

# May 13, 2025 BPCAC Meeting Minutes

**Meeting Name:** BPCAC Committee Meeting **Date:** May 14, 2025 **Time:** 6:00 PM - 7:22 PM

**Location:** Zoom Webinar

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## 1. Welcome and Introductions

- **(00:00:05) Oscar Rincones**, Multco Support, welcomed attendees and provided meeting support, noting this would be his last meeting before retirement.
  - **(00:01:17) MaryJo Andersen**, MultCo, acknowledged Oscar's contributions to transitioning the committee to Zoom meetings.
  - **(00:01:46) MaryJo Andersen** provided a land acknowledgment for Multnomah County, honoring the Multnomah, Kathlamet, Clackamas, Tualatin, Kayaupulya, and Malala tribes, and recognizing the historical injustices faced by Indigenous and African peoples.
  - **(00:03:02)** Attendees introduced themselves:
    - **(00:03:26) MaryJo Andersen** (MultCo)
    - **(00:03:30) Oscar Rincones** (MultCo Support)
    - **(00:03:39) Valerie Schiller** (Reynolds High School)
    - **(00:04:33) Michael Rubenstein** (Rural West Multnomah County)
    - **(00:04:43) Dean Derek** (Hartley Elementary, Gresham)
    - **(00:04:57) Art Graves** (Planner and Landscape Architect, Southeast Portland)
    - **(00:05:15) Trini Leslie** (Admin Supervisor, Multnomah County Transportation)
    - **(00:05:39) Bob Thomas** (Troutdale, Providence)
    - **(00:06:03) John Russell** (Community Member, Inner Northeast Portland)
    - **(00:06:13) Stephen McWilliams** (Engineer, Multnomah County Transportation Division)
    - **(00:49:42) Frank Stevens** (East Multnomah County)
    - **(00:55:05) Jay Higgins** (Senior Transportation Planner, City of Gresham)
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## 2. Public Comment

- **(00:06:36)** No public comments were submitted.
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## 3. Chair Report

- **(00:07:07)** Andrew (Chair) was absent, so there was no Chair report.

- **(00:07:07)** Meeting minutes from the previous session were not yet submitted but will be in the near future.
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#### 4. Safety Update - MaryJo Andersen

- **(00:07:15)** MaryJo Andersen presented two months of fatality reports (March and April) for the Metro area, acknowledging individuals killed in traffic crashes.
- **(00:08:11)** ODOT Crash Analysis and Reporting no longer shares the names of victims due to privacy concerns; only age and location are provided.
- **(00:09:17) March Fatalities:** 10 people were killed in roadway incidents, including a passenger in Gresham (200th and NE Broadway) potentially due to an impaired driver.
- **(00:09:59) April Fatalities:** 10 people were killed on roads in the Metro area, with none in Multnomah County.
- **(00:10:29) Safe Routes to School Program:** Bike Works is actively providing school events and lessons, working with the City of Gresham on bike rides and rodeos. Two events (Cyclo de Mayo and National Walk, Bike, and Roll to School Day) have occurred.
- **(00:11:00)** Three community rides are planned in Gresham.
- **(00:11:08)** The grand opening of the Davis Park traffic playground is scheduled for **Friday, May 30th**, in the afternoon. More information is available via links on the Multnomah County and Gresham websites.
- **(00:11:25) Transportation Safety Action Plan (TSAP):** Phase 2 outreach will launch next month, including an in-person meeting with Alta for the committee on **Wednesday, June 11th, from 6 PM to 8 PM** at the Multnomah Building.
- **Discussion:**
  - **(00:12:02)** John Russell inquired about the date of the in-person meeting, confirming **Wednesday, June 11th**.
  - **(00:12:20)** Valerie Schiller asked about the change in reporting traffic fatalities, with MaryJo Andersen explaining that ODOT no longer releases names due to privacy reasons, a practice the county is also adopting.
  - **(00:29:39)** Michael Rubenstein expressed appreciation for the Hawk signals due to drivers ignoring RFFBs (Rectangular Rapid Flashing Beacons). He asked about the procedure, data requirements, and average cost for Hawk signals.

- **(00:24:32)** Stephen McWilliams explained that **Hawk signals** are true signals that remain dark until activated by a pedestrian, displaying flashing red and then solid red lights to stop traffic, then flashing red again for caution. **RFFBs** immediately display flashing yellow warning beacons. Hawk signals are more expensive (\$100,000-\$150,000+) due to their heavier construction and power requirements, and are recommended by FHWA for wider, high-traffic corridors with a high need for pedestrian crossings. RFFBs are typically used for narrower roads with less traffic.
- **(00:27:11)** MaryJo Andersen agreed that Hawk signals seem more effective at stopping drivers.
- **(00:28:00)** Stephen McWilliams noted that the two Hawk signals would be installed on 17th Way (near Reynolds High School) and 28th (near a health center and middle school, and a site of a 2021 pedestrian fatality).
- **(00:31:33)** Valerie Schiller inquired about traffic adherence to construction zone changes during peak hours. Stephen McWilliams reported generally good adherence, with one instance of a truck blowing through cones on a weekend.

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## 5. 257th Quarter Safety Improvement Project Update - Stephen McWilliams

- **(00:13:52)** Stephen McWilliams provided an update on the 257th Quarter Safety Improvement Project, a multimodal project from Sturgis to Start Street, with traffic volumes of 20,000-21,000 vehicles/day.
- **(00:15:08) Funding:** Primarily road funds, with upgrades to lighting for the Mid-County Line District and some grant funds.
- **(00:15:25) Project Features:**
  - **(00:15:25)** Installation of **bike boxes** at Sturgis Drive for safer East-West crossings and access to 257th.
  - **(00:15:51)** Upgrading **bus stops** for accessibility.
  - **(00:15:59) Signal improvements** at Cherry Parks, and Hensley, including pedestrian signal improvements.
  - **(00:16:16)** Installation of two **Hawk signals** (enhanced pedestrian crossings).
  - **(00:16:34) Repaving** the entire length of the corridor.
  - **(00:17:03)** Upgrading **ADA standards** for push buttons.
  - **(00:17:10)** Installation of **radar feedback signage**.
  - **(00:17:15)** Replacing old wood poles with aluminum **David Poles** for enhanced lighting coverage.
- **(00:17:24) Construction Phasing:**
  - **(00:17:31) Phase 1 (Current):** Concrete improvements (sidewalks, bus stops, ADA access, electrical items). Interlocking Inc. is the contractor. Paving of west side lanes and potentially east side paving will occur soon.
  - **(00:18:31) Phase 2:** Satellite improvements (Satellite Islands) and lighting upgrades north of Sturgis.

- **(00:19:10) Phase 3:** Concrete improvements on the east side, followed by grinding and paving. This phase is expected to be completed by the end of summer.
  - **(00:19:34) Post-Phase 3:** Installation of new lighting poles and pedestrian beacons (expected October-November timeframe), with cleanup and project completion by year-end.
  - **(00:19:50) Construction Expectations:**
    - **(00:20:00)** Road will remain open to traffic at all times, with flagging for temporary closures.
    - **(00:20:19)** Pedestrian access will be maintained with minimized detours.
    - **(00:20:33)** Typical working hours: 7 AM - 5 PM, Monday-Friday, with potential night and weekend work for paving.
    - **(00:20:52)** Lane shifting is expected, accommodating two lanes through work zones during peak hours (3 PM - 5 PM).
    - **(00:21:51)** Intersection work will typically involve one corner at a time to ease pedestrian detours and traffic delays.
  - **(00:33:30)** Valerie Schiller noted that students and teachers at Reynolds High School have not reported issues with the construction so far. Stephen McWilliams mentioned that the more disruptive paving operations will begin in June, potentially overlapping with the last week of school.
  - **(00:37:13)** John Russell asked if the speed limit would remain 40 mph or be lowered to 35 mph. Stephen McWilliams stated the plan is to remain at 40 mph for now, but the new installations (hybrid beacons, radar feedback signage, reduced lane width) could support a future speed reduction application based on data.
  - **(00:37:57)** John Russell highlighted that ODOT's traffic manual uses vehicle volume and speed differences to determine whether an RFFB or PHB (pedestrian hybrid beacon/Hawk) is recommended, and that 257th is on the borderline.
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## 6. Staff Updates - MaryJo Andersen

- **(00:42:08) Work Plan Review:**
  - **(00:42:13)** Completed: Safer Sandy, Troutdale Beaver Creek letter of support (February).
  - **(00:42:25)** March: Transportation Safety Action Plan with Alta.
  - **(00:42:53)** April: Arena presented Safer Sandy, and a presentation on earthquake-ready test shaft drilling.
  - **(00:43:09)** Tonight: Gresham TSP and summer construction update (257th project).
- **(00:43:14) Upcoming Meetings:**
  - **(00:43:30) June 11th:** In-person meeting at Multnomah Building with Alta to review the virtual open house and provide feedback on project selection, plus an update on the earthquake-ready Burnside Bridge.

- **(00:44:14) July 9th & August 13th:** MaryJo will email members to check availability, as these meetings are often canceled based on attendance.
  - **(00:44:36) September:** Planned in-person tour of 257th and Sandy projects, and other East County areas.
  - **(00:44:45) Informational Presentations Poll:** Legislative session with Tom Powers might be squeezed into June or later.
  - **(00:45:41) Membership Renewals:**
    - **(00:45:53)** Current members: 11 (minimum 7, maximum 19).
    - **(00:46:08)** Four members' terms end June 30th: Andrew, Michael, AJ, and John. Renewal emails will be sent out to determine if recruitment is needed.
  - **(00:46:41) Safer Sandy Project Update:** Survey is live on the Multnomah County website for public input on the NE Sandy (201st and 230th) project.
  - **(00:47:18) Reminder:** Next month's meeting (June 11th) will be in person at the Multnomah Building.
  - **(00:47:48) Bob Thomas** shared his experience speaking at a high-level meeting regarding budget for East Multnomah County road repairs, including an interview with Channel 12.
  - **(00:49:42) Frank Stevens** thanked Bob for representing East Multnomah County and mentioned upcoming bike rides in Troutdale and Gresham.
  - **(00:50:25) Summer Meeting Availability Poll (informal):**
    - **(00:50:28) Valerie Schiller:** Not available in July, possibly August.
    - **(00:50:41) John Russell:** Available both July and August.
    - **(00:50:48) Bob Thomas:** July hard, open in August.
    - **(00:50:59) Dean:** Not available June or July, August iffy.
    - **(00:51:14) Art Graves:** Depends on the day/time.
  - **(00:51:43)** MaryJo will send an email to other members to confirm availability.
  - **(00:51:55)** MaryJo relayed Stephen McWilliams' message that members can contact her with any 257th project concerns.
  - **(00:52:47)** Oscar Rincones shared his excitement for retirement, including a trip to Amsterdam and potentially Spain in July.
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## 7. Gresham Transportation System Plan (TSP) Update - Jay Higgins

- **(00:55:23) Project Overview:** Gresham is updating its 10-year-old Transportation System Plan to align with national best practices, focusing on equity, climate, safety, and emerging technologies (bikes, scooters).
- **(00:56:16) Key Effort:** Updating and reprioritizing the project list, removing completed or funded projects (e.g., Gresham Fairview Trail Phase 4, 162nd Street grant project).
- **(00:58:53) Prioritization Process:** Projects are prioritized based on values similar to the regional transportation plan and state rules, focusing on safety, equity, economic development, and connectivity.
- **(01:00:03) Funding Buckets:**

- **(01:00:03) Constrained:** Projects with planned funding that are likely to be built within the 20-year horizon.
- **(01:00:11) Unconstrained:** Projects unlikely to be funded if all constrained projects are built.
- **(01:00:34) Corridors and Intersections:**
  - **(01:00:51) Constrained Corridor Projects (dark red lines on map):** Streets like Burnside (Rockwood, Cleveland, Hogan) needing full sidewalks, planter strips, medians, bike lanes, and wider cross-sections where needed. Many Gresham roads lack sidewalks and bike lanes despite cross-section requirements.
  - **(01:00:59) Constrained Intersection Projects (dark red dots):** Improvements to existing intersections, including signal timing/phasing, lengthening turn lanes, adding curb extensions, and potentially raised crosswalks for safety.
- **(01:04:18) Pedestrian Projects:**
  - **(01:04:18) Crossings (red dots):** Safety improvements at intersections and along streets with long stretches between crossings (e.g., 181st near Vance Park) to improve access to local destinations, particularly on arterial streets.
  - **(01:05:08) Sidewalk Gaps (sidewalk gaps on map):** Prioritized based on size and proximity to crash areas, focusing on minor/major arterials where speeds are higher and crashes more frequent.
  - **(01:06:07) Example Pedestrian Projects:** Sidewalk infill, enhanced crosswalks (rapid flash beacons, hybrid beacons for crash reduction).
- **(01:06:27) Bicycle Projects:**
  - **(01:06:46) Gresham Greenways (red lines on map):** Local bicycle network with constrained funding, indicating feasibility of building them. Challenges include building crossings across arterials (e.g., 174th and Stark Street, Gleason Street across 188th), which contribute significantly to cost.
  - **(01:08:31) Multi-use paths:** Highlighted extensions like BR2 (185th between Marine Drive and Sandy) and the extension of the Westway along Burnside at Ruby Junction (connecting to Yamhill Street and 188th).
  - **(01:09:14) Pleasant Valley Focus:** New planning work in this growth area (south of Gresham) aims to capitalize on multi-use paths (purple lines) and integrate a network along streets.
  - **(01:10:43) Separated Cycle Tracks (red lines on map in Pleasant Valley):** Proposed on minor arterials (3-lane streets) to create a shared environment for bicycles and pedestrians separated from the curb.
  - **(01:11:00) Buffered Bicycle Lanes (blue lines):** Proposed on collector streets.
  - **(01:11:00) Gresham Greenways (green lines):** Fill in the network to help people navigate to protected areas.
- **(01:11:55) Discussion:**
  - **(01:12:03)** Valerie Schiller expressed excitement about the work in Pleasant Valley, noting it is a difficult area for biking and walking.
  - **(01:12:34)** MaryJo Andersen asked how the TSP and Transportation Safety Action Plan would be integrated. Jay Higgins explained that the Safety Action



Plan identifies problem areas and high-injury corridors, and crash data is a safety factor in project prioritization. He aims to identify which projects are primarily safety-focused.

- **(01:13:54)** John Russell appreciated the explanation of "constrained" and "unconstrained" projects and the focus on the western side of Gresham and the downtown spine for bicycle projects due to equity considerations. He inquired about balancing the cost of high-quality arterial crossings with expanding the network's reach, suggesting a focus on pinch points to provide some connectivity throughout the network.
  - **(01:17:46)** EJ (from chat) asked if vehicular speeds would be reduced to 30 mph or less on bike routes and arterials. Jay Higgins explained that most bike routes are on local streets with a 25 mph limit. Most arterial speeds in Gresham are 35 mph, with only one or two remaining at 40 mph. He believes reducing speeds further will require a focused community campaign beyond just changing signs.
  - **(01:20:21)** Valerie Schiller expressed excitement about the focus on Gresham and East County, noting it's an area where people feel less comfortable biking.
  - **(01:20:48)** Jay Higgins will share the online engagement platform in June, around the time of the committee's next meeting.
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## 8. Adjournment

- **(01:21:20)** The meeting adjourned at 7:22 PM.