



Transportation Planning and Development Program  
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## Multnomah County Bicycle and Pedestrian Citizen Advisory Committee

### Meeting Minutes

Wednesday, October 12, 2016

Board Room, Multnomah Building, 501 SE Hawthorne Blvd

#### MEMBERS PRESENT:

Matthew Barney  
Martha Berndt  
Carolyn Briggs  
Jim Couch  
Michael Dehner  
Ryan Farncomb  
Jeff Grover  
Joel Huffman  
Tyson Poskochil  
Gary Purvine  
Michael Rubenstein  
Susan Watt

#### MEMBERS ABSENT:

Art Graves  
Andrew Holtz  
Talia Jacobson  
Greg Olson  
Rory Renfro

STAFF: Kate McQuillan (Transportation Planner), Carrie Warren (Senior Engineer)

Guest: Rithy Khut

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

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

#### **2. Approve August 2016 Meeting Minutes**

There were no comments or suggested edits to the draft August 2016 meeting minutes.

MOTION: Joel Huffman moved to approve the July 2016 meeting minutes. Susan Watt seconded the motion.

APPROVAL: August 2016 meeting minutes were approved.

### **3. Public Comment**

There was no public comment.

### **4. Staff Report**

The BPCAC's Chair, Chad, resigned from the Committee this past month to focus on starting graduate school. The Committee and staff appreciates his leadership over the last year. Kate will solicit interest in elections for a new Chair at the November 2016 BPCAC meeting.

Kate provided a brief funding update. The County submitted a regional MTIP (Metropolitan Transportation Improvement Program) grant application to improve NE Sandy Blvd between NE 207th Avenue and 223rd Avenue in the city of Fairview. Meeting materials from the October TPAC (Transportation Policy Alternatives Committee) meeting showed the County's proposal as ranking #17 out of 27 submitted projects. County staff are not optimistic the project will be funded. Also, at the end of September, County staff submitted a proposal for the RTO (Regional Transportation Options) program to fund a two-year Safe Routes to School program in partnership with the City of Gresham. The proposal includes a full time staff person for two years, as well as funds for closed-streets demonstration projects within the City of Gresham. The County's proposal is the only proposal from the East Multnomah County jurisdictions, thus staff feel confident the proposal will receive at least partial funding.

Lastly, the Land Use division and the Transportation division at the County are partnering to create the Wildlife Advisory Committee as identified as a public priority through the recently adopted Comprehensive Framework Plan and Transportation System Plan (TSP) update.

### **5. Chair Report**

There was no staff report.

### **6. Cornelius Pass Road Safety Improvements**

Carrie Warren, Senior Engineer and Project Manager, provided an update to the BPCAC on the Cornelius Pass Road Safety Improvement Project. The Alternatives Analysis for these improvements took place in 2013-14 with input from a community stakeholder group (many BPCAC members are familiar with this Committee). Currently the County is in the later design phase, working with the Oregon Department of Transportation (ODOT) for final improvement designs. At this time, construction is expected to begin Summer 2017.

Overall improvements to the Cornelius Pass Road corridor include updating all signage to the current standards, updating nearly 80% of the curb rails along the corridor to current standard, adding six to eight vehicle pull outs for emergency or enforcement vehicles, clearing vegetation in the clear zones, and improving existing pavement drop-offs.

Location specific improvements include:

- Realignment of the 8<sup>th</sup> Avenue curves which includes replacing a large box culvert

- Repainting stripes in the “S” curves to accommodate the existing truck movements, minor shoulder widening, and adding flashing warning signs for curves ahead.
- Possible minor shoulder widening to the outside curve and replacing guard rails at Boyd’s lower driveway which is also a landslide area.
- Shoulder widening, guard rail upgrades and vegetation removal at the curves south of Plainview Road.
- Vehicle activated signs that read “Stopped vehicle ahead” (or similar), as well as vegetation removal for improved sight distance, at the intersection of NW Kaiser Road.

Questions and comments from the BPCAC include:

- Whatever happened to the Westside Bypass concept? Would improving Cornelius Pass add to the increasing congestion in the West Hills?
- Are jake brakes prohibited on NW Cornelius Pass Road? – Currently there is one sign on NW Cornelius Pass Road prohibiting exhaust breaks.
- Could signs reading “Caution: Stopped vehicles ahead” be placed near the pull outs if school buses will be using them? Not likely because the location of school bus stop locations changes year to year.
- Would it be safer to have narrower roads (ie., not widening shoulders) if school buses are picking up and dropping of students on NW Cornelius Pass Road? Not necessarily. The minor shoulder widening planned will improve the sight distance for motor vehicles to better see students who may be waiting or just dropped off.
- Several BPCAC members want to see improvements to the intersection of NW Cornelius Pass Road and Skyline Blvd. There is a general sense of frustration that there are no longer funds associated with this project to address the many concerns of this intersection that the community has long advocated for.

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**Meeting minutes written and submitted by:**

Kate McQuillan

**The next BPCAC meeting is scheduled for:** Wednesday, November 9, 2016 from 6:30-8:30pm, at the Multnomah Building.