

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

Date	July 10, 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, Carolyn Briggs, Carl Larson, Jane Wallis, Matt Picio, Roger Averbeck Excused: Lis Cooper, Jonathan Winslow, Bill Boehm, Keri-Lynn Morris, and Ericka Nelson Absent: Greg Olson Guests: Art Graves, Jonathan Maus, Kate Dryfus Staff: Kate McQuillan (Transportation Planner)
Minutes/Approval	The meeting minutes for June 12, 2013 were reviewed and approved (M/S, Roger Averbeck/Matt Picio). Meeting minutes were approved unanimously with one abstention (Roger Averbeck)
Decisions Made	<ul style="list-style-type: none"> • BPCAC will write a letter to Multnomah County staff requesting the curb of the wide sidewalks on the Hawthorne Bridge be restriped as soon as practicable and to invite Bridge Engineering staff (or other appropriate staff) to meet with BPCAC to discuss future of Hawthorne Bridge in regards to bicycle and pedestrian safety. (Matt motioned, Susan D. seconded, all voted in favor) • BPCAC established a subcommittee to further discuss bicycle and pedestrian Hawthorne Bridge. (Matt motioned, Carl seconded, all voted in favor) • Carl Larson was nominated and voted to be the BPCAC's Vice Chair. (Matt motioned, Carolyn seconded, all voted in favor) • Andrew will draft letter on behalf of BPCAC requesting Multnomah County staff provide formal comment on the proposed development at 4700 SW Humphrey Blvd in Portland emphasizing the need for a bicycle and pedestrian connection as stated in the Unincorporated Urban Pockets TSP. (Roger motioned, Matt seconded, all voted in favor) • Carl will draft letter on behalf of BPCAC requesting that Multnomah County staff consider the following recommendations related to the Sellwood Bridge westside construction detour: (1) make modest interim improvements along SW Macadam Ave such as trimming vegetation, (2) allow regional trail users to access the detour from Miles Place instead of Nevada St to lessen exposure on SW Macadam Ave, and (3) construct a temporary bridge over the Stephens Creek culvert allowing the use of the regional trail sooner instead of diverting bicycle and pedestrian traffic onto SW Macadam. (Roger motioned, Andrew seconded, all voted in favor)
Background/Handouts	Agenda; Meeting minutes for June 2013
Agenda Items	<p><u>Public Comment:</u> No public comment.</p> <p><u>Staff Report:</u> Kate polled the BPCAC to see when the best time for the Committee's annual tour would be. The group agreed that during the weekday on the regularly scheduled meeting date for August (8/14/13) is the best option. Kate will send out doodle poll to determine the best time.</p> <p>Kate also shared to upcoming public outreach events for East Multnomah County transportation projects: EMCTC is holding an open house followed by public hearing on the projects nominated for Regional Flexible Funds on Monday, July 29th 2013 from 4:30-6pm at Gresham City Hall. Additionally, Multnomah County Transportation staff</p>

will be tabling at the City of Wood Village's National Nite Out on Friday July 19th 2013 to gather public input on the upcoming improvements to Arata Road.

Chair Report:

No Chair report.

Hawthorne Bridge Public Comment Discussion

Matt Picio led a conversation about bicycle and pedestrian safety on the Hawthorne Bridge in light of public comment received from a frequent visitor requesting railings be installed between the Bridge's wide sidewalks and the travel lanes to prevent cyclists from falling into the moving travel lane.

The Committee discussed the public comment's recommendation for railing, generally agreeing with the Multnomah County Engineering department's recommendation to not install railing as there is not sufficient room with necessary shy-distance if a railing were installed, effectively narrowing the already-narrow sidewalk. The Committee did discuss if the railing were installed on the outside of the curb if there would be enough shy distance for bicyclists and pedestrians on the sidewalk, but then noted there may not be sufficient room for motor vehicles, particularly transit buses.

To address the concern of cyclists potentially falling off the edge of the curb and into the moving travel lane, several BPCAC recalled a previous request to restripe the edge of the sidewalk with reflective material to make the edge more visible to all users. The BPCAC requested Kate to follow-up with Bridge Engineering staff to see if this improvement can be made this summer along with other planned improvements to the Hawthorne Bridge.

Other comments and suggestions from BPCAC members include:

- Several BPCAC members discussed the possibility of converting travel lanes into bicycle and pedestrian-only spaces as a long-term option. There was some skepticism that the new future transit-, bicycle-, and pedestrian-only bridge to the south as well as the newly improved Sellwood Bridge will relieve the increasing bicycling and pedestrian congestion on the Hawthorne Bridge.
- BPCAC members also discussed concerns of bicyclists and pedestrian behavior, and what can be done to encourage slower, safer cycling and to educate all sidewalk users of their roles and responsibilities on the bridge.
- To make the sidewalk more comfortable for pedestrians and to increase visibility for all users on the sidewalk, could it be possible to provide better crossing opportunities for pedestrians on the bridge deck?
- Given the other priorities for Multnomah County's transportation system, would the BPCAC consider Hawthorne Bridge improvements a top priority? Improvements are important, but not likely a priority.
- BPCAC request that experts on bicycle and pedestrian design (Kate suggested County Bridge engineering staff) attend a future BPCAC meeting to brainstorm with the committee on the future of the Hawthorne Bridge.

BTA's Blueprint for Better Biking

Carl Larson presented an overview of the BTA's report, "Building Our Future: A Blueprint for World-Class Bicycling". The report's vision contains four concepts: (1) make big streets safe; (2) Let's fix it; (3) Create neighborhood greenways; and (4) Build inspiring trails. Each of the four components included specific project examples to advocate for. Carl noted that the BTA will be working with the appropriate government

	<p>agencies and organizations to help implement the vision.</p> <p>BPCAC members asked what the process for narrowing down the priority projects under each concept of the vision and if an equity lens was applied. Carl said absolutely an equity lens was used, particularly geographic equity across the region, and that the process was relatively democratic. The BPCAC commended the report on narrowing down the project priorities down to just sixteen.</p> <p><u>Vice Chair Nominations</u> Carl Larson was nominated and voted unanimously to serve the vacant position of Vice Chair. (See “Decisions Made” section above)</p> <p><u>Other items, news and updates</u></p> <ul style="list-style-type: none"> • Haycox Estate proposed development – Andrew shared the latest from the Haycox Estate proposed development at 4700 SW Humphrey Blvd. City of Portland staff are currently reviewing the completed development proposal and is accepting public comment until August 7th, 2013. The proposed development only includes right-of-way dedication for a pedestrian path without any improvement requirements. Andrew reminded the committee that this property is within the City of Portland but is on the border of unincorporated Multnomah County, and that the City and the County have both adopted a shared TSP that indicates a necessary bicycle/pedestrian connecting in the area as well as policies that support increased pedestrian connectivity. The committee asked staff to go on record and provide formal comment to the proposed development, insisting the City be consistent with the Unincorporated Urban Pockets TSP (see “Decisions Made” section above). • Miles Place Regional Trail as part of the Sellwood Bridge project – Roger shared powerpoint slides provided by the County from the latest Miles Place Regional Place public meeting from March 2013 describing the latest trail design alternative. The latest cross section which had to undergo a design-review process with the City of Portland, has 9ft asphalt travel lane with 4.5ft paved shoulders at same level of travel lane for bicyclists and pedestrians. BPCAC members are concerned that bicyclists and especially pedestrians do not have a designated, separated space. The BPCAC discussed if striping a designated space or adding tactile material to the paved shoulders might help make the space more comfortable for cyclists and pedestrians. • Sellwood Bridge construction detour – Carl raised some concerns about the bicycle and pedestrian construction detour on the westside of the Sellwood Bridge which diverts both bicycle and pedestrian traffic along one shared substandard sidewalk on SW Macadam Ave. While the construction detour is trying to be as minimized as possible by constructing a temporary bridge over the Stephens Creek culver so that cyclists and pedestrians can use the regional trail instead of the detour, there are concerns about Macadam being too narrow and has too many encroachments. Carl offered to write a letter on behalf of the BPCAC to project staff with the top concerns (see “Decisions Made” section above).
Next Scheduled Meeting	Wednesday, August 14 th in the afternoon (TBD) for Annual Tour at Sellwood Bridge project site
Adjourned	8:25 PM
Submitted by	Kate McQuillan, staff liaison