

# 2025 03 12 BPCAC March Meeting Minutes

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**Meeting Name:** BPCAC Committee Meeting **Date:** March 12, 2025 **Time:** 6:00 PM - 7:33 PM  
(Meeting concluded early) **Location:** Zoom Meeting

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## 1. Welcome and Introductions

- **(00:00:05) MaryJo Andersen, MultCo (she/her)** opened the meeting by providing the **land acknowledgment**, recognizing Multnomah County as resting on the stolen lands of the Multnomah, Kathlamet, and Clackamas (Chinook Indian Nation), Tualatin, Kayaupuya, 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.
  - **(00:00:36)** MaryJo honored the members of over 400 tribal communities in Multnomah County who continue to survive and resist. She asked for a moment to acknowledge this history and honor those who were there before us.
  - **(00:01:16)** MaryJo noted that everyone knows each other, introducing **Mike from Alta** who would be giving a presentation.
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## 2. Public Comment

- **(00:01:34)** MaryJo mentioned that **Frank** had submitted public comment but was not present.
- **(00:01:48) Greg Olson** provided public comment regarding **Marine Drive**.
  - **(00:02:01)** He highlighted the recent fatality and historical issues of serious and fatal collisions on Marine Drive, stating the county has done "virtually nothing" to prevent them.
  - **(00:02:13)** He quoted Sergeant Brian White about excessive speed and frequent crashes, referencing two fatalities within a 6-month period a couple of years ago near Blue Lake Road.
  - **(00:03:32)** Greg noted the county's current bike lane cleanup on the south side of Marine Drive, which is a positive.
  - **(00:03:52)** He expressed concern about the pedestrian crossing at the Gravel Pit, where people cross between Blue Lake Park and the other side of the road, especially for cyclists in this popular area.
  - **(00:04:10)** He pointed out that an eastbound **45 mph speed limit sign installed by Gresham at 885th has disappeared**, leaving no speed signage until I-84, implying drivers can do "whatever they want."

- **(00:04:44)** He stated that a "speed zone ended" sign previously located just east of Interlocken Lane (where a county sign promotes something else) is also gone.
- **(00:05:34)** Westbound, there is no speed limit sign after I-84 until Gresham's 45 mph sign at Interlocken Lane (which continues to Portland's 40 mph at 185th).
- **(00:06:02)** Greg emphasized the high number of serious and fatal collisions between Blue Lake Road and Interlocken Lane due to two curves, causing vehicles to cross the double yellow line and hit head-on or sideways. He noted Gresham's curves are signed at 40 mph (down from 45 mph), and Portland's curves are signed at 40 mph with an arrow.
- **(00:07:23) Recommendation:** Greg urged the **City of Gresham, Fairview, Multnomah County, and Troutdale to collaborate on speed limits**. He challenged the county's past assertion of Marine Drive as a "rural road" with a 55 mph limit, arguing it's now urbanized, especially with development in Fairview. He urged investigation into the missing speed limit sign and solutions for the dangerous curves.
- **(00:09:30)** Greg also highlighted the **poor condition of the bike lane in front of the gravel pit**, describing it as pitted, cracked, and holed, making it safer to ride in the roadway. He suggested requiring gravel trucks to have barriers to prevent gravel from spilling, noting gravel on the road at railroad and MAX crossings.
- **(00:09:55)** He concluded by asking the county to re-evaluate the entire area for better solutions.
- **(00:10:12) MaryJo Andersen** provided a link to the county's **See-click Fix program** for submitting such issues, and stated she would bring the sign situation to the attention of the short-staffed sign department.
- **(00:10:57) Allison Boyd, Multnomah County**, acknowledged the sad situation on Marine Drive, noting the difficulty of improvements due to the levee and visual field. She encouraged using See-click Fix for specific locations and noted that the county's asset management should have records of previous sign locations.
- **(00:12:23) Andrew Holtz** welcomed **Frank Stevens** who had just joined and invited him to present his public comment.
- **(00:12:36) Frank Stevens** apologized for being late and offered to run through his presentation quickly, which was up to the chair. Andrew agreed.
- **(00:13:05) Frank Stevens** presented **Troutdale Travels**, covering updates in the Troutdale-Gresham area.
  - **(00:13:07)** He highlighted the **Sandy River Shuttle feasibility study**, an online survey offering 3 options for a shuttle program similar to Bend's, but also incorporating hiking and dog parks. He encouraged the committee's input due to their biking/walking expertise.
  - **(00:13:43)** Frank discussed the **Buxton Halsey / Historic Columbia River Highway intersection**, noting challenges with new ADA compliance (finishing up) and the upcoming Home Forward 85 apartment complex (parking concerns). He asked about future road repairs including bike infrastructure. He also mentioned **pedestrian safety issues at the right turn into the Wayfinder area** (food carts).

- **(00:14:27)** He reported ongoing issues with **vehicles on the shared-use path at I-84**, specifically a gap in the bollards that allows access. He described seeing a person running a power cord into an ODOT conjunction cable to power a unit, and motorcyclists (including two kids) on the trail. He stressed the need for engineering solutions, enforcement, and visibility.
  - **(00:15:12)** Frank announced a **cleanup event on the Ch'ak Ch'ak trail**, which connects to downtown Troutdale and is expected to be finished in late summer/early fall. He offered to show committee members around to see the progress.
  - **(00:15:45)** He gave a "big shout out" to Multnomah County for fixing the **Stark Street bridge**, which significantly reduced cut-through traffic in Troutdale (people driving to Corbett) and was completed "much quicker than I would have bet." He noted that 257th is now being worked on, acknowledging ongoing county business.
  - **(00:16:34)** **Greg Olson** appreciated Frank's work and the opening of the Sandy River Bridge, which he said helps divert vehicles that were previously "drafting" cyclists across the Troutdale Bridge.
  - **(01:17:11)** **Frank Stevens** explained that the "drafting" issue was largely due to high school and middle school traffic, especially during drop-off/pickup times.
  - **(01:17:44)** **Greg Olson** praised the **new route connecting 223rd to I-84**, noting it's heavily used by residents and dog walkers, and they manage to keep dogs under control.
  - **(01:18:19)** **Frank Stevens** confirmed he works closely with Parks in that "adopted zone" and will be conducting more Metro counts this summer. He agreed with Greg about the need for engineering and enforcement to keep motor vehicles off multi-use paths.
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### 3. Chair Report (Continued)

- **(01:19:16)** **Andrew Holtz** made his chair report quick.
  - **(01:19:25)** He alerted members that **Riverview Cemetery** (west side of Sellwood Bridge) **is likely to close to cyclists**. He stated the cemetery has reached a limit with a small number of cyclists disrupting burials and riding recklessly. The board has voted to close the road to the public, impacting the primary route from Sellwood Bridge to southwest Portland and Lewis & Clark College.
  - **(01:20:04)** Andrew noted this is a "city problem" due to the city's failure to provide an alternative route over the last decade or two. He anticipated "more noise" when the gates are actually closed. He pointed out that the new Sellwood Bridge design funneled people directly to this road, which will now be a dead end.
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### 4. Meeting Minutes Review and Adoption

- (01:20:43) Andrew presented the **January 8th meeting minutes** for overview and adoption.
  - (01:20:50) He asked for any questions, comments, or corrections.
  - (01:21:09) **Dean** motioned to adopt the minutes.
  - (01:21:20) **Bob Thomas** seconded the motion.
  - (01:21:23) All in favor raised their hands or said "aye." No opposition was seen.
  - (01:21:35) The **January 8th meeting minutes were adopted.**
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## 5. Safety Update - MaryJo Andersen

- (01:21:41) **MaryJo Andersen** presented the **Fatality Report**, acknowledging that Alta would cover the Safety Action Plan.
  - (01:21:57) She presented **two months of fatality reports** (January and February 2025) for the Metro area (Clackamas, Multnomah, Washington counties), a practice done each month to remind the committee of the impact of their work.
  - (01:22:35) MaryJo informed the committee that **ODOT's crash unit is no longer sharing the names of traffic crash victims**, so only age, location, and mode of transportation would be shared. She noted that this information is preliminary and subject to change.
  - (01:22:58) **January 2025**: 6 fatalities in the Metro area, none on East County roads. 5 were in vehicles, 1 was a pedestrian.
  - (01:23:17) **February 2025**: 14 fatalities. 6 in vehicles (drivers/passengers), 5 pedestrians, 3 on motorcycles.
    - (01:23:32) **East County specific fatalities (4 total)**:
      - Passenger in a car in Gresham (March 1st).
      - Driver on Marine Drive (February 26th - Greg's earlier reference).
      - Pedestrian at I-84 and 207th, Fairview.
      - Pedestrian at Hogan and Powell, Gresham.
  - (01:23:59) MaryJo emphasized acknowledging the families, friends, neighbors, and coworkers of those who lost their lives, and led a moment of silence to recognize their loss and commit to creating safe roads.
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## 6. Transportation Safety Action Plan - Mike Sellinger & Bianca Popescu (Alta)

- (01:24:51) **Mike Sellinger, Alta** introduced himself as a transportation planner and his colleague Bianca Popescu. He explained the project's goal: **improving roadway safety by significantly reducing or eliminating fatalities and serious injuries for all users in East Multnomah County's urbanized areas** (Gresham, Troutdale, Wood Village,

Fairview, and unincorporated parts).

- **(01:25:28)** The project kicked off last year, focusing on **engagement, existing conditions, and safety analysis**, which would be the main topics for tonight's presentation. They looked forward to input from the committee.
- **(01:25:45) Timeline:** They are developing recommendations for projects and strategies, preparing for a **second round of engagement this summer** focusing on specific projects and strategies, and will return to this group then.
- **(01:26:11) Engagement Activities (Summer 2024):**
  - **(01:26:11) In-person events:** 5 events across East County (Juneteenth at Vance Park, Wood Village Night Out, Fairview on the Green, Rock the Block, First Friday Art Walk, Troutdale Summer Street Fair).
  - **(01:27:03) Community and partner listening sessions:** Multiple meetings, including 5 in different languages, to understand transportation experiences and safety concerns.
- **(01:27:10) Online Survey and Web Map:**
  - **(01:27:24)** Nearly **1,000 people took the survey**, and ~300 provided feedback on specific locations/issues via the interactive map.
  - **(01:27:32)** The main takeaway: **many people feel uncomfortable traveling in East County**, especially when walking, rolling, or biking.
    - **(01:28:02) Bicycling:** 50% uncomfortable/very uncomfortable.
    - **(01:28:02) Walking:** Similar numbers.
    - **(01:28:02) Driving:** ~33% uncomfortable/very uncomfortable.
  - **(00:40:40)** Mike clarified that general comfort levels were collected, but specific locations (by zip code) were analyzed from the interactive map. The **97230 zip code (NW Gresham/Rockwood) had the highest discomfort for walking**, while **97080 (southern part) had the least comfort for biking**. Driving discomfort showed less variation.
  - **(00:42:23)** He also noted that the Community Engagement Liaisons (CELs) held specific meetings with different neighborhood and language groups (Vietnamese, Slavic, Chinese, Spanish focus groups), Youth Advisory Board, and other advocacy organizations to gather more diverse input.
  - **(00:44:30) MaryJo Andersen** added that she attended tabling events with Spanish and Russian interpreters, and printed surveys were available in English and Spanish, feeling they reached people not typically engaged.
- **(01:28:22) Top Safety Concerns (from survey):**
  - Poorly maintained roads, sidewalks, and bike lanes.
  - Narrow, broken, or missing sidewalks.
  - Difficult intersections, difficulty crossing the street.

- Behavioral concerns: distracted/aggressive driving, ignoring traffic laws/signs, speeding, impaired driving.
- **(01:28:57) Bianca Popescu, Alta presented crash trends and safety analysis (2013-2022 data).**
  - **(01:29:09) 8,474 injury crashes** occurred in the study area. Most **severe crashes were on the arterial network.**
  - **(01:29:19)** People walking, biking, and motorcycling were more likely to be involved in serious injury or fatal crashes (higher proportions of orange/red in bar graph).
- **(01:29:53) Pedestrian Crash Trends:**
  - **(01:29:53)** Most common cause: **failure to yield right of way.**
  - **(01:30:12)** Second most common: pedestrian illegally in the roadway.
  - **(01:30:12)** Highest concentration of crashes: Intersections of NE Division & Kane, NE Kane Drive, NE Burnside Road & NE Division, SE 180th/182nd & W Powell Blvd, E Burnside St & SE 181st Ave.
  - **(01:30:26)** High pedestrian crash corridors: SE Stark St, Burnside Rd, 181st, 182nd, and NE 162nd Ave.
- **(01:30:33) Pedestrian Crash Profiles (statistically significant, common in fatal/serious injury crashes):**
  - **(01:30:54) After dark crashes on roads with full or partial sidewalks:** 46% of pedestrian fatal/serious injury crashes; 38% of all pedestrian injury crashes. Most likely mode to crash after dark, regardless of streetlights, due to poor visibility. Clusters at Burnside St & Division St intersection and along NE 181st Ave (between NE Halsey & SE Stark St).
  - **(01:31:37) At intersections with improper maneuver by driver:** 25% of pedestrian fatal/serious injury crashes; 38% of all pedestrian injury crashes. Equally split between signalized/unsignalized intersections. Most common cause: failure to yield right of way.
- **(01:31:56) Bike Crash Trends:**
  - **(01:31:56)** Concentrated in corridors: 181st Ave, Burnside Rd, Powell Blvd, NE Gleason St, segments of Powell Blvd, Kane Dr, NE Halsey St, and intersection of Burnside Rd & Division St.
- **(01:32:15) Bicycle Crash Profile:**
  - **(01:32:23) At an intersection with a turning vehicle on a road with a dedicated bike facility:** 33% of bike fatal/serious injury crashes; 29% of bike injury crashes. Even with dedicated facilities (bike lane, shared use path), cyclists are vulnerable to turning vehicles.



- **(01:32:53)** 70% of these were due to failure to yield right of way. Concentrated along NE 181st Ave (between NE Halsey & SE Stark St) where there's an unprotected bike lane.
- **(01:33:04) Motorcyclist Crash Profile:**
  - **(01:33:12) At an intersection with a turning vehicle:** 32% of motorcycle fatal/serious injury crashes; 30% of motorcycle injury crashes. Leading cause: failure to yield right of way.
  - **(01:33:25)** 59% were at unsignalized intersections. Half involved one vehicle making a left turn.
- **(01:33:40) Crashes Throughout the Year:**
  - **(01:33:40)** Serious injury and fatal crashes spiked in **winter months** for all modes, with a **large spike in November** (likely attributed to daylight savings time change, not just darkness).
  - **(01:34:18)** Crashes at **dusk and dawn** also showed spikes in November and March, especially for bicycle and pedestrian injury crashes.
- **(01:34:53) Temporal Crash Trends (2013-2022):**
  - Analyzed crashes over time in addition to location, distinguishing between short-term spikes and consistent patterns.
  - **(01:35:36) Red on map:** Upward trend of crashes.
  - **(01:35:44) Green on map:** Downward trend of crashes.
  - **(01:35:44) Black outlines:** Hotspots with consistently high crash numbers.
  - **(01:35:56)** Upward trends/hotspots seen in Wood Village and Fairview communities, along Burnside Road & Division Street, and 181st Ave, 182nd Ave, and Highland Drive corridors.
  - **(01:36:10)** Crashes decreased over time in Troutdale and along Division Street.
  - **(00:45:34)** Mike and Bianca noted they focused on increasing trends and hotspots; decreases might be due to infrastructure improvements or development changes they haven't fully investigated.
  - **(00:47:05) Greg Olson** asked about past promises for 180th/182nd safety improvements after the Centennial High School crosswalk incident and if any jurisdictions had correlated quantifiable improvements in their TSP. Bianca acknowledged 181st/182nd is a top priority and agreed on the value of before-and-after analysis.
- **(01:36:19) Fixed Object Crashes on 35 mph Roads:**
  - **(01:36:29)** 9% of all fatal/serious injury crashes; 3% of all injury crashes.
  - **(01:36:49)** 35 mph roads account for only 13% of centerline miles but 66% of all fatal/serious injury crashes in the study area.
  - **(01:36:55)** NE 181st Ave stands out in this profile.
- **(01:37:11) Crashes with Drugs or Alcohol Involved:**

- **(01:37:11)** Alcohol/drug involved crashes were **4 times as likely to result in fatal/serious injury**.
- **(01:37:18)** If a crash results in a fatality, about half the time a pedestrian is also involved.
- **(01:37:25)** If a crash results in serious injury, it's usually an impaired driver colliding with a fixed object.
- **(01:37:34)** Majority of fatalities happen after dark, and of these, **83% involved drug/alcohol impairment**.
- **(01:37:44)** Bar graph shows higher drug/alcohol involvement in fatalities occurring in the dark (with or without streetlights).
- **(01:38:05) Mentimeter Interactive Discussion:**
  - **(01:38:48) How safe do you feel using different modes on roads in East Multnomah County? (Sliding Scale)**
    - **(01:51:16)** Initial results: Walking (middle), Biking (lower), Driving (safest).
  - **(01:51:32) What are your top priority transportation safety concerns that you see or you and your community experience? (Open-ended)**
    - **(01:52:22)** Responses included: Lack of alternatives to driving, glass in bike lanes, unsafe drivers (MaryJo clarified this meant unsafe drivers), high speeds/road design, aggressive drivers, speeding and erratic driving, not enough crosswalks/sidewalks, narrow/unprotected bike lanes, need for reduced vehicle speeds, distracted/impaired drivers, need more protected bike lanes/sidewalks, cross sections not requiring vehicles to stop.
  - **(01:53:34) Safe System Elements (Overview):** Bianca explained the holistic approach to prevent serious injury/fatal crashes, considering education, enforcement, and policy alongside engineering. Elements: Safe Roads, Safe Speeds, Safe Road Users, Post Crash Care, Safe Vehicles.
  - **(01:54:37) Top 5 Safety Concerns (for recommendations):** Speeding, Intersections, Peak Hours/Visibility, Under the Influence crashes, Poorly maintained roads/sidewalks/bike lanes.
  - **(01:56:03) What comprehensive actions can we implement to address speeding? (Open-ended)**
    - **(01:57:03)** Responses: Narrower lanes/roadway cross sections, speed feedback signs, speed cameras, increased enforcement, traffic calming devices, road diet, slower speeds posted, educating the community, calming intersections (Frank explained this meant the same concept as road diet for crosswalks/biking, like bulb-outs), enforcement during rush hour, connecting traffic signals for lower speed progression, increasing monitoring of main roads (Halsey, Gleason, Stark, Burnside, Division, Powell) to prevent racing.
  - **(01:58:21) What comprehensive actions can we implement to address intersection concerns? (Open-ended)**





- (01:09:00) Andrew thanked Alta for their work and presentation.
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## 7. Staff Updates - MaryJo Andersen

- (01:09:37) **MaryJo Andersen** provided further staff updates.
- (01:09:37) **Stark Street Bridge** opened (as Frank mentioned).
- (01:09:56) **257th Construction project** is starting.
- (01:10:18) **Safe Routes to School:** The Bike Works by Pear team (Megan and Peyton) has been conducting lessons in the community, including teaching scooters to 1st graders at Parkrose Elementary School (Shaver Elementary in Parkrose district).
- (01:10:41) **2025 Work Plan:**
  - (01:10:41) Next month (April): Gresham TSP update by Jay, with Arini acting as liaison (MaryJo will be out of town).
  - (01:10:56) May: Arini will present Safer Sandy. Potentially presenting summer projects, and membership renewals will roll out.
  - (01:11:09) **June (potential in-person meeting):** Safety Action Plan Virtual Open House and Project Selection Review (as discussed by Alta). Update on the Burnside Bridge project.
  - (01:11:46) MaryJo noted that projects often shift, and suggested considering **shorter 1-hour meetings or cancellations** if topics are limited, rather than always planning full meetings.
- (01:12:19) **Second half of the year:** Less scheduled.
  - (01:12:33) Possible **September field trip** to East County projects.
  - (01:12:39) July/August meetings may be canceled due to vacations.
  - (01:12:44) Committee can influence projects like the **Safety Action Plan and Safer Sandy**.
  - (01:13:18) Allison and MaryJo are working on **bylaw updates** but have limited capacity.
- (01:13:21) **Informational Presentations (Poll):** MaryJo explained that members would receive a copy of the slideshow with links to projects for informational presentations. A poll would be conducted to gauge interest.
  - (01:13:49) **County Projects:** Legislative session recap (active transportation focus), 223rd (Safe Routes to School), 257th construction, ADA curb ramp improvements, Reeder Road (Sauvie Island), Germantown speed reader signs, Gleason Street Water Quality, Troutdale traffic signal replacement, Urban East County signal upgrades, Troutdale culvert, Rural Transit Program (Eve), Cochrane Road.
  - (01:14:42) **Bridge Updates (bundled):** Burnside Bridge, Broadway deck replacement, Morrison Bridge strengthening, Hawthorne Bridge control system.

- **(01:15:13) Outside County:** Gorge program updates, Troutdale Second Street Bridge Project (overpass bridge across 257th, as Greg clarified), Gresham TSP, Trimet service updates.
- **(01:15:32) Polls (Oscar led):**
  - **(01:15:52) Poll Question 1: Interested in sharing email with other members? (Yes/No)**
    - **(01:16:30)** MaryJo explained she uses BCC for privacy and this poll asks if members are okay with sharing their emails for casual conversations.
    - **(01:17:05) Greg Olson** raised a concern about legal compliance for county business if emails are exchanged outside of official public meetings. MaryJo acknowledged the point, stating most discussions are not high-level or controversial.
    - **(01:18:33)** Results: 75% participation (9/12), 8 members present.
  - **(01:19:29) Poll Question 2: Interest in specific informational presentations (0-5 scale).** (Covered county projects above).
    - **(01:21:49)** MaryJo shared an email update from ODOT: the **Historic Columbia River Highway** (east of Larch Mountain Road, between Portland Women's Forum and Vista House) **was closed today (March 12th) due to roadway settling on an ancient landslide.**
    - **(01:22:33) Greg Olson** noted this has been an ongoing problem for 35 years.
    - **(01:23:53)** Megan Moser asked about projected closure duration; MaryJo did not have that info.
  - **(01:24:07) Poll Question 3: Interest in specific bridge projects (0-5 scale).** (Covered bridge updates above).
    - **(01:25:22)** Results: 8/11 participated.
  - **(01:25:50) Poll Question 4: Interest in projects outside the county (0-5 scale).** (Covered outside county projects above).
    - **(01:26:33)** Greg Olson clarified the Troutdale Second Street Bridge Project would go across 257th.
    - **(01:27:26)** Results: 8/10 participated.
- **(01:28:13)** MaryJo asked for feedback on meeting in person in June at the Multnomah Building.
  - **(01:28:37)** Valerie gave a thumbs up.
  - **(01:28:46) Joel Huffman** said he's open to a June meeting and expressed interest in many topics to weigh in on impacts to bicycles and pedestrians during construction.
  - **(01:29:47) Greg Olson** stated he's interested in in-person meetings over Zoom. He also asked for an update on the Troutdale Second Street Bridge, recalling past discussions about connecting food courts and routing traffic around a steep hill.
  - **(01:31:04) Allison Boyd** clarified that the Sandy River route for the 40 Mile Loop extension was discussed but there's no active county project there. She said Troutdale might be considering things, but the county applied for a grant to look

at a multi-use path further south on Troutdale Road. She offered to follow up with Troutdale on the sandy route.

- **(01:32:10)** Greg reiterated past ideas about bringing the Springwater to Marine Drive path as an alternative via 257th, but noted 257th doesn't have enough space for a multi-use path due to needing to cut down trees and move banks.
  - **(01:32:47)** Allison offered to bring up the Troutdale routing with them.
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## 8. Adjournment

- **(01:33:41)** Andrew Holtz wrapped up the meeting a little early.
  - **(01:33:50)** He stated they would see everyone (except MaryJo who would be out of town) next month.
  - **(01:33:54)** MaryJo thanked everyone.
  - **(01:33:57)** The meeting concluded.
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