

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

Date	March 13, 2013
Called to Order	6:37 p.m.
Location	Board Room, Multnomah Building, 501 SE Hawthorne
Attendance	Present: Carl Larson, ,Greg Olson, Bill Boehm, Susan Watt, Ericka Nelson, Carolyn Briggs, Matt Picio, Susan Dean, Jane Wallis Excused: Roger Averbeck, Lis Cooper, Andrew Holtz, Kerri-Lynn Morris, Absent: Jonathan Winslow Guests: Brian Vincent (County Engineer, Multnomah County), Adam Soplop (Engineer, Multnomah County), Joanna Valencia (Senior Transportation Planner, Multnomah County) Staff: Kate McQuillan (Transportation Planner)
Minutes/Approval	The meeting minutes for February 13, 2013 were reviewed and approved (M/S, Matt Picio/Susan Dean). Meeting minutes were approved unanimously with one abstention (Susan Dean)
Decisions Made	N/A
Background/Handouts	Agenda; Meeting minutes for February 2013; Multnomah County Capital Improvement Plan and Program 2014-18
Agenda Items	<p><u>Arata Road Project Update</u></p> <p>Brian Vincent and Adam Soplop from Multnomah County Engineering Department presented the latest cross-section and design concepts for the Arata Road project. The project is currently at 5% design. With a limited 50ft right-of-way, initial design elements include stormwater facilities that drain to the north of the roadway, curb-separated bike lane and drainage facilities, a stop sign at Wood Village Blvd (whether it will be 2- or 4-way stop is to be determined). Another possible design solution that need to be flushed out more are bumping out the intersections, with the curb on the side of the bike lane, to create shorter crossing distance for pedestrians. The County is also pursuing reducing the speed on Arata Rd from 35mph to 25mph.</p> <p>The BPCAC favors a new cross-section that would eliminate both bike lanes (but retain 1-2ft for the shy distance for the vehicle lanes) and place a 10-ft multi-use path (MUP) on the south side of Arata. BPCAC members feel that given the nature of the users (residential, primarily accessing shopping at the Town Center or simply recreating) that a MUP would be a preferential and more comfortable facility. The path might also better suit the assumed users in the area given the land use context of the area with schools, parks, trails, and major entertainment (McMenamins) nearby. The County engineering staff have preliminary concerns about mitigating for stormwater with the possible increase in impervious pavement and having sufficient right-of-way to accommodate shy distances for auto lanes as well as a wide-enough MUP. The County will look into the BPCAC’s preferred cross-section further.</p> <p>Additional comments and concerns brought up by committee members include:</p> <ul style="list-style-type: none"> • How will the County handle all the utilities and other encroachments into the narrow right-of-way? • How will the County prevent an increase in cars using Arata Road after its reconstructed, assuming vehicles prefer to use improved roadways? – The County will be not be opening a left-turn lane on Arata Rd onto 238th Rd. • Would it be possible to reduce travel lanes from 11ft to 10ft? – County engineers do not feel comfortable with 10ft travel lanes. The County will try to address slowing speeds using other tools such as reducing the speed limit and looking into design alternatives at intersections.

- What about visual barriers that give the perception of narrower lanes, thus slowing traffic, such as the use of “candlesticks” – Candlesticks are not aesthetically pleasing and need to be frequently replaced.

Public Comment: None

Staff Report: Kate shared that the County has hired a new transportation planner, Rachel, who will be assuming the current planning/development review responsibilities for the Transportation Planning team. Hopefully Rachel will be able to attend a meeting soon to introduce herself. The Sellwood Bridge project is holding an Open House on Thursday, March 14th 2013 to share the final design for the regional trail through Miles Place.

Joanna provided brief EMCTC updates related to the Regional Transportation Options (RTO) grant funding where two projects in East County are competing for an East County sub-allocation of \$57,000. The RTO grant process is currently in its public comment period. The State Transportation Improvement Program (STIP) Project Selection Committee has released a 150% list of 43 projects totaling \$99 million. Both County projects that were submitted for the STIP process have made the 150% list. ODOT staff will be working with jurisdictions to further flush out and scope all 43 projects over the next three months. And for the Metropolitan Transportation Improvement Program (MTIP) which distributes regional transportation funds, Gresham will be submitted projects for East County – the Sandy Blvd from 181st Ave to the Fairview city limits, as well as the Hogan Rd/242nd project from the East Metro Connections Plan (EMCP). Lastly Joanna provided an update on the Sauvie Island and Multnomah Channel scoping project which held a series of workshops and an open house next week. The next steps for the project will be an additional open house on April 10th (same night as the April BPCAC meeting) and focus groups in early April.

Chair Report:

Matt announced that the City of Portland’s Pedestrian Advisory Committee is seeking new members. If interested, more information can be found on the City of Portland’s website. Also, the Moffett Creek extension along the Historic Columbia River Highway State Trail is set to be complete this summer. The trail, which is temporarily opened, will be closed from April 15th to May 24th while ODOT finishes construction.

Capital Improvement Plan and Program 2014-18 Update

Joanna provided copies of the draft Capital Improvement Plan and Program (CIPP) 2014-18. The most significant update to the document is the incorporating the equity lens into the document with assistance from our Office of Diversity and Equity which includes adding new health and equity criteria to project scoring. Another change is the roadway, bicycle, and pedestrian project lists edited to reflect the EMCP findings. The project lists for the Bridges Program and the Culverts program will be updated in two years for the regularly scheduled biennial update as it better aligns with the departments’ respective planning processes. Comments from BPCAC members include:

- Has the updated criteria affected the order of ranked projects? - As was seen with the bicycle and pedestrian project criteria updates last year, the new criteria is a little more urban-centric than previously. The Transportation Planning program is not sure how to respond to this, whether we separate project lists and criteria entirely by urban vs. rural, or create policies on how we spend money for urban vs. rural projects, or ?
- Greg noted the several bicycle and pedestrian projects for Troutdale Road, and

	<p>how the EMCP recommends a separated multi-use path along the corridor. Joanna replied that until a master planning process for Troutdale Road takes place, the County cannot put the multi-use path on the CIP project list.</p> <p><u>Follow-up for BPCAC Guiding Documents</u> Carl and Bill briefly met to discuss a vision for the BPCAC and what a guiding document might look like. The main idea is to develop goals that can be measured so that the committee is more proactive in advocating for its mission and projects. Any BPCAC members interested in being involved with developing a draft concept should contact Carl. Susan requested that Carl follow-up with an email synopsis of his and Bill's conversation.</p> <p><u>Other items, news and updates</u></p> <ul style="list-style-type: none"> • The committee came up with the idea to have a pre-meeting discussion before a next regularly scheduled meeting to discuss bicycle and pedestrian safety design, recognizing the BPCAC members come to the committee with different experiences and backgrounds, and that bike and pedestrian safety design comes up frequently in BPCAC meetings. • Susan Watt shared that the Waud Bluff bridge and trail are constructed and open. Final details like signage still need to be installed. There will be a ribbon-cutting ceremony in May. • Portland Parks and Recreation have put out a bid for contractors to replace the slide on the Springwater Trail near the Willamette River. Stay tuned for more details.
Next Scheduled Meeting	Wednesday, April 10, 2013, Sauvie Island School
Adjourned	8:15 PM
Submitted by	Kate McQuillan, staff liaison