



Transportation Planning and Development Program  
1600 SE 190<sup>th</sup> Avenue, Portland OR 97233  
503-988-5050 Fax 503-988-3389  
<http://www.multco.us/transportation-planning>

## Multnomah County Bicycle and Pedestrian Citizen Advisory Committee

### **Meeting Minutes**

Wednesday, October 11, 2017

Board Room, Multnomah Building, 501 SE Hawthorne Blvd, Portland, OR

#### MEMBERS PRESENT:

Martha Berndt  
Ryan Farncomb  
Art Graves  
Andrew Holtz  
Joel Huffman  
Briana Orr  
Gary Purvine  
Rory Renfro  
Michael Rubenstein  
Susan Watt  
Jerry Zelada

#### MEMBERS ABSENT:

Matthew Barney  
Carolyn Briggs  
Jim Couch  
Jeff Grover  
Talia Jacobson  
Greg Olson

STAFF: Kate McQuillan (Transportation Planner), Chuck Maggio (Project Manager), Jessica Berry (Senior Transportation Planner)

Guest: Terra Lingley (Oregon Department of Transportation), Rithy Khut (Portland Bicycle Advisory Committee)

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

The meeting was called to order at 6:32pm. There was a quorum of members present.

### **2. Approve July and September 2017 Meeting Minutes**

There were no edits to either set of meeting minutes.

MOTION #1: Joel Huffman moved to approve the July 2017 meeting minutes. AJ Zelada seconded the motion.

APPROVAL: July 2017 meeting minutes were approved.

MOTION #2: Joel Huffman moved to approve the September 2017 meeting minutes. AJ Zelada seconded the motion.

APPROVAL: September 2017 meeting minutes were approved.

### **3. Public Comment**

AJ Zelada shared two items: one about ridership for the Columbia Gorge Express, and a second item about the “No More Freeways” group opposing the Rose Quarter expansion project which will receive a substantial amount of funding from the recently passed House Bill 2017. AJ shared copies of well-written articles about the project and how to get involved.

Rithy Khut, co-chair of the Portland Bicycle Advisory Committee, shared that the City’s BAC is recruiting new members. The recruitment is focusing on attracting applicants with more gender and diversity parity across the city.

### **4. Staff Report**

Kate shared a handout describing how the County’s transportation revenues are transferred, or “passed through”, to the cities in Multnomah County per various state laws and intergovernmental agreements (IGAs). Kate shared a second handout about the anticipated transportation revenues expected from the recently passed House Bill 2017. While staff don’t yet know the exact amount of new revenue Multnomah County will receive, Committee members can get an understanding of how the funds labeled “Multnomah County” in the new state funds will be distributed vs. how much Multnomah County Transportation itself will expect to receive.

### **5. Chair Report**

Rory had no additional items to share.

### **6. BPCAC Member Stories**

Thank you, Rory, for sharing your story this month.

### **7. Burnside Bridge Maintenance Project, Traffic Control Update**

Chuck Maggio, Project Manager in the Multnomah County Bridge Shop, shared updates with the BPCAC on the temporary traffic control plan for the Burnside Bridge Maintenance Project which has come before the BPCAC six times over the last two years. This project is scheduled to begin partial lane closures this coming winter and will last two years.

Chuck shared that the project team added wide, temporary asphalt ramps for bicyclists to enter the shared use space with pedestrians, per the Committee’s suggestion at a previous

meeting. The project team also added stencils on the sidewalk to indicate shared use and to encourage one-direction travel with slower-moving traffic to stay to the right.

Additional comments from the Committee include:

- Very important to lower speeds on the Burnside Bridge during construction. Chuck affirmed that the posted speed will be 25mph.
- Critical to coordinate with demolition of the furniture store on the east end of the bridge (Fishels) as it will likely close bike lanes and sidewalks at the same time as the County's construction.
- Will there be a posted detour for bicyclists and pedestrians? No. Generally the County only makes detour suggestions where there is a full road closure. Chuck noted that the Morrison Bridge will be back open by end of October, and that the Broadway Bridge should have all lanes open by the end of the year. Having nearby bridges fully open will help provide alternative routes for travelers if they so choose.

### **8. Earthquake Ready Burnside Bridge, SRG Meeting Report Back**

Art Graves gave a brief overview of the second Stakeholder Representative Group (SRG) meeting for the Earthquake Ready Burnside Bridge (EQRBB) project. Art shared that the project team has completed quite a bit of work with prioritizing criteria that will ultimately eliminate many of the project alternatives still on the table.

### **9. Historic Columbia River Highway Congestion and Transportation Safety Improvement Plan**

Terra Lingley, the new Scenic Area Coordinator for the Oregon Department of Transportation (ODOT), presented an overview of the Historic Columbia River Highway Congestion and Transportation Safety Improvement Plan. This plan aims to improve multimodal safety, parking and reduce vehicle congestion along the Historic Highway (between the Women's Forum and Ainsworth Falls), and connecting Multnomah County roads.

Taken from project materials, the project's purpose is to: Create a plan to improve safety, reduce vehicular congestion, and enhance visitor experience in the Historic Highway corridor for all transportation modes; Understand existing conditions by creating a baseline from which to measure improvements/solutions; Understand the policy and regulatory environment and potential implications for congestion mitigation and safety projects; Develop adaptive parking and transportation demand management strategies that meet the project objectives; and enhance coordination between affected agencies to implement congestion and safety projects.

The planning process kicked off right before the Eagle Creek Fire, which has, obviously, delayed the project. The planning process will include substantial public involvement, which the BPCAC will be kept apprised of. Tara provided a few updates on the Historic Highway in light of the fire. At the time of the meeting, the fire was still only 60% contained. The Historic Highway is currently closed, and will not likely open until mid-next year because both the highway and the surrounding slopes were damaged so badly.

Prior to the Historic Highway closing due to the fire, the project team was able to complete traffic counts. The main highlight from the traffic count data is that the congestion was overwhelmingly eastbound traffic which may offer some opportunities to make the Historic Highway one-way travel. The anticipated long-closure and repair of the Historic Highway due to the fire also offers a unique opportunity to reconsider the traffic configuration on the highway.

Questions and comments from the Committee include:

- Some members from the Corbett community expressed frustration that this plan might be rehashing conversations that have been happening for years; that the congestion along the Historic Highway has been known for so long, and yet nothing has been accomplished. How will this planning effort be different? Tara emphasized that an outcome from the project (and interestingly, from the Eagle Creek Fire) is much improved coordination and communication amongst all the public agencies that have jurisdiction within the Gorge.
- Does the highway's historic designation have an impact on what solutions are (or are not) feasible? Yes, the width of the road and its "contributing factors" such as the historic guardrails generally cannot be altered. Tara noted that the steep topography in the area is equally restrictive as the historic designation in determining solutions for the Historic Highway.
- The County's Transportation System Plan (TSP) suggests the usage of Bicycle Advisory Lanes. Has ODOT considered combining the Bicycle Advisory Lane concept with one-way vehicular traffic? Yes, ODOT is considering it now. The Ottercrest Loop on the Oregon coast is an excellent example.
- Could ODOT roll the Historic Highway? Tolling the highway is not possible due to complex state and federal laws. Tara did note that some of the agencies with land ownership and jurisdiction in the Gorge have the ability to charge fees for parking, such as State Parks.

Tara will plan to return to the BPCAC with updates on the planning process as the project advances.

### **Meeting Adjourned**

The meeting adjourned at 8:07pm.

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

Kate McQuillan

**The next BPCAC meeting is scheduled for:** Wednesday, November 8, 2017