



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

Meeting Minutes

Wednesday, August 14, 2019

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

<u>MEMBERS PRESENT:</u> Michael Rubenstein Gary Purvine Art Graves Greg Olson Joel Huffman Susan Watt AJ Zelada	<u>MEMBERS ABSENT:</u> Jim Couch Carolyn Briggs Andrew Holtz Rory Renfro Ryan Farncomb
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STAFF: MaryJo Andersen (Transportation Program Coordinator), Jessica Berry (Senior Transportation Planner), Mike Pullen (Multnomah County Communications)
GUESTS: Steve Drahota (HDR Consultant)

1. Welcome and Introductions

Greg Olson volunteered to serve as Chair for the meeting.

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

1. Approve May 2019 Meeting Minutes

MOTION: Joel Huffman moved to approve the May 2019 meeting minutes. AJ Zelada seconded the motion.

VOTE: All voted in favor.

Approve June 2019 Meeting Minutes

MOTION: Susan Watt moved to approve the June 2019 meeting minutes. Joel Huffman seconded the motion.

VOTE: All voted in favor.

2. Public Comment - none

3. Chair Report

Greg Olson passed photos out and discussed the bicycle pull-outs on Mt Diablo, a popular bicycling ride east of San Francisco. The pull-outs allow cars to safely pass the

bicyclists, especially going up hill. Greg would like to see these kinds of improvements throughout the region. The Historic Columbia Highway in the Gorge is a State Road, but County roads could also be considered. This includes Sauvie Island, Larch Mountain, Skyline, and Newberry. McNamee Road was discussed, and Susan Watt mentioned that normally it has fewer vehicles.

The BPCACC has funds and it was discussed if they could be used to add signage and painting to create these kinds of pull-outs. Mike Rubenstein said that it had been brought up in the past and that the County did not want additional signage. In addition, AJ Zelada said that these areas could create parking issues, with vehicles using the space to park, and little enforcement, as happens on Highway 30. It may be time for the Committee to re-visit the idea, and the Committee could offer to help with locations and measurements.

4. Staff Report

- MaryJo apologized for the minutes and agenda not making to everyone last week. She will send out an email test to make sure everyone is getting the emails.
- Staff Changes. Joanna Valencia is leaving the County to work for the City of Seattle, which will be a big loss for the County. An interim manager position has been posted, and, a Transportation Planner position will be posted to take Scott Adams place. MaryJo Andersen will be taking Kate's place as the staff liaison for the BPCACC, and will work half time on SRTS and half time on other Transportation work, such as this committee. This transition is still in progress. Jessica Berry thanked everyone for their patience during these big transitions.
- Project Updates via Carrie Warren
 - **Arata Road** is open in both directions between NE 223rd. Ave and Wood Village Blvd. Vehicle traffic is now utilizing the south side of Arata Road on the east side of Wood Village Blvd. Pedestrians and people with disabilities are using newly installed sidewalks and ADA ramps on Arata however; the north path on the west side is still closed due to the construction of a headwall. Pedestrians and people with disabilities are also using the newly completed south sidewalk on the east side of Wood Village Blvd.
 - **Stark Street Multimodal** (project limits are from 257th/Kane Rd to Troutdale Road on Stark Street) is finalizing the typical section of the roadway. This will include water quality planters, a landscape buffer, and sidewalk and bike paths in both directions. Design will begin this fall and this project will be constructed summer of 2021.
 - **NE 238TH DR: NE HALSEY ST - NE GLISAN ST** is in the process of finalizing plans and completing the right-of-way phase. This project is to be constructed summer of 2020. A 10-foot multi-use asphalt path has been designed for both the northbound and southbound directions. This is separated from the roadway by curb and either a water quality planters, or a landscape buffer strip.
- MaryJo brought up some ideas for the Committee to consider as we move forward.

- a. How do we want to record the meetings? Take notes, or record? We discussed the pros and cons of doing this. Most members were comfortable with the idea of audio recordings, and would appreciate the accuracy. AJ Zelada suggested staff look into the legality or repercussions of recording the meeting. Jessica said she would research that and suggested the committee take a formal vote on it at the next meeting.
- b. Do we want to add some helper-type roles for this group? Would anyone like to take notes or transcribe the recording?
- c. Would anyone be willing to come at 6:00 and help with set-up? Mike Rubenstein came early tonight and helped with set-up, which was appreciated.

5. Cornelius Pass Update, Mike Pullen, Multnomah County Communications

Mike gave an update on the project. Susan Watt reported that the signal at Highway 30 is being used a lot for left turns, with quick signal changes, so that has provided a positive outcome. Most of the discussion centered on the lack of enforcement for speeding or illegal vehicles. Mike reported that Transportation offered to pay overtime to Sheriff's officers, but that no officers responded to the request. The Sheriff's Department is understaffed and spread very thin throughout the County. A question was asked if these Officers now are doing more social services work than in the past.

6. Earthquake Ready Burnside Bridge, Mike Pullen, Multnomah County Communications, Steve Drahota, HDR Consulting

Mike gave a presentation on the status of the Burnside Bridge project.

Background: The Earthquake Ready Burnside Bridge project has briefed the committee in the past. The process has reduced the number of options from dozens down to four. At this meeting, Mike shared the standard briefing including recent findings about the four build alternatives, the temporary detour bridge cross sections, and basic pros and cons for each alternative.

Option, #1 on the handout, a retrofit bridge, was initially seen as being less expensive than a replacement bridge. As this alternative gets a deeper analysis, the cost is increasing, and may not wind up much cheaper than a replacement.

Option #2, the fixed bridge, is likely to be cut from the list of options. It turns out that it would have to be high enough to accommodate the size of all ships that have been in the Willamette River south of the Burnside Bridge in the past 10 years, since Waterway rights take precedence over roads. This would raise the fixed deck bridge so high that the legs would extend to 10th Avenue on both the east and west side, and this would be too much impact.

Additional details discussed were the length of time for construction, the addition of a temporary bridge during construction, and the timeline of the process. Cross sections were shown, comparing lane sizes for the retrofit and replacement bridges. The replacement would have a wider deck, with wider lanes.

Questions and comments from BPCAC members:

Susan Watt asked if an alternative with a two-deck stacked east end approach could be considered, instead of the Couch extension. The reply from Mike and Steve was that double deck options were in the original set of options, but were eliminated in the feasibility study, as they are very challenging to construct for a movable bridge.

Another question was if Burnside Street could be made a two-way street like it was in the past. Mike's answer was that it could be done temporarily in an emergency to improve westbound truck access, but is not an alternative the County is studying.

It was also asked if PBOT could change the cross section of Burnside Street to match the cross section for the replacement bridges. The reply is that it is possible in some sections, but in other sections, the turn lanes or road width could make it difficult to match, especially for the wider cross section of a new bridge.

AJ Zelada requested improvements to the graphics. The renderings often show one bicyclist or a row of cyclists in a single file. In reality, bike lane users include riders passing each other at different speeds, on bikes, scooters, etc. In addition, wheelchairs mix in with pedestrians on sidewalks. Please consider this more crowded reality in showing and planning bike-ped facilities.

Greg Olson brought up the Esplanade and requested that the Bridge Team think harder about how to keep it open as long as possible during construction.

Art Graves asked why the County is studying the Couch Extension, since it is more of a traffic issue than a seismic issue. Isn't it PBOT's problem to solve traffic issues? Mike replied that we need a range of alternatives in the Environmental Impact Study and this alternative is one of the last options that does not just fix or replace the bridge in kind. It has benefits to include the Streetcar in the future, which is in the City's plan.

Michael Rubenstein asked that if the bridge is permanently closed during construction, and there is not detour/temporary bridge, the City of Portland and County should develop some stringent Demand Management techniques such as restricting private vehicle travel into the downtown or congestion pricing.

Members talked about the S-curves in the Couch couplet and Steve brought up that there have been zero crashes reported in these curves. This does not mean that there have been no crashes, just none with fatal or serious (police reported) injuries. Some members recalled that when the S-curve opened, BikePortland had stories of close calls and possibly crashes. They asked the project team to check the BikePortland archives or contact the publisher to get a more complete picture.

Next Steps: The BPCAC would like to be briefed again, once results from the construction traffic study have been done, and definitely before a preferred alternative is recommended.

7. **Jessica offered to move the Work Program discussion to the next meeting, which will be in October, since we have a tour next month, since we were short on time.**
8. **Update on new members and renewal of existing members, MaryJo Andersen, Jessica Berry, Multnomah County Transportation**

MaryJo gave an update on the existing member renewal, new member recruitment, scoring, and recommendations to increase the number of member and alternates.

Questions and comments from BPCAC members:

- Susan Watt brought up the lack of women on the committee. AJ Zelada wanted to include more diversity. MaryJo brought up that the application only had a few questions, so some recruits gave short answers and others included cover letters and resumes. Discussion around how we can expand and improve the process.

MOTION: AJ Zelada moved that the staff will contact all the recruits and ask one or two questions that center around “What do you bring to this committee?” And, bring the results back to the committee. Mike Rubenstein seconded.

VOTE: All in favor

MaryJo asked for someone to help with this, and Mike Rubenstein offered

Meeting Adjourned

The meeting adjourned at 8:33 pm.

Meeting minutes written and submitted by: MaryJo Andersen

The next scheduled BPCAC meeting: Wednesday, September 11, 2019