



**Multnomah  
County**

**Transportation Division**

1620 SE 190<sup>th</sup> Avenue, Portland OR 97233

503-988-5050 Fax 503-988-3321

<http://www.multco.us/transportation-planning>

**Multnomah County Bicycle and Pedestrian Citizen Advisory Committee  
Meeting Minutes – October 14, 2020**

Remote/Webinar Meeting  
6:30-8:30pm

<b>Members Attending</b>	<b>Members Absent</b>	<b>Guests</b>	<b>Staff and Presenters</b>
Joel Huffman Andrew Holtz AJ Zelada John Russell Art Graves Clint Culpepper Carolyn Briggs Tim Roth Ken Lanteigne Caroline Crisp Greg Olson Michael Rubenstein Susan Watt	Gary Purvine – excused Dean Derek- excused Sarah Erlund- excused	John Houle Megan Moser	MaryJo Andersen Oscar Rincones Andrew Campbell Jon Hendrichson Jessica Berry Lake McTighe

**Welcome & Introductions  
Land Acknowledgement**

MaryJo began the meeting with a Land Acknowledgement, reviewed the instructions on muting calls and advised participants on how to use the mute function.

Members, staff, and guests introduced themselves.

**Public Comment**

John Houle, a Sauvie Island resident representing a group of residents presented public comment concerning the speeds on some of the island roads. Highlights include:

- Exponential growth in traffic during Covid-19
- Over a million visitors per year come to the island

- Roads are narrow and have no shoulders for safe separations between multiple users
- Vehicle sizes have increased over time and semi-trailers and truck traffic have increased
- Most residents have experienced the problems with sharing the road safely
- Have corresponded with the County, on November 4, 2016 asking for recourse and county responded assuring "there would be measures taken and action would follow".
- Resident group now feels compelled to move forward to receive a conclusion on this
- Group is proposing to normalize the speeds on the island
- Currently there are posted speeds of 55 mph on some of the rural roads
- Groups concern is assurance for safety for all users of Sauvie Island roadways
- Mike Pullen has given the group some guidance on how to move forward
- John Houle feels there will be limited response from Multnomah County and hopes to gain support from this group, in addition to others

Comments and Question highlights were:

Susan Watt shared sentiments and described a recent incident in which she tried to ride her bike on a Saturday but abandoned her trip before reaching her destination because of the amount of traffic. John mentioned traffic study process and expressed he did not want to wait until a bicyclist fatality happens before moving forward.

John H. expressed that anecdotes do carry weight in moving forward through the process.

Susan W. suggested trying to have a conversation with the planning department (Michael R. said contact was Sarah) representative for Sauvie Island.

Michael Rubenstein mentioned an old document from 2015 discussing infrastructure change (ie protected bike paths, etc.) that did not happen and expressed the best route forward might be traffic management (link to document mentioned is [here](#)).

Ken L. discussed design and how road design does not change with changes in speed limit. Ken mentioned that there might be lower cost options to changing the look of the road.

Andrew H. expressed a desire to hear from MaryJo and Mike Pullen with a presentation on the history of Sauvie Island problems and proposed solutions to help the group determine what may be possible. Andrew proposed a presentation in December.

Carolyn, who joined us by phone, expressed a willingness to send in examples of solutions that might be considered in any future discussions.

## **Chair Report – Andrew Holtz**

Andrew H. shared a video clip with everyone that showed some video of him riding through two new islands in the city. He shared that he tried one on 18<sup>th</sup> and one on Broadway and Couch. Andrew expressed that change in surface was a bit concerning along with how various users might avoid hitting each other.

Andrew H. suggested keeping an eye out on any future traffic islands that might fall into Multnomah County jurisdiction.

Carolyn B. expressed that anyone who is not a pedestrian has to yield to someone with a cane or white cane accessing the bus stop and say "stop," it's not a matter of cooperating with bicyclists. Andrew H. mentioned some challenges to the design and shared the locations with Carolyn B. who mentioned she would like to look at them (between Burnside and Couch, on the Hawthorne bridge viaduct, westbound Hawthorne and the Broadway Burnside and Coach on Broadway).

Also, before moving on Andrew H. mentioned the "Identifying and Addressing Barriers to Physical Activity in the Black Community" Webinar, the link is [here](#).

## **Approve Meeting Minutes**

The September 9, 2020 meeting minutes were reviewed. Joel Huffman moved, AJ Zelada seconded. Minutes were approved.

## **Staff Report – MaryJo Andersen, Multnomah County**

- Arata Road project is almost completed
- Wood Village and Fairview collaboration had a Latino Car Parade Oct 10<sup>th</sup>.
- MaryJo mentioned the budget reviews occurring due to the decrease in revenues
- Safe Routes to School installed another traffic playground on 189<sup>th</sup> and Burnside
- MaryJo mentioned meetings with the school district superintendents on how Safe Routes to School can support school openings
- Due to holiday in November, there will not be a meeting scheduled for November

## **Black Transportation Academy Update – Andrew Campbell, Multnomah County**

Andrew C. provided the group with updates on the Black Transportation Academy.

About 22 people attended the workshop a couple of weeks ago with a diverse group attending.

Surveys suggested that everyone enjoyed the content of the workshop which is in three parts (history of Portland's transportation and its influence on creating neighborhoods, how the built environment could influence health outcomes, and building awareness of committees and opportunities for involvement).

Another workshop is scheduled for next Wednesday. Andrew C. will keep BPCAC advised of additional workshops as they are scheduled.

Michael R. mentioned that Biketown will be giving a one-year membership through a grant to individuals of color and indigenous peoples who may be at health risk. He expressed hope that the city and county might reach out and provide some education as to how one might benefit from a membership.

Andrew C. responded that his group (REACH) is deeply involved in this process. There will be some educational pieces to the grant process, and there is a focus on providing more opportunities for people to be more active.

Andrew Campbell mentioned concern of people being less active due to higher police presence in communities and wondered if we might hear from the sheriff department about statistics they have on policing in different areas. His hope is that the group will become more aware of the details and how perception of risk affect people and the choices they make about how to move around the region.

### **Metro Traffic Safety - Lake McTighe, Senior Regional Planner, Metro**

Lake provided the group with a presentation with updates on traffic deaths and serious injuries in the region and county.

Highlights of comments were:

"Metropolitan Planning Area boundaries" slide questions/comments:

- All crashes within the region are analyzed; data is from police data that is reported and given to ODOT. The focus is on primarily reducing serious and fatal crashes.
- Carolyn B. commented that this data set is not very accurate and asked if a more accurate data set might be found, perhaps beginning with the education of the police.
- Lake explained that work on improving the data is ongoing.

"High Injury Corridors Overlapping Communities of Color, English Language Learners, and Lower-Income Communities" slide questions/comments:

- Lake commented that 67% of pedestrian fatalities and 72% of serious pedestrian crashes occur in these areas and 83% of bicycle fatalities and 69% of serious injury bicycle crashes occur in areas where only 56% of the population live.
- She added that we know just from looking at national data that people of color, especially black people and Native Americans, as well as people with low income are disproportionately impacted in traffic crashes.
- Carolyn B. commented that the data includes an anomaly. Police are likely to pay more attention to drivers in those neighborhoods and are more likely to charge people involved in accidents due to bias.

AJ Z. commented that he would like to see the presentation humanized and show the huge cost and devastation to individuals and families to cement the importance of safety even more. John Russel seconded this sentiment.

Andrew H. asked if Metro has talked to other jurisdictions about Vision Zero 2035. Lake explained that there have been conversations around strategies and projects.

Andrew C. also expressed that it would be great, in addition to speed being one of the causes for crashes, how lighting affects accidents with pedestrians.

Lake shared this link to Metro's "Guidelines for designing livable streets and trails" in response to his comments ([click here](#)).

Lake shared that she sends out an "Of Interest in Transportation Safety" email periodically. It includes stories, reports, and resources related to safety with a focus on racial equity, and people who take transit, walk or ride bikes. If you would like to be added to the distribution list, feel free to send her your email and she will add you. Her email is lake.mctighe@oregonmetro.gov

There was a short discussion on permissive left turns and data around it. Lake mentioned there is data on turning crashes and shared a link to Metro's "State of Safety" report ([click here](#)).

John Russell shared the following link via the chat feature in the meeting in response to the above-mentioned topic ([click here](#)) after commenting that pedestrians need ample time to cross streets instead of racing to prove right of way is theirs.

## **Columbia Gorge Update – AJ Zelada**

AJ shared a presentation with the group about two topics, getting a trolley on the Historic Columbia River Highway and the Eagle Creek staircase.

Wayne Steward and AJ conjoined and created a trolley plan that would have no automobile traffic on the historic highway except for residents, vendors and planned transit and a reservation system for people who plan events at the different state parks along the highway and need to transport supplies.

This is modeled after Zion and Lake Tahoe and involves changing the single highway and replacing it with a trolley. Wayne figured out eight trolleys would be able to serve every 15 minutes from Women's Forum to Ainsworth.

The other model used was Washington Park's shuttle system that goes through a variety of venues and was created in 2014. The cost to run this shuttle is about 1.6 million dollars, funds garnered from 1500 parking spaces located throughout the various venues serviced by the shuttle, through Parking Kitty, generate about three million dollars.

Wayne and AJ started this process in 2018 and have been pushing for a transit centric solution.

AJ presented a request to the group asking that the group write a letter to Multnomah County commissioners that BPCAC concurs with a non car centric solution as a necessary strategy to solve congestion mitigation and that we support the Historic Columbia River Highway decision to support that strategy.

In addition, two other points to the letter would be that the group wants to continue transit that was temporarily suspended in 2020, while also opening up parking lots. Additionally, that we support increased safety on the eastern side of Multnomah County for the sheriff, emergency medical services and the fire response system.

AJ also shared the history of an ADA lawsuit asking ODOT to upgrade all statewide curb ramps and install pedestrian crossings that do not discriminate and that the response has taken the trail system and put it at the back end...it will be 3 to 4 years before the trails are considered as a priority. It may be up to 9 years before the elements are considered.

David Evans and Associates has stepped up to doing a probono scoping of the scene he shared to move forward and hopefully have a chance to move towards a "shovel ready" project.

Susan Watt asked about whether larger commercial tour buses and vans be allowed in this model. AJ responded that it is part of the details of the plan.

The group then concurred on the best way to craft the letter and a motion was made by AJ Zelada to write the letter for a non-car centric approach to the congestion on the Columbia River Highway to the Commissioners at Multnomah County. Susan Watt seconded the motion and the motion was passed.

### **Staff Report, County Updates**

Transportation Department Updates, Jessica Berry, Jon Henrichsen, Multnomah County  
MaryJo Andersen, Multnomah County

Staff gave updates that have occurred as a response to the impact of Covid 19 and loss of funding for programs. A one-page handout with details was provided to the group for review.

Staff impressed that the county will not be doing more with less but focusing on making sure we are doing our mandated work and doing it well.

MaryJo offered to pass along updates to the group as they occur.

### **Open Share / Project Updates / Other Business (All)**

**Meeting adjourned at 8:36 pm**