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Multnomah County Bicycle and Pedestrian Citizen Advisory Committee

Meeting Minutes

Wednesday, January 9, 2019

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

MEMBERS PRESENT:

Carolyn Briggs
Michael Rubenstein
Gary Purvine
Art Graves
Greg Olson
Joel Huffman
Andrew Holtz
Rory Renfro
Susan Watt
AJ Zelada

MEMBERS ABSENT:

Jim Couch
Ryan Farncomb

STAFF: Kate McQuillan (Transportation Planner), Jessica Berry (Senior Transportation Planner), Carrie Warren (Engineer), Rick Buen (Engineer), and MaryJo Anderson (SRTS Coordinator)

GUESTS: Bill Waters, Brittany Morris, Caroline Crisp, Rick Kappler, and Mary Markley

1. Welcome and Introductions

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

2. Approve November 2018 Meeting Minutes

There was one noted typo on page 2, under the section "Staff Report".

MOTION: Susan Watt moved to approve the November 2018 meeting minutes as amended. Joel Huffman seconded the motion.

VOTE: All voted in favor.

3. Public Comment

Carolyn Briggs shared her insights participating in the Office of Community Involvement's focus groups of community members' experience volunteering with Multnomah County.

AJ Zelada shared that the Portland Bureau of Transportation (PBOT) currently has an online survey regarding changes to the development code's requirements for bicycle parking. Portland City Council will be hearing public testimony on January 22nd.

Michael Rubenstein proposed to the Committee the possibility of holding regular BPCAC meetings on a day of the week other than Wednesday. Kate offered to create an anonymous poll for Committee members to share their thoughts and availability for moving the regular meeting date. Kate will report back at the February meeting.

Rick Kappler, an advocate in the SW Portland and Washington County communities, raised some concerns about how the County has not begun advertising the upcoming Roads Capital Improvement Plan (RCIP) open houses planned for the first week of February. Rick also advocated for SW Scholls Ferry being a top priority in the RCIP update, even if the proposed project is smaller in scale such as sidewalk on only one side of the road.

4. Chair Report

Rory shared that the Association for Pedestrian and Bicycle Professionals (APBP) is holding its biennial conference in Portland on August 25 – 28, 2019.

5. Staff Report

Kate shared the latest 11x17 County capital project maps (one for the east side, and one for the west side). Kate also alerted Committee members to an outreach effort TriMet is currently taking to get feedback on new or changing transit service later this fall.

6. Commissioner Lori Stegmann's Office with Nathan Clark

This agenda topic has been postponed until the Committee's March 2019 meeting when the Commissioner herself is able to attend.

7. Multnomah County Roads Capital Improvement Plan Update

Jessica returned to the BPCAC this month to provide an update on the criteria and measures within the project prioritization tool that will ultimately rank all 100+ expected projects in the 2-year roads capital improvement plan. The project team just kicked off another round of public engagement in which various community and neighborhood groups will receive briefings this month, and in-person and online open houses will be offered in February.

Jessica shared with the Committee the latest set of criteria and their subsequent measures for which every project in the RCIP will be evaluated. The criteria and the measures have been refined over the last year from input from the project management team, the County's leadership in other departments (such as Health Department, and the Office of Diversity and

Equity), and the public's input. Generally speaking, the measures were developed such that the larger and the more benefits a project provides, the higher the project will score.

Comment and questions from the Committee and from guests include:

- For the health-related data, where does the data come from for body mass impact (BMI)? Staff is fairly certain that the BMI data comes from the state's DMV database.
- Will planned, or the potential for, future transit be evaluated? No, the criteria measures current transit service and does not take in to account potential future transit service.
- If equity is such an important value for the RCIP update, there needs to be more thoughtful about engaging more diverse groups.

8. Stark Street Multimodal Project

Kate and Carrie Warren gave a presentation on the Stark Street Multimodal project which will substantially improve SE Stark Street between SW 257th Avenue and S Troutdale Road within the City of Troutdale. The project was awarded funds through the State of Oregon's Enhance grant program in 2016, with construction expected to begin in 2020. The County is still negotiating the funding contract with Oregon Department of Transportation. Rick Buen from the County's engineering team will be the lead designer on the project starting early this spring. Carrie shared four cross-section design alternatives, noting that the project is at 0% design and that nearly all aspects of the design are up for discussion.

Questions and comments from BPCAC members include:

- Would the County consider having a shared multi-use path in place of a sidewalk, like on Arata or 238th? Not likely for the downhill traffic as bicyclists would be travelling too fast to share a space with pedestrians.
- Please include a physical buffer (ideally a landscaped buffer) between bicycle lane and vehicle lane.
- Would mountable curbs be an option on this stretch of road? Not likely given the significant stormwater issues on the roadway which will need the curbs to help catch flow.
- The streets around Orenco Station in Washington County may be a good example of potential streetscape improvements that can be made on SE Stark Street.
- General concern about widening the paved width of road will encourage faster speeds. Would it be possible to narrow the vehicle lanes for downhill traffic but then widen back out where necessary (ie., at the MHCC driveway and the intersection with S Troutdale Rd).
- Z urged staff to consider how the aging population and those who use mobility devices may use the bicycle lanes instead of the sidewalks.
- Strong preference for a three-lane cross section (only one through-travel lane for either direction, and a center median with turn lanes but otherwise could be vegetated). This cross-section would connect better with SE Stark Street east of S Troutdale Rd.

Meeting Adjourned

The meeting adjourned at 8:31 pm.

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Meeting minutes written and submitted by: Kate McQuillan

The next scheduled BPCAC meeting: Wednesday, February 13, 2019