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## Multnomah County Bicycle and Pedestrian Citizen Advisory Committee Meeting Minutes – February 10, 2021

Remote/Webinar Meeting  
6:30-8:30pm

### **Members Attending**

Joel Huffman  
Andrew Holtz  
AJ Zelada  
Susan Watt  
Ken Lanteigne  
Art Graves  
Clint Culpepper  
Greg Olson  
Michael  
Rubenstein  
Susan Watt  
Dean Derek  
Sarah Erlund  
Carolyn Briggs

### **Members Absent**

Caroline Crisp – excused?  
John Russell – excused  
Gary Purvine – excused?

### **Guests**

Valerie Schiller  
John Houle  
Eric Wilhelm  
Steve Drahota

### **Staff and Presenters**

MaryJo Andersen  
Oscar Rincones  
Mike Pullen

### **Welcome & Introductions Black History Month**

Oscar provided a review of best practices for the Zoom meeting.

MaryJo provided an acknowledgement about how American Black History and African Americans influenced mobility, safety and equity. MaryJo listed contributions that several African Americans made to help revolutionize transportation and how they continue to do so now.

### **Public Comment**

Greg Olsen provided the group with comments on the closing of Larch Mountain and the signage signaling closure. Greg experienced the plowing of the road recently at 7am and expressed appreciation to staff and the road crew for being out so early to clear the road.

Eric Wilhelm, a guest, commented on the Hawthorne Boulevard bike lanes issues with transit delays for traffic headed for Southeast Cesar Chavez. Eric wondered if this group might want to address these delays with PBOT and wondered what level of involvement the county has on these roads.

In response, Mike Pullen explained that Portland's "Central City in Motion" project is coming to Hawthorne and Madison ([link is here](#)) and that the city of Portland is mostly the traffic authority for the bridges. He went on to share that at a recent meeting with the city they explained that improvements are coming to Hawthorne and Madison such as no more street parking on the north side of Hawthorne, improvements for the bike lanes and a new traffic signal on Hawthorne coming up from Naito Parkway ([link is here](#)).

John Houle expressed continued interest in hearing about the results of the speed study on Sauvie Island as well as hearing from Jon Henrichsen's vision for the department and Sauvie Island in future meetings. Mike explained that Jon was not able to attend today's meeting but will try to attend the March meeting.

AJ provided the group with background information on the 2021 Bike Bill ([link is here](#)). He shared that a committee that includes The Street Trust and a Bend and a Eugene group are waiting for the bill to be heard by the Joint Transportation Committee. AJ encouraged attendees to inform themselves further on the bill and become involved.

### **Chair Report - Andrew Holtz**

Andrew Holtz started out the introductions process, members and guests followed by introducing themselves.

Andrew shared information about a site named bikemaps.org with the group and provided a short tour of the site outlining how to add data on cycling crashes, near-misses, hazards and thefts ([link is here](#)).

Andrew also shared information about new river regulations from the Oregon State Marine Board ([link is here](#)). Andrew noted that enforcement authority for this will be Multnomah County Sheriff's River Patrol and mentioned that he would like to have someone from the Sheriff's office to come to a BPCAC meeting to brief the group on issues of concern and the River Patrol.

### **Meeting Minutes Approval**

Meeting minutes for December and January were sent out to the group for review. Motion to approve was put forward by Michael Rubenstein and seconded by AJ Zelada. With no opposition, minutes were approved.

### **EQRB and Other Project Updates – Mike Pullen, Multnomah County**

#### **238<sup>th</sup> Drive Project Presentation**

Mike Pullen started with a presentation on the 238<sup>th</sup> Drive Project. The presentation information is available on our website ([link is here](#)). (Need to add presentation to website).

Questions and Concerns on the 238<sup>th</sup> Drive Project included:

Clint Culpepper asked Mike about the lane widths on the project. He shared that safety guidance has shown the widths that are being considered (downhill 15, uphill 14) are too wide to reduce travel speed to a reasonable amount.

Mike responded that trucks longer than 40 feet are currently banned because of the narrow lanes and that the extra width is partly to accommodate normal full-length trucks. Clint suggested appropriate striping with maybe a diagonal hash mark to narrow the visual feeling. Mike will share the suggestion with the project manager and engineer.

Greg Olson expressed concern for the risk of a head on collision and what the resolution will be with the apartment complex at the bottom of the hill.

Mike explained that the condominium complex, Tree Hill, currently has an entrance from 238<sup>th</sup> that allows for turning left or right coming out of the complex. To resolve safety concerns, this is going to change to allow only right in or right out.

Greg expressed further observation about multi-use paths availability and consistency in availability and Mike will be discussing his ideas with him outside of this meeting to discuss what he believes the priority missing pieces are on these paths, what he would like to see and then bring the ideas back to MaryJo and Jessica for review.

### **Earthquake Ready Burnside Bridge Updates Presentation**

Mike Pullen continued with updates since his December presentation on the Earthquake Ready Burnside Bridge. He shared that today's presentation would be informing the group about connections for bicyclists, pedestrians and people in wheelchairs and mobility devices that are at the intermediary points on the bridge going down to the esplanade and the Max station.

Questions and comments after his portion of the presentation included:

Are there emergency plans for the 9.0 during the closure and would Water Avenue be closed?

Mike shared that if the earthquake happens during the construction period the region would be in a precarious situation. The Tilikum and Sellwood crossings are probably the most reliable bridges across the Willamette but there are concerns with each one.

There are concerns about landslides on the Sellwood's west side and with the Tilikum there are concerns about the settlement of the approaches.

Mike shared that Water Avenue is not slated to be closed as part of this project but that the City of Portland does have plans to improve bike and pedestrian facilities on Water Avenue and have been encouraged by their bike committee to get that completed before the Earthquake Ready project closes Burnside. They've also shared that they would like this project to keep bicyclists and pedestrians off of MLK and Grand which are not very bike friendly compared to other routes in the area.

Steve Drahota continued the presentation and then offered some time for questions or concerns.

Art Graves asked if the crossing of vehicle lanes on the bridge deck was by demand. Mike shared that there is a requirement to make the new bridge ADA compliant and that this is one of the options that is

being reviewed and that they are gathering feedback on. Steve shared that this is the option with the least cost and impact into the river but that the downside is that introduces a conflict point and that the task is to reach out to groups and find out if they feel if this is inadvertently causing more harm than good.

Ken Lanteigne asked if it is necessary to combine the midblock crosswalk with where the ramp comes up.

Steve explained that moving away from this zone forces bicyclists to go counter flow to get to the point where they have to cross and going East, or to the right, you are going to have people congregating over the freeway.

Andrew Holtz compared this to the crossings on the Tilikum Bridge which are not trouble free but I haven't witnessed huge issues. However, it does introduce a potential collision possibility.

AJ expressed concern about people with mobility issues, or even slow walkers being able to cross 5 lanes effortlessly. He shared concern that people using the Burnside bridge and Tilikum are a different demographic with differing abilities.

He also commented about the switchbacks being considered and mentioned the pauses in the 4% to 5% rise areas comparing them to the pauses the Historic Columbia River Highway installed. He continued, mentioning that a quarter of a mile pause would make a big difference for someone in a manual wheelchair compared to having to travel a one-block rise.

Mike Pullen continued with some slides from his presentation about the range of bridge types and then offered a period for questions and comments.

Andrew Holtz shared his idea to include, as part of the project, improvements to the westbound Morrison Bridge and its connections to the street grid so that it functions better. He asked where that stands and at what point those comments would be most useful.

Mike shared that this is what the draft EIS moment is about and it is an excellent time to share concerns and ideas for improvements. He shared that it may be more in 2022 that any plans are developed and the task force works closely with PBOT and TriMet to see what might be done on those alternate routes.

Mike closed by reviewing questions and concerns stated at this meeting and reminded that the draft EIS period goes out to March 22<sup>nd</sup> and mentioned that some Portland committees are submitting ideas as a group.

Andrew suggested everyone to look at the draft for discussion at the March meeting and to make a motion on anything the group might want to move forward to the EIS.

### **Multnomah County Transit Service – MaryJo Andersen, Multnomah County**

MaryJo's presentation and discussion were tabled due to lack of time and will be moved to next month.

### **Staff Updates - MaryJo Andersen, Multnomah County**

MaryJo mentioned the following updates:

- AJ's discussion of the legislative session and its impact on County projects.

- Ownership of Cornelius Pass Road will be transferred to ODOT on March 1<sup>st</sup>.
- The Sauvie Island speed study with ODOT application has been submitted in December. The local office currently has a backlog of requests but their Roseburg office will be assisting them with processing requests and it is hoped that the study will take place in the next 6 months.
- Applications for the Columbia River Highway Advisory Committee are being taken ([link is here](#)).
- The Arada Road Project is officially completed.

After her updates, several members contributed some comments and questions.

### **Speed Study Questions and Comments:**

Members would like to be made aware of what time of year the speed study will be conducted. Michael Rubenstein commented that Sauvie Island traffic is seasonally driven and increases during tourism season (June through September with July and August being the highest percentage of incidents).

Andrew Holtz asked if a speed study might not be optimal when traffic volume is the lowest and speeds are the highest. He commented that the hazards from high speeds are when the volume is lowest however; if you are trying to come up with a low number for average actual speed you'd want the study to be done when congestion is there.

Both agreed more input on how the study is weighted is necessary.

Clint recommended multiple speed studies, at least more than one to measure seasonal situations with volumes and speeds.

Greg Olson mentioned that 85% is a "bogus" study to use because it does not take into account bicyclists and pedestrians on the road. Greg commented that the county should use updated ways of conducting the study similar to others being used to design roads for multimodal systems.

AJ mentioned an article in which the BMT, miles traveled, was being used and speeding has spiked because of Covid.

### **Open Share / Project Updates / Other Business (All)**

**Meeting adjourned at 8:30 pm**