



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

### Meeting Minutes

Wednesday, November 14, 2018

Board Room, Multnomah Building, 501 SE Hawthorne Blvd, Portland, OR

#### MEMBERS PRESENT:

Art Graves  
Greg Olson  
Joel Huffman  
Andrew Holtz  
Rory Renfro  
Susan Watt  
AJ Zelada

#### MEMBERS ABSENT:

Jim Couch  
Carolyn Briggs  
Ryan Farncomb  
Michael Rubenstein  
Gary Purvine

STAFF: Kate McQuillan (Transportation Planner), Jessica Berry (Senior Transportation Planner), Emily Militech (Engineer), and Jon Henrichsen (Bridge Services Manager)

GUESTS: Race Clark and Austin Williams (Hoffman Construction)

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

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

### **2. Approve October 2018 Meeting Minutes**

There were no edits to the October 2018 meeting minutes.

MOTION: AJ Zelada moved to approve the October 2018 meeting minutes. Susan Watt seconded the motion.

VOTE: All voted in favor, except Greg Olson who abstained.

### **3. Public Comment**

AJ Zelada had two items to share with the Committee- First, that Sunday November 18<sup>th</sup> will be a remembrance event of pedestrian facilities starting on the west end of the Morrison Bridge starting at 3pm. Second, AJ shared a letter from The Street Trust to Portland City Council in support of the Central City in Motion project.

Andrew Holtz brought up a concern he has since learning that the Arata Road design recommended by the Committee got flipped. Andrew posed broad questions about communication and follow up between the Committee and County staff for projects that the Committee makes recommendations on.

Susan Watt shared that several of her neighbors are building momentum to request speed bumps be installed on NW Newberry Road when traffic from the NW Cornelius Pass Road closure is detoured. Susan wanted feedback from the Committee on how compatible speed bumps are for bicyclists. Generally, if speed bumps are spaced out enough, the Committee felt that bicyclists would be fine with occasional speed bumps.

#### **4. Staff Report**

Kate shared that County staff are still trying to work out a long-term solution for ensuring the front desk of the Multnomah Building is staffed after hours when a meeting takes place. Kate also shared that the Transportation Division is planning to hire administrative staff who can assist with some of the Committee's tasks such as recruitment.

#### **5. Chair Report**

Rory Renfro shared that the I-5 Rose Quarter project is wrapping up the findings to the environmental study. The study should be released in early 2019, after which there will be a 30-day public comment period.

#### **6. Burnside Bridge Updates**

Emily Militech, an engineer with the County's Willamette River Bridges section, shared updates on a couple projects affecting the Burnside Bridge. As for the Burnside Bridge Maintenance Project, the temporary traffic control currently has the south half of the bridge closed to traffic with all traffic shifted to the north. In January or February of 2019, the traffic pattern will shift so that the south half reopens, and the north half of the bridge will be closed to traffic. The general lane configuration of two eastbound vehicle travel lanes, one westbound vehicle travel lane, and two shared bicycle and pedestrian paths, will remain.

Emily also shared some potential design alternatives related to Portland's Enhanced Transit Corridor (or ETC) Plan which has identified Burnside as a top corridor for improvements that will help lessen impacts of congestion on transit service. The City of Portland will propose 3 to 4 design alternatives for both the west and the east ends of the Burnside Bridge. Some design features being considered are traffic signal priority for transit service, Business Access & Transit (or BAT) lanes for bus-only use to get through the most congested segments of the Burnside Bridge, and bicycle lanes being buffered by physical separation or by the BAT lanes.

Some questions and comments from Committee members include:

- Will this project consider design treatments such as the “bikes up and over” concept made popular by the Division Transit Project?
- Would it be possible to place on-street parking on the outside of both the BAT lane and the bicycle lane?
- Will any of these alternatives include signal prioritization?

## **7. Multnomah County Roads Capital Improvement Plan Update**

Jessica Berry, Senior Transportation Planner, provided a brief overview of the Roads Capital Improvement Plan (RCIP) Update which has been underway since mid-2017. Since Jessica last briefed the Committee in July of 2017, this project has undertaken significant public engagement efforts, completed extensive data collection, and has drafted an almost final scoring tool using new measures and criteria.

A key development of this planning process has been the comprehensive ‘packaging’ of asset components to create a single “transportation project”. In the updated RCIP, a project will include a road segment, and any necessary upgrades to all the asset features that make up a road segment. These assets include: pavement, striping, culverts, guard rails, sidewalks, stormwater, traffic signals, and upgrades to curb ramps to comply with the Americans with Disabilities Act (ADA).

The RCIP update has also created a set of new criteria and measures that will ultimately prioritize all of the transportation projects identified in the plan. The new criteria include: safety, equity, asset management, sustainability, resiliency, emergency management, and mobility.

The next steps for the project are to finalize the measures that will be used to prioritize projects, finalize the draft project list, and finish processing the huge data collection effort so that the new data can inform the prioritization effort. County staff will be conducting another round of in-person open houses, stakeholder briefings, and an online open house in January and February of 2019 in which staff hope to have the first draft of the scored project list.

## **8. Temporary Traffic Control on Hawthorn Bridge for Courthouse Project**

Jon Henrichsen, Bridge Services Manager with Multnomah County, as well as Race Clark and Austin Williams from Hoffman Construction, shared some of the temporary traffic control impacts to bicyclists and pedestrians planned to occur in early 2019 related to the demolition of the abandoned Madison ramp, including the staircase. The whole effort is planned to take three months.

The team solicited feedback on the proposed temporary traffic control (including the vehicle, bicycle and pedestrian detours) related to the following planned phases of construction:

- One weekend full bridge closure around early April to pour and cure the bridge deck. Vehicles will be detoured to the Morrison Bridge, however bicyclists and pedestrians will be able to use the north sidewalk of the Hawthorne Bridge.

- Partial NW Naito Parkway closures at night (9pm to 6am) for demolition with possible partial daytime closures as well. Impacts to bicyclists and pedestrians will be minimal as they are able to use Waterfront Park.
- SW Madison Ave right lane closure from SW 1<sup>st</sup> Avenue up to the Naito Ramp on the Hawthorne Bridge. Impacts to pedestrians travelling eastbound will be greatest, where they will have to walk two additional blocks down to Columbia Ave and cross NW Naito Ave and then up the Naito Ramp to the bridge.

Questions and comments from Committee members include:

- Some members are concerned that pedestrians walking eastbound on SW Madison Ave toward the bridge will simply walk in the narrowed 4-foot bike lane up Madison onto the bridge.
- Please have flaggers at the intersection of SW Madison and SW 1<sup>st</sup> who can help direct traffic to the appropriate detours.
- Can the temporary bicycle lane be widened at all? No, 4-feet is the most that can be accommodated and still provide sufficient work space for the demolition.
- Please put up advanced warning and signage as early as possible about possible traffic impacts to all modes.
- Please add wayfinding information (including a map of the nearest detour route!) on the physical signage itself.

## **9. Pedestrian Safety on the Historic Columbia River Highway**

BPCAC Committee Member, AJ Zelada, shared a brief presentation he made on the issues of pedestrian safety while crossing the Historic Columbia River Highway between Multnomah Falls and the parking lot. The pedestrian counts show that on weekends, between 1,000 and 1,600 people are crossing the Historic Highway between the hours of 11:00am and 3:00pm which is comparable to some of the busiest intersections in downtown Portland. With the pilot project of re-opening the Historic Highway to be one-way traffic delayed indefinitely, AJ is concerned that momentum is waning to come up with creative and timely solutions.

## **Meeting Adjourned**

The meeting adjourned at 8:38pm.

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**Meeting minutes written and submitted by:** Kate McQuillan

**The next scheduled BPCAC meeting:** Wednesday, December 12, 2018