



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

Wednesday, February 11, 2015  
Multnomah Building, Boardroom

### MEMBERS PRESENT:

Carolyn Briggs  
Jim Couch  
Susan Dean  
Art Graves  
Andrew Holtz  
Greg Olson  
Mary-Rain O'Meara  
Jeff Owen  
Matt Picio  
Rory Renfro  
Susan Watt

### MEMBERS ABSENT:

Roger Averbek  
Jane Vale

GUESTS: Jessica Horning (ODOT Region 1), Rithy Khut (Portland BAC member), Andy Kutanski

STAFF: Kate McQuillan (Transportation Planner), Mike Pullen (Public Affairs), Chuck Maggio (Sellwood Bridge project)

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

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

### **2. Approve January 2015 Meeting Minutes**

Susan Dean and Susan Watt provided written comments on typos throughout the minutes. Susan Watt also raised a question about the motion made for the Regional Safe Routes to School Campaign. The minutes indicate the letter that Susan would write on behalf of the BPCAC would be drafted to the BTA but that may not be true. Kate and Susan will talk via email to discuss who best to draft the letter to. The minutes remained unchanged.

MOTION: Susan Watt moved to approve the January 2015 meeting minutes with edits above; Susan Dean seconded.

APPROVAL: January 2015 meeting minutes approved. Jim Couch, Susan Dean, Andrew Holtz, and Carolyn Briggs abstained.

### **3. Public Comment**

Susan Watt wanted to update the Committee on the letter of support for the Regional Safe Routes to School campaign that she is drafting on behalf of the BPCAC. Susan has a draft letter completed and will work with Kate to finalize some of the language. Susan can also share the draft letter via email for any comments, but will plan to bring copies to the March BPCAC meeting.

### **4. Staff Report**

Following up on a previous request, Kate handed out tables displaying the bicycle counts collected during October 2014 on Sauvie Island. The County approached the BPCAC for use of the Bike/Ped Fund to help offset costs of four new traffic counters that are calibrated to also count bicycles. The bike count total for the four counters range from 1,000 to 1,750 bicycle trips during the month of October with the highest traffic day being Sunday October 18<sup>th</sup> when over 350 bicyclists were counted near the Cracker Barrel store.

Kate is pleased to share that the County has funds again this year to send BPCAC members to the Oregon Active Transportation Summit. The County has approved three members to attend.

Lastly, Kate shared that the County is planning to oppose proposed Senate Bill 177 in the Oregon State Legislature. The bill would require registration of all bicycles, licensing for cyclists, and repealing the Oregon "Bike Bill". The Committee enthusiastically supports the County's stance to oppose the proposed legislation. The Committee mentioned that a similar bicycle registration program was enacted in Medford but was quickly dismantled due to the administrative costs.

MOTION: Carolyn Briggs moved to support the County's stance on opposing proposed Senate Bill 177. Jim Couch seconded the motion.

APPROVAL: The motion was approved.

### **5. Chair Report**

There was no Chair Report.

### **6. ODOT Region 1 Active Transportation Needs Inventory**

Jessica Horning from ODOT Region 1 returned to the BPCAC to provide an update on the Region 1 Active Transportation Needs Inventory (ANTI) which is assessing the bicycle and pedestrian facilities ODOT's roadway network. To date, the project has completed extensive stakeholder interviews, completing site visits along the entire Region 1 roadway network, and prioritizing criteria with the Stakeholder Advisory Committee. The project will soon complete an atlas of maps that will display where and to what extent gaps exist.

Later this spring the project will also complete a draft evaluation spreadsheet that will aggregate all the identified gaps in the bicycle and pedestrian network on ODOT facilities that can be sorted by top criteria. This evaluation spreadsheet will be an important tool to identify which projects to focus on as funding becomes available. Another possible outcome of this project will be the addition of a check box the ODOT scoping cover sheet for whether or not the project under consideration fills bicycle and/or pedestrian gaps.

Questions and comments from the BPCAC include:

- Will the network inventory completed by the project include specific design details that can be improved? For example, the pedestrian signal push-button at the intersection of 99E and SE 17<sup>th</sup> Ave is located far behind a guard rail and is difficult to access.
- How will this work be melded into the larger statewide ODOT programs? Jessica replied that generally speaking, Region 1 is a leader within statewide ODOT as considering safety a priority over vehicle speed and access.
- One of the top criteria to prioritize gaps is safety. However there are concerns about crash history being used as it under-represents bicycle and pedestrian-related crashes. Jessica replied that the safety criteria is using both crash history data as well as a “crash risk” measure that is essentially a proxy for level of stress to bicycles and pedestrians that take into account vehicle speeds, average daily traffic, and number of lanes.

The project will have an online virtual open house starting in early to mid-March that will be available for approximately three weeks.

## **7. Sellwood Bridge Construction Update**

Mike Pullen and Chuck Maggio returned to the BPCAC to provide regular updates on construction phasing as it impacts the bicycle and pedestrian facilities near the Sellwood Bridge project. Mike shared that the majority of the work with the SW Miles Place multi-use path at the west end of the project is now complete. The only remaining work at SW Miles Place is the striping and signage decisions that the neighborhood is working through. Also, all traffic on Hwy 43 has now shifted west, closer to the new retaining walls. Intersection signals along Hwy 43 should now be on during the day instead of the flaggers directing traffic. Mike warned the BPCAC that there will be intermittent disruptions along the detour, and at the Freeman Motors and Macadam Bay driveways through this next construction phase.

To date, the new multi-use path is scheduled to be completed in November/December 2015, however the bridge for the path underneath the new Sellwood Bridge structure will not be completed until April 2016.

The new Sellwood Bridge is scheduled to open in January 2016, however the entire project is not set to be completed until November 2016 in which there will be a considerable pinch point to the bicycle lane and sidewalk during the 11-month period. Over the past year, the bicycle and pedestrian advocate community has expressed concern about this nearly year-long impact.

For east end improvements, the County will soon realign the construction barrels along SE Tacoma Street so that bicyclists can make a protected left turn at the intersection of SE Tacoma and SE 6<sup>th</sup> Avenue.

Questions and comments from the BPCAC include:

- The Committee would like to see the north side bicycle lane open when the new bridge opens, west of the east approach.
- The Committee also recommends adding a temporary asphalt ramp from the 12-foot sidewalk on the north side of the bridge down to the bicycle lane.
- To avoid pedestrians from crossing traffic on the bridge deck, close the entire south side sidewalk with clear signage since the sidewalk will abruptly end at the eastside approach until the project is completed in November 2016.
- Will the signal at SE Tacoma and 6<sup>th</sup> Avenue have a pedestrian-activated push button? And will the left turn lanes have a flashing, permissive yellow? Mike will forward these intersection comments to the City of Portland who is making these improvements.

Mike and Chuck agreed to come back to the BPCAC later this summer with an additional update.

#### **8. Preferred Alternative for New Downtown County Courthouse Location**

Mike Pullen briefed the BPCAC on the two alternative locations adopted by the Board of County Commissioners for the new Central County Courthouse. The preferred location of the new courthouse is at the corner of SW 1<sup>st</sup> Avenue and SW Madison, at the western end of the Hawthorne Bridge. Early conceptual designs for this preferred location show the main entrance of the Courthouse would be along SW 1<sup>st</sup> Ave, with the only vehicle entrances on the site being a few times a day for inmate drop off along SW Naito Parkway.

The second alternative location is between SW 1<sup>st</sup> and 2<sup>nd</sup> Avenues, and SW Columbia and Clay Streets (between the KOIN Tower and the Portland Marriott). The biggest issue with this site is that the County does not own this lot (where as the County owns the site at the west end of the Hawthorne Bridge).

BPCAC comments and questions include:

- Should the County move forward with the preferred alternative location, please provide sufficient scaffolding and protection for bicyclists and pedestrians along SW Madison St (eastbound heading onto the Hawthorne Bridge).
- Would there be opportunities for improving other ramps to the Hawthorne Bridge if the preferred alternative location is selected?
- Generally the BPCAC prefers to see the site at the west end of the Hawthorne Bridge as an important site, and would prefer to see the site developed by the County which has an obligation to the public to construct a building that fits within the current environment and serves all users (as opposed to the site being sold to a private developer who would have no obligation to best serve the public good).

- There may be some concern from the public about the preferred alternative location currently being considered as open green space, and that constructing the Central Courthouse here would take away needed green space.

## **9. Project Updates**

Mike had a couple of County bridges related updates for the Committee. Morrison Bridge will need to have the entire deck replaced due to faulty deck installed in 2012. The County is suing the manufacturers of the faulty deck. Stay tuned for additional updates as the trial begins in mid-February. Mike also shared that Willamette River Bridges Draft Capital Improvement Plan (CIP) will be released in early February for public comment. The County will have an online survey for the public to provide comment on the plan.

Andrew shared that the County's Comprehensive Framework Plan Update is underway and that he is representing the BPCAC on the project's Citizen Advisory Committee, as well as the Transportation Subcommittee. Andrew will keep the BPCAC apprised on the progress of the project.

Lastly, Andrew and former BPCAC member Carl Larson recently met with the design team for the James Beard Marketplace to discuss transportation issue at the site (which is located at the west end of the Morrison Bridge). The design team for market place estimates that the marketplace could welcome over 1 million visitors per year which would generate very high amounts of traffic. The team discussed that this increased in number of trips may require improvements at either end of the Morrison Bridge but won't be flushed out for some time. Kate noted that the County's facilities department is planning to brief to the Board of County Commissioners on how the project is advancing this coming March. If there are any public materials available prior to this briefing, Kate can forward them to the BPCAC.

## **Meeting Adjourned**

The meeting was adjourned at 8:40pm.

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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, March 11, 2015 from 6:30-8:30pm

Multnomah Building, Board Room

501 SE Hawthorne Blvd, Portland, Oregon 97214