# 2025 04 09 BPAC April Meeting Minutes

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**Meeting Name:** BPCAC Committee Meeting **Date:** April 9, 2025 **Time:** 6:00 PM - 7:00 PM (Meeting concluded early) **Location:** Zoom Webinar

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## 1. Welcome and Introductions

- **(00:00:21) Oscar R - He/Him, Multco Meeting Support** welcomed everyone, introduced himself, and provided a quick review of meeting guidelines. He emphasized the high priority of equitable distribution and accessibility of materials, the provision of a Zoom quick reference guide, and links to resources.
- **(00:00:52)** Oscar stated that **closed captioning is activated** and asked attendees to hold questions until the end of presentations unless otherwise directed. He confirmed his availability via chat for Zoom meeting assistance.
- **(00:01:13) MaryJo Andersen, MultCo (she/her)** thanked Oscar and proceeded with the land acknowledgment, welcoming Arini and Joel.
- **(00:01:19)** MaryJo delivered the **land acknowledgment**, recognizing Multnomah County as resting on the stolen lands of the Multnomah, Kathlamet, Clackamas (Chinook Indian Nation), Tualatin, Kailapuya, Malala, and other Columbia River tribes. She emphasized that the land was stolen and African people enslaved by white settlers with government support, not ambiguous entities.
- **(00:01:53)** MaryJo honored the members of over 400 tribal communities in Multnomah County who survive and resist ongoing attempts to destroy their cultures. She asked for a moment to acknowledge history and honor the people.
- **(00:02:43)** MaryJo informed attendees that the meeting format has changed from a general Zoom Meeting to a **Zoom Webinar format** for enhanced security, hoping to prevent disruptive "bad actors." Trini and Oscar would provide further details.
- **(00:03:37) Oscar R - He/Him, Multco Meeting Support** explained the shift to Zoom Webinar for upgraded security and better control over participants. He recounted a previous incident where hackers took control of a meeting, causing offensive disruptions.
- **(00:04:52)** Oscar clarified the roles: **Panelists** include facilitators, presenters, and committee members; **Attendees** can listen and watch but cannot be heard or seen unless promoted by hosts (Oscar or Trini) to speak or comment.
- **(00:06:14)** Oscar reiterated that the webinar format provides a higher level of security, and the team is still adjusting to the new process.

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## 2. Public Comment

- **(00:06:52) Andrew Holtz (Chair)** asked if there were any public comments. No public comments were waiting, and no committee members wished to chime in during the public comment period.

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## 3. Chair Report - Andrew Holtz

- **(00:07:15)** Andrew Holtz did not prepare a formal chair report.
- **(00:07:19)** He shared a personal experience from a recent work trip to London, where he was delayed due to a Heathrow fire, leading to a long weekend in Brighton. He enjoyed riding an e-bike along the white cliffs on dedicated paths, avoiding traffic and directional concerns. His report concluded with "international biking."

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## 4. Meeting Minutes & Safety Update

- **(00:08:06)** Andrew stated that **meeting minutes for March are still being finalized** and will be addressed at a later meeting.
- **(00:08:16) MaryJo Andersen, MultCo (she/her)** informed the committee that she did not have a fatality report prepared for this meeting.. Other safety updates would be included in her staff updates.

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## 5. Staff Updates - MaryJo Andersen and Allison Boyd

- **(00:11:48) MaryJo Andersen, MultCo (she/her)** presented the annual work plan, noting where the committee is and where it's heading.
    - **(00:11:59)** Last meeting: Alta presentation, work plan discussion, and live poll.
    - **(00:12:12)** Tonight: Safer Sandy (Arini) and Earthquake Ready Burnside Bridge test shaft drilling (Ryan).
    - **(00:12:36)** May: Gresham TSP and potential summer construction updates.
    - **(00:12:47) June (In-person meeting at Multnomah Building):** Alta will be present to review the Transportation Safety Action Plan (TSAP) project selection and virtual open house. An update on the Earthquake Ready Burnside Bridge will also be provided.
    - **(00:13:05) Second half of the year:** A list of activities is planned, but July and/or August meetings may be canceled. A **September in-person tour** of East County projects is anticipated, with the county van available. The committee will also be looking for letters of support.
- **(00:13:42) Informational Presentations Poll Results:**

    - **(00:13:42)** 8 members present, 7 interested in informational presentations (1 "yes, no" depending on topic). MaryJo noted that members not interested in a specific presentation are not required to attend but should inform staff.
    - **(00:14:22)** High-scoring projects from the poll (out of a possible 40):
        - Bridge projects (clustered): Columbia River Gorge Highway Bridge, Steel Bridge Seismic Retrofit, Broadway Bridge Seismic Retrofit.
        - Other high-scoring projects: Gorge, Earthquake Ready Test Shaft (tonight), Legislative Session, ADA Curb Ramp Improvements, East County Signal Upgrades, Troutdale Second Street Bridge Project.
    - **(00:15:21)** Lower-scoring projects (may be included in staff updates instead of dedicated presentations): Troutdale Culvert, Troutdale Traffic Signal Replacement, Gleason Street Water Quality, Rural Transit Projects, Cochrane Road Work, Germantown Speed Reader Signs, Reeder Road Project (Savi Island), Trimet Service Updates.
- **(00:16:10) Email Sharing Poll Result:** 7 yes, 1 no. Due to it not being unanimous, members who wish to share information with others should send it to MaryJo or Oscar for distribution.
- **(00:16:19) Marine Drive Speed Limit Update:** Thanks to Allison, a **speed study request has been sent to ODOT** for the county section of Marine Drive (which currently has no signage, defaulting to 55 mph as a rural road). The goal is to match Gresham's 45 mph speed limit. Steven, one of the engineers, is assigned to this task, which typically takes about a year (similar to a previous study on Sauvi Island).
    - **(01:18:42) Andrew Holtz** shared a recent incident on Marine Drive involving a semi-truck plowing into cars that had stopped at a rapid flash beacon, highlighting the importance of controlling speeds.
- **(01:18:07) Safe Routes to School Update:** Bike Works by Pear is leading spring walk and roll events and bike/scooter education. A new coordinator, Ian, has started in the Centennial District, bringing momentum. Work is also underway on circulation around Butler Creek Elementary due to a new housing development and road.
- **(01:19:35) Transportation Safety Action Plan (TSAP):** Moving forward with planning for the next phase of community outreach in June and July. Initial project suggestions are being received.
- **(01:20:02) Oregon Active Transportation Summit (OATS):** Scheduled later this month near Lloyd Center.
- **(01:20:08) Regional Flexible Funding Allocation (RFFA) - Allison Boyd, Multnomah County:**
    - **(01:20:55) Step 1A1 Survey (Transit Projects):** This is a new component where Metro is considering a project bond for transit-related projects. Multnomah County applied for transit components of the **Earthquake Ready Burnside Bridge** to receive some of this bond money. It's one of five projects under consideration. Decisions will be made by the Joint Policy Committee on Transportation (Jpac) and Metro Council in July. A public comment period is open until April 30th (via survey on the website), with opportunities for written testimony or testimony at upcoming Jpac meetings. Other projects under

consideration include 82nd Avenue Transit, TV Highway Transit, Montgomery Streetcar, and Sunrise Highway.
    - **(01:23:23) Step 2 Survey (General Projects):** This is the usual funding source for active transportation projects, occurring every three years. The county uses RFFA grants for projects like Safer Sandy. A grant application was submitted for **223rd Avenue in the Fairview/ Wood Village area** for planning and engineering to fill gaps in bike/ped infrastructure or improve safety. The application scored highly in technical evaluation, and public comments would be beneficial. Gresham also has projects on the Gresham Fairview Trail and Halsey included in this survey.
- **(01:25:33)** MaryJo reminded everyone about the **in-person meeting on Wednesday, June 11th**, at the Multnomah County Building (same room as the December meeting), emphasizing that security will be expecting them this time.

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## 6. Safer Sandy Project Update - Arini Farrell

- **(00:28:18) Arini Farrell, Multnomah County** provided an update on the Safer Sandy planning project (201st to 230th). The project aims to identify opportunities for adding crosswalks, improving street lighting, and addressing conflict points based on public input. The goal is to make Sandy safe for walking, rolling, biking, and transit.
- **(00:29:41) Project Area:** The project area extends from 201st (Gresham) to 230th (Fairview/Wood Village border), encompassing Boeing and other landmarks.
- **(00:30:18) Project Timeline:**
    - Presentation to Bike Ped (tonight) and EMCTC (Monday).
    - Focus on data collection, Alta's existing conditions report (including utility requirements), and community engagement (pop-up events, surveys, interviews).
    - Project completion expected Winter 2026.
    - Arini will return for two more phases: 1) feedback from community and initial concepts; 2) revised scope and final plan.
- **(00:32:13) Walk Audit (January 2020):** A team (consultants, Arini, MaryJo, Sarah Selden from Fairview, and Frank, a Sandy resident) walked the entire corridor, observing areas that felt unsafe and noting pedestrian patterns in areas without sidewalks. Alta produced a road audit report comparing findings with past crash data.
- **(00:33:56) Segment 1: 201st and Fairview Parkway:**
    - **(00:34:07)** A person was killed by a motor vehicle in January 2020.
    - **(00:34:25)** Intermittent sidewalks and a 40 mph speed limit create significant safety risks.
- **(00:34:51) Segment 2: Fairview Parkway to Blossom Hill Road:**
    - **(00:35:06)** This segment ends at Quail Hollow Mobile Home Park's property line, marking the end of the construction portion for the next phase of the project.

    - **(00:35:24)** Features changing land use (mobile home parks, RV development, creeks) and a constrained road with limited pedestrian space, forcing bus riders to wait at the side of the road.
    - **(00:36:00)** The intersection of Ferry Parkway and Sandy Boulevard had **18 out of 44 crashes** in this segment, indicating significant conflict points from turning trucks and cars. The group felt a 6 out of 10 comfort level standing at this intersection.
    - **(00:37:00)** Several bus stops serve the residential area, but without sidewalks or safe crossing points on Sandy Boulevard, and with limited visibility due to shadier areas.
- **(00:37:23) Segment 3: Residential Part of Sandy:**
    - **(00:37:34)** More cars are speeding in this segment.
    - **(00:37:34)** The northern side (gated community, new development at 223rd) has sidewalks, but the other side has limited width and essentially no sidewalks. Pedestrians must use the northern side.
    - **(00:38:09)** A wide "parking but not parking zone" lane encourages speeding.
    - **(00:38:41)** An active development at the northwestern intersection of 223rd and Sandy temporarily closed a sidewalk, forcing unsafe crossings.
    - **(00:39:00)** Upcoming development means increased residential density and need for safe crossings. 223rd is a busy intersection with traffic to Blue Lake Park, Knife River (trucking facility), and downtown Fairview.
    - **(00:39:58)** No crossings exist between 223rd and Fairview Parkway (0.72 miles), forcing reliance on the northern sidewalk.
- **(00:40:20) Segment 4: 223rd to 230th:**
    - **(00:40:25)** This section slopes downhill with a very constricted right-of-way.
    - **(00:40:55)** It features Amazon and another trucking facility, plus an industrial complex, leading to significant truck traffic. This creates limited space for pedestrians or cyclists, sometimes requiring trucks to stop for people to cross.
    - **(00:41:29)** The area has poor visibility, especially at night. This section has the most limited width for pedestrians on one side, and almost no space on the other.
    - **(00:42:04)** Petty John Park (creek in this segment) lacks access; it's being considered for stormwater management. The terrain encourages shared modes and high speeds.
- **(00:42:48)** Arini will share the road audit document with all members.
- **(00:43:16) Public Engagement Campaign (Launching May 7th):**
    - **(00:43:16)** Online survey with a $50 gift card raffle for participants.
    - **(00:43:35)** Social media posts, mailers/postcards, Fairview's utility bill newsletter, and lawn signs.
    - **(00:44:22) Online Survey Draft Review:** Hosted by Enviro Issues, with an interactive map. Questions cover:
        - Feelings about walking, bicycling, and transit on Sandy (safe, unsafe, don't use).
        - **(00:45:52)** Driving on Sandy: difficulty seeing crossing pedestrians, difficulty making left turns across traffic. **Andrew Holtz suggested**

**breaking this question into personal safety and specific issues, and adding an "other" option for text responses.**
        - Interactive map for desired destinations.
        - General concerns (bus access, bike lanes, safety).
        - Demographic questions.
    - **(00:49:13) In-person interviews** with local community leaders.
    - **(00:49:38) Community conversations** with HOAs and canvassing on Sandy.
    - **(00:49:55)** Targeted groups for conversations: Quail Hollow (55+ community), Slavic Evangelical Church (with Russian/Ukrainian interpreters), Walmart (pop-up event with donuts/prizes), local church, Townsend Farm (berry packaging plant with seasonal workers), and the Natural Leaders group in Fairview/Wood Village.
    - **(00:51:19)** One-on-one interviews with Quail Hollow manager, Reynolds District Transportation director, Jairo (East Recreation coordinator and Wood Village Mayor), and Janet Jarvis (Oregon Trucking Association) to get a holistic view.
- **(00:51:39) Postcard Preview:** Features a QR code for the survey, with English and Spanish versions on one card, and a note about Ukrainian and Russian availability.
- **(00:52:30)** Arini encouraged spreading the news about the survey and engagement efforts.
- **(00:52:56)** Andrew praised the comprehensive community engagement strategy.

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## 7. Earthquake Ready Burnside Bridge Test Shaft Drilling - Ryan Rucker

- **(00:53:24) Ryan Rucker**, an engineer with Multnomah County on the EQRB project and PM for the test shaft, presented an update on the recently completed test shaft drilling. He acknowledged the initial public curiosity about the activity at Waterfront Park.
- **(00:54:54) Project Summary (Four Major Phases):**
    - **(00:55:01) Design:** The test shaft was a "drilled shaft," replicating the deep foundations (10 feet diameter, 125 feet deep) to be used on the new bridge. Depths will vary for the actual bridge, with shallower shafts in water and deeper ones on the west side for seismic support.
    - **(00:56:01) Location:** Chosen in Waterfront Park to represent the soil layering found across the entire bridge length. Geotechnical borings were done on and around the bridge to understand soil conditions.
    - **(00:57:00) Construction:** Involves multiple specialized crews. Ryan explained the five major stages of drilled shaft construction using an image:
        - **(00:59:27) Casing Installation:** Oversized casing is set to protect the excavation from caving in.
        - **(00:59:48) Drilling:** An oscillator with teeth rotates and pushes the casing into the ground, while a clamshell pulls out loose soil.
        - **(01:00:33) Reinforcement Cage Installation:** A 135-foot long cage of #18 rebar (1.25 inches thick) is installed. Construction took 6 weeks.

        - **(01:01:04) Concrete Placement:** 400 cubic yards of concrete were placed in one day (approx. 12 hours) on a weekend, filling the 125-foot shaft without issues like seizing from hot concrete.
        - **(01:01:32) Casing Retraction:** As concrete settles, a specific head is maintained above the concrete, and the casing is slowly retracted.
    - **(01:02:02) Benefits of Test Shaft:**
        - Confirmed construction practices and refined processes for the actual bridge project.
        - Allowed for refinement in design, including a Value Engineering (VE) study.
        - Testing revealed that the **Troutdale hard rock foundation is much stronger than anticipated**, allowing for **reduced shaft lengths** (less drilling, rebar, and concrete), resulting in significant cost savings.
        - Design teams are now exploring opportunities to potentially **reduce the number of shafts** in piers and on the West Side, reducing the bridge's overall footprint.
    - **(01:03:33) Testing (Final Phase):**
        - **(01:03:33)** The oversized casing (from Phase 1) was used to facilitate testing.
        - **(01:04:11)** Tested **bearing capacity** (how much weight the shaft can endure) and **skin friction** (how soil grips the shaft), both crucial for seismic design.
        - **(01:04:23) Cross Sonic Logging (CSL) tubes** (12 tubes around) were used to determine concrete structural integrity by sending waves through water-filled tubes to check for voids or cavities.
        - **(01:05:22) Thermal testing** used heat through tubes/wires for similar void detection and strength variance.
        - **(01:05:34) Load Test (shown in a picture):** Pressure was pumped into load cell assemblies (large array of rams) to literally try and push the shaft out of the ground. They reached approximately **34,000 kips of force** (34 million pounds) to push it to failure, providing data on how bridge elements would react during an earthquake.
- **(01:07:23) Early Activities:** Site clearing, removal of contaminated soil, tree protection, and installation of two large cranes (one for drilling, one for support). A **vibration monitor** was installed near a large CSO pipe (combined sewer overflow) to ensure drilling wouldn't disturb it and to track vibration for future drilling near historical buildings.
- **(01:09:13) Constructing the Cage:** The 135-foot cage, made of massive #18 rebar, took about 6 weeks to build, designed to resist large forces.
- **(01:09:56) Load Cell Assembly:** An array of rams, with two assemblies (one at the bottom, one 20 feet up), allowed for testing different force arrays and reactions of concrete and steel.
- **(01:10:44) Preparation for Drilling:** Connecting and aligning the two sections of the cage (after initial separation for easier lifting) before lowering them into the hole.

- **(01:11:30) Drilling Operations:** Took roughly 3 days. The first 28 feet were expected to be contaminated, so tarps and measures were in place to contain hazardous material.
- **(01:12:24) Setting the Cage:** The second section of the cage was tied off and dropped into the hole, ready for concrete pouring.
- **(01:13:05) Morning of Concrete Pour:** About 12 hours of pouring 370 cubic yards of concrete, which went smoothly without major issues like seizing from hot concrete or obstructions.
- **(01:14:15) Wrapping Up:** Site was cleared and regraded to its existing condition, with fences still up.
- **(01:14:59) Timber Piles Encountered:** While drilling, they encountered and removed two timber piles (believed to be from an old work bridge or trestle) at 23 feet depth, located directly on top of each other in the center of the excavation.
- **(01:16:45) Time-lapse video shown:** Displayed the entire process, from crane construction and casing installation to rebar cage placement, concrete pour, casing retraction, and final testing setup.
- **(01:20:10) MaryJo Andersen** asked how many shafts would be on the new bridge. Ryan estimated in the high forties, potentially 6 per pier, with 4 bents (24 total) plus more. He emphasized that the test shaft helped understand construction in Willamette soils.
- **(01:21:18) John Russell** asked if only concrete and rebar remained in the ground, and if there were any design changes based on the test information.
    - **(01:21:47)** Ryan confirmed that **everything except the casing stayed in the ground**, with CSL tubes filled with grout and capped 5 feet below grade.
    - **(01:22:39)** He reiterated that the test results indicated the **Troutdale hard rock formation was significantly stronger** than anticipated, allowing for a **reduction in shaft depth**. This information is now being used to explore potential **reductions in the number of shafts** per pier or on the West Side, reducing the bridge's overall footprint.

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## 8. Open Share & Adjournment

- **(01:25:35)** Andrew Holtz asked for any other items of group interest.
- **(01:25:55) John Russell** asked Andrew for an update on **Riverview Cemetery**.
    - **(01:26:03)** Andrew confirmed that signs indicate the gates are now closing from **8 PM until dawn**, prohibiting cycling and walking through the cemetery after dark.
    - **(01:26:30)** The primary impetus for this change seems to be the cemetery's **insurance company**, concerned about liability from occasional crashes.
    - **(01:26:52)** This change is disruptive for commuters who use the cemetery after dark, as there are no good alternative routes. Andrew noted that Bike Portland's Jonathan Maus is in touch with the cemetery board.
    - **(01:28:19)** Andrew has flagged this issue for the transportation department, emphasizing the city's need to address the lack of alternate routes.

- **(01:28:42)** Andrew adjourned the meeting, encouraging everyone to enjoy their evening. The next meeting will be online in May, and in-person in June.