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**Multnomah County Bicycle and Pedestrian Citizen Advisory Committee  
 Meeting Minutes – January 13, 2021**

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

<b>Members Attending</b>	<b>Members Absent</b>	<b>Guests</b>	<b>Staff and Presenters</b>
Joel Huffman Andrew Holtz AJ Zelada John Russell Art Graves Clint Culpepper Greg Olson Michael Rubenstein Susan Watt Ken Lanteigne Caroline Crisp Dean Derek Sarah Erlund -	Carolyn Briggs – excused Tim Roth – has moved and resigned Gary Purvine - excused	Valerie Schiller Maria Sipin	MaryJo Andersen Oscar Rincones Mike Pullen Emily Miletich

**Welcome & Introductions**

**Land Acknowledgement**

MaryJo began the meeting with a Land Acknowledgement, reviewed the instructions on muting calls and advised participants to identify themselves before they speak.

Members, staff, and guests were introduced.

**Public Comment** - there was no public comment

**Chair Report, Andrew Holtz and AJ Zelada**

Andrew reported on meeting with Chair Kafoury regarding traffic in the Gorge. The BPCAC sent a letter to the Board and the response was to get a meeting with the Chair. AJ presented a slideshow to support a non-car centric approach in the Gorge. They asked for a staff person to patrol and give tickets for

illegal parking along the Historic Highway. This position could provide mediation and health services, such as CPR and AED.

They also asked for an ADA-compliant signalized crossing from the parking lot, across the Highway, to Multnomah Falls. There is signalization equipment that could meet the Gorge requirements for esthetics. Also asked for an awareness of a long-term need for creating a Columbia Gorge transportation management plan.

It was a good meeting and Chair Kafoury was interested and open to suggestions. The chair and her staff will follow up. Kudos from Susan to AJ Z! AJ reminded everyone that activists need to be at the table, and that means we have to ask to be at the table sometimes!

We then looked at the slides that AJ Z made for the meeting with the Chair.

Art Graves asked some clarifying questions about the staffing suggestion. AJ Z replied that the person would assist with first aid, mediation, and parking tickets. Michael R brought up that the skill set is similar to ski patrol. AJ Z replied that they are looking at getting funding from the Health Dept., and not just the Sheriff's Dept. Clint brought up that this kind of position could be funded through existing organizations, and not the Sheriff's Dept. Traffic enforcement budgets are being cut, and police officers may not be the right fit for this work. Michael suggested that another pool of people would be the Portland Net members. Caroline C suggested that members use the Hand Raise function. AJ Z mentioned that a group of Corbett men drive around to help people, as an informal group. Can another group get the police power to give tickets? Art G brought up that there has been towing in Sellwood, and it has been effective to reduce parking problems. AJ Z responded that ODOT has a tow truck in District 1, but it is not used for scofflaw parking, mostly large vehicles that die. Susan W asked if there is "no parking" signage? AJ Z responded that there is not, but the cars are parking across the fog line, so they are in the traffic right of way. Signage does not always work, so may not be useful here.

### **Proposed Traffic Changes at the intersection of the Historic Columbia River Highway (HCRH) and Buxton in Troutdale, Mike Pullen and Emily Miletich, Multnomah County.**

Mike and Emily presented proposed changes to the intersection. The initial issue was traffic backup eastbound on HCRH towards 257<sup>th</sup> due to the high number of vehicles turning right/south on to Buxton. The County and City of Troutdale worked together on a solution and now this intersection had a dedicated right turn lane and a green bike lane installed last year. Once those changes were implemented, there were new concerns. In the morning, traffic builds up on Buxton, so vehicles turning left/west are backed up. Additional issue is that for eastbound traffic turning right/south onto Buxton from HCRH has created conflict with pedestrians, since they cannot see the pedestrians.

The proposed solution is that the intersection is stop controlled in all 3 directions, with the exception of the right turn lane from HCRH onto Buxton. It is a complicated intersection, but this could help solve the back up on Buxton. There is heavy traffic turning right from HCRH onto Buxton, so that is a free right turn. The problem with this is that there is still a problem with pedestrians. The proposal is to close the crosswalk from that side of the road, using signs like this:



To protect pedestrians, there would be a sign requiring vehicles to stop.  
Comments: John R – what outreach has been done with the businesses? Would it be possible to make all vehicles stop, and would a pilot be considered to try that approach? What is the outreach with businesses?  
Mike P – will go to the businesses after this meeting.  
Emily M – City of Troutdale wanted the free right turn. Traffic modeling shows that there would be back up on HCRH by requiring the right turn stop.

During the pm peak.

Clint C – pedestrian safety is being sacrificed to enable the flow of traffic and removing a crosswalk does not prevent people from crossing. This change is more dangerous for pedestrians and this would make it illegal and more inconvenient for pedestrians. It seems like people are taking this route to by-pass 257<sup>th</sup> and likely will induce more demand. This design is out of line for pedestrian safety.

Emily M – The thought is that with two parallel crosswalks, closing the one would have less impact. A sign would be installed to close it. The free right turn has been allowed for about a year, and the new design is to reduce the conflicts between pedestrians and vehicles, and reduce the back up to the next intersection.

Caroline C – the map that was presented is very engineering focused and difficult to understand. Emily M – agreed and will correct it before sending out to the public.

Ken L – rides through this area and is familiar with it. Do we know where the vehicles are going that create the backup on Buxton. Emily – most take the left turn so are going to the freeway or west on Halsey to Gresham. Ken L – what about in the other direction? Are they trying to create a short-cut? Emily- this kind of information has not been studied, but there has been more development in the area and increased traffic. Ken L – if we make it easier for vehicles, then more will go there, which is not desirable. Emily M – was not involved in the original changes, but believes the backup has been happening for a while. The free right turn is important to the City of Troutdale.

John R – a possible cost-saving idea - do not close the crosswalk. Remove the striping and leave it as an unmarked crosswalk. This could be a compromise that would encourage pedestrians to use the marked crosswalk.

Sarah E – where can people cross Buxton? Emily M – the crosswalk is not easy to see in the map, but is at the highway, and there are additional crossings, with ped ramps further east. Sarah E – has concerns about removing the crosswalk. The crosswalk on Buxton is still another spot where a pedestrian could get hit by a vehicle using the free right turn. This design favors car convenience over pedestrian safety. Emily M – the goal is not vehicles over pedestrians. The back up to 257<sup>th</sup> is a concern, as well as the pedestrian conflict.

Art G – by removing the marking, is it still a crosswalk? What is the law?

Emily M – signing it officially closes it and if there is a crash, the pedestrian is at fault.

Greg O – the crosswalk should be maintained. For vehicles making the right turn, they only have to stop for 3 seconds. Is that worth risking pedestrians? The nearby businesses were against the required bulb-outs, which were not installed, and they may not be supportive of any changes. For the traffic on Buxton, why can't they go to Cherry Park and go over to 257<sup>th</sup>? What studies have been done? As a bicyclist, by state law, only have to yield at stop signs. What would happen if a bicyclist does not stop? The vehicle could pull out and this increases the risk of a crash.

Clint C – closing the crosswalk and putting up the sign is an example of hostile design. This is cut-through traffic and this design is de-prioritizing safety and introducing additional risk. He expects more from engineers and planners to provide a safe pedestrian experience.

Mike P – will take back all feedback

Dean D – was a traffic analysis done? Emily M- no, but modeling showed that a full stop for right turns would back up traffic to 257<sup>th</sup>, which led to this proposal.

Question from Valerie S – clarification about the marked vs unmarked crosswalk. If the crosswalk is closed to pedestrians, then a pedestrian can be ticketed for jaywalking.

Mike P – thank you for your comments.

Caroline C – did all comments get addressed? Yes, they did.

Mike and Emily - thanks

## **Department Updates, Multnomah County – moved to next month**

Jon was unable to attend, due to the landslides

## **Staff Report, Committee Updates**

### **MaryJo Andersen, Multnomah County**

We do not have last month's minutes ready yet, so will have two months for approval next meeting.

First of the year updates:

Membership – Tim Roth moved, so resigned. Terms for each member were presented. Half of the group will be receiving membership renewal letters in March, so be ready.

We would like your photographs to update the website. If a person's face is in them, we will need a photo release form filled out. Michael R has sent several.

Brainstorming for 2021. We have a start of topics for the first of the year. Despite the cutbacks, we still have information to bring to the community.

Andrew H – what is happening with Andrew Campbell's position? The REACH program would not be as vulnerable to County budget cuts, since it is a CDC grant. The program director, Charlene McGee, is re-evaluating that position. Charlene has also been very involved with learning about transportation issues and wants to stay involved. We recently met and prepared a briefing relating to transportation safety and equity issues.

Caroline C – recommends using Zoom to create a more horizontal structure. She would also like to have more break out groups to use for more collaborative discussions. She shared her screen and presented ground rules for presentations. Feedback – Ken L – liked the rules, and the hand raising feature. Susan W – not sure how breaking into groups would be helpful, since it would reduce the whole committee discussion. Caroline C – the intention is to create more collaboration. Susan – how would collaboration function in this committee? Caroline C – after a presentation, the break out groups would meet, and then when the whole group meets, one person speaks for the group. John R – we need to be intentional about when we use breakout groups, and they are good to get brainstorming and feedback. Michael R – use them when there isn't enough time for all topics. Susan W – revisit how the next year looks, in light of reduced capital projects. What about the possibility of the group to pick projects or issues for bicyclists and pedestrians to dive deeper, similar to what AJ has done in the Gorge. With reduced capital projects. Susan has missed the opportunity to delve deeper and creating subgroups could create a way to build advocacy. Look at problems and solutions.

Greg O – sent out emails regarding speed limit issues. Would the committee want to help vulnerable users on Marine Drive? There are other locations that have had reduced speed limits. 45 mph on Sauvie Island, Stark Street bridge. There has been development and Marine Dr is no longer a rural road. Recent fatalities on Marine Dr include a car hitting the guardrail, a head on collision, and a four-car crash with a gravel truck, resulting in serious injuries. Can the speed limit be reduced?

And what about Sauvie Island issues? MaryJo responded that she and Jessica have been planning on following up on the history and issues on Sauvie Island, and have not had time to work on it. John H is happy to work with us on this issue and is eager to find out how to move forward. John is interested in timing. Carrie presented information on doing a speed study and John would like to know when that could happen? MaryJo – there is no current plan to do this, but it is something to ask Jon Hendrickson when he attends the next meeting.

MaryJo A – checked in with the guests, Maria S and Valerie S.

Maria S – is the ODOT Region 1 Active Transportation Liaison. Would be happy to present at a future meeting.

Michael R – asked about the pass-off of Cornelius Pass. Maria S – not involved with that, but ODOT is looking at paving, possibly adding pave shoulders on Corn Pass. We can add into the scope in advance. Susan W – no biking on Corn Pass, it is too dangerous! Maria S – what is a meaningful buffer? Andrew H – regarding Corn Pass, first priority is the intersection with Skyline.

What is happening with Rails to Trails? The Oregon Community Paths program is open right now.

Ken L – is Maria familiar with the Strava global heat map? Yes, she is! There are a lot of bicyclists on Corn Pass!

Valerie S – introduced herself. Appreciates the care and commitment of the group.

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

John R – question as an ODOT employee. There will be a paving project on I-84, near Wood Village. It will be in a couple years. From the 238<sup>th</sup> exit to the east, the freeway is open to bicycles and

pedestrians, and the shoulder will be closed during the construction. The easiest option is to create a detour off the freeway. The other is to require the contractor to have a van that could transport bikes and ped through the project area. It will only be for a couple days. Does anyone have opinions or other solutions?

Ken L – signage is a pet peeve. Not enough warning for bikes and peds. Detour is fine, if there is enough signage.

Greg O– does not know many bicyclists on I-84. Halsey is fine, or use turn on 244<sup>th</sup>, which becomes HCRH. That is his route of choice.

No other comments

**Meeting adjourned at 8:30 pm**