



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

Meeting Minutes

Wednesday, March 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 Averbeck
Jane Vale

GUESTS: Andy Kutansky

STAFF: Kate McQuillan (Transportation Planner), Jon Henrichsen (Bridges Division Engineering Manager), Adam Soplop (Roads Engineer)

1. Welcome and Introductions

The meeting was called to order at 6:32pm. There was a quorum of members present.

2. Approve February 2015 Meeting Minutes

Susan Dean provided written comments on typos throughout the minutes.

MOTION: Matt Picio moved to approve the February 2015 meeting minutes with edits above; Jim Couch seconded.

APPROVAL: February 2015 meeting minutes approved.

3. Public Comment

As a follow up from last month's meeting, Rory mentioned that additional barrels were placed at the intersection of SE Tacoma St and 6th Ave, east of the Sellwood Bridge replacement project, to better protect cyclists merging and turning left. However Rory was under the impression there would be more barriers and requested the Sellwood staff to observe the intersection for further improvements. Jon Henrichsen from the Bridges Division mentioned that just that morning additional barrels were set out. Jon also mentioned there is some concern from nearby businesses that the additional barrels are blocking business access.

4. Staff Report

Kate shared that the open Transportation Planner position is posted on the County's website, so please forward to anyone that's interested. Also, there are big changes in the near future for the County's engineering management. Kate will share more details when she can.

Kate also read a brief list of updates forwarded from Mike Pullen: (1) Mike forwarded the Committee's comments on the location alternatives for the new downtown courthouse. The Board is anticipated to vote on the final location in April. (2) The County has received a couple complaints from bicyclists heading north on the west side of the Sellwood Bridge who have been delayed by bridge construction. The contractors have set up a temporary bike and pedestrian lane through the area, through Mike warns there are likely to be delays of up to 15 minutes over the next month. (3) The County has not received any recent reports of tacks in the bike lanes of the Hawthorne Bridge. And lastly, (4) Mike has shared the Committee's input on the traffic signal at SE 6th Ave and Tacoma at the east end of the Sellwood Bridge project.

5. Chair Report

Matt will not attend the May, June or July BPCAC meetings as he will be on paternity leave. Matt asked if any BPCAC members would step up to volunteer to chair these three meetings. Andrew volunteered to chair the May meeting; Greg volunteered to chair the June meeting; and Jim volunteered to chair the July meeting. Matt is also brainstorming ways for the Committee to be more proactive about establishing priority projects to track and advocate, as well as to continue improving the communications and follow up with staff.

6. County Bridges 101

Jon Henrichsen, Bridges Division Engineering Manager, provided the BPCAC an overview of the very unique Bridges Division which has been requested from BPCAC members. The County's Bridges Division is entirely separate from the Transportation Division (which includes Roads, Maintenance, and Water Quality divisions) and is solely responsible for the six major Willamette River Bridges that the County maintains and operates. These six bridges are the Sauvie Island Bridge, the Broadway Bridge, the Burnside Bridge, the Morrison Bridge, the Hawthorne Bridge, and the Sellwood Bridge. The County is also responsible for all ramps and structures leading up to the nearest at-grade intersection.

The County's responsibility of the maintenance and operations of the Bridges is established in the Oregon Revised Statutes (ORS 382.305). This unique provision required the City of Portland to surrender its bridges to the County. Although the County maintains and operates all the bridges, the City of Portland still ultimately maintains ownership of the Broadway and

Hawthorne Bridges because the City initially constructed them. Also, to further complicate the bridges, the City of Portland regulates the traffic operations on all of the bridges and are expressly permitted to construct streetcar lines on the bridges (as stated in ORS). The state of Oregon provides dedicated annual funding for all of the state's eight Willamette River Bridges – six of which are the County's bridges.

Jon provided also provided an overview of the Bridges Division's work plan which includes 13 full time maintenance staff who complete nearly 1,700 preventative maintenance tasks per year, as well as seven bridge operators who provide 24/7 hour response for bridge lifts totally nearly 2,700 bridge lifts per year.

The Design and Construction team currently employs 14 staff persons excluding staff on the Sellwood Bridge Project. This team completes bridge inspections, plans rehabilitation and replacement projects, and manages the large capital projects. The currently programmed capital projects include the Sellwood Bridge Replacement (to be completed in fall 2016), repainting the Broadway Bridge (May 2015 – January 2016), the Morrison Bridge Deck Rehab (design through December 2015 with construction February - September 2016), the Broadway Bridge Wall Wheel Replacement (June 2015 – March 2017), and the Burnside Bridge Rehab (May 2015 – September 2018). The major capital projects are scheduled such that no more than two bridges are impacted at any given time.

Question and comments from the Committee include:

- What does it mean when a bridge is deemed "structurally obsolete"? Jon replied that this means if a bridge is structurally obsolete; it does not meet the public need. This could mean it is not seismically sound and is susceptible to severe damage in the case of a natural disaster.
- Do bridge inspections include a seismic analysis? Jon replied, no. A standard bridge inspection is a list of structural criteria.
- How long does a feasibility study take for a bridge rehab or replacement project take? Jon replied that a feasibility study takes one year, and the following NEPA process can take 4-5 years. For example, the Sellwood Bridge project took four years to complete the NEPA process.
- Why was the Burnside Bridge selected as the city's "life line" bridge? While Jon does not know the official answer, he surmised the Burnside Bridge is considered the life line bridge because it does not have significant structures such as ramps, overpasses, or tunnels that would collapse in the case of an emergency. Also, Burnside Street crosses the entire County.
- What is the exact color of the Broadway Bridge? The color is called "Broadway Red". The manufacturer of paint will match the existing original color. Repainting the Broadway Bridge requires removing the original lead paint with full containment so as not to leach lead into the river. The paint job will also include two coats of sturdy paint plus zinc coating to ensure the paint lasts 20 years.

The Committee commented that this presentation was the best and most clear presentation they've received regarding the function of the County's Bridges Division. Jon offered to come back to any future BPCAC meeting with any other questions or topics the Committee may have.

7. Arata Road Design Check-In

Adam Soplop from the Roads Engineering section provided a design and construction update for the Arata Road project. The County just finalized the final design concept with ODOT (through whom the County received funds to complete the project). The only minor change in design is the south side sidewalk width is increased from 5ft to 6ft to better match ODOT's preferred standard width.

Construction for the project is scheduled to begin later this summer, however the bulk of construction will not likely start until spring/summer 2016. The project team recently held an public open house after placing stakes along Arata Road to indicate where ROW lines exist. The open house drew a large crowd of primarily neighbors. Formal right of way acquisition is scheduled to start within the next couple months. Adam mentioned that the majority of the right of way needs will be in the form of temporary construction easements.

Also related to this project is the recently completed Wood Village Boulevard Extension that extends Wood Village Blvd from Arata Road up to NE Halsey Street. The County is planning to install a rectangular rapid flashing beacon on NE Halsey Street near where Wood Village Blvd intersects as NE Halsey Street is a heavily used transit corridor.

Questions and comments from the Committee include:

- The East Multnomah County Bicycle Tourism Initiative is planning a family-friendly Fairview bicycle route that will likely use Arata Road to connect to low traffic streets east of NE 238th Drive and ultimately to McMenamins. A bike hub is also planned for Wood Village that would mimic the new bicycle hub at the head of the Banks-Vernonia Trail.
- What is the role that ODOT plays in this project? Adam clarified that the grant funds received to reconstruct Arata Road is from a state grant thus ODOT has oversight of how the funds are used.
- Will this project be completed by the County? The Wood Village Boulevard extension was completed entirely by County staff, however the Arata Road project will be completed by contractors.

8. Comprehensive Framework Plan and TSP Update

Andrew Holtz briefed the Committee on the Comprehensive Framework Plan and TSP Update. Andrew is one of 16 citizens who serve on the Community Advisory Committee (CAC) and also sits on the Transportation Subcommittee. The last CAC meeting discussed land use issues, particularly how to balance tourism activities with the highly restricted agricultural and forest lands. Andrew recommends that as part of this land use discussion that the impacts of traffic generated from these popular activities be considered. Andrew also recommends incorporating

language into the traffic impact discussion about modes, in particular how incorporating mode split and travel demand management techniques can have less impact than vehicle traffic. The CAC also discussed shuttle bus opportunities when certain land uses anticipate large volumes of traffic in short and/or specific time frames. Lastly, the CAC also discussed the topic of accessory dwelling units (ADUs) in rural areas and how these ADUs increase the traffic generated in an area. Andrew will continue to keep the BPCAC apprised of the latest Comp Plan Update news in a regular-standing agenda items at future meetings.

9. Safe Routes to School Campaign Letter

Kate led the discussion on who and when to send a letter of support for the BTA's "For Every Kid" campaign which is requesting dedicated funding through the region's Metropolitan Transportation Improvement Program (MTIP). Letters from the BPCAC are meant to inform the Board of County Commissioners. The Committee discussed holding on submitting a letter of support for this Campaign until the time comes that a County Commissioner is involved in a decision making process regarding MTIP fund allocation.

10. Project Updates

Andy Kutansky from the Roads Engineering Section shared that the Sandy Blvd improvement project (from NE 230th St to NE 238th Drive) is currently at 30% design and has been sent to ODOT for review. Andy also shared that the Roads team is in the middle of installing three rectangular rapid flashing beacons (RFBs) throughout Troutdale and Fairview.

Andrew shared that the Springwater Trail near Oaks Park will be closed in 2016-2017 for approximately four months because of the City of Portland's Bureau of Environmental Services (BES) is repairing a large pipe and culvert.

Meeting Adjourned

The meeting was adjourned at 8:00pm.

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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, April 8, 2015 from 6:30-8:30pm
Multnomah Building, Board Room
501 SE Hawthorne Blvd, Portland, Oregon 97214