



Transportation Division
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BPCAC Meeting Minutes
Zoom Meeting
Wednesday, June 11, 2025
6:00 pm - 8:00 pm

✓ = Attended
e = Excused Absence
u = Unexcused Absence

e	Dean Derek	Mike Sellinger	MaryJo Andersen
✓	Art Graves	Trevor Liu	Allison Boyd
✓	Andrew Holtz		Princess Kannah
✓	Joel Huffman		Trini Leslie
E	Megan Moser		
✓	Greg Olson		
✓	Michael Rubenstein		
✓	John Russell		
✓	Valerie Schiller		
✓	Robert Thomas		
✓	AJ Zelada		

BPCAC Meeting Minutes
Wednesday, June 11, 2025
6:00 pm - 8:00 pm

Welcome and Introductions

Zoom Meeting Guidelines
Land Acknowledgement
Introductions
(10 minutes) 6:00 pm

1. **Opportunity for Public Comment**
(10 minutes if submitted)6:10 pm

2. **Chair Report – Andrew Holtz, BPCAC**
(5 minutes)6:20 pm

3. **Review and Adoption of March 12, 2025, April 9, 2025 and May 14, 2025 Meeting Minutes - All (Action Item)**
(5 minutes)6:25 pm

4. **Safety Update - MaryJo Andersen, Multnomah County**
(10 minutes)6:30 pm

5. **Transportation Safety Action Plan Workshop, Alta Planning and Design**
(60 minutes)6:40 pm

6. **Staff Updates - MaryJo Andersen, Multnomah County**
(10 minutes)7:40 pm

7. **Open Share/Project Updates/Other Business - All**
(5 minutes)7:50 pm

Next BPCAC meeting: August 13, 2025

Meeting Minutes: June BPCAC

00:00:00 - 00:00:45: The meeting began with a land acknowledgment, recognizing the indigenous lands and the labor of enslaved African people that built the country. It also honored the over 400 tribal communities in Multnomah County who continue to survive and resist.

00:01:00 - 00:01:57: Princess, using she/her pronouns, welcomed everyone and outlined the Zoom meeting format, including the use of chat and hand-raise features. She noted that closed captioning was active and that questions should be held until the end of presentations.

00:02:00 - 00:05:22: A round of introductions was conducted.

00:05:33 - 00:07:06: An update was given on the Rowena wildfire affecting I-84, and a Gorge ride scheduled for June 21st. A proposal was made to invite Sarah Rizzer, a speaker concerned about traffic fatalities, to a future meeting to raise awareness and encourage action within Multnomah County.

00:07:21 - 00:07:57: A question was raised about e-bike and family participation in the Gorge ride, to which it was confirmed that "all bodies, all bikes, all peoples, all families" are welcome, emphasizing it's not a competitive ride.

00:08:01 - 00:08:25: The committee moved to approve the meeting minutes.

00:08:28 - 00:09:30: Discussion ensued about the accuracy and increased detail of the minutes, which were generated using Gemini (an AI), noting minor typos, especially regarding tribal names in the land acknowledgment.

00:09:38 - 00:10:49: The use of AI for meeting minutes was clarified; it's permissible to use AI like Gemini after recordings are done, but chatbots are not allowed to join live meetings due to county policy.

00:10:53 - 00:12:46: Motions were made and seconded to approve the March 12th, April 9th, and May minutes individually, with abstentions noted for members who were not present at certain meetings.

00:12:54 - 00:15:19: Mary Jo provided a safety update, acknowledging the 9 people killed in traffic crashes in the region during May, with 3 fatalities on East County roads. She noted that ODOT no longer shares names of victims, and information would be shared with age and location.

00:15:19 - 00:17:03: An update on the Safe Routes to School program highlighted a successful bike rodeo with a new bike blender and KGW coverage.

00:17:03 - 00:18:13: The East Multnomah County Transportation Safety Action Plan (TSAP) presentation began with an overview of its purpose to reduce roadway fatalities and serious injuries for all users.

00:18:13 - 00:19:57: Phase one of the TSAP project focused on community engagement and safety analysis in East County (Gresham, Wood Village, Fairview, Troutdale, and unincorporated areas). This included online surveys, interactive maps, in-person events, and culturally specific outreach in five languages.

00:20:19 - 00:22:11: Five top safety concerns were identified from data and community input: speeding (especially on 35 mph+ roads), issues at intersections (high incidents of bicycle, pedestrian, and motorcycle crashes due to vehicles failing to yield), peak hours and visibility (spikes in crashes during daylight savings shifts), impaired driving (leading to more severe crashes), and road and path conditions (potholes, maintenance issues).

00:22:14 - 00:23:49: Ten priority corridors in East County were identified based on high injury rates, community input, crash factors, and an equity analysis considering historically marginalized populations. This second phase of engagement, kicking off June 16th, aims to get feedback on these corridors and recommended actions.

00:23:59 - 00:26:19: The main engagement tool for the second round is a story map, which will go public on June 16th and be translated into multiple languages. The team also plans key partner presentations and interviews with community organizations.

00:26:22 - 00:32:19: Questions were raised about data on pedestrian counts, the impact of sightlines, and considering "in harm's way" behavior in safety analysis. The project team acknowledged the importance of these factors, especially in later project definition and engineering phases, and noted that the current plan aims to go beyond crash data by incorporating community feedback.

00:32:19 - 00:33:40: A member cited an example where crash data didn't reflect the true dangers of an intersection, emphasizing the need for on-the-ground observation and considering community experiences.

00:35:30 - 00:36:49: The committee discussed the challenge of prioritizing actions given limited funds, suggesting a focus on cost-effectiveness and leveraging other funding sources.

00:37:07 - 00:37:45: Congestion pricing in New York City was brought up as an example of a policy that reduced vehicle-to-pedestrian crashes and illegally parked cars, suggesting similar "mechanisms that may not be very expensive" for local implementation.

00:37:55 - 00:39:25: A "pyramid" framework was presented to categorize actions by their population-wide impact and individual effort required, ranging from socioeconomic factors (highest impact) to education (lowest impact).

00:39:25 - 00:41:54: Actions were grouped into "design and construction" (e.g., completing sidewalk gaps, high-visibility crosswalks, updating traffic signal timing, prioritizing safety maintenance), "programs and policy" (e.g., quick safety projects, speed feedback signs, speed safety cameras, advocating for safe vehicle standards), and "education" (e.g., campaigns on impaired driving, bike awareness, sidewalk maintenance).

00:42:50 - 00:45:03: Specific feedback included advocating for "walk before green" signals county-wide, especially at certain intersections in Troutdale, and noting that speed feedback signs are ineffective without enforcement, suggesting cameras instead.

00:49:40 - 00:59:08: Alison Boyd announced an application for a federal "Safe Streets for All" grant to develop a speed management strategy for East County, which would involve working with different agencies on speed camera enforcement logistics and a public education campaign. The discussion touched on the lack of police presence for enforcement and the need for more efficient authorization of speed camera tickets.

00:59:08 - 01:00:09: A suggestion was made to consider incorporating material choices in road design for better visibility, similar to how trailheads use brighter rock. The "Langent Bill" was also highlighted as a federal grant opportunity that could be leveraged for safety projects.

01:00:38 - 01:03:00: The committee discussed the potential of incorporating hands-on driver education programs, similar to SCCA Street Survival school, to demonstrate the real-world impact of distracted and impaired driving.

01:03:09 - 01:05:40: The discussion returned to prioritizing actions, with a focus on cost-effectiveness and leveraging funds from other sources, such as incorporating safety standards into local development plans.

01:05:54 - 01:06:23: The benefit of smaller, quicker projects versus large, long-term reconstruction projects was discussed, especially in the context of the Safe Streets for All program.

01:06:57 - 01:09:12: The presentation transitioned to corridor-specific improvements, outlining categories like bicycle improvements, crossing improvements, intersection improvements (e.g., banning right turns on red, leading pedestrian intervals), roadway design improvements (e.g., lane reallocations, curb extensions), and speed management countermeasures.

01:09:40 - 01:12:29: A committee member questioned why red lights in the US are placed across the intersection, unlike in England where they are at the stop line, suggesting it could improve safety. The discussion also touched on older signal technology and the possibility of adding "Dutch style near side bike signals."

01:12:34 - 01:21:21: The discussion shifted to specific dangerous corridors, with Hogan Road from Powell to Springwater highlighted as particularly lacking safe biking or walking facilities. The committee also discussed the tendency of cars to drift into bike lanes due to worn paint and the lack of physical barriers.

01:21:41 - 01:22:56: The sharp turns and high speeds on Halsey in Troutdale were noted as particularly dangerous for cyclists, leading to cars squeezing riders against the curb.

01:22:56 - 01:24:58: The crossing at Hogan and Springwater was identified as one of the most dangerous, due to high speeds and poor visibility of flashing pedestrian lights, suggesting the need for more visible beacons or HAWK signals.

01:25:00 - 01:26:59: A community member brought up a long-standing issue on 5th Street in Gresham, where a multi-use path to schools was planned but never completed, and a bridge that needs replacement to widen the road.

01:27:16 - 01:31:52: The Stark Street (162nd to 223rd) corridor was discussed, emphasizing the major speeding problem and the need for speed safety cameras, especially at the intersection with the multi-use trail where drivers often fail to stop for pedestrians. Upgrading existing flashing beacon lights to more visible ones was suggested as a cost-effective improvement.

01:32:17 - 01:34:51: The Division and Burnside intersections were highlighted as particularly dangerous due to high traffic volume and drivers not stopping for flashing beacons, leading to a "chicken with cars" scenario. Overhead traffic lights or cantilevered RFBs were suggested for better visibility.

01:35:32 - 01:36:58: The discussion revisited traffic volume and speeding, noting that more space between cars generally leads to more speeding, and that the identified problematic roads typically have moderate traffic volumes.

01:37:06 - 1:40:50: The committee discussed how poor signal timing can contribute to driver frustration and speeding, with examples from local roads and California. The need to re-sync signals to current, lower speed limits was highlighted.

01:41:00 - 01:42:01: The project team encouraged continued feedback on actions and corridors, emphasizing the importance of public input as the engagement period launches on June 16th. Jurisdiction of specific county roads (Halsey, 238th, 223rd, Stark) was confirmed.

01:42:09 - 01:44:59: The discussion concluded with remarks on inconsistent road widths and lack of consistent, complete roadways, especially concerning sidewalks and bike lanes on county roads like Halsey and 257th. The potential to better utilize existing pavement to create safer spaces was emphasized.

01:45:26 - 01:46:14: Staff updates included membership renewals, noting that all 11 current members are renewed, ensuring sufficient committee size for another year.

01:46:24 - 01:47:36: Information about House Bill 2025, a transportation bill in the legislature, was shared. The committee was encouraged to submit individual letters of support using a template provided by The Street Trust.

01:48:03 - 01:49:03: The next meeting is virtual on August 13th. A potential in-person tour of East County project sites (e.g., Sandy, ADA ramps, 257th) is being planned for September, with an engineer possibly providing commentary.

01:49:04 - 01:51:17: Discussion around the policy makers' tour on September 26th, potentially including a visit to a new low-income apartment building in Troutdale to discuss walkability and transportation challenges. The successful job connector shuttle in the airport industrial area, now a regular Trimet route, was also mentioned, with plans for a future study on other areas needing similar services.