



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

Meeting Minutes

Wednesday, July 8, 2015
Multnomah Building, Boardroom

MEMBERS PRESENT:

Laura Becker (A)
Martha Berndt
Carolyn Briggs
Jim Couch
Susan Dean
Michael Dehner
Ryan Farncomb
Jessica Ghiglieri (A)
Art Graves
Andrew Holtz
Mark Mollenkopf (A)
Greg Olson
Tyson Poskochil
Rory Renfro
John Russell (A)
Chad Tucker (A)
Susan Watt

MEMBERS ABSENT:

Matt Picio
Talia Jacobson

GUESTS: Rithy Khut (Portland BAC liaison)

STAFF: Kate McQuillan (Transportation Planner), Joanna Valencia (Senior Transportation Planner)

1. Welcome and Introductions

The meeting was called to order at 6:35pm. There was not a quorum of members present.

2. Approve May and June 2015 Meeting Minutes

Susan Dean provided written edits to both the May and June 2015 meeting minutes that were primarily correcting typos.

MOTION: Andrew Holtz moved to approve the May 2015 meeting minutes with the corrected typos. Susan Watt seconded the motion.

APPROVAL: May 2015 meeting minutes were approved with one abstention (Jim Couch).

MOTION: Susan Dean moved to approve the June 2015 meeting minutes with the corrected typos. Greg Olson seconded the motion.

APPROVAL: June 2015 meeting minutes were approved with one abstention (Andrew Holtz).

3. Public Comment

Greg Olson provided an update on his efforts to correct the mile post signage along the Springwater Corridor. In particular, there are three different markers for "19.5 Miles" signage at all different locations.

Rithy Khut shared that the Portland Bicycle Advisory Committee (PBAC) will be talking about regional coordination for upcoming funding opportunities at its upcoming meetings. He offered to forward any interested names to Roger at the City of Portland to be on the agenda email distribution list.

Chad Tucker brought up the James Beard Marketplace project being in the news recently and asked if the Committee will have an opportunity to learn more about the project. Kate replied that both she and Andrew have been tracking the project closely. The County's primary contact with the project is within the Facilities department, so Kate will continue to coordinate with the project team to bring updates to the BPCAC.

Laura Becker asked that the BPCAC discuss VisionZero at a future meeting. She also inquired as to what it would take to get the Board of County Commissioners to adopt a policy in support of VisionZero.

4. Staff Report

Kate announced that the August 12th meeting for the BPCAC will be the Committee's annual tour. This year, the Committee will tour the Broadway Bridge to talk about the current capital project of repainting the bridge (and possibly any construction detour issues). The Committee will also hear more about the major capital project that scored highly in the Willamette River Bridges CIP, to replace the Rall Wheel of the Broadway Bridge. The BPCAC will meet at 6:30pm at the Streetcar stop at the east end of the Bridge (NE Broadway/Ross).

Kate also shared a very brief update of the Sellwood Bridge, referring to a Board Briefing that was presented to County Commissioners in early July. The bridge is considered to be 80% completed, and the main span of the bridge is still expected to open to traffic by early 2016.

Lastly, Kate shared the exciting news that Metro will begin the Sandy River to Springwater Trail Master Plan later this year. This trail concept originated with the East Metro Connections

Plan (adopted in 2012), and was the focus on the University of Oregon's Sustainable Cities Initiative to develop initial alignment concepts.

5. Chair Report

Jim Couch filled in for Matt Picio as chair of this meeting.

6. Draft Sauvie Island and Multnomah Channel Rural Area Transportation System Plan (TSP)

Joanna Valencia, Senior Transportation Planner, provided an overview of the Draft Sauvie Island and Multnomah Channel Rural Area Transportation System Plan (TSP). The Draft TSP is scheduled to be heard at the County's Planning Commission in early August. The related land use plan, the Rural Area Plan, was recommended by the Planning Commission to the Board of County Commissioners (BOCC) for approval. Both plans are tentatively scheduled to go before the BOCC early this fall.

Joanna highlighted the three key transportation policy areas that shape the plan: (1) reducing conflicts between different modes, (2) increasing safety for all system users, and (3) managing travel demand. A major focus of the plans recommendations and possible tools focus on transportation demand management (TDM), ranging from ideas such as real time parking information, partnering with Oregon Department of Fish and Wildlife (ODFW) for parking management programs, encouraging carpooling, and shuttle services with off-island parking. There was an additional focus on context-sensitive design solutions for improvements made to County roads.

Questions and comments from the BPCAC include:

- How much time does the BOCC have to hear about these projects? Joanna replied the BOCC will have a formal hearing in early August in which they will hear public comments. Commissioners' staff have also been involved in the projects since the beginning.
- Do projects like this go before the BOCC with a formal recommendation from the BPCAC? Yes, they can.
- Who are those on Sauvie Island who oppose cycling? A member who is a resident of the Island mentioned a few groups who oppose increasing recreational cycling on the island, including those from the formal neighborhood group, farmers who fear the conflicts between cyclists and agricultural equipment. Generally, local businesses and residents have concerns about lack of enforcement, whether its cycling related, or speeding, drunk driving, etc.
- Is the BOCC interested in utilizing County funds for the "softer" educational or TDM projects? That conversation hasn't happened yet.
- Are the ROW boundaries the same as the edge of farmers' crop fields on the Island? Generally the ROW on Sauvie Island is very narrow though we cannot recommend using the edges of farm fields as a "wide shoulder".

- Were context sensitive design concepts like bicycle pull-outs on narrow roads considered? Yes, the County is definitely interested in looking at these design options to implement.
- Several BPCAC members reiterated the need for increased way finding signage and signage to points to the existing amenities on the Island – specifically, there are three restroom facilities located on the island that much of the public does not know about.
- Has there been any involvement from Columbia County? Yes. Columbia County is currently updating their TSP. Most of the land on Sauvie Island located within Columbia County is either farm land or owned by ODFW. The two Counties and ODFW are considering ways to increase the price of parking permits for the beaches as a TDM strategy.
- Were local businesses approached in this planning process, and did they seem willing to participate in the implementation of the plan? Local businesses were at the table, however they didn't explicitly engage in the solutions. The County and the local communities will have continued conversations as the implementation of the plan continues.

Joanna mentioned that staff had a very difficult time finding case studies across the US that compare to Sauvie Island for inspiration. If anyone has suggestions on places to look as a case study that experience similar traffic demand with a constrained geography, please let Kate or Joanna know.

STAFF FOLLOW-UP: Kate will email out a link to the project website which includes the Draft TSP document.

7. Rural TSP and Comprehensive Plan Update

Joanna also provided an update on the Multnomah County Comprehensive Plan Update including the Transportation System Plan for all the rural areas. The Transportation Subcommittee held its first meeting on June 15th on which Andrew and Martha attended. The Subcommittee discussed policy areas that were brought up as priorities in the series of public open houses held in the County's rural areas last fall. The upcoming Transportation Subcommittee meeting which will be held on July 13th will refine policy language staff developed in response to the priorities heard from the public.

Andrew, who serves on both the Community Advisory Committee (CAC) and the Transportation Subcommittee noted that his two priorities after discussing the transportation priority topics were safety and retaining rural character. In particular, speed is the #1 safety issue on the County's rural roads. Andrew also noted the increased pressure of commuter traffic using rural roads in the West Hills to get to Washington County.

Questions and comments from the BPCAC include:

- Remove entirely the suggested policy that came from the Sauvie Island and Multnomah Channel Rural Area Plan about discouraging recreational cycling. The policy is

discriminatory. The County has a responsibility to plan for the safety of all the roads' legal users which includes recreational cyclists.

- Furthermore, the BPCAC felt overwhelmingly that the County should encourage recreational cycling throughout most of the County.
- Use more explicit language about reducing traffic speeds when discussing improving safety on the County's rural roadways.
- Is there a possibility to use traffic diverters in rural areas that would allow local traffic access but not allow through-traffic?
- Consider designating routes through the West Hills to be the active transportation route which would emphasize traffic calming, slower speeds, and local traffic. NW Springville Rd was suggested as this route as it's not a through route and is on the Westside Trail Master Plan alignment. NW Old Germantown Road was suggested as an example of a slower, local road.
- Consider using pervious surfaces for paving of shoulders and/or multi-use paths.
- Consider ways to work with private partners in Washington County such as Nike or Intel who's employees may be using the County's rural roads to commute.
- The Committee strongly emphasized the education and encouragement programs. The BPCAC suggested the County implement venues where residents and cycling groups can continue to meet and have open conversations about sharing the roads.
- Generalize the policy about adding rest stops in Springdale/Corbett to include the whole County. Examples of fire stations in California that all have running water for the public's use. Are there opportunities to partner with Oregon State Parks or private businesses like the Skyline Tavern to provide these facilities and amenities to cyclists?

8. New BPCAC Member Introductions

Kate welcomed the new members and alternates to the BPCAC, highlighting some documents the new members should come familiar with. Kate also noted that later this fall, there will likely be a separate "new member orientation" outside of the regular BPCAC meetings to go over the County's unique road jurisdiction, public meeting laws, pertinent ethics laws and other relevant info. Kate hopes that BPCAC members know how valued they are in the County process, and that she is a resource to all the members whether it's a simple question or tracking complex projects.

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, August 12, 2015 from 6:30-8:30pm **This meeting will be the Committee's Annual Tour. Details TBD.