



**Multnomah
County**

Transportation Division

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

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

Members Attending	Members Absent	Guests	Staff and Presenters
Tim Roth Sarah Erlund Joel Huffman Andrew Holtz AJ Zelada John Russell Ken Lanteigne Carolyn Briggs Dean Derek Art Graves	Clint Culpepper – excused Greg Olson - excused Gary Purvine – excused Michael Rubenstein – excused Susan Watt - excused David Hoang – unexcused Jim Slebos – unexcused Caroline Crisp –unexcused	Eric Wilhelm Charlene McGee	MaryJo Andersen Oscar Rincones Andrew Campbell Michael Pullen Briana Orr Brenda Martin

Welcome & Introductions

MaryJo reviewed the instructions on muting calls and advised participants on how to use the mute function.

Members, staff, and guests introduced themselves.

Approve June 2020 Meeting Minutes

The June 10, 2020 meeting minutes were reviewed. Joel Huffman moved to approve the minutes, AJ Zelada seconded the motion. Motion was passed and minutes were approved.

Public Comment

No public comment

Chair Report

No Chair Report

Earthquake Ready Burnside Bridge and County Updates, Mike Pullen, Multnomah County

Mike reminded people that Cornelius Pass Road is scheduled to close to through traffic beginning Monday July 13 at 4am between Highway 30 and Skyline. Bicyclists might want to avoid Newberry Road until the end of September.

Mike then proceeded to his presentation and followed with a period for feedback and comments.

Highlights included:

Burnside Bridge

If the committee wants to weigh in with effective feedback, they should do this before the September meeting of the community task force or the October 2 meeting of the policy group. Mike suggested inviting him back for the September meeting to share the public's response to enable the group to develop a position.

Mike mentioned concerns about the lane width and that allocation space on the bridge might be held until the final design is issued. Andrew mentioned that people currently question the number of car lanes and wider lanes generally mean higher speeds.

Mike mentioned an option is being studied to install a transit only lane with one other lane for cars and other vehicles. Trimet and the City of Portland are in charge of those decisions.

Andrew questioned whether we might find money for improvements to the West end of the Morrison Bridge multi-use path so there is a direct westbound connection for people bicycling over the Morrison Bridge so they have a landing spot to go north on second and continue west on Washington. This is important since the Morrison Bridge will be a primary routes during the Burnside Bridge construction. Mike will share the suggestion with the team.

Mike will share information on the bike/ped counts with MaryJo to forward to the committee.

Discussions on speed limits have not occurred. If it is the only bridge that is available after an earthquake truck traffic may be heavier, therefore this may be the reason for wider lanes.

**Hawthorne Bridge Viaduct,
Briana Orr, Portland Bureau of Transportation
Brenda Martin, TriMet Service Planner**

After their presentation, Briana and Brenda took comments and questions.

Highlights of the comments and questions period were:

Like Southwest Madison, it is clear that the space is shared and there is an 11-foot lane that separates bikes from the general traffic.

Briana will report back on thermoplastic and striping materials.

Ken L questioned about addressing systematic racism in this process. Briana mentioned that this is a new intent of PBOT and an evolving practice of how they will be working this into the designs.

In addition, there is a piece of personal safety in the right of way that isn't covered by traffic safety or the fear of getting hit by a car; it's the fear of being harassed and not feeling like you are safe in public space.

Ken suggested a deeper analysis of every step of the project needs to be made and maybe we need to take a step back and determine how we decide what's important to all the different parts of the community and how we get to all the decisions.

Charlene McGee asked if there is a discussion happening around how more black and brown bodies are being injured on the roadways. Briana and Charlene will discuss this offline; this is adding a new focus to the group that Briana works with.

Carolyn Briggs commented that the type of bus stop being considered is inaccessible to blind people and they are at risk from people moving quickly and asked that they consider not using the island bus stops unless there is an actual stop sign for bicyclists and it is enforced.

Briana explained that those types of bus stops are being considered on 6th and 12th.

Carolyn asked if there has been input from the blind. Briana explained they have worked with the Commission for the Blind on the design of the island stations.

MaryJo added that she would be distributing the presentation out to members after the meeting.

**How Transportation Shapes Health Equity and Racial Justice,
Andrew Campbell, REACH Program Specialist**

Andrew C conducted part of his presentation due to the lack of time.

Andrew C will return to finish his presentation at a future meeting.

Due to technical difficulties, his video presentation was not available with sound.

Andrew H asked for a definition of terms Ally vs. Accomplice. Andrew C explained that an ally can be very focused on a person and they may want to speak for them. An accomplice is more focused on changing the system.

Accomplices are more focused on doing their own research about racial equity and may involve family and peers in conversations to learn.

Andrew suggested to members that they might want to spend time before the next meeting researching neighborhoods and areas that they are not familiar gain a broader understanding of the needs out there.

**Staff Report – MaryJo Andersen, Multnomah County
County Committee Updates
Additional Equity Resources
August Meeting/Activity**

MaryJo will be sending out a list of resources for committee members to review on the topic of equity.

She shared that the national Safe Routes to School program has replaced one of the six “E’s”, formally Enforcement, with Engagement.

In addition, national funding for Safe Routes to School is still expecting funded programs to meet the requirements of the grants but that may be changing to adjust for the implementation of equity issues into the process as well as delays due to the Covid-19 event.

In addition, at our next meeting she will be sharing changes in procedures that the County’s Office of Community Engagement is applying to all citizen advisory committees.

MaryJo also asked committee members if they want to use the month of August to explore implementing equity into their process or explore underserved communities for ideas and research.

It was decided to not have a meeting in August and let members do research on public outreach and equity issues.

Open Share / Project Updates / Other Business (All)

Meeting adjourned at 8:35 pm

The next BPCAC meeting is Wednesday, September 9, 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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