



**Multnomah
County**

Transportation Division

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<http://www.multco.us/transportation-planning>

**Multnomah County Bicycle and Pedestrian Citizen Advisory Committee
Meeting Minutes**

Wednesday, September 8, 2021 6:30pm - 8:30pm

Virtual Meeting/Zoom

Time indicators reference the meeting recording located in Dropbox at this link:

[Dropbox Meeting Recordings](#)

✓ = Attended

e = Excused Absence

u = Unexcused Absence

✓	e	u	Members	Guests	Staff/Presenter
✓			Carolyn Briggs	Megan Moser, pear	MaryJo Andersen
✓			Dean Derek	Darren Hippenstiel, Kittelson	Oscar Rincones
	e		Art Graves	April Bertelsen, BPOT	Steven McWilliams
✓			Andrew Holtz	John Houle	
	e		Joel Huffman	Briana Orr, PBOT	
✓			Ken Lanteigne		
	e		Greg Olson		
	e		Gary Purvine		
✓			Michael Rubenstein		
✓			John Russell		
	e		Susan Watt		
	e		AJ Zelada		

Welcome and Introductions

MaryJo Andersen started the meeting with a land acknowledgement.

Public Comment - None submitted

Chair Report - Andrew Holtz (00:04:47)

Andrew Holtz then shared information on the Cornell Road closing due to finding a dangerous crack in the tunnel. The paths around the tunnels are open but there are no signs at either side of the tunnel indicating that the trails remain open.

Andrew also shared (00:06:37) a follow up to the dump truck traffic on Springville Road. No one at the county has responded to that issue.

Meeting Minutes Approval - All (00:07:28)

Andrew reviewed a suggestion he submitted by email to change some wording. A motion to approve was made by Dean Derek, it was seconded by Carolyn Briggs. Meeting minutes were approved as amended.

Hawthorne/Madison Project Update, - Briana Orr, PBOT Rose Lane Project Update - April Bertelsen, PBOT (00:11:45)

Briana provided the group with an update on the Hawthorne and Madison Project and provided some time for feedback on the Hawthorne Viaduct.

(00:23:43) John Russell expressed concern about the merging conflicts with the bus and bike and bus and car. The merge is being delayed and the merge is now in a more precarious position. (00:25:58) John also expressed he is more comfortable driving in a non protected environment with buses than with cars.

(00:26:54) Carolyn Briggs liked the idea of buses and bicycles traveling in the same lane and suggested having three lanes on the bridge, a bus and bike lane and two lanes that continue separated to put a barrier between the regular vehicle lanes and the bus and bike lane. Also, add a signal before the on ramp to stop vehicular traffic and allow buses and bikes to travel, or to stop buses and bikes and allow vehicular traffic to move onto the ramp.

(00:29:06) Michael expressed how extending the bus lane might reduce the perception reaction time and cause further confusion and time to prepare themselves to get on to the off ramp. He suggested anything that can be done to calm the traffic all the way to the Grand Avenue intersection would give motorists more time to decide which lane they need to be in and give cyclists and pedestrians and the bus drivers time to see someone coming up behind them on the left.

(00:31:05) John Russell asked what might happen if the general purpose lanes had to yield to the bus lane.

(00:36:57) Andrew Holtz asked if they had looked at having a right turn lane for traffic right before Mcloughlin so that vehicles would make that decision before having to cross over the bike lane and the pedestrian crosswalk.

(00:38:41) Andrew also asked if any City Committee feedback had been used to make any decisions. Briana stated no decisions have been made. Andrew suggested that a little bit of traffic delay might be worth the extra safety (if you made them merge into one lane for a section of the viaduct and then

opens up again to more options before the light at Grand Avenue...if it's going to cue for a few more seconds).

(00:41:36) John Russell wondered if there would be any justification for one GP lane east to Hawthorne and one lane going straight to McLoughlin. He expressed an interest in reviewing how much delay this is saving the buses (the savings of the bus lane extension compared to the existing condition).

(00:43:48) Briana will get back to the group with those numbers.

(00:44:48) Briana will be chatting with the PBOT planning team and leadership team in April to review feedback and suggestions and then take a revised proposal to the county engineers. They were hoping to implement this fall but it may be early next spring.

(00:45:44) April Bertelsen then presented the group with an update on the Roselane Project and took comments and questions at the end of her presentation (00:55:39)..

City of Fairview Project Updates: NE 223rd Bike/Ped Undercrossing and NE Fairview Prkwy/NE Halsey Street Roundabout – Darren Hippenstiel, Kittleson (01:01:59)

Darren Hippenstiel provided the group with a presentation and then took comments and questions at the end (01:11:54).

Staff Updates – MaryJo Andersen, Multnomah County (01:39:44)

MaryJo shared information on the following topics with the committee:

- Introduced Stephen McWilliams, a new county engineer (01:40:01)
- Stephen McWilliams shared an update on the Sauvie Island speed limit adjustment to 45mph
- Stephen will check with Mike Pullen about education to the public on new speed limits (01:44:31)
- Michael Rubenstein will check on deploying a speed reader when the signs go up (01:47:27)
- Stephen will check on county reader sign availability and how to use that
- MaryJo shared news about new, larger school zone sign installations (01:49:21)

Open Share/Project Updates/Other Business

Links Mentioned in Meeting

[Dropbox link for this meeting](#)

Next Regular Meeting: October 13 , 2021