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## Multnomah County Bicycle and Pedestrian Citizen Advisory Committee

### Meeting Minutes

Wednesday, December 13, 2017

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

#### MEMBERS PRESENT:

Martha Berndt  
Carolyn Briggs  
Jim Couch  
Ryan Farncomb  
Art Graves  
Andrew Holtz  
Greg Olson  
Briana Orr  
Michael Rubenstein  
Jerry Zelada

#### MEMBERS ABSENT:

Matthew Barney  
Jeff Grover  
Joel Huffman  
Rory Renfro  
Gary Purvine  
Susan Watt

STAFF: Kate McQuillan (Transportation Planner), Carrie Warren (Senior Engineer), Megan Neill (Engineering Services Manager), Mike Pullen (Communications Office)

Guest: Rithy Khut (Portland Bicycle Advisory Committee), Doug Klotz (Citizen, Portland Pedestrian Advisory Committee)

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

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

#### **2. Approve October 2017 Meeting Minutes**

There were no edits to the meeting minutes.

MOTION #1: Andrew Holtz moved to approve the October 2017 meeting minutes. AJ Zelada seconded the motion.

APPROVAL: October 2017 meeting minutes were approved with two abstentions (Greg Olson, and Jim Couch).

### **3. Public Comment**

Doug Klotz, community member and also member of the Portland Pedestrian Advisory Committee, shared his “Comments on Burnside Bridge Replacement” which are attached to the final meeting minutes.

Andrew Holtz had two items of interest to share. First the Oaks Bottom Habitat Enhancement Project from the City of Portland will close a section of the Springwater Trail for up to four months this summer. More information can be found on the City’s project website. Second, Andrew reported that the local neighborhood association around the Sellwood Bridge (the Sellwood-Moreland Improvement League, or SMILE) has been working with the City of Portland Bureau of Transportation (PBOT) to address congestion and queueing on SE Tacoma Street. PBOT is looking into making signal adjustments but staff are not hopeful for a significant shift in traffic patterns. PBOT is also modeling how traffic diverters may help cut through traffic of vehicles attempting to bypass the queueing on SE Tacoma Street.

Rithy Khut, a community member and a member of the Portland Bicycle Advisory Committee (PBAC), shared that the City of Portland is currently taking public comment on the Portland Off-road Cycling Master Plan. Rithy suggested there may be opportunity for the BPCAC to coordinate comments with the PBAC.

Greg Olson shared that both the cities of Troutdale and Wood Village are moving forward with plans to develop Bicycle Hubs as part of the East Multnomah County bicycle tourism initiatives. The cities are planning to host public meetings later this winter. Greg suggested this topic come to the BPCAC as an agenda item.

STAFF FOLLOW UP: Kate will reach out to County and City staff working on the Troutdale and Wood Village bike hubs to bring to a future BPCAC meeting.

Lastly, AJ Zelada shared that he is working on a proposal for a temporary closure of the Historic Columbia River Highway for a family-friendly bicycle ride of the Historic Columbia River Highway. AJ is proposing the ride occur in either late August or early September 2018.

### **4. Staff Report**

Kate had two items of business for the Committee. First, former member Talia Jacobson resigned from the BPCAC for personal reasons. Talia was the primary BPCAC representative on the Earthquake Ready Burnside Bridge Stakeholder Representative Group (SRG). Art Graves, who was identified as the BPCAC’s alternate representative will now serve as the primary representative.

Second, Kate shared that the Oregon Department of Transportation (ODOT) staff invited AJ Zelada to represent active transportation interests on the Stakeholder Working Group of the Historic Columbia River Highway Congestion and Safety Improvement Plan. Kate wanted to get the BPCAC's consent that AJ could also represent the interests of the County's BPCAC while serving on this project Committee. The Committee gave their informal consent.

## **5. Chair Report**

Jim Couch, Vice Chair, facilitated the evening's meeting. Jim had no additional items to share.

## **6. BPCAC Member Stories**

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

## **7. Evaluation Criteria for Earthquake Ready Burnside Bridge**

Megan Neill, Engineering Manager of the County's Bridges section, presented the draft Evaluation Criteria for the Earthquake Ready Burnside Bridge (EQRBB) project's alternatives evaluation. This two-year feasibility study will inform which bridge alternatives to move forward. Currently, the remaining alternatives fall into either one of two categories: An enhanced retrofit of the Burnside Bridge, or replacing the Burnside Bridge. The Evaluation Criteria that Megan shared with the BPCAC will be used to score each remaining project alternative to determine which alternatives move on for more in-depth evaluation.

Megan provided a handout with the proposed six criteria and subsequent measures for each criteria to solicit feedback, focusing particularly on any criteria or measures related to active transportation (which were highlighted in the handout).

Questions and comments from the BPCAC include:

- Wanted more details and clarifications about Measure 2.2, "How safe and convenient are the bike and pedestrian connections between the bridge and other planned bike and pedestrian facilities".
- Wanted more details about Measure 2.3 regarding personal security, and which Crime Prevention Through Environmental Design (CPTED) principles will be utilized.
- If a fixed bridge replaced the existing Burnside Bridge, how tall would it be and how far the spans need to be? Staff replied that while its too early to know the specifics, they estimate a fixed bridge would be around 90-120 feet tall. As for how far the spans would need to go out, the spans could each SW 5<sup>th</sup> Ave downtown where as currently they extend to SW 2<sup>nd</sup> Ave.
- Wanted to ensure that any of the final alternatives are consistent with the City of Portland's Comprehensive Plan, Transportation System Plan, and the City's urban design framework for downtown.
- The tunnel alternative would need to incorporate short-cuts for bicyclists and pedestrians to access the above street grid without having to travel the full length of the tunnel.
- Pleased to see equity measures considered at such an early phase of the project, and want to see them incorporated for the duration of the project.

Megan noted that the EQRBB project team is planning to launch an online open house in January 2018 to solicit additional feedback.

STAFF FOLLOW UP: Kate will coordinate with Megan and Mike have the EQRBB return to a future BPCAC meeting at the end of spring or early summer 2018 after the criteria have been applied to the remaining project alternatives.

## **8. NE 238<sup>th</sup> Drive**

Carrie Warren, Senior Engineer with Multnomah County's Road Capital Projects team, provided an update on the NE 238<sup>th</sup> Drive Improvement Project which is approaching 30% design. The 238<sup>th</sup> Drive Improvement Project is one of the County's major capital projects and is the East County priority project from the regional East Metro Connections Plan. The project received over \$10 million in regional and state grant funds for the design and construction to rebuild the entire roadway of NE 238<sup>th</sup> Drive between Arata Road and Halsey Street.

The project will improve the safety of the frequent freight movement from nearby I-84, and will also construct new 10-foot wide shared use paths on both sides of the road for pedestrians and bicyclists. Along with the full road reconstruction, a significant part of this project will be stormwater management. The County will host a public open house when the 30% designs are complete, and again in winter 2018/19 prior to construction. This project is anticipated to begin construction in the spring of 2019.

Comments and questions from the BPCAC include:

- Some concern that the shared-use paths along NE 238<sup>th</sup> Drive won't have safe connections on either end of the project. The County needs to consider the complete network of bicycle and pedestrian connections around the project area.
- Please consider either raised curbs or some other barrier between the shared-use paths and the travel lanes to provide a buffer between trucks and bicyclists/pedestrians.
- If stormwater and poor drainage are a concern in this area, please consider how the drainage would impact cyclists and pedestrians on the shared use path (ie., would large trucks cause splashing onto the bikes/pedestrians?)
- Many questions about previous modelling of design alternatives.
  - Did the modelling effort done as part of East Metro Connections Plan consider reallocating the two uphill travel lanes down to one travel lane? The modelling completed for the SW Scholls Ferry Road Concept Plan showed that traffic flowed the same with one uphill travel lane vs. two.
  - Several BPCAC members requested reconsidering converting one of the uphill travel lanes into a center turn lane which would allow uphill freight traffic the ability to use that center lane for turning movements which would in turn move them away from the adjacent bicyclists and pedestrians.

STAFF FOLLOW UP: Kate will coordinate with Carrie to invite the consultant design team later this winter or spring.

**Meeting Adjourned**

The meeting adjourned at 8:36pm.

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**Meeting minutes written and submitted by:**

Kate McQuillan

**The next BPCAC meeting is scheduled for:** Wednesday, January 10, 2018