



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

### Meeting Minutes

Wednesday, January 18, 2017

Room 315, Multnomah Building, 501 SE Hawthorne Blvd

#### MEMBERS PRESENT:

Michael Dehner  
Ryan Farncomb  
Art Graves  
Joel Huffman  
Talia Jacobson  
Greg Olson  
Rory Renfro

#### MEMBERS ABSENT:

Matthew Barney  
Martha Berndt  
Carolyn Briggs  
Jim Couch  
Jeff Grover  
Andrew Holtz  
Gary Purvine  
Michael Rubenstein  
Susan Watt

STAFF: Kate McQuillan (Transportation Planner), Joanna Valencia (Transportation Planning and Development Manager), JD Deschamps (Facilities), Megan Neill (Bridge Engineering Services Manager), and Mike Pullen (Communications)

Guest: Phil Healy (Port of Portland), Roger Gellar (City of Portland), Bjorn Clouten (SRG), Matt Sedor (SRG), and Justin Patterson (Hoffman Construction)

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

The meeting was called to order at 6:05pm. There was a quorum of members present.

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

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

MOTION: Joel Huffman moved to approve the October 2016 meeting minutes. Rory Renfro seconded the motion.

APPROVAL: October 2016 meeting minutes were approved.

### **3. Public Comment**

There was no public comment.

### **4. Staff Report**

Kate McQuillan thanked the Committee for responding to the numerous meeting updates due to winter weather and protests causing meeting cancellations for several months. The County was successful in winning two grant awards: A Transportation Growth Management (TGM) grant from the state of Oregon (ODOT) to complement work the state and the US Forest Service are doing for congestion management in the Columbia River Gorge. The second grant is a Regional Transportation Options (RTO) grant from Metro to fund a two-year East County Safe Routes to School Program which will include a full time staff position for two years and pilot open streets demonstration projects.

Kate also shared a letter from County Chair Deborah Kafoury thanking the Committee members for their work and service as the Committee celebrates its 20<sup>th</sup> anniversary.

Joanna Valencia added that construction season is coming up. The County will begin construction on the SE Stark Street culvert replacement near Mount Hood Community College in Troutdale, a portion of NE Sandy Blvd between NE 238<sup>th</sup> Drive and 230<sup>th</sup> Avenue, Arata Road, and the initial work for NE 238<sup>th</sup> Drive.

### **5. Chair Report**

Greg Olson filled in as temporary Chair to facilitate tonight's meeting.

### **6. Nominations and Elections for Chair**

Due to several Committee members unable to attend this meeting, the Committee agreed to postpone the nominations and elections for Chair until the February 2017 meeting. Kate will send out an email to the whole Committee with further information about the role of Chair and to solicit participation.

### **7. Transportation System Plan (TSP) Implementation**

Joanna provided a brief overview of the Transportation System Plan (TSP) update which was adopted in August 2016 since many Committee members are new. Policies in the new TSP reflect community concerns from the last many years including increased congestion in the West Hills and safety throughout the rural road system. However the newly adopted TSP prioritizes new policy areas such as health, equity, and focusing on transportation demand management (TDM) strategies. Particularly in the geographically constrained area of Sauvie Island, TDM strategies can be a very valuable and effective tool to help manage the increasing traffic and safety concerns related to popular recreational beaches and farmstand businesses.

Joanna highlighted the project maps (Maps 11A and 11B) and the associated project list in the TSP. With significant input from the community (including the BPCAC), the project lists are prioritized high-medium-low which reflect anticipated timeframes for which projects will be implemented.

The project list is large. Selecting projects for implementation will rely heavily on when funding becomes available. The County is seeking feedback from the BPCAC now – and will continually receive feedback in the months ahead – on the Committee's priorities for implementing the large TSP project list. As some advocates know, transportation funding in the region and state is overwhelmingly earmarked for urban roads. The County receives roughly \$300,000 per year for rural road improvements – total – which is very little money. The County anticipates beginning the difficult discussion of raising local revenue as well as working with state and federal partners who may be working on legislative packages related to transportation funding.

As for next steps, the Transportation Planning team will be completing a robust update to the County's Capital Improvement Plan and Program (CIPP) this year. Currently the project list in the CIPP only covers approximately 30 miles of the County's 277 road miles. Projects and priorities in the TSP will be folded into the CIPP.

Comments and suggestions from BPCAC members include:

- Can any of the projects in the TSP be folded into the proposed Oregon state legislative package? Yes, we hope so!
- The County should consider working with the private for-hire companies such as Uber and Lyft as part of TDM strategies on Sauvie Island where drunk driving has been named a big concern.

## **8. 40-Mile Loop Trail Extension**

Phil Healy, Senior Transportation Planner from the Port of Portland, shared about the Port's upcoming project to design three gaps of the 40-Mile Loop Trail in the City of Troutdale: The Fairview Gap, the Harlow Gap, and the Jordan Road gap. The Port's project will construct two of these gaps. The Port has finalized the grant agreements as of last fall and is currently in the process of soliciting RFP's for firms who will design the project.

One of the big issues for constructing the Fairview and Harlow gaps will be the levees upon which they are located. For the Fairview gap, the Port only owns up to center-line of the levee, with the other half is private property. Additionally the levees are undergoing the federal recertification process which will likely make permitting for uses on the levees a much more complex, restrictive and expensive process.

Other concerns related to the trail design will be the three crossings where the trail will cross a road. These crossings are at Marine Drive, NE 223<sup>rd</sup> Avenue, and Sundial Road. All of these roads are owned and maintained by Multnomah County.

The Port of Portland is hoping to construct the Fairview and the Harlow gaps by 2019 after ODOT completes the NEPA (National Environmental Policy Act) clearance and the levee recertification is complete. The East County cities will maintain the segment of trails within their jurisdiction while Multnomah County will maintain the crossings. Phil hopes the BPCAC will continue to be a citizen group the project can return for input as the project progresses.

### **9. Central County Courthouse Update and Hawthorne Bridge Discussion**

JD Deschamps from Multnomah County Facilities returned to the BPCAC with his partners and design team to provide an update on the bicycle and pedestrian facilities planned for SW Madison Street leading up to the west end of the Hawthorne Bridge. Matt Sedor from SRG and Roger Gellar from the City of Portland proposed a revised cross-section for SW Madison that raises the bicycle lane to sidewalk level (with a 4" rolled curb). The project team reiterated the priorities they heard from the BPCAC previously which include: (1) allowing faster cyclists to pass slower cyclists, (2) maintain clear and easily understood separation between people walking and bicycling, and (3) develop a safe and comfortable bikeway in order to attract more people to bicycling.

The revised cross-section for SW Madison St includes a 4" rolled curb leading up to a raised asphalt bikeway. The raised bikeway will range from 7.2ft to 9.7ft, with a furnishing zone (including trees and other landscaping) of 4.5ft, and a 7.5ft sidewalk zone. The bikeway will technically be concrete like the sidewalk but will use black methyl methacrylate covering (ie., like the Portland green bike boxes). The project team confirmed the trees and landscaping will be designed for maximum visibility between the bikeway and the sidewalk. The project team also proposed a large groove marked in high visibility colors between pavement types to ensure the change in use is detectable to visually impaired people.

Generally BPCAC responded very positively to the proposed changes to the SW Madison Street cross-section. The changes still conform with the group's primary concerns about ensuring the bicycle and pedestrian space is easily understood, safe, and comfortable. Additional questions and comments from the Committee include:

- How will maintenance of the bike/ped facilities be handled? The details still need to be worked out. Generally the County maintains roadways and sidewalks from the bridges to the nearest at-grade intersection.
- Why is the bikeway proposed to be black and not "Portland green"? Generally the green methyl methacrylate is used to highlight potential conflict points. Project staff are open to the suggestion of using all green. Some urban designers think extensively using the green is gaudy.
- Will the reflective white striping on the curb of the bikeway be maintained? Yes, that striping is for safety so that users are visually aware there is a curb drop off.

Justin Patterson from Hoffman Construction also briefed the BPCAC on upcoming pre-construction utility work that will begin around the project site. Starting as early as February 2017, crews will begin removing a sewer main which will have lane closures and street impacts for 6-8 weeks on SW 1st Avenue and SW Madison. Most of the construction will occur at night,

with steel plates and hot patches in travel lanes during the day. The team will also begin erecting a large steel covered pedestrian walkway along SW 1<sup>st</sup> Avenue directly adjacent to the construction site for pedestrians to travel through during construction. Bicyclists will be given a clear path in the street.

The project team also noted that the abandoned ramp to NW Naito and the underutilized stairs to the south of the bridge will be closed by mid- to late-March. Instead of climbing the stairs to reach the Hawthorne Bridge sidewalk, pedestrians will be redirected to walk down to first, and walk up the SW Madison sidewalk to the bridge. BPCAC members encouraged the project team to add pedestrian detour signs near SW Jefferson St.

### **10. Willamette River Bridges Project Updates**

Mike Pullen from the County's Communication Office shared a powerpoint with construction updates for several Willamette River bridge projects.

**Broadway Bridge Rail Wheel Replacement:** This project will begin this spring with minimal traffic impacts for bicyclists and pedestrians. The outside travel lanes will likely be closed starting in April 2017 and lasting through the year. Sidewalks will generally be open, with full sidewalk width available (unlike during the Broadway Bridge Repainting Project in 2015). However occasional and brief sidewalk closures are likely.

**Morrison Bridge Deck Replacement:** This project is scheduled to begin in April 2017 and will require multiple phases of construction that could impact all modes of traffic. One vehicle lane and one sidewalk will be open at any time; however users know there is no bicycle path on the north side of the bridge and has only a narrow sidewalk. The shared use path on the south side of the bridge is anticipated to have two 5-week closures. Additionally, there will be two full bridge closures in June and in October to pour concrete. The project is scheduled to be completed by October 2017.

**Burnside Bridge Maintenance Project:** This project is scheduled to begin in March 2017, but is planned to continue through November of 2019. This project is made up of a variety of smaller improvements to help extend the service life of the bridge until a full replacement or rehab can occur. For 2017, the improvements made to the Burnside Bridge will be the internal work so as not to have traffic impacts while the Broadway and Morrison Bridges undergo their projects.

Mike will continue to send construction updates to the Committee as the year progresses.

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### **Meeting minutes written and submitted by:**

Kate McQuillan

**The next BPCAC meeting is scheduled for:** Wednesday, February 8, 2017 from 6:30-8:30pm, at the Multnomah Building.