

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

Date	June 12, 2013
Called to Order	6:36 p.m.
Location	Boardroom, Multnomah Building, 501 SE Hawthorne Blvd, Portland Oregon
Attendance	Present: Susan Dean, Susan Watt, Andrew Holtz, Bill Boehm, Carolyn Briggs, Lis Cooper, Greg Olson, Jane Wallis, Matt Picio Excused: Jonathan Winslow, Carl Larson, Ericka Nelson, Keri-Lynn Morris, Roger Averbeck Absent: Guests: Roger Gellar (City of Portland Bureau of Transportation) Staff: Kate McQuillan (Transportation Planner), Joanna Valencia (Senior Transportation Planner)
Minutes/Approval	The meeting minutes for April 10, 2013 were reviewed and approved (M/S, Matt Picio/Lis Cooper). Meeting minutes were approved unanimously.
Decisions Made	N/A
Background/Handouts	Agenda; Meeting minutes for April 2013; NW Broadway Ramp Improvements fact sheet; latest draft map of Westside Trail Segment 5 alignment
Agenda Items	<p><u>Public Comment:</u> The Friends of the Historic Columbia River Highway is hosting the 2013 Gorge Ride on Saturday, June 15<sup>th</sup> 2013. Also, the Portland Art Museum has a new exhibit titled Cyclopedia about innovative bicycle design.</p> <p><u>Staff Report:</u> Kate reported that the Sauvie Island and Multnomah Channel Scoping Report project is completed. The Report recommended a full Rural Area Plan and Transportation System Plan update. The Multnomah County Board of Commissioners approved the 2013-14 that included one-time funding to move forward with the Rural Area Plan and TSP update. Contact Kate or Joanna if interested in being involved with the upcoming plan process. Also, the public comments for the Regional Active Transportation Plan are due by June 14<sup>th</sup>. All comments can be submitted to Lake McTighe, the project manager who presented at the BPCAC's April meeting.</p> <p><u>Chair Report:</u> The Crown Point segment of the Historic Columbia River Highway State Trail has been reopened. Also, the Moffat Creek segment is scheduled to be completed by September of this year.</p> <p><u>NW Broadway Bridge Ramp Improvements:</u> Roger Gellar, the Bicycle Coordinator for the City of Portland, presented new improvements to the NW ramp of the Broadway Bridge that were recommended from the Pearl District Access and Circulation Plan. The proposed improvements will remove one northbound travel lane, reducing the number of travel lanes from 5 to 4. With the additional roadway space, each travel lane will be widened from 9.5ft to 11ft, and the southbound bicycle lane will be widened to 7ft with a 3ft buffer. The freight community is supportive of the improvements as the increased width will allow for wider turn radii and safer freight movement. Additionally, PBOT is considering pro-time parking that would prohibit vehicles from parking on NW Broadway between Glisan and Broadway during the AM peak traffic (7-9am). Traffic modeling shows little or no decrease in LOS. Questions and comments from BPCAC members include:</p> <ul style="list-style-type: none"> <li>• Is there a standard for bicycle lane buffer widths (ie., 2ft vs 3ft)? There is no clear standard; however generally speaking, wider is better.</li> </ul>

- Are there any concerns that with wider travel lanes that auto traffic will speed up? Not necessarily as the lanes are still somewhat narrow.
- Can any improvements be made to the extra width and extended curb at the intersection of NW Broadway and Hoyt where there is also a transit stop? There is concern from BPCAC members that the additional width to bike lanes and buffer plus the already wide shoulder at the intersection could be perceived as an additional travel lane and is very confusing. The SB striping will remain as is, but PBOT will be monitoring the area for a while and will make changes as needed.

Cornelius Pass Road Project

Joanna Valencia, Senior Transportation Planner at Multnomah County, presented the latest on the Cornelius Pass Road Safety Project. Currently the County has \$9.5 million from the Oregon state legislature to implement recommendations from a safety audit completed in 2008. The safety audit based the majority of its analysis using statewide crash data which the public has been questioning its validity. Joanna mentioned that the County will brainstorm alternative ways to collect crash and safety data to enhance the existing statewide data including ways for the neighborhood community to report in whenever crashes or safety issues are witnessed. Concerns and questions from the BPCAC include:

- Has the County considered the roundabout option for the intersection of Cornelius Pass Rd and Skyline Blvd? Yes, the County is considering the roundabout. This option would require property acquisition and would likely impact a neighborhood business that the local community strongly supports.
- The committee is concerned about bicyclist safety through the roundabout, particularly given how popular NW Skyline Blvd is for cyclists. Some members shared that so long as the roundabout was only one lane that bicyclists may be able to travel through them okay. One committee member recommended viewing videos from the UK where roundabouts are very popular which provide outreach and education on how bicyclists, pedestrians, and differently-abled persons navigate roundabouts.
- Are there any good case studies or data about cyclists who use the roundabouts in western Washington County / Forest Grove?
- Will the County look at lowering the speed limit on Cornelius Pass Rd?

Westside Trail Master Plan update

Andrew reported that the final open houses for the Westside Trail Master Plan in mid-May went very well. Overall the public is receptive to the concept plan. A key question for the segment of the trail within unincorporated Multnomah County will be how to best accommodate cyclists on NW Springville Road where the trail splits into soft-surface trail for pedestrians and improved in-road facilities on Springville for bikes and other ADA access. Some residents who live off NW Springville Rd are concerned about the increased number of cyclists on the road, despite that the cyclists will only be on Springville for a short segment before being diverted onto a paved trail option essentially removing cyclists from Springville. The project has also received concerns from the local neighbors about the potential impacts to wildlife and natural resources if Springville is widened to accommodate the trail alignment . Andrew noted that the Committee may have interest in writing a formal statement and/or letter of support for the alignment.

	<p><u>Other items, news and updates</u></p> <ul style="list-style-type: none"> <li>• The Sellwood Bridge project will soon release more details on the construction detour for bicyclists and pedestrians, as well as a new alternative for the regional trail through the Miles Place community</li> <li>• The Haycox Estate proposed development in the City of Portland, adjacent to unincorporated Multnomah County, is still working to complete its development application. Andrew expects the proposed development will go to hearing in which the neighborhood will likely comment.</li> <li>• At this month's EMCTC, Wood Village's Council Clark shared the news about Arata Road's shared use path which the BPCAC suggested to County staff several months ago. Councilor Clark noted that the path would create enough cost-savings that sidewalks can be completed for the entire length of the road.</li> </ul>
Next Scheduled Meeting	Wednesday, July 10, 2013, Multnomah Building
Adjourned	8:32 PM
Submitted by	Kate McQuillan, staff liaison