

Multnomah County Bicycle and Pedestrian Citizen Advisory Committee (BPCAC) Minutes

Date	February 13, 2013
Called to Order	6:35 p.m.
Location	Board Room, Multnomah Building, 501 SE Hawthorne
Attendance	Present: Jonathan Winslow, Carl Larson, ,Greg Olson, Bill Boehm, Susan Watt, Kerri-Lynn Morris, Ericka Nelson, Carolyn Briggs, Matt Picio, Andrew Holtz Excused: Roger Averbeck, Lis Cooper, Susan Dean Absent: Jane Wallis Guests: Art Graves (member of the public), Jessica Horning (ODOT) Staff: Kate McQuillan (Transportation Planner)
Minutes/Approval	The meeting minutes for January 9, 2013 were reviewed and approved (M/S, Greg Olson/Carolyn Briggs). Meeting minutes were approved unanimously with one abstention (Matt Picio)
Decisions Made	N/A
Background/Handouts	Agenda; Meeting minutes for January 2013
Agenda Items	<p><u>Public Comment:</u> None</p> <p><u>Staff Report:</u> Kate provided a brief funding update noting that the STIP 150% project lists are due to the public at the end of February and that the project selection committee for the TE-OBPAC grant applications will meet mid-February. Kate also shared that the Sauvie Island and Multnomah Channel Land Use and Transportation Scoping Report will be holding a series of stakeholder workshops and an open house. The open house is scheduled for Wednesday, March 7th, 2013 from 4:30-7:30pm at the Sauvie Island School.</p> <p><u>Chair Report:</u> Matt shared updates to the I-205 Airport Way Interchange Project which is moving forward with its preferred alternative design. Construction is expected to being soon. Matt also shared that he participated in the County's Arata Road and STARS stakeholder workshop in early February where participants discussed public engagement strategies, design considerations, and other project details for the upcoming Arata Road project.</p> <p><u>ODOT Region 1's New Transit and Active Transportation Liaison</u> Jessica Horning, ODOT Region 1's new Transit and Active Transportation Liaison, introduced herself to the BPCAC. Jessica's role at ODOT can be summed up in four areas: (1) outreach and liaison to bicycle and pedestrian advocacy groups such as the BPCAC, (2) internal development for ODOT staff such as monthly webinars or other educational opportunities, (3) developing a needs assessment for Region 1 similar to the Active Transportation Plan to assess crashes, gaps, needs, etc on ODOT's network, and (4) various plans, policies and programs including an upcoming update to the state's Bicycle and Pedestrian Plan. Some highlights from plans and/or concerns for ODOT include:</p> <p>The update to the State's Bicycle and Pedestrian Plan is a 2-year process that is now beginning with a scoping process for the RFP. Jessica noted that since the bicycle and pedestrian design standards were adopted as a technical appendix to the State's Highway Design Manual that this update to the Bike and Ped Plan is all policy. Carolyn suggested that ODOT collaborate with other state agencies, such as the Oregon Commission for the Blind, on topics such as access crossing highways, safer crossings, and sufficient time to cross an intersection with audible signals.</p>

The US 26 and Sylvan overpass, where a regional bike path intersects the interchange, is a concern due to the intersection's design for freight traffic that appears to not even use the intersection. BPCAC members brought up other examples where freight design took precedence over bicycle and pedestrian design such as the McLoughlin Blvd and SE 17th Ave intersection in Portland where the bike-activated signal is several feet away and behind a guard rail, and the Scholls Ferry and Olsen Road intersection in Beaverton that doesn't seem to include any consideration for pedestrians.

Several BPCAC members noted routes where improved maintenance of shoulders is highly desirable including US 30, State Route 6, and the Historic Columbia River Highway. Members encouraged ODOT to sweep the shoulders of popular biking routes prior to major holidays when high numbers of users are likely to be out. Jessica says that typically maintenance performs sweeps quarterly. Jessica suggested contacting ODOT before a large event to possible have routes swept. Greg wanted to praise ODOT for its recent repaving of the Historic Columbia River Highway and portions of I-84 near Moffat Creek.

Carl asked Jessica what is the best way the BPCAC can be proactive for projects and/or plans from ODOT? Jessica emphasized communication is best, to let ODOT staff know of any maintenance concerns, any problem areas, and to generally act as the "eyes on the street". Written record is best as it will be recorded for public records law. For more significant projects or concerns, she recommends letters from the BPCAC on letterhead or possibly meeting minutes detailing the concerns of the committee.

Haycox Estate Development

Andrew shared with the group a recent land use application in the southwest hills of Portland to subdivide a property into three parcels. The property (4700 SW Humphrey Blvd) is technically incorporated into the City of Portland but sits on the border of the unincorporated urban pockets of Multnomah County and the portion of SW Humphrey Blvd owned and maintained by the County. The Unincorporated Pockets TSP and the SW Street Master Plan indicate a future street connection between Humphrey Blvd and Hewitt Blvd. Currently, after a pre-planning conference with the City of Portland, the property developer has been advised it will likely not be required to provide a street connection, nor a paved bicycle or pedestrian connection, and will only be required to dedicate a 10ft easement for future pedestrian and/or bike trail.

In the spirit of the Unincorporated Pockets TSP, Andrew and the Southwest Hills neighborhood in Portland want to see some kind of paved bicycle and pedestrian connection at the site of proposed land use action. Andrew was not seeking any action from the committee at the time, but agreed to keep the committee informed of the project's progress.

Public Meeting Laws and Ethics

Kate shared a brief PowerPoint presentation highlighting the basic laws applicable to the BPCAC and its members on public meeting laws, public records law, and ethics. The main point for BPCAC members is that as Chair-appointed members of the committee that makes recommendations for policy and funding decisions, that these laws are applicable to the committee and its members. Kate also wanted to emphasize that County attorneys are available to BPCAC members for any questions, comments, or concerns.

Guiding Document for the BPCAC Discussion

Carl led a brief discussion with the committee to determine if there is interest in

	<p>developing a sort of “guiding document” or work plan for the committee to help the committee be more proactive and to measure how effective or successful its been as a citizen advisory committee. Several BPCAC members were excited about the idea of the document and agreed that it would be useful. One member suggested taking a look at the Beaverton Bike and Pedestrian Committee’s documents which are apparently very good. The committee discussed how it’s formerly been a reactive committee and expressed its challenges on how to best inform the County Commissioners on decisions. Bill agreed to meet up with Carl before the next BPCAC meeting to come up with a proposal to present to the group at a later meeting.</p>
Next Scheduled Meeting	Wednesday, March 13, 2013, Multnomah Building, 501 SE Hawthorne, Room 112 (in the back of the Boardroom)
Adjourned	8:34 PM
Submitted by	Kate McQuillan, staff liaison