

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

Date	January 9, 2013
Called to Order	6:37 p.m.
Location	Board Room, Multnomah Building, 501 SE Hawthorne
Attendance	Present: Roger Averbek, Susan Dean, Jonathan Winslow, Carl Larson, ,Greg Olson, Lis Cooper, Bill Boehm, Susan Watt, Kerri-Lynn Morris, Ericka Nelson, Carolyn Briggs Excused: Matt Picio, Andrew Holtz Absent: Jane Wallis Guests: Jilayne Jordan (ODOT); Rich Watanabe (ODOT); David Taylor (ODOT); Art Graves (member of the public) Staff: Kate McQuillan (Transportation Planner), Joanna Valencia (Senior Transportation Planner)
Minutes/Approval	The meeting minutes for December 12, 2012 were reviewed and approved with one edit. (M/S, Susan Dean/Lis Cooper). Meeting minutes were approved unanimously.
Decisions Made	N/A
Background/Handouts	Agenda; Meeting minutes for December 2012; U.S. 26 Springwater Intersection Improvement Project Fact Sheet and accompanying maps; CIP bicycle and pedestrian project lists.
Agenda Items	<u>Public Comment:</u> None <u>Staff Report:</u> Kate shared that the Safe Routes to School grant award from the state has been finalized, and the County will receive \$27,000 to support education and outreach for the program at Troutdale Elementary School. There will also be a regional Safe Routes to School networking event to be held on January 27th, 2013 at the Community Cycling Center. Kate and Joanna provided an update on the various funding opportunities. The TE-OBPAC grant process is currently seeking public input to weigh in on the 53 projects competing for just over \$8 million. For the State Transportation Improvement Program (STIP), the region's STIP Selection Committee met for the first time in December and will be compiling draft list of prioritized projects by the end of January. Over \$300 million was requested for 95 projects in Region 1, with only \$65 million available from the state. The Regional Flex Fund process is ramping up with applications from agencies due to Metro by mid-March. And lastly, the Regional Transportation Options (RTO) grant applications are due in late February. The City of Gresham and the Gresham-area Chamber of Commerce are working on a project proposal for the RTO funding opportunity related to bicycle tourism in East County. <u>Chair Report:</u> BPCAC Vice Chair, Roger, filled in for Matt. Roger reminded the group that the Sellwood Bridge move is scheduled for January 17th. The Bridge will be closed to all traffic from January 17th to the 24th. Roger also reported that design configuration for the regional trail that will run through the Miles Place neighborhood is still pending. The County was planning to hold a second open house in January but neither he nor staff have heard any news yet. Lastly, Roger shared of a recent incident on Sauvie Island where a motorist sprayed pepper spray at a group of cyclists outside one of the Island's main markets. Ericka and Kerri-Lynn, both residents of the Island, noted that the man responsible for the pepper spray is not an Island resident and was patronizing the duck hunting club located on the Island. <u>U.S. 26 Springwater Intersection Improvement Project</u> Jilayne Jordan, David Taylor, and Rich Watanabe from ODOT were present to provide an overview of the project and to hear comments from the BPCAC. The goal of the project is to improve the safety and operations of two intersections along U.S. 26 by

	restricting left-turns onto U.S. 26 as well as restricting crossing U.S. 26. Traffic from the two intersection local streets, 267th Ave and Stone Rd, will still be allowed to make right-turns onto the highway. The project also includes a new turn around north of 267th Ave. Currently the project is in the design phase with construction expected to be completed in late 2013, or early 2014. BPCAC member comments and questions: • What are the alternative routes for those who want to make a left-turn onto the highway and/or cross? ODOT staff presented a map of alternative routes on local streets. • What is the impetus for the project? There are federal funds available that need to be obligated this year. None of the partner jurisdictions can presently afford the \$30 million alternative of a full interchange as recommended from the Interchange-Area Management Plan (IAMP), so ODOT is proposing the interim safety improvements. The improved operations would also allow the adjacent industrial properties much-needed improved access. • Why isn't a traffic signal being considered? ODOT staff replied that given the high speeds and nature of the rural highway, a signal presents a safety issues in that fast moving vehicles will likely brake quickly to stop at the signal, greatly increasing the odds for rear-end crashes. Several BPCAC members requested that ODOT reconsider installing a signal at either or both of the intersections. One BPCAC member replied that while rear-end crashes on higher-speed roads are not a good thing, bicycle and pedestrian-related crashes on higher-speed roads are worse. • Several BPCAC members noted concerns about the safety of bicyclists travelling through the intersections along on U.S. 26. Suggestions for improvements include utilizing the existing wide, paved shoulders at the intersections to the right of the vehicle right turn lane that would allow bicyclists to yield off the highway with enough sight distance to cross the exit ramp and merge back onto the highway after the intersection. Providing a through-bicycle lane to the intersections would be too dangerous given the traffic volumes and speeds along the highway. Any alternative would be plenty of clear signage directing bicyclists. • BPCAC members also suggested making the turn radii for the new intersection off-ramps be reduced to encourage motorists to slow down, particularly if bicyclists travelling through the intersection on U.S. 26, the slower speeds required to make the tighter radii would also improve the motorists ability to see the bicyclists and stop in time if need be. • The 9" tall raised barrier may be too short as some motorists driving larger vehicles may still be inclined to drive over them. ODOT mentioned that emergency service providers were pleased with the proposed 9" barrier as it was short enough for them to cross if need be. • BPCAC members suggested that the median refuge to be built for pedestrians be large enough to accommodate a bicyclist and to also be cautious of placing signs on the median that would block motorists' views of pedestrians or bicyclists on the median refuge. • One BPCAC member with significant experience cycling in the area noted that Stone Road is (and will continue to be) a major bike route until the future Springwater-to-Troutdale multi-use path identified in the East Metro Connections Plan is built. • One BPCAC member suggested ODOT refer to the design solutions from the Netherlands or the rest of Europe on how their multi-use path system that
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	parallels major auto routes intersections with the auto routes, and if we can use lessons learned in this particular project. • Is additional lighting being considered for this project? ODOT staff said that additional lighting for bicyclists and pedestrians crossing U.S. 26 will definitely be considered and likely added. • Is transit being considered as part of this project? ODOT staff mentioned that the project will be following the City of Gresham's lead since the city is currently updating its Transportation System Plan which would plan for transit-related improvements. <u>Multnomah County Capital Improvement Plan and Program Update</u> Joanna Valencia thanked the BPCAC for comments on the roadway capital improvement project (CIP) criteria from the December meeting as she will move forward with incorporating those edits into the final CIP update. Joanna led a brainstorm session on how to use a \$400,000 fund dedication for bicycle and pedestrian-related projects. Currently the fund accumulates approximately \$50,000 per year. The options suggested by Joanna were: (1) Continue to stockpile the \$50,000 annually until the pot becomes much larger; (2) Identify some smaller bicycle and pedestrian projects on the CIP list that could be funded; or (3) Leverage the funds for future grant applications. Joanna reminded the group that generally these funds are to be used to projects where bicycle and pedestrian facilities can be built "above and beyond" County standards. BPCAC members expressed interest in supporting a hybrid of the options Joanna presented- The group seemed to favor leveraging the funds for grant applications, but to focus on the top bicycle and pedestrian projects in the CIP for grant opportunities where this can be leveraged. The group also echoed Joanna's comments for using the funds to build innovative bicycle and pedestrian facilities where otherwise there would not be funds to do so. The funds could also be used to leverage County projects that in turn would leverage nearby projects even if completed by another jurisdiction. The group also seemed to support the idea to possibly use some funds if there were smaller bicycle and/or pedestrian projects in the meantime that would use only a small amount of money. BPCAC had a few comments regarding the bicycle and pedestrian CIP project lists. A handful of projects to improve bike and pedestrian facilities were identified as not being the best project (for example, alternative parallel routes may be better for various reasons). Additionally, there are several questions regarding the criteria used to score and rank the bicycle and pedestrian projects. Joanna mentioned that the CIP project lists are living documents that can be updated in the future. Staff will bring materials to future BPCAC meetings that better describe the criteria for bicycle and pedestrian projects.
Next Scheduled Meeting	Wednesday, February 13, 2013, Multnomah Building, 501 SE Hawthorne, Room 112 (in the back of the Boardroom)
Adjourned	8:37 PM
Submitted by	Kate McQuillan, staff liaison