

BPCAC Meeting Minutes
Aug 13, 2025

Attendance

✓ = Attended

e = Excused Absence

u = Unexcused Absence

	Members	Presenters	Staff
✓	Dean Derek	Beth Britell, Multnomah County	MaryJo Andersen
✓	Art Graves	Emily Miletich, Multnomah County	Princess Kannah
✓	Andrew Holtz	Jackie Henry, Multnomah County	
✓	Joel Huffman	Mark Knieriem, Multnomah County	
✓	Megan Moser	Sarah Hurwitz, Multnomah County	
e	Greg Olson	Steffi McDonald, DEA	
e	Michael Rubenstein	Joel Tubbs, DEA	
✓	John Russell		
✓	Valerie Schiller		
✓	Robert Thomas		
u	AJ Zelada		

Minutes

6:00 pm: The meeting began with a welcome, a land acknowledgment, and introductions from attendees.

1. Welcome and Introductions

Zoom Meeting Guidelines

Land Acknowledgement

6:10 pm: The committee heard a public comment regarding a recent bicycle collision on the Morrison Bridge. We can discuss this further at the end of the meeting, if there is time.

2. Opportunity for Public Comment

John R asked about a bike collision on Morrison Bridge. Short discussion with the possibility of moving the discussion to the end of the meeting, if there is time.

6:20 pm: Chair Andrew Holtz did not have a report to share at this time.

3. Chair Report – Andrew Holtz, BPCAC

No chair report this month

6:25 pm: The adoption of the June 11, 2025 meeting minutes was postponed to the next meeting.

4. Review and Adoption of June 11, 2025 Meeting Minutes - All

We will wait to vote on June meeting minutes at our next meeting.

6:30 pm: MaryJo Andersen from Multnomah County provided the monthly safety update, which included the June traffic fatality report.

5. Safety Update - MaryJo Andersen, Multnomah County

Fatality report for June. We no longer receive names, but have the dates, locations and ages of crash victims. In June there were 12 lives lost: 8 in vehicles, 4 on motorcycles. 2 of these crashes were on east county roads.

We took a moment of silence to honor these lives that were lost in our community.

TSAP - outreach at 8 summer events. EMCTC adopted vision zero with an ambitious timeline, with the goal that the cities and county will adopt this goal. BPCAC can provide a letter of support to EMCTC and also to the County Board.

SRTS - bike works has provided summer school lessons, park pop-ups, Sunday Parkways, and upcoming back to school work.

6:40 pm: Representatives from Multnomah County and DEA presented information and led a discussion on the Clay Street Ramp Improvements project.

6. Clay Street Ramp Improvements - Multnomah County and DEA 10:08 minutes start

Beth Britell, Joel Tubbs, Steffi McDonald

Location is the east side of the Hawthorne Ramp, eastbound. High traffic bike route. PBOT provided early bike lanes. Vehicles traveling onto Clay St cross over the bike lanes. With the 2024 overlay project, the lanes were slightly reconfigured, and were quickly corrected. This highlighted that more work could be done to improve bike safety at this location. Short term

and long term projects are being considered. For now the bollards are back in place, better visibility, and larger buffer. What else can we do? Even though it is uncomfortable, there is only one reported crash in 20 years.

Advisory signs were shown in the slide deck.

Menu of options: no change, near term, long term.

Concept 1:

- Advisory signs could be changed and additional signs could be added.
- Change in traffic condition signs
- Pavement markings to help drivers understand their role - 3 concepts and they would like feedback on these.

Concept 2 - bigger changes - reconfigure lanes and change the striping.

- Separation of vehicles and bikes away from pedestrian crossing, with vehicles yielding to peds and bikes. (reference to slide). Similar to Broadway/Glisman.
- Change striping to reduce turning radius of vehicles, to force them to slow down.
- Can mix and match these concepts

Concept 3 - Capital improvements.

- Speed table for vehicles to slow them down. Flat on top for bikes and peds to cross.
- Signalize the intersection (reference to slide).
- Use one of the vehicle through lanes and create a turning lane that could or could not be signalized. Clarifies to bikers what the vehicle is going to do.

Evaluation criteria:

- Safety and comfort
- Cost
- Delay to any traffic
- Public support

If you want to tour the site with Beth, she can meet up with folks.

Feedback

- Andrew- In general, signs are not noticed or utilized very much. He does use the Broadway/Glisman chicane and it is confusing to drivers, so that doesn't seem like a good change. He favors a signal, like on the west side on-ramp for the Hawthorne Bridge. It would be the most effective.

A turn-only lane is an intriguing idea. It could give more certainty for cyclists for what a driver is going to do.

A speed table is good - it cannot be ignored. Will wake up drivers.

Moving the lane back seems like it could help with shifting before the turn and separate out so that everyone is doing one thing - turning and merging would not be at the same time.

Good ideas -

Joel - recently did the Broadway/Glisan in a car. A lot is going on and it is very confusing. Would not like it on the Hawthorne. Likes the idea of slowing vehicles by narrowing the lane and increasing the turn radius for a short term solution.

Valerie - asked. Is the sign idea the same cost for different sizes of signs? Not the same cost, but not a lot more expensive.

Other signs ideas - include LED lighting on the signs. Valerie likes that idea to make the sign stand out.

John - Asked about turning movement counts for vehicles going straight eastbound vs those who are turning?

He likes the signal concept idea, as it is very close to a previous concept that was brought up with a TriMet. With a signal, depending on the mode split, the buses could then move ahead of the vehicles. The other concepts can help during the interim, but a signal will be the best solution. A speed table would slow everyone down, including bikes, but it would alert everyone, including bikes, to slow down and that this is an area with a conflict. Tightening the turn radius - could that be delineated with tough curb or bumps on the ground, to prevent drivers crossing over the lane markings. Regarding potential warning signs - are they looking at using detection, similar to the signal timing on the west side that keeps bikes moving smoothly. (The counts were included in the chat.) June - peak hour counts. Approximately 3X higher for through traffic. The numbers are down from 2019. Reported that during the pandemic there were fewer bikes at this location, which reduced visibility of bikes and drivers looking for bikes.. A signal might change travel patterns.

Andrew - did you consider a stop sign, instead of a signal? Not just a stop if they see a bike or ped, but a full stop for all vehicles? Beth - would that be allowed/meet all the conditions? They will check in on this.

Beth - appreciates the comments and will share with PBOT. The speed table was supported by the PBOT BAC, and she likes the layers of solutions from the BPCAC.

John had an additional question regarding today's closures on the Hawthorne Bridge. There were no bike detour signs for bikes. The TPAR was OK, but nothing for bikes. We asked Sarah Hurwitz who joined the meeting. Clarification on when and where this occurred. Sarah will pass this info on to the correct crew.

7:10 pm: Mark Knieriem, Jacqueline Henry, and Sarah Hurwitz presented on the Broadway Lift Deck Replacement project and facilitated a committee discussion.

7. Broadway Lift Deck Replacement - Mark Knieriem, Jacqueline Henry, Sarah Hurwitz

Why do we need this project? The deck materials are worn out, and it will be replaced with a steel grate infilled with lightweight concrete and a polymer overlay, along with replacing the Streetcar tracks. A 6 month closure is the best option. Full closure Oct 13, 2025 - April 11, 2026.

One sidewalk will be open at all times during the project. The Streetcar will stop on the bridge and return. Public outreach includes social media ads, messaging for the Portland Streetcar, Blazer coordination, the BPCAC, and a video created. The website will have updates, and you can enter questions via the website.

Andrew - asked for clarification on the Streetcar route. It will be a large horseshoe pattern.

What about the sidewalk - will it be more congested for pedestrians? Yes. There will be signage indicating two-way pedestrian traffic, especially in the early morning.

John - also appreciates that pedestrians will be able to use the bridge during the whole construction time period. He wants to know if there will be days when it is closed completely.

Valerie - appreciates the advance notice and keeping open for peds. Why is it only one sidewalk at a time? Mark - due to needing scaffolding equipment for access to the underside of the bridge, so one side or the other needs to be used for this access. They had had lots of discussion over which side is preferred, and are trying to minimize the number of crossings for pedestrians. They plan to pick one side and keep it the same side the whole duration of the project.

John - westbound is more downhill/faster and it would be easier to switch to the north sidewalk.

Andrew - it will be easier for peds to change sides since vehicle traffic will not be on the bridge.

Mark - yes, there will be stop signs for vehicles. Peds will go up Broadway and down the Lovejoy or vice-versa.

Andrew - where is the closure on the east side?.

Mark - Larabee will be the stop for vehicles. There will be a secondary closure on the bridge, with a pocket for the streetcar (on the first eastern span = span 7), in order to trip the track and then go in the opposite direction. No cars will be allowed between the vehicle and streetcar closure.

Andrew - what about vehicles that are going southbound on Interstate and use the ramp onto Larabee?

Mark - they will not be able to go onto the ramp, but the ramp will stay open.

Andrew - thanked the staff for the information.

7:40 pm: MaryJo Andersen delivered staff updates from Multnomah County for discussion.

8. Staff Updates – MaryJo Andersen, Multnomah County

- Review of the year's presentations and upcoming months.
- PBOT is updating their TSP and doing a survey
- Field trip - projects on the east side. Discussion of options. The project sites will include Safer Sandy, 223rd and 257th. We will meet at the Bridge Shop and pick up folks at Reynolds High School.

9. Open Share/Project Updates/Other Business - All

- Bridge Pedal crash on the Morrison Bridge. Discussion of the incident.
- Policy makers ride will be on the east side, September 26th.

7:55 pm: The meeting concluded.

Next BPCAC meeting: September 10, 2025.

This meeting will be an East County field trip for members. Details to follow.