curb ramps that need replacing.
- What is the timeline to have all of these curb ramps improved? This is a policy decision the County is still working through. Currently the Division is exploring a 30-year horizon.
- What is the public review timeline?
- BPCAC members suggested humanizing the report and "tell the story" of why this is needed, and why the high costs / long timeline. Members suggested developing scenarios to help explain how the ramp criteria work and how the resulting recommendations came to be.
- What is the total number of ramps that are in the worst condition? Unknown at this time.

## **8. Earthquake Ready Burnside Bridge, SRG Meeting Report Back**

This agenda item has been postponed for the next regularly scheduled meeting.

## **9. TSP Implementation**

Continuing the discussions from previous meetings with Kate, Joanna wants to hear BPCAC member priorities as the Division continues to determine its work plan and how to implement the County's Transportation System Plan (TSP).

Joanna shared two projects the County is working on that are implementation of newly adopted policies in the TSP: Updating the Road Rules (the County's administrative rules for County road standards), and the large-scaled Roads Capital Improvement Plan and Program (CIPP) update.

Martha Berndt asked about a few minor improvements the TSP identified for Sauvie Island, namely related to stop sign maintenance and other signage at the intersections of Reeder and Gillihan, and Sauvie Island and Reeder.

Andrew asked if the County had a sense how long implementation will take? Several items identified in the TSP included further studies, particularly the Transportation Demand Management (TDM) studies. Andrew also wanted some clarity about how the updated TSP will feed into the CIPP update that is starting this summer.

### **Meeting Adjourned**

The meeting was adjourned at 8:05pm.

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### **Meeting minutes written and submitted by:**

Kate McQuillan

**The next BPCAC meeting is scheduled for:** Wednesday, June 14, 2017