



**Transportation Division**

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Multnomah County Bicycle and Pedestrian Citizen Advisory Committee  
Meeting Minutes

Wednesday, March 10, 2021

6:30pm - 8:30pm

Virtual Meeting/Zoom

**Members Attending**

Joel Huffman  
Andrew Holtz  
Susan Watt  
Art Graves  
Clint Culpepper  
Greg Olson  
Michael Rubenstein  
Dean Derek  
Sarah Erlund  
Carolyn Briggs  
John Russell

**Members Absent**

Ken Lanteigne  
AJ Zelada  
Caroline Crisp  
Gary Purvine

**Excused or Non  
Excused**

Unexcused  
Excused  
Unexcused  
Excused

**Staff and Presenters**

MaryJo Andersen  
Oscar Rincones  
Emily Miletich  
Fred Ostler  
Travis Hultin  
Jon Henrichsen  
Mike Pullen

## **Welcome and Introductions**

Andrew Holtz and MaryJo Andersen started the meeting with introductions.

MaryJo shared a short video about National Women's Month.

## **Public Comment**

Michael Rubenstein shared information about a research survey relevant to Oregon adopting the Idaho stop which allows cyclists to treat a flashing red or stop sign as a yield sign when it's safe to proceed through an intersection. It is sponsored by Oregon State University in partnership with Gonzaga University and the University of Idaho.

Michael shared the contact information for this research survey with MaryJo to make available to the group (the links have since expired). Email contact was [woodsija@oregonstate.edu](mailto:woodsija@oregonstate.edu)

There was a short discussion on how this new law would pertain to group rides approaching a stop.

Susan Watt offered comments on the Arada Road project completion and it's success.

Andrew Holtz shared some information AJ Zelada forwarded about State Senate Bill 395 increasing the expenditure devoted to bikes and walking from 1% to 5%. Also, the Gray Line received a grant for hop on/hop off trolley service on the Historic Columbia River Highway and will be testing it out this summer.

## **Chair Report - Andrew Holtz**

Andrew Holtz shared that he has submitted official comments on the Earthquake Ready Burnside Bridge with his support that the Morrison path landing on the West side could be improved, and encouraged others to submit comments while the comment period is open.

## **Meeting Minutes Approval - All**

Andrew Holtz called for comments on last month's meeting minutes. The group made some clarifications and corrections:

John Russel asked for clarification about the EQRB presentation and a comment noted in the minutes asking if we could work on keeping bikes and pedestrians off of MLK and Grand as a detour route.

Mike Pullen clarified that this was a comment submitted

Page 3, change "will be banned" to "are currently banned"

Page 4, fourth paragraph down change "do not have huge issues" to "I haven't witnessed huge issues"

Page 4, change "draft comment period goes on to March 20" to the 22nd

Page 5, spell Arata road correctly

Motion to approve was submitted by Susan Watt and seconded by Dean Derek. The vote to adopt was approved with one abstention.

## **Buxton/Historic Highway Updates - Mike Pullen & Emily Miletich, Multnomah County**

Mike and Emily shared an updated presentation responding to concerns raised at the last presentation about the proposed improvements. Afterwards, they responded to comments and

questions. Travis Hultin and Fred Ostler with the City of Troutdale joined them in responding to comments and questions including:

Clint Culpepper expressed feeling that although the county has listened to concerns on safety they seem to have decided to move on with what he believes are less safe options that ignore the modal hierarchy and further induce more automobiles. In addition, Clint expressed concern about removing a crosswalk due to lack of lighting instead of planning to put in lighting to improve safety and visibility.

Clint also expressed that he believes the safest option is to slow the traffic by creating a four way stop, even if it backs up traffic and also expressed concern about the compromises being engineered that remove safety improvements that the group has suggested be made.

Fred Ostler stated that this intersection is dangerous, one for which they receive complaints about constantly. He expressed that not putting in place what the engineers have proposed puts people in danger.

Fred pointed out that trucks south bound on 257th come down quite an incline and quite fast, and he is concerned about their ability to stop if there is a car held up in the intersection of 257th and HCRH.

Fred also stated he feels that putting up lights is not the best solution for pedestrian safety but that putting pedestrians in one pathway that everybody understands is the best solution for pedestrian safety.

Fred explained that he feels that what the engineers have come up with may be the best solution short of a roundabout or a traffic signal for this intersection.

Travis Hultin responded to comments about adding lighting and reducing traffic speeds by installing an all way stop. Travis explained that evidence shows that stop signs are not a good speed control and this is already a 20 mph zone. He agreed that there does need to be more enforcement of speed limits but forces are stretched thin.

Travis then reminded the group that Troutdale's planning department's Town Center plan includes a number of pedestrian connectivity and safety improvements and disagreed with the suggestion that they don't care about pedestrian safety.

Clint explained that he still feels that the root problem, traffic volumes are too high, is not being addressed, and that this plan makes it less safe and less appealing for people to get out of their cars and that they would be more likely to pass through. In addition, he pointed out that there is no evidence that shows a free turning right like the one at this intersection is going to be safer than an all way stop.

Travis explained he does not disagree but there has to be a balancing of auto movements and traffic congestion that will occur upstream should an all way stop be added here. He went on to comment that traffic will continue to increase in this area.

Clint suggested that continuing to deprioritize other modes of transportation will lead to an increase in traffic and then turned the floor over to others who may want to make comments or suggestions. Both Travis and Clint agreed they were not going to come to an agreement.

Joel Huffman shared his experience riding through this area and wondered if speed humps or a lighted pedestrian crosswalk that flashes have been considered. Travis shared that he does not believe that either has been considered but that a speed table might be a solution to have a conversation about with the county. Travis explained that any solution would have to consider the effect it would make on emergency response routes.

Emily Miletich explained that a flashing beacon would require further discussion because it would require a lot more work and time if it's a feasible solution.

John Russell suggested a phased approach could start with a stop sign and then add the right turn exemption if needed and possibly doing a study to determine if the concerns are valid.

John went on to express concern that the solution will make the crosswalk on the South leg worse. John asked if there might be design changes that can be made (ie curb extensions, continental striping, speed bumps, etc.). He expressed this might be a good opportunity to use tough curb or flex posts for temporary testing in improving visibility for that crosswalk.

Travis responded to John Russell's comments by adding that they already have plans to add curb extensions throughout the downtown blocks in the City of Troutdale Capital Improvement Plan. Two have already been completed east of this intersection. They would like to include one for the East side...there is not enough space for one on the West side with the traffic lanes.

Travis went on to say that based on past conversations with various entities, the best solution for this intersection is a signal but that option is expensive and the location is very challenging due to the tight space around the intersection.

Both Travis and John agreed that curb extension will promote better speed control and help with incremental improvement.

Greg Olson agreed that lighting needs to be improved and modernized at that intersection. He added that he is not comfortable with removing a crosswalk. Greg also expressed that his experience at the intersection did not seem to reflect the concern others expressed about major backups of vehicular traffic.

Michael Rubenstein asked the presenters if they had surveyed business owners on the North side to see how they feel about the intersection. Presenters said there has been no survey.

Andrew asked the group if they are ready to make a formal recommendation from BPCAC on the project. Members agreed that there needs to be further discussion before making a recommendation.

Emily Miletich and Fred expressed concern for the timeline of the project because they feel there is a continuing danger to pedestrians at this intersection until a solution is implemented.

Mike Pullen suggested county and city staff get together to discuss further actions or changes or even make a move towards incremental actions to improve safety. 01:09:32

John Russel expressed understanding for the time and budget concerns and thanked the panel for following up and discussing options and suggested looking at options such as tough curb, flex posts or striping and removing parking and improving crosswalks.

No formal action was taken and the panel will return to follow-up with the group.

## **Multnomah County Transit Division Updates - Jon Henrichsen, Multnomah County**

Jon gave a presentation and followed it with an opportunity for comments and questions.

John Russell expressed a concern about the loss of institutional knowledge and having to outsource more. He wanted to know what is being done to prevent the loss of that knowledge and also wanted to know how the county will respond to the increase in revenue.

Jon explained that the County is moving forward with improving strategic planning, onboarding, and improvements to workflows for future projects. The focus will be to insure that they hire people who have demonstrated that they are good project managers with good problem solving skills.

Jon went on to mention that community input shows that the public wants the County to focus on both maintaining the system, as well as on infill projects, bike lanes, gradient systems and preventing pollution. The County will attempt to do both with the funding that we have.

Susan Watt commented that there is a major focus on East side projects. Jon acknowledged her concerns and explained that the road CIP that the county did a few years ago identified some projects on the East side that the County could manage within budget and those are the ones the county started with.

Michael Rubenstein asked if the County is reviewing the prioritization of the CIP since COVID created the big hit to revenue. Jon communicated that it would be reviewed and reprioritized. He mentioned the County is at the beginning stages of figuring out how this reprioritization would work and how to scale projects to the funding that's available.

Greg Olson expressed concern on Troutdale Road from Cherry Park to Stark Street. In the East Metro Connections plan this was devised to be a multi use path from the Springwater corridor to downtown Troutdale, and on to the Marine Drive path. Greg hopes that as the County moves forward on projects, that they continue to consult with the BPCAC and that there will be a plan to install a multi use path from Springwater to Troutdale, and also Mount Hood Community College at the intersection on Stark.

Sarah Erlund asked if there is something the public can use to view or review budgets on County projects and expressed concern upon hearing that several had gone severely over budget. Jon mentioned that it is all a matter of public record but there is no report that summarizes everything.

## **Staff Updates**

MaryJo offered an update on the committee letter about the Gorge that went up to the Board. There will be a response from the County Board addressing the concerns expressed by the BPCAC group.

She also mentioned PBOTs presentation on their Vision Zero program. Recent announcements indicated that their task force will be ending; this does not indicate the end of the program. They will continue to work with Multnomah County. She indicated that the details of how that will work are forthcoming as she continues to gather information.

MaryJo will be sending out a copy of an email she received from America Walks for input on revising the Manual of Traffic Control Devices, and read part of the email. She shared that this is a good opportunity to start working on some of the engineering issues that we run into as pedestrian and bicycle advocates.

## **Open Share/Project Updates/Other Business**

Art Graves requested an update in April on traffic counters that were purchased and how they are being used. He also wanted an update on the possibility of funds being available for members to attend conferences.

Next Regular Meeting: April 14, 2021