

Multnomah County Bicycle and Pedestrian Citizen Advisory Committee (BPCAC) Minutes

Date	May 7, 2014
Called to Order	6:45 p.m.
Location	Skyline Grange
Attendance	<p>Present: Susan Watt, Andrew Holtz, Greg Olson, Jane Vale</p> <p>Excused: Jonathan Winslow</p> <p>Absent: Roger Averbek, Susan Dean, Carolyn Briggs, Carl Larson, Matt Picio</p> <p>Guests: Michael Pyszka, Carol Chesarek (Forest Park Neighborhood Association), Natalie Harger (Skyline Ridge Neighbors)</p> <p>Staff: Kate McQuillan (Transportation Planner)</p>
Minutes/Approval	No decisions made (quorum not met)
Decisions Made	None
Background/Handouts	Agenda; Meeting minutes for March 2013; Bike/ped fund discussion handout; Map of County road jurisdiction
Agenda Items	<p><u>Public Comment:</u> There was no public comment.</p> <p><u>Staff Report:</u> Kate had a few announcements to share with the Committee. The Westside Trail Master Plan has been formally endorsed by the Multnomah County's Board of Commissioners. Also, the new sidewalk for eastbound pedestrians on the eastside of the Hawthorne Bridge is scheduled to begin construction in late May 2014. The Sellwood Bridge will be closed to all traffic (including bicyclists and pedestrians) from May 13-16. And lastly, Kate asked if the Committee would be interested in holding its annual tour during the July regular meeting to visit Sauvie Island in light of wrapping up the Sauvie Island/Multnomah Channel Rural Area Plan.</p> <p><u>Chair Report:</u> No Chair Report.</p> <p><u>County Bicycle and Pedestrian Fund Discussion</u> Kate share revised handouts for spending and earmarking funds in the Bicycle and Pedestrian Fund as discussed in the previous months' meetings. In summary, the proposal recommends funding near-term projects, allotting a portion of annual revenue each year for staff discretionary spending related to safety (or other projects as needed and vetted through the BPCAC), and ear-marking a larger portion of funds to be used as match in future state and federal funding for top priority CIP projects.</p> <p>Kate was seeking formal action from the BPCAC to recommend the plan for spending and earmarking the County's Bicycle and Pedestrian Fund. Unfortunately quorum was no met and thus no formal action could be taken. The BPCAC members in attendance agreed with staff that this agenda item does not need to be brought back to the Committee as the Committee has seen it several times and agrees with the proposal.</p> <p><u>East of Sandy River Plan Concerns</u> Greg Olson presented concerns from Corbett-area residents with whom he works with as part of the East Multnomah County Bicycle Tourism Initiative regarding bicycling routes and the East of Sandy River Plan (adopted in 2002). A few specific concerns stemming from the Plan include the policy to not designate Bell Road as a bicycle route yet the road is on the County's bicycle map; the policy stating the County will add a 4ft paved shoulder to area roads whenever maintenance repaves which has yet to be</p>

	<p>done; and designating bicycle routes without the participation of the Northeast Multnomah County Community Association (NEMCCA).</p> <p>Greg recommends designating and signing the scenic loop through Corbett and Springdale as part of the East Multnomah County Bicycle Tourism Initiative's work that will ultimately create routes and recommend improvements such as way-finding signage.</p> <p>The Committee expressed interest in the East Multnomah County Bicycle Tourism Initiative coming back to the BPCAC to share the routes and recommended implementation actions in the near future.</p> <p><u>Skyline Blvd Open Discussion</u></p> <p>Given the meeting location along Skyline Boulevard which is well known for its modal conflicts and narrow conditions, Kate invited the Committee and members of the public to share thoughts and updates on the situation. Several people attended the highly publicized November 2011 meeting at the Skyline Grange in which concerns about bike and car conflicts came to a head between local residents and the cycling community. At the BPCAC meeting, a few local residents noted that generally the tension between bicyclists and the community has lessened since the November 2011 meeting. Residents noted that while larger groups of cyclists still ride along Skyline Blvd, they are much more knowledgeable about approaching vehicles and riding in single file which was a main tension between the modes several years ago.</p> <p>Given the unlikelihood of funding becoming available to make major capital improvements to rural roadways in the near future, the BPCAC brainstormed alternative improvements that could be made to Skyline Blvd. Examples include:</p> <ul style="list-style-type: none"> • A mapping and planning exercise that would result in paved passing lanes and/or pull outs for cyclists along with the appropriate signage notifying cyclists of upcoming passing lanes. Susan offered to help coordinate with the local neighborhood groups to begin a community mapping exercise to begin process of identifying ideal locations. Kate offered to look into tax maps and/or right-of-way maps that can assist with the effort. • A public/private sponsorship model for facilities important to cyclists riding rural roads such as bathrooms or porta-potties, drinking fountains, trash cans, etc. These partnerships could also be used for the maintenance of these facilities • A reeducation campaign that could include similar "Share the Road" signage as on Sauvie Island, and promoting the use of lights and reflective gear for cyclists in the area.
Next Scheduled Meeting	Wednesday June 11, 2014 at the Multnomah Building
Adjourned	8:45 PM
Submitted by	Kate McQuillan, staff liaison