



Land Use & Transportation Planning Program  
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## Multnomah County Bicycle and Pedestrian Citizen Advisory Committee

### Meeting Minutes

Wednesday, January 14, 2015  
Multnomah Building, Room 126

#### MEMBERS PRESENT:

Art Graves  
Greg Olson  
Mary-Rain O'Meara  
Jeff Owen  
Matt Picio  
Rory Renfro  
Susan Watt

#### MEMBERS ABSENT:

Roger Averbeck  
Carolyn Briggs  
Jim Couch  
Susan Dean  
Andrew Holtz  
Jane Vale

GUESTS: Mike Mason (ODOT Region 1), LeeAnne Ferguson (BTA), Rithy Khut (Portland BAC member), Jessica Engelman, Jim Kogler

STAFF: Kate McQuillan (Transportation Planner), Aaron Ridings (Chair's Office)

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

The meeting was called to order at 6:36pm. There was a quorum of members present.

### **2. Approve November 2014 Meeting Minutes**

Rithy Khut pointed out a typo to be corrected on page 2. Otherwise, no comments.

MOTION: Mary-Rain O'Meara moved to approve the November 2014 meeting minutes with edits above; Susan Watt seconded.

APPROVAL: November 2014 meeting minutes approved.

### **3. Public Comment**

Rithy Khut introduced himself as a newly appointed alternate to the Portland Bicycle Advisory Committee (BAC). Although Rithy has been at BPCAC meetings in the past as Multnomah County staff, Rithy will now attend meetings as a citizen and as a liaison to the City's BAC. Portland's BAC has new goals to engage with outside organizations and groups.

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

Kate shared brief updates on several projects. First, an update on the Arata Road project has been postponed until negotiations with ODOT (our grantor) are finalized. New member recruitment process will begin in earnest this coming March 2015.

The Powell Division Bus Rapid Transit (BRT) project has several public events and workshops during the month of February to get input on cross-over and terminus alignments. The Steering Committee for the Powell Division BRT will meet mid-March to decide the remaining alignment questions.

Lastly, the Region Travel Options (RTO) grant applications have been submitted. There were four projects in East Multnomah County. The East Multnomah County Transportation Committee (EMCTC) will be voting at its February 9<sup>th</sup> meeting on how to distribute sub-regional allocation funds.

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

Matt Picio had two items to share. First, Matt shared the latest news on the tacks in the bike lane incidents on the Hawthorne Bridge. Matt requested an update on how the County is handling the situation. Second, Matt shared that the County recently voted on a preferred location for the new downtown County Courthouse which is at the west end of the Hawthorne Bridge. Matt would like to see regular updates on this project as it relates to bicycle and pedestrian access to the new development.

#### **6. Greeting's from the Chair's Office**

Aaron Ridings introduced himself as the citizen engagement liaison from Multnomah County Chair Deborah Kafoury's office. Aaron has been introducing himself to the 40+ committees throughout the County to thank volunteers for their service and to let them know they have a direct contact and resource in the Chair's Office.

#### **7. ODOT Region 1 Project Updates**

Mike Mason, Senior Project Manager for the Oregon Department of Transportation (ODOT), Region 1, provided updates on two projects: The Outer Powell Boulevard Safety Project and the 82<sup>nd</sup> Avenue of Roses Implementation Plan.

The Outer Powell Boulevard Safety Project began in 2010 as a Transportation and Growth Management (TGM) planning project by the City of Portland and funded by ODOT. The Plan recommends improved cross sections for SE Powell Blvd from SE 99<sup>th</sup> Avenue to SE 174<sup>th</sup> Avenue. State Representative Shemia Fagan helped to secure \$1.9 million from the state legislature for ODOT to complete the planning and environmental work that builds on the City of Portland's Concept Plan. Unfortunately these funds do not include construction funds. ODOT

estimates that the cost of the full build out of the Concept Plan's desired improvements would be \$70-90 million. The environmental study will be completed in 12-18 months, anticipated that the Federal government will review the work in early 2016 for either approval or will require a full Environmental Impact Statement (EIS).

Questions and comments from the BPCAC include:

- Is the project coordinated with the Powell Division BRT project? Response: Yes, ODOT staff sit on several staff committees for the Powell Division BRT project to ensure the projects are well coordinated.
- Have the number of kids at nearby schools who walk or bike been considered? Response: A representative from Centennial School District currently sits on the stakeholder committee for the project to provide that kind of input.
- Has ODOT considered a multi-use path along SE Powell Blvd? Response: No, ODOT has not considered alternative cross-sections that deviate from the Concept Plan prepared by the City of Portland. ODOT is open to considering "enhanced" bicycle facilities as the planning continues.

The 82<sup>nd</sup> Avenue of Roses Implementation Plan is a one-year planning effort to be kicked off April 2015 that will consider the long-range project needs of 82<sup>nd</sup> Avenue from NE Killingsworth Street to Highway 224. The primary outcome of the plan will have 4-5 focus areas along 82<sup>nd</sup> Avenue with associated improvements.

Questions and comments from the BPCAC include:

- Are midblock crossings a concern? Response: Yes, ODOT will consider all different types of pedestrian crossing types individually.
- Is Portland Public Schools (PPS) involved? Response: Yes, ODOT and PPS have met several times and will continue to be involved in the planning process. ODOT has met one-on-one with the principals of Vestal, Madison and Beecher.
- Will Clackamas County be involved, given that the project ends 6 blocks shy of the County line? Response: Yes, ODOT has already met with Clackamas County planners, however Mike is unsure if they will continue to participate in the planning process.

## **8. Regional Safe Routes to School Campaign**

LeeAnne Ferguson from the Bicycle Transportation Alliance (BTA) provided an overview of the campaign that the BTA is leading in partnership with a coalition of community groups and national organizations known as For Every Kid. The campaign is asking for the Joint Policy Advisory Committee on Transportation (JPACT) to consider dedicated Safe Routes to School (SRTS) funding in the upcoming round of Metropolitan Transportation Improvement Program (MTIP) process. LeeAnne showed a very compelling map that overlays Title 1 schools (schools where the majority of students receive free or reduced lunch) and rates of children with type 2 diabetes. LeeAnne also shared that 70% of eighth graders in the Portland metropolitan region do not get exercise outside of school. Currently only 40 or so schools in the region are currently offering SRTS programming. The BTA estimates that it would cost \$56.5 million to get SRTS into every school, with \$23 million of those funds in Multnomah County alone.

Questions and Comments from the BPCAC:

- Has there been any outreach done with schools to encourage all schools to complete a Needs Assessment? Response: No, not systematically. The overlapping jurisdictions of the school districts and road authorities is complicated.
- One BPCAC member recommended engaging Planning Commissions of various jurisdictions to try to get road improvement projects associated with Safe Routes to Schools funded as part of development review.
- What is the timeframe of the campaign? Response: One year. Metro hopes to finalize the MTIP policy framework which guides how regional transportation dollars are allocated by December 2015.

LeeAnne is seeking formal endorsement of the campaign for dedicated regional Safe Routes to School funds from the BPCAC. The BPCAC agreed to endorse the campaign.

MOTION: Greg Olson moved to have Susan Watt draft a letter to the BTA on behalf of the BPCAC to support the campaign for dedicated regional transportation funds through the next round of MTIP funding. Matt Picio seconded the motion.

VOTE: Motion passed.

LeeAnne and Kate both offered to help Susan draft the language in the letter.

## **9. Project Updates**

Committee members asked if there are funds this budget year to send one or two BPCAC members to the Oregon Active Transportation Summit which will be held March 30-31, 2015.

STAFF FOLLOW-UP: Kate will follow-up with County leadership if there is budget for BPCAC to attend conferences this year.

## **Meeting Adjourned**

The meeting was adjourned at 8:36pm.

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

Kate McQuillan, Transportation Planner and BPCAC Staff Liaison

## **The next BPCAC meeting is scheduled for:**

Wednesday, February 11, 2015 from 6:30-8:30pm

Multnomah Building, Board Room

501 SE Hawthorne Blvd, Portland, Oregon 97214