



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

Meeting Minutes

Wednesday, March 8, 2017

Board Room, Multnomah Building, 501 SE Hawthorne Blvd

MEMBERS PRESENT:

Matthew Barney
Martha Berndt
Jim Couch
Michael Dehner
Ryan Farncomb
Art Graves
Jeff Grover
Andrew Holtz
Joel Huffman
Talia Jacobson
Gary Purvine
Rory Renfro
Susan Watt

MEMBERS ABSENT:

Carolyn Briggs
Greg Olson
Michael Rubenstein

STAFF: Kate McQuillan (Transportation Planner), Megan Neill (Engineering Services Manager, Bridges Section), Bernadette Nunley (Senior Assistant County Attorney)

Guest: Rithy Khut (Portland Bicycle Advisory Committee), Aszita Mansor, Tyler Roberts, Jaehan Ku, Muath Alturaif, Greg Norton, Ibrahim Alfaraj

1. Welcome and Introductions

The meeting was called to order at 6:33pm. There was a quorum of members present.

2. Approve February 2017 Meeting Minutes

There are two typo corrections on page 3 of draft meeting minutes.

MOTION: Susan Watt moved to approve the February 2017 meeting minutes. Joel Huffman seconded the motion.

APPROVAL: February 2017 meeting minutes were approved.

3. Committee Ethics and Best Practices

Bernadette Nunley, Senior Assistant County Attorney, presented an overview of Committee ethics and best practices for the BPCAC. Appointed members to the County's BPCAC are considered "Officials" of the County according to state law. Bernadette covered the applicable laws for the following categories: (1) public meeting laws, (2) public record laws, and (3) use of position / conflict of interest.

Public meeting laws apply whenever an appointed group of officials meet to deliberate or to make a decision. For this reason, email and/or other technological tools like Google groups are not appropriate venues for Committee members to deliberate related to County projects.

All records that are developed as part of the BPCAC's public meetings are considered a public record. This includes agendas, meeting minutes, emails and other communications between members and staff, etc. Members are required to adhere to the County's records retention schedule to determine how long records must be kept (5 years).

Members cannot use their position for financial gain, such as working for a private firm that learns about a contract opportunity through a BPCAC meeting and then secures financial gain when winning the contract. Similarly, a BPCAC must notify fellow Committee members of a potential conflict of interest if the Committee is planning to make a vote or decision that would cause financial gain. If there is a confirmed conflict, the Committee member must recuse themselves from the vote.

Lastly, Committee members are subject to laws related to receiving gifts. Committee members may not receive gifts larger than \$50 per day from a single source. These conflicts most often come up at events or conferences where the Member is attending either on behalf of the BPCAC or represents a viewpoint of the BPCAC where there is raffle or other gift opportunities.

4. Public Comment

Jim Couch raised a concern about water and other debris pooling in the westbound bike lane of the approach to the Burnside Bridge. Megan replied that the County and the City are working together on a solution. Current plans are to install a new curb drain within a couple months.

Jim also asked Committee members if they knew of any known improvements to the I-205 bike path. He noticed ODOT survey crews on the section of the path near Maywood Park where tree roots have damaged the trail. Talia suggested Jim get in touch with ODOT Region 1's Active Transportation Liaison, Jessica Horning.

Art Graves shared some observations about how the BPCAC functions. Other Committee members made suggestions to help Committee members learn more about each other. Kate

also offered suggestions on how to improve the efficacy of meetings including developing the agenda.

Talia suggested that the County (or reach out to colleagues at the City) who will soon be conducting debriefing sessions for the maintenance during winter weather consider impacts of maintenance protocol to more vulnerable populations. Specifically, Talia suggested that maintenance departments having a working knowledge of where vulnerable populations live, and to prioritize ice and snow removal around areas where people need access to clear sidewalks and transit stops. Similarly, Talia also suggested the County's Health Department can assist with these efforts.

5. Staff Report

Kate announced that the new connection to the regional trail at the west end of the Hawthorne Bridge opened two weeks ago. Kate also wanted to bring up proposed House Bill 3231 per Andrew Holtz's suggestion and proposed moving the discussion to the end of the agenda.

6. Chair Report

Rory Renfro had two follow up items for the Sellwood Bridge replacement project: when will the new regional trail connection at the west end of the bridge be open, and are there still plans to add bicycle and pedestrian pavement markings and green paint to the deck surface? Kate answered the question about the regional trail in her staff report; Kate will check in with Mike Pullen about the pavement markings question.

Staff Follow-Up: Kate will get in touch with the Sellwood Bridge project team via Mike Pullen to inquire if bicycle and pedestrian pavement markings (and green paint?) are planned to be installed in the final phases of the project.

7. Hawthorne Bridge Naito Ramp Improvement Project

Students from Portland State University traffic engineering capstone presented their group's three alternatives for a solution to the safety and congestion concerns at the eastbound Naito on-ramp at the west end of the Hawthorne Bridge. The group proposes three alternatives for the intersection with the on-ramp:

1. Close on-ramp to vehicles. This alternative is not ideal for congestion, transit and pedestrian safety as it will load even more traffic onto SW Madison leading up to the Bridge.
2. Add a median on SW Madison approach to the Hawthorne Bridge with a traffic signal at the ramp (similar to west end of the Broadway Bridge intersection at Lovejoy). The signal would only stop traffic on the inside lane on Madison, including the bicycle lane. The length of the median is to be determined.
3. Two coordinated signals, one at SW 1st/Madison and a second at the on-ramp with a combined pedestrian crosswalk and bicycle lane crossing in front of the on-ramp.

BPCAC members commented that regardless of which alternative moves forward, there would be great benefit to reconfiguring the geometry of the on-ramp to be close to 90-degree turn. A

tighter turn radii would shorten the crossing distance for the bicyclists and pedestrians, and would also provide drivers of vehicles better sightlines for on-coming traffic (if the yield movement is permitted).

8. BPCAC Representative for Earthquake Ready Burnside Bridge.

Megan Neill, Engineering Services Manager for the County's Willamette River Bridges section, provided an overview of the Earthquake Ready Burnside Bridge project (formerly referred to as the Burnside Bridge Feasibility Study) that kicked off late last year. Currently none of the Willamette River Bridges in the central city are seismically resilient, and no agency is investing in seismic resiliency downtown. With the state's focus on investing in I-205 to withstand a major earthquake, the County's call to action is to rehabilitate or reconstruct the Burnside Bridge as the region's priority lifeline to withstand a catastrophic earthquake.

The project is forming a Stakeholder Representative Group (SRG) that will meeting roughly four times through 2018 to inform the Feasibility Study. The SRG will consist of roughly 22 members and will serve an advisory role to the decision-making body, the Policy Advisory Group made up of elected officials and senior agency leadership.

Any BPCAC member who is interested in volunteering to serve on the SRG should get in touch with Kate and Rory by March 17th. If multiple members are interested, Kate and Rory will have to determine who ought to be the primary BPCAC representative.

9. Misc Project Updates

The Committee wanted to go on record to oppose Oregon Proposed House Bill 3231 which would allow local governments to form special districts for the purposes of funding and constructing major highway bypasses that would not be subject to statewide Rural Reserve designations.

MOTION: Andrew Holtz made a motion to oppose Oregon Proposed House Bill 3231 on the grounds that the County's Transportation System Plan opposes any notion of the Westside Bypass, that the bill would preempt local land use control, and out of concern for the sensitive rural areas that would no longer be protected. Jim Couch seconded the motion

APPROVAL: Motion approved.

Andrew inquired about Transportation System Plan (TSP) implementation, specifically with proposing NW Springville Rd for advisory bike lane pilot. Kate suggested to make this an upcoming agenda topic with Joanna Valencia will be attending.

Meeting Adjourned

The meeting was adjourned at 8:30pm.

Meeting minutes written and submitted by:

Kate McQuillan

The next BPCAC meeting is scheduled for: Wednesday, April 12, 2017 from 6:30-8:30pm,
at the Multnomah Building.