

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

Date	December 11, 2013
Called to Order	6:35 p.m.
Location	Boardroom, Multnomah Building, 501 SE Hawthorne Blvd, Portland Oregon
Attendance	Present: Susan Dean, Susan Watt, Andrew Holtz, Matt Picio, Greg Olson, Jane Wallis, Lis Cooper, Jonathan Winslow Excused: Roger Averbek, Carolyn Briggs Absent: Carl Larson Guests: Carl Batten Staff: Kate McQuillan (Transportation Planner), Brian Vincent (County Engineer)
Minutes/Approval	The meeting minutes for November 2013 were reviewed and approved (M/S, Susan Dean/Andrew Holtz). Meeting minutes were approved unanimously with two abstentions (Liz Cooper, Jane Wallis)
Decisions Made	N/A
Background/Handouts	Agenda; Meeting minutes for November 2013; Draft New BPCAC Member Application Criteria; Summary of Proposed Changes to East County RTP Project List
Agenda Items	<p><u>Public Comment:</u> Carl Batten, a cyclist who has ridden the Hawthorne Bridge since 2006 shared a recent experience in which he was struck by a vehicle while bicycling eastbound on the Hawthorne Bridge viaduct, crossing the Clay Street Ramp. Mr. Batten offered constructive feedback on how recent changes to the eastbound bike lanes on the viaduct may have attributed to the vehicle driver not anticipating cyclists crossing the Clay St Ramp. Specifically, the newly installed candlesticks within the bike lane buffer continue toward the ramp giving a false appearance to drivers that the bike lane continues down the ramp instead of crossing at an angle to continue travelling east toward MLK Blvd. Mr. Batten suggested removing the candlesticks moving down the ramp to improve visibility of cyclists. Additionally, Mr. Batten suggested that the change in signage (removing the regulatory “Yield” sign and replacing with cautionary “bicyclists and pedestrians nearby” sign) may confuse drivers as it’s not clear that cyclists and pedestrians crossing the ramp have the right-of-way.</p> <p><u>Staff Report:</u> Kate had several items to report and small projects to seek feedback on.</p> <ul style="list-style-type: none"> • Kate shared a handout for new BPCAC member criteria that was used during the last recruitment in 2012. The Committee will review the criteria in depth at a future meeting. • Kate forwarded the BPCAC’s recommendation for a full signal at SE Tacoma and 6th Ave as part of the Sellwood Bridge project. • The Sauvie Island/Multnomah Channel project will be holding an open house on the evening of Monday, January 6th 2014 at the Sauvie Island Academy. • The Powell-Division Corridor Project has just been kicked off with Metro as the project lead. BPCAC members can expect updates at future meetings and refer to project website for more information. • Staff at the City of Troutdale proposed adding a right turn lane to westbound Cherry Park Rd at SW 257th Ave to safely formalize a turn movement that drivers are already doing in the bike lane and parking lane. Given the existing ROW width, Brian Vincent proposed a shared bike lane and right turn lane, using an example from the Oregon Bike and Pedestrian Design Guide as an example. BPCAC members felt this was appropriate. Members also suggested adding a “No Parking” sign where the current parking will be removed. • Brian also wanted to check in with the BPCAC regarding upgrading “Share the

Road” signage throughout the County road system. County maintenance staff want to begin replacing the outdated green “Be Courteous; Share the Road” sign with Manual of Uniform Traffic Control Devices (MUTCD) -approved signage. Signs on Skyline Blvd and Newberry Rd have already been replaced with this signage. The BPCAC agreed and indicated that the MUTCD signage would provide stronger language.

Chair Report:

There was no Chair Report.

Hawthorne Bridge Discussion

BPCAC members first discussed the recent improvements made to the eastbound bicycle lane on the Viaduct. The BPCAC members agreed with Carl Batten’s suggestions to remove candlesticks located down closest to the ramp as well as replacing the new, confusing signage installed with clearer, more regulatory signs indicating drivers needing to yield to cyclists and pedestrians crossing the ramp entrance. BPCAC members also suggested removing the curbs in which the candlesticks are installed. Brian will continue to look into which MUTCD-approved signage can be placed on the large exit sign above the ramp that would be both regulatory and alert drivers to both cyclists and pedestrians.

A few BPCAC members raised the question of why the bike lane was moved to create a more exaggerated curve at the ramp, noting a preference for a straighter lane. Staff explained the intent of the bike lane curve was to shorten the crossing-distance across the ramp for both cyclists and pedestrians, particularly given that a sidewalk will be constructed east of the ramp next spring formalizing the pedestrian connection.

One member suggested constructing a sharper turn radius at the ramp to encourage drivers to slow down where the cyclists and pedestrians may be crossing. Brian agreed to look into this suggestion further.

The BPCAC also discussed the recently installed raised thermoplastic bumps in the westbound bicycle lane near the Trimet stop on the Viaduct. The BPCAC expressed frustration that County staff did not implement the Committee’s recommendation from the November 2013 meeting to remove the rumble strips. County staff reiterated to the Committee that there are plans to continue evaluating the effectiveness of the strips, whether or not they slow the bicycle traffic. County staff also reiterated the need to hear from other users of nearby facilities, particularly from pedestrians and transit users. Staff understands the BPCAC’s concerns that the strips do not serve its intended purpose to slow cyclists down and will continue to evaluate the strips before deciding to remove or not.

Arata Road Project Update

Brian Vincent shared an altered cross-section for the Arata Road project, seeking the Committee’s support in the slight alteration. The project team is proposed to shift the cross-section to the south, reducing the pedestrian buffer on the south side so that the sidewalk will be curb tight. The multi-use path on the north side and its accompanying sidewalk will remain as is. The reason for the proposed change is due to the constrained right-of-way and the costs associated acquiring more. By altering the cross-section, the project can continue without delay.

Given that the only existing sidewalks on the south side of Arata Rd are currently 5ft and curb tight, and also given that the multi-use path and sidewalk to the north will

	<p>remain as is, the Committee feels comfortable with the proposed cross-section.</p> <p><u>EMCTC Update</u></p> <p>Kate shared the East Multnomah County Transportation Committee (EMCTC)-approved amendments for the Regional Transportation Plan update project list. Kate shared a handout that summarized the major changes including projects removed from the project lists, added to the project list, or significant edits to the existing projects. Kate also shared that the Metropolitan Transportation Improvement Program (MTIP) funds, also known as Regional Flexible Funds, were formally approved by Metro which will fund the City of Gresham's Sandy Blvd project, the Port of Portland's Troutdale Industrial Access Project, and the County's engineering and planning for the NE 238th Drive project.</p> <p><u>Other items, news and updates</u></p> <ul style="list-style-type: none"> • Portland Parks and Recreation finished paving the slide repair on the Springwater Corridor. • One BPCAC member wants a follow-up to the Highway 43/Macadam sidewalk encroachment issues that were brought up a few months ago related to the Sellwood Bridge project bike and pedestrian detour.
Next Scheduled Meeting	Wednesday, January 8, 2014 at the Multnomah Building
Adjourned	8:10 PM
Submitted by	Kate McQuillan, staff liaison