



**Multnomah
County**

Transportation Division

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**Multnomah County Bicycle and Pedestrian Citizen Advisory Committee
Meeting Minutes – April 8, 2020**

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

Members & Guests Attending	Members Absent
<p>Members:</p> <p>Clint Culpepper Tim Roth Sarah Erlund Art Graves Joel Huffman Andrew Holtz AJ Zelada John Russell Dean Derek Michael Rubenstein</p> <p>Guests:</p> <p>Commissioner Jessica Vega Pederson Ae-young, Multnomah County</p> <p>Attendees:</p> <p>Andrew Campbell Bill Dooley Hayden Miller Chris Fick</p>	<p>Greg Olson Susan Watt Gary Purvine Ken Lanteigne Carolyn Briggs Caroline Crisp David Hoang Jim Slebos</p>

Welcome & Introductions

Members, staff, and guests introduced themselves.

Approve March 2020 Meeting Minutes

Meeting were reviewed and Clint Culpepper moved to approve the minutes, AJ Zelada seconded the motion. Motion was passed.

Public Comment

No public comment

Chair Report

None

Commissioner Jessica Vega Pederson, Multnomah County District 3

<https://multco.us/commissioner-vega-pederson>

MaryJo introduced Commissioner Vega Pederson who then went on to provide additional background and history. Commissioner Vega Pederson mentioned that one of the main reasons that she did get into politics was her interest in pedestrian safety and access, inequitable funding for the local transportation system including sidewalks and bike lines.

Her interests include making sure that we make decisions on transportation and funding with a focus on the impact on equity, access and safety.

Some of her current work includes working on the shaping of the November 2020 transportation ballot measure that Metro is managing as co-chair of the Advisory Committee that is made up of 30 people from Washington, Multnomah and Clackamas counties (<https://www.oregonmetro.gov/public-projects/get-moving-2020>).

Commissioner Vega Pederson went on to discuss her work around the Burnside Bridge Project (<https://multco.us/earthquake-ready-burnside-bridge>) before moving on to answer questions and welcome comments.

Andrew Holtz asked what the county might do to work with the city and state to make immediate changes to dedicate more space for people to walk and bike since cars aren't using it.

Commissioner Vega Pederson explained that she had not had those conversations yet with anyone and most of the effort is being used in the immediate response to the emergency at this time. She went on to say that this might be a good time to begin having those conversations.

AJ Zelada inquired whether the Commissioner was the Multnomah County representative at JPACT (<https://www.oregonmetro.gov/regional-leadership/metro-advisory-committees/joint-policy-advisory-committee-transportation>). She confirmed that she is.

AJ Zelada asked Commissioner Vega Pederson for feedback on her voting against the 750-million-dollar lane addition (<https://www.i5rosequarter.org/project-impacts/>) towards the Rose Quarter.

Commissioner Vega Pederson expressed that what she has been asking and continues to ask for is that this project moves forward in a way that includes the community's perspective and voice in the decision and that congestion pricing be a factor.

Tim Roth mentioned how little space there is for pedestrians to move in existing pedestrian spaces, for example Springwater Trail and sidewalks.

The Commissioner explained that she has thought about this but that there is no current conversation about this but there may need to be long-term planning or conversations around this.

Sarah Erlund reiterated Tim's message on whether we should be investing in pedestrian and bicycle infrastructure and perhaps that if moving forward our traffic demand goes down we should spend those funds elsewhere.

Commissioner Vega Pederson explained that there will be a lot of things that we are going to have to reconsider including paid sick and family leave, how we fund our childcare system, inequities around income, and how we are investing in transportation is a big piece of it. She also mentioned how we might consider if we can do more working remotely and how that might be more flexible for people and families, how it can really change the work/life balance and the dynamic of not having to commute.

Commissioner Vega Pederson ended by thanking everyone for the work they do and encouraging members to continue their work and contact her as they see fit.

West Hawthorne Bridge: Courthouse and Naito project status, Ae-young Lee, Multnomah County Transportation Engineer

Ae-young Lee provided a presentation with information on the Courthouse and Naito projects and their status followed by questions and comments from members and attendees.

AJ mentioned that this might be a good Policy Maker's Ride or to do real visits to the site.

Ae-young explained that these could possibly be added to future evening rides and mentioned that what is unusual for both of these projects is that the Transportation Division is not in charge of them so although we have sway, we don't have control and that PBOT's Bicycle and Pedestrian Committee might be a venue to get more information about the Better Naito layout schedule.

Tim Roth asked for clarification on the Better Naito project in reference to there being a temporary period of a single lane of traffic.

Ae-young explained that it is unavoidable to preserve an eight-foot multi-use path. Once the concrete work is done and striping is put in place along with accessories then it will be opened up again to two lanes of vehicle traffic and a raised bike lane.

Andrew Holtz inquired about the closure of Madison and whether folks coming up Madison were taking the lane with the cars and trucks rather than the detour.

Ae-young explained that County inspectors have noticed a big decrease in traffic and that it is hoped pedestrians and bicyclists will follow the signage. Andrew wondered if there might not be a policy developed in the future to take into consideration human behavior and response to detour signage and develop a preferred policy option.

Staff Report – MaryJo Andersen

MaryJo explained that she will be working with Jessica Berry to develop a work plan for this group.

The "modernization" workgroup may meet virtually to continue their work.

Jessica Berry gave a brief update and shared information about the Metro layoffs.

Jessica explained that most of the money that the Transportation Division receives for projects comes from the gas tax and we are seeing a 40 to 50 percent reduction and therefore a decrease in revenue.

Jessica went on to say that the County holds a steady amount of money for the Willamette River bridges because they are all critical to transportation and that any decrease in revenue is mostly going to impact road projects.

Two projects will therefore be moved out to next year due to funding reasons as well as because the Covid 19 event has affected the timing of the projects. When the county constructs projects over multiple years, there's an added cost due to mobilization. Jessica also mentioned vacancies that will not be filled in Road Engineering and Transportation and Planning.

In addition, Jessica mentioned that although the County does not foresee huge impacts to the budget, the County is looking at moving some projects further out and postponement of some pavement maintenance and overlay projects.

Jessica relayed that the County is beginning to have conversations around other ways they might be able to raise revenue, such as updating fees for development (which have not been updated in 20 years).

Jessica explained that although 238th was a project the County wanted to get moving on it will need to wait until next year but will give the county an opportunity to focus on Cornelius Pass and Arata Road.

Andrew asked if there would be any budget savings due to the less wear on the roads.

Jessica explained that there might not be significant savings because the rural roads are already in a poorer state and continue to need managed repairs.

AJ asked if there had been any response to the concern about auxiliary lanes.

Jessica explained that they are having Kittleson consulting firm take a look, and the next step would be to have them do a high level cost estimate to determine the cost of doing them.

Open Share / Project Updates / Other Business (All)

There were no public comments.

Meeting adjourned at 8:00 pm

The next BPCAC meeting is Wednesday, May 13, 2020 and will be a remote/webinar meeting.

Meeting agendas and minutes are available at:

<https://multco.us/transportation-planning/bpcac-meeting-agendas-and-minutes>

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