



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

### Meeting Minutes

Wednesday, April 8, 2015  
Multnomah Building, Boardroom

#### MEMBERS PRESENT:

Carolyn Briggs  
Jim Couch  
Andrew Holtz  
Jeff Owen  
Matt Picio  
Susan Watt

#### MEMBERS ABSENT:

Roger Averbeck  
Susan Dean  
Art Graves  
Greg Olson  
Mary-Rain O'Meara  
Rory Renfro  
Jane Vale

GUESTS: Andy Kutansky, Rithy Khut

STAFF: Kate McQuillan (Transportation Planner)

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

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

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

Andrew Holtz provided written comments on typos throughout the minutes.

MOTION: Andrew moved to approve the March 2015 meeting minutes with edits above; Jeff Owen seconded.

APPROVAL: March 2015 meeting minutes approved.

### **3. Public Comment**

Carolyn Briggs shared interesting findings from a recent conference held at Oregon State University's Driving and Bicycling Research Laboratory. The Lab has a virtual simulation of the

roadway to better understand right hooks of bicyclists. Also, the lab is studying the safety (or lack thereof) of allowing permissive left turns at intersections (i.e., flashing yellow arrow) for pedestrians attempting to cross. Some recent policy recommendations coming out of climate reduction work encourages jurisdictions to consider allowing permissive left turns to reduce queuing and idling time. However, there may be serious pedestrian concerns which the OSU Lab is looking at.

Andrew noted that the temporary barrels placed in SE Tacoma Street and SE 7<sup>th</sup> Avenue intersection to provide a little more buffer for eastbound cyclists to turn left at SE 7<sup>th</sup> Ave is working well. While some BPCAC members were initially unsure if the barrels would provide adequate buffer, the traffic seems to be slow enough that the scenario works well.

Jim Couch mentioned that ODOT and PBOT are planning to install a new left turn signal on NE Sandy Blvd at NE 105<sup>th</sup> Avenue. If you have any comments or suggestions for this project, you can contact ODOT or PBOT.

Jeff Owen shared that the Tillikum Crossing will be open on August 9<sup>th</sup> 2015 to participants in the Bridge Pedal. TriMet will also keep the Bridge open in the afternoon after Bridge Pedal for those who are interested in checking out the new bridge.

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

Kate shared a few brief updates: First the County's planning and transportation divisions will undergo changes this year. Second, Kate has been working with Commissioner Smith's and Commissioner McKeel's offices to put together a proclamation for the Board of County Commissioners to declare May 2015 as "Creating Safe and Healthy Streets Month" in Multnomah County. And third, new member applications will be accepted starting April 15<sup>th</sup> through May 15<sup>th</sup> 2015. Carolyn volunteered to help review and score applications.

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

Matt will miss the next three meetings because he and his wife are expecting the birth of their first baby soon. Matt also mentioned that with a full Committee starting in July, he wants to continue growing and focusing the priorities of the BPCAC.

#### **6. Willamette River Bridges CIP**

Unfortunately, staff from the Bridges Divisions were unable to attend the April BPCAC meeting. Kate shared that the full Capital Improvement Plan and Program Update (which includes the Willamette River Bridges) is tentatively scheduled to go before the Board of County Commissioners (BOCC) in late May 2015. Both Kate and Matt acknowledged how important it is for the Committee to review and discuss the Willamette River Bridges CIP before the BOCC meeting.

Kate shared with the BPCAC that the Willamette River Bridges CIP staff have added two new projects to the draft CIP after receiving substantial input from the community regarding bicycle and pedestrian improvements. The first project is a "Bicycle / Pedestrian Feasibility Study" for the Broadway, Burnside, Hawthorne, and Morrison Bridges with a project timeline of 2020-

2024. The second project is the “Design and Construction Phase of the Bicycle / Pedestrian Feasibility Study” with a project timeline of 2025 – 2029.

BPCAC were appreciative that the project staff incorporated the two new projects into the CIP, however the BPCAC urged project staff to move up the project timelines. Specially, the Committee asked the feasibility study be moved up to 2015-2019, and the design and construction of the feasibility study be moved up to 2020-2024. Committee members noted that both the newly replaced Sellwood Bridge and the Tillikum Crossing are scheduled to open with the next year or two in which agencies should expect to see increased numbers of bicyclists crossing the Willamette River. Committee members also expressed the need to have clear, long-range visions for the Willamette River Bridges, especially the Hawthorne Bridge.

STAFF FOLLOW-UP: Following this meeting, Kate will communicate to the Willamette River Bridges CIP project team the BPCAC’s recommendations to move up the new bicycle and pedestrian projects. Kate will also ensure a member of the project team is able to attend the May 2015 BPCAC meeting. Matt and Jim will work together to write a draft letter to have “in the back pocket” for the May 2015 BPCAC meeting.

## **7. Oregon Active Transportation Summit Debrief**

Susan Watt and Jeff Owen shared their experience of attending this year’s Oregon Active Transportation Summit held in downtown Portland in early April. Susan learned quite a bit from PBOT’s Director’s comments regarding VisionZero. She enjoyed a session called “Lessons from the Green Lane” which demonstrated through a study that bicyclists are likely to leave previous, known routes in favor of new routes if there is a separated and protected bike lane. Susan mentioned that the FHWA will be releasing a report on this study soon.

Jeff noted there was a big focus on this year’s speaker on the topic of equity, though he’s not sure if the talks helped to advanced the Portland region’s discussions about the subject or not. Jeff also noted the VisionZero topic and particularly enjoyed the speaker from New York City. He mentioned an interesting conversation that occurred during the VisionZero session about whether or not zero deaths is an attainable goal, and if its not then why are agencies moving toward this direction.

## **8. Cornelius Pass Road Project Update**

Prompted by an email sent to the Cornelius Pass Road Safety Project’s Community Advisory Committee (CAC) sent in February, Kate provided an update to the BPCAC on the status of the project. ODOT recently agreed to provide \$750,000 for design for several recommendations that came out of the project. However, the much-discussed improvements for the intersection of NW Skyline Blvd and NW Cornelius Pass Road are not included in the final project recommendations.

Project staff briefed Kate prior to the BPCAC meeting on why the intersection improvements at Skyline / Cornelius Pass Road are not included in the final project recommendations. The project was initially proposed to address perceived safety concerns as shown in crash data the

County received in 2009. At the time, several community members disagreed with the data and requested the County complete a second analysis of the data. Upon closer inspection, the data provided to the County was geocoded in such a way that incorrectly showed several crashes at the intersection of Skyline / Cornelius Pass Road when in reality they were more evenly dispersed throughout the whole corridor. Upon fixing the crash data, the analysis showed there was not a large enough safety concern at the intersection to warrant a rebuild of the intersection.

The project staff noted that eventually, given traffic projections for the area, the intersection will experience a capacity issue that will need to be addressed. However at this time, there is no evidence to show an intersection improvement is needed. The County understands this is a frustrating scenario for the community who went through the long process to vet various alternatives to improve the intersection.

## **9. Comprehensive Plan & TSP Update**

Andrew Holtz serves on the Multnomah County Comprehensive Framework Plan and Transportation System Plan (TSP) update's Citizen Advisory Committee (CAC). The CAC has not yet discussed transportation topics at the CAC, however the first Transportation Subcommittee meeting is scheduled for June 24, 2015.

Recently the CAC has been discussing land use issues that may have implications for the County's rural transportation system including revisiting the accessory dwelling code (which would increase the number of vehicle trips in an area) and also agri-tourism which is a high-traffic generator. So far, Andrew anticipates that as the topic of agri-tourism continues, the CAC will push for flexibility amongst the various rural Multnomah County communities to have specific standards adopted for their subarea- so for example, the Sauvie Island community's approach to address traffic generation with agri-tourism may be different than that of the Corbett community.

## **10. Project Updates**

Andrew provided a quick update on the James Beard Market Place project which is proposed at the western end of the Morrison Bridge. Multnomah County Facilities Department briefed the BOCC on March 12<sup>th</sup> on the project at a very high-level conceptual level. In watching the archived meeting video, Andrew noted that the County Commissioners wanted more information on the status of the bridge ramps and how they will be address with this project. The project team mentioned there is interest from the public and stakeholders to improve the ramps for pedestrian improvements; however there was no mention of bicycle access. The project team noted in the briefing that they will be meeting soon with the Central Eastside Industrial District to discuss freight movement in the area.

STAFF FOLLOW-UP: Kate will reconnect with Facilities staff to schedule a time when project staff can brief the BPCAC on conceptual level designs. Especially now with Brian Vincent no longer the County Engineer who was the main contact with the project, Kate needs to establish how the Committee can receive regular updates on the James Beard Market Place.

**Meeting Adjourned**

The meeting was adjourned at 8:35pm.

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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, May 13, 2015 from 6:30-8:30pm

Multnomah Building, Board Room

501 SE Hawthorne Blvd, Portland, Oregon 97214