



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

Meeting Minutes

Wednesday, December 9, 2015

Board Room, Multnomah Building, 501 SE Hawthorne Blvd

MEMBERS PRESENT:

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

MEMBERS ABSENT:

Carolyn Briggs
Talia Jacobson

STAFF: Kate McQuillan (Transportation Planner), Megan Neill (Bridges Operations Manager), Jon Henrichsen (Bridges Division Manager)

GUESTS: Rithy Khut

1. Welcome and Introductions

The meeting was called to order at 6:30pm. There was a quorum of members present.

2. Approve November 2015 Meeting Minutes

There were no edits or comments to the draft November 2015 meeting minutes.

MOTION: Michael Dehner moved to approve the November 2015 meeting minutes. Greg Olson seconded the motion.

APPROVAL: November 2015 meeting minutes were approved with one abstention (Susan Dean).

3. Public Comment

Susan Dean shared that tonight's meeting will be her last as she is resigning from the BPCAC.

Martha Berndt had a question about the Comprehensive Plan and Transportation System Plan (TSP) update agenda topic during the November 2015 meeting she was unable to attend. Martha wanted to better understand the suggestions the Committee made to Sauvie Island routes on the Bike Map. Martha agreed to wait until later in the meeting to discuss the topic further.

Andrew Holtz asked staff about this previous suggestion to add a "No Right Turn on Red" restriction to the new intersection at the west end of the Sellwood Bridge and Highway 43. Jon Henrichsen replied that the change was implemented within the last few days.

4. Staff Report

Kate McQuillan had three items from the November 2015 meeting to follow up on, all regarding the Sellwood Bridge update. During the last meeting, Committee members asked if there would be any protection or striping along the new regional trail that will be at the west end of the Sellwood Bridge. Kate shared that there will be some low fencing west (downhill) of the regional path. The request for additional lighting for the trail will be a future question for Portland Parks and Recreation who will assume ownership and maintenance of the path after the completion of the Sellwood Bridge project.

Second, the Committee requests the Sellwood project staff consider a pedestrian scramble at the new west end intersection of the bridge and Highway 43. Staff looked into it, however since the intersection is literally a highway interchange due to the presence of Highway 43, a pedestrian scramble is not a feasible option.

Lastly, the committee had questions regarding how bicyclists and pedestrians will be detected at the new Tacoma St and 6th Avenue intersection at the east end of the Sellwood Bridge. Pedestrians will have to activate the signal with a push button. The signal does not yet have an auditory mode but the equipment is capable of such. There is bicyclists detection with standard loops eastbound on Tacoma, and both north- and southbound on 6th Ave within the bike lane, the multi-use path and the bike boxes. The signals also include modern controllers that can be programmed for special events with adequate notice and coordination.

5. Chair Report

Chad Tucker shared a recent program at the Portland Bureau of Transportation he learned about called the Community Initiated Trails Program. This program allows citizens to construct trails within undeveloped rights of way. Chad also shared that he recently attended a Tigard City Council meeting where they announced the City make seek an \$80 million bond to fill up

to 34 miles of sidewalks gaps. And lastly, speaking of pedestrian scrambles, Chad encouraged everyone to check out the newly installed pedestrian scramble at W Burnside and 11th Ave.

6. Upcoming Burnside Bridge Projects

Megan Neill, the new Bridge Services Manager for Multnomah County, provided a broad overview of the various upcoming projects for the Burnside Bridge. The Willamette River Bridges CIP was adopted this past summer 2015 with a focus on needs to improve the seismic resiliency of bridges. None of the Willamette River Bridges are expected to survive a 9.0 or greater earthquake. Through a planning effort with Metro, the Burnside Bridge was deemed a regional life line for the Portland region and thus has become the priority bridge for the County's bridge shop for the next several years.

Given the priority of improving the Burnside Bridge to withstand a significant seismic event, the County will undergo the Burnside Bridge Feasibility Study during 2016-2018 to come up with several alternatives for the Burnside Bridge's future which could include a complete rehabilitation, or a complete replacement. Following this study, the County will begin the mandated four-year NEPA (National Environmental Protection Act) process to study the alternatives and propose mitigation measures to ultimately choose a preferred alternative. The County's hope is to have the new and improved Burnside Bridge in operation by 2030.

In the meantime, before and during the Feasibility Study, the County is also completing a Burnside Bridge Maintenance Project. This project kicked off in mid-2015 and will include roughly \$25 million worth of maintenance projects to extend the life of the bridge for the next 15 to 20 years until the County is able to complete the full rehabilitation or replacement. The Maintenance Project would not include any seismic improvements and would only focus on extending the life of the bridge.

The County expects the Maintenance Project to go to bid for construction in October 2016, with construction of the improvements beginning early 2017. The improvements will likely fall within three categories: surface, structural, or mechanical.

Questions and comments from the BPCAC include:

- How much will the complete rehabilitation or replacement of the Burnside Bridge cost? The County expects the rehab/replacement of the Burnside Bridge will cost approximately \$515 million in 2015 dollars.
- Will the new federal transportation bill provide more funds or more stability of funds for bridge projects? It is too early to tell, since the new federal bill was just passed in early December. The County is waiting on the Oregon Department of Transportation (ODOT) to provide updates on funds since they act as the local administrators of federal transportation funds.
- What is the role of the City of Portland in these projects? The City is the road authority for the traffic over the County-owned bridge structure. Any work done to the Willamette River Bridges including the Burnside Bridge will be done in partnership with the City of Portland.

- How does this fit with the BetterBurnside project that BetterBlocks PDX is collaborating with PSU on? The City of Portland is the lead contact for the BetterBurnside project. Multnomah County will support any plans that the City would like to move forward with as a result of the BetterBurnside project.

County Bridges staff asked the BPCAC how they would like to be informed as the Burnside Bridge projects progress. County Bridges staff proposed establishing a new subcommittee to advocate for bicycle and pedestrian issues that will be made up of representatives from the BPCAC as well as the City of Portland's modal advisory committees and the Bicycle Transportation Alliance (BTA). This subcommittee will provide input on technical design plans and traffic control plans. Bridges staff will also commit to attending BPCAC meetings to update the full BPCAC at major project milestones.

One BPCAC member suggested inviting someone from the Oregon and Washington Safe Street group who represent friends and family members who were injured or died in traffic-related incidents. Kate suggested that any BPCAC members who are interested in serving on a new subcommittee for Bridges projects to email herself, as well as Chad and Jim. If there is overwhelming interest, then Kate, the Chair and Vice Chair will establish some process to determine who from the BPCAC will represent the committee on the new subcommittee.

7. Early Visioning for Bicycle / Pedestrian Feasibility Study

Jon Henrichsen, Bridges Manager for Multnomah County, provided a brief update on the Willamette River Bridges Bicycle and Pedestrian Feasibility Study that will include the Broadway, Burnside, Hawthorne, and Morrison Bridges. This project was added as a top priority project in the Willamette River Bridges CIP after substantial input from both the BPCAC and the active transportation community at large. The CIP has identified this study to be completed in 2015-2019. As such, County staff have begun to meet internally to flush out funding sources and possible scope details.

Jon shared that the County staff projects the Bicycle and Pedestrian Feasibility Study to cost around \$500-750k to complete. The County will likely seek funding from the statewide Transportation Growth Management (TGM) grant program, as well as ask the County Board of Commissioners for one-time funding to supplement the grant funds. To further leverage these two opportunities, County staff is asking the BPCAC to endorse using \$100,000 from the County's Bike/Ped Fund. Using these funds could buy good will when asking for additional one-time funding from the County Board of Commissioners, and would provide an even larger match for the TGM grant opportunity.

BCPAC members had several questions regarding the Bike/Ped Fund. Specifically, how much is currently in the Bike/Ped Fund? Kate estimates anywhere from \$400-500k is in the Bike/Ped Fund depending on whether or not funds were used to supplement the Arata Road project which the BPCAC endorsed a couple years ago. Kate also clarified that the fund receives \$75,000 per year. The BPCAC provided direction a couple years ago that the preference for these funds is to allow the funds to grow so that it could be used to provide extra match for

future major transportation funding opportunities, provided that these projects include bicycle and pedestrian components beyond the County's basic design standards.

Additional comments and questions from the Committee include:

- What capital projects will be included in this project? None. This project is simply the feasibility study that will identify and prioritize projects. The projects will be implemented in the 2020-2024 timeframe, according to the CIP.
- How will this project benefit bicyclists and pedestrians? The County has never before taken a big-picture, network-wide look at how bicyclists and pedestrians use the County's Willamette River Bridges. The study would work with the City of Portland to also consider the street network connections from the bridges. The study would be the opportunity to study innovative projects the community would like to see.
- Some BPCAC members are concerned that the total project cost of \$500-750k is too much for a study, and that the \$100,000 ask from the Bike/Ped fund is too much.
- What is the timeline for this project? Staff plan to apply for grant funding in late spring 2016, and would be seeking additional funds by summer 2016.
- BPCAC members strongly encouraged County staff to get early and regular feedback from other users groups including the freight community. It would also be crucial to include transit and transit stop location early into the planning effort.
- Generally, BPCAC members are hesitant to make decisions regarding the Bike/Ped Fund without further information on the fund itself as well as a draft scope from County staff.

Staff Follow-Up: Kate will prepare detailed information on the Bike/Ped Fund to share with the Committee prior to the January 2016 meeting. Kate will also add this as a voting agenda topic for the January 2016 meeting.

8. Multnomah County Comprehensive Plan and Transportation System Plan Update

The BPCAC resumed the discussion from Martha's public comment regarding the Committee's suggestions to the TSP Update's draft Bike Map and Project List. At the BPCAC's November 2015 meeting, the Committee suggested designating NW Reeder Road (north of Gillihan Road) as a "Proposed Bikeway" on the Bike Map. Some members recalled the discussion in November to upgrade the bike route designation on NW Reeder Road because of the high traffic travelling to the beaches. Martha suggested that perhaps NW Reeder Road should be a "Proposed Shared Bikeway" for this reason, but not a "Proposed Bikeway". The County-owned segment of NW Reeder Road is also so short that "Proposed Bikeway" designation (and thus an associated project for improving this segment) would not be very beneficial. The rest of the BPCAC agreed.

Andrew encouraged BPCAC members to review the Comp Plan Update's Transportation Subcommittee meeting materials online and submit any written public comment they'd like. In particular, the BPCAC has not yet reviewed the proposed policies on health and equity that the Transportation Subcommittee will be discussing and voting on at their December 14th meeting.

Additionally, the full project Citizen Advisory Committee will be reviewing and voting on these policies in early January, before the BPCAC's next meeting.

Meeting Adjourned

The meeting was adjourned at 8:32pm.

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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, January 13, 2016 from 6:30-8:30pm, at the Multnomah Building.