

## 2024 05 08 BPCAC Meeting - Zoom Transcript

*Zoom transcripts are software generated and may contain incomplete information. For the most accurate information, please refer to the Zoom Meeting video recording for this meeting.*

WEBVTT

1

00:00:05.340 --> 00:00:13.633

Oscar Rincones, He/Him - Multco Zoom Support: Okay. Good afternoon, everyone. My name is Oscar. I use hem pronouns, and I'm here to provide you with a quick review of the guidelines for this meeting.

2

00:00:14.020 --> 00:00:23.159

Oscar Rincones, He/Him - Multco Zoom Support: It is a high priority for Multima county transportation to provide the clearest path to equitable distribution and accessibility of all materials

3

00:00:23.380 --> 00:00:24.680

Oscar Rincones, He/Him - Multco Zoom Support: for this meeting.

4

00:00:25.040 --> 00:00:33.750

Oscar Rincones, He/Him - Multco Zoom Support: We do ask presenters to provide us with a copy of their presentation and any other materials within 3 days of the agenda being distributed.

5

00:00:33.890 --> 00:00:41.090

Oscar Rincones, He/Him - Multco Zoom Support: Once we we see those they are uploaded to dropbox and the bike Ped website.

6

00:00:41.140 --> 00:00:48.440

Oscar Rincones, He/Him - Multco Zoom Support: You do not need to create a dropbox account for access to these materials. You can click on a link provided in the agenda each month

7

00:00:49.508 --> 00:00:56.329

Oscar Rincones, He/Him - Multco Zoom Support: to be able to view or download materials, including any zoom recordings and transcripts uploaded after each meeting.

8

00:00:57.140 --> 00:01:05.830

Oscar Rincones, He/Him - Multco Zoom Support: We also provide you with access to a zoom, quick reference guide and dropbox and links to other zoom resources. At the end of the Zoom Meeting and

9

00:01:06.240 --> 00:01:08.040

Oscar Rincones, He/Him - Multco Zoom Support: instructions

10

00:01:08.440 --> 00:01:09.710

Oscar Rincones, He/Him - Multco Zoom Support: at the end of the

11

00:01:10.610 --> 00:01:11.410

Oscar Rincones, He/Him - Multco Zoom Support: Boo.

12

00:01:11.720 --> 00:01:17.559

Oscar Rincones, He/Him - Multco Zoom Support: Sorry I have a typo instructions attached to the meeting agenda we are.

13

00:01:18.620 --> 00:01:29.313

Oscar Rincones, He/Him - Multco Zoom Support: I'm on the wrong thing. I'm sorry we're available 30 min before a meeting begins. If you need to test access or a presentation, close captioning is on

14

00:01:29.840 --> 00:01:34.555

Oscar Rincones, He/Him - Multco Zoom Support: and you'll see that some of the zoom tools on the toolbar have moved around.

15

00:01:35.870 --> 00:01:37.149

Oscar Rincones, He/Him - Multco Zoom Support: Have a great meeting.

16

00:01:38.910 --> 00:01:40.270

MaryJo Andersen, MultCo, (she/her): Thank you, Oscar.

17

00:01:40.730 --> 00:01:45.029

MaryJo Andersen, MultCo, (she/her): I will start with our land acknowledgement.

18

00:01:45.960 --> 00:01:59.310

MaryJo Andersen, MultCo, (she/her): Loma County rests on the stolen lands of the Multnomah, Kathlamet, and Clackamas, bands of the Chinook Indian nation, the Tualton, Cayapulia, the Malala, and many others along the Columbia River.

19

00:01:59.510 --> 00:02:17.789

MaryJo Andersen, MultCo, (she/her): This country is built on stolen, indigenous land, and built by stolen African people. The land was not stolen, and people were not enslaved by ambiguous entities and actors. The land was stolen by, and African people were enslaved by white settlers who had government support.

20

00:02:18.110 --> 00:02:32.069

MaryJo Andersen, MultCo, (she/her): We also want to honor the members of over 400 tribal communities who live in Monoma County. Many of these people and their cultures still survive and resist, despite the intentional and ongoing attempts to destroy them.

21

00:02:32.230 --> 00:02:38.519

MaryJo Andersen, MultCo, (she/her): Let us take a moment to acknowledge the history of how we are here in this place and to honor the people.

22

00:02:50.540 --> 00:02:53.383

MaryJo Andersen, MultCo, (she/her): Thank you. And since we have some

23

00:02:53.820 --> 00:02:57.600

MaryJo Andersen, MultCo, (she/her): folks here that maybe everyone doesn't know will go ahead and

24

00:02:58.108 --> 00:03:01.100

MaryJo Andersen, MultCo, (she/her): how about we practice this new?

25

00:03:01.615 --> 00:03:03.930

MaryJo Andersen, MultCo, (she/her): We have a new zoom

26

00:03:03.950 --> 00:03:05.920

MaryJo Andersen, MultCo, (she/her): menu situation.

27

00:03:06.090 --> 00:03:10.920

MaryJo Andersen, MultCo, (she/her): So if you can go down to the bottom of your screen where they react

28

00:03:11.350 --> 00:03:13.569

MaryJo Andersen, MultCo, (she/her): is and raise your hand.

29

00:03:14.010 --> 00:03:17.489

MaryJo Andersen, MultCo, (she/her): and then we can know who has

30

00:03:17.510 --> 00:03:21.299

MaryJo Andersen, MultCo, (she/her): said Hello, and lower your hand after you

31

00:03:21.470 --> 00:03:26.085

MaryJo Andersen, MultCo, (she/her): said Hello, and your name, your pronouns and

32

00:03:27.390 --> 00:03:28.709

MaryJo Andersen, MultCo, (she/her): where you might

33

00:03:28.740 --> 00:03:40.017

MaryJo Andersen, MultCo, (she/her): go walking or biking this summer, since we're coming up to good weather. I'm Mary Joe. I use she hair pronouns. I'm your staff liaison.

34

00:03:40.480 --> 00:03:42.030

MaryJo Andersen, MultCo, (she/her): and

35

00:03:42.320 --> 00:03:49.640

MaryJo Andersen, MultCo, (she/her): I have booked camping reservations at Wallaba Lake. So I'm finally gonna make it there this summer

36

00:03:50.030 --> 00:03:51.370

MaryJo Andersen, MultCo, (she/her): and

37

00:03:52.020 --> 00:03:54.449

MaryJo Andersen, MultCo, (she/her): next on my screen is John Russell.

38

00:03:57.350 --> 00:04:13.889

John Russell, PE: Yeah, thank you, John Russell. He ham let's see. Normally, I live in north northeast Portland. But, like I said, calling in from the east coast of of Taiwan. So most of my biking, I guess, is technically still spring. But I've got a few 100 kilometers to finish circumnavigating

39

00:04:13.910 --> 00:04:18.829

John Russell, PE: the island over the next 2 weeks or so. That's that's my big bike plans. I haven't even thought

40

00:04:19.010 --> 00:04:22.110

John Russell, PE: through to the summer. But looking forward to hearing everyone else's.

41

00:04:28.980 --> 00:04:31.670

John Russell, PE: Let's see if I call on Valerie.

42

00:04:35.180 --> 00:04:38.659

Valerie Schiller: Yes. Hi! Valerie shoulder. Is she her pronouns?

43

00:04:38.920 --> 00:04:49.919

Valerie Schiller: This summer I get to go to Philadelphia for a couple of weeks for the first time, and I'm gonna on the way home. Go to Atlantic City and walk along the boardwalk.

44

00:04:49.970 --> 00:04:50.990

Valerie Schiller: save it up. But

45

00:04:52.350 --> 00:04:56.190

Valerie Schiller: and I see on my screen Jessica theory.

46

00:04:59.477 --> 00:05:10.279

Jessica Berry, Multnomah County (she/her): Hi! I'm Jessica Barry. I see her pronouns. I'm the deputy director of the Transportation Division. I actually have plans later this month to go bike in Eastern Oregon, in the Painted Hills.

47

00:05:13.141 --> 00:05:15.390

Jessica Berry, Multnomah County (she/her): I will turn it over to Oscar.

48

00:05:18.260 --> 00:05:21.170

Oscar Rincones, He/Him - Multco Zoom Support: Thanks, Jessica. Excuse me.

49

00:05:22.000 --> 00:05:33.399

Oscar Rincones, He/Him - Multco Zoom Support: Yeah, I have Ltptq hiking group that I hang out with. So I'm gonna go wherever they go. So I find it safer to be in a group.

50

00:05:34.301 --> 00:05:37.599

Oscar Rincones, He/Him - Multco Zoom Support: So I'm looking forward to enjoying that.

51

00:05:38.830 --> 00:05:42.150

Oscar Rincones, He/Him - Multco Zoom Support: And let's hear from Tom Lux

52

00:05:45.470 --> 00:05:46.160

Oscar Rincones, He/Him - Multco Zoom Support: goop.

53

00:05:46.450 --> 00:05:50.750

tom lux: Video. Yeah, I'm gonna do some gravel riding

54

00:05:51.680 --> 00:05:54.980

tom lux: this summer. I bike a lot

55

00:05:55.520 --> 00:05:56.950

tom lux: in the city.

56

00:05:57.170 --> 00:05:58.850

tom lux: And

57

00:05:59.881 --> 00:06:04.049

tom lux: that's about it. I'll be in Maine for a couple of weeks in the end of August. So

58

00:06:04.600 --> 00:06:06.230

tom lux: maybe biking there, too.

59

00:06:08.250 --> 00:06:10.581

tom lux: and I'll turn it over to

60

00:06:11.790 --> 00:06:12.800

tom lux: Gene.

61

00:06:13.010 --> 00:06:14.320

tom lux: who's right next to me.

62

00:06:17.450 --> 00:06:25.750

Dean: Well, the end of this month. I'm Dean. I go by he him. The end of this month I'm taking a train to manat North Dakota

63

00:06:26.150 --> 00:06:30.180

Dean: and a Buddy and I are going to bicycle from there to DC.

64

00:06:31.000 --> 00:06:34.750

Dean: Stopping in Pittsburgh on the way to see my grandkids and kids.

65

00:06:35.480 --> 00:06:39.450

Dean: So I'm not sure that I'll make any of the meetings in

66

00:06:39.790 --> 00:06:42.570

Dean: June and July, but I'll certainly try.

67

00:06:44.380 --> 00:06:47.019

Dean: and I'll turn it over to Bob Thomas.

68

00:06:50.990 --> 00:06:51.800

Bob Thomas: Hello.

69

00:06:52.798 --> 00:06:56.650

Bob Thomas: my name is Bob Thomas. I use hem pronouns.

70

00:06:57.160 --> 00:06:58.510

Bob Thomas: There's some video.

71

00:06:58.620 --> 00:06:59.633

Bob Thomas: See it?

72

00:07:00.370 --> 00:07:09.649

Bob Thomas: my big bike plans this summer are some mountain biking. I just got a mountain bike a couple of weeks ago, and I'm already signed up for my first cross country race, so

73

00:07:09.740 --> 00:07:11.349

Bob Thomas: that'll be exciting to try out

74

00:07:12.530 --> 00:07:16.130

Bob Thomas: next one I have is Frank Stevens.

75

00:07:21.920 --> 00:07:22.919

Frank Stevens: There we go.



76

00:07:23.538 --> 00:07:40.080

Frank Stevens: Hi! Frank Stevens. He him plans for tomorrow. I hope to ride on the gorge. I'm checking out the gorge ride for the friends of the store, Columbia River highway route, and heading to Boston end of the month, so I hope to ride around Boston, too. So

77

00:07:41.010 --> 00:07:44.230

Frank Stevens: yeah. So I'll call on Andrew next.

78

00:07:45.970 --> 00:07:48.336

Andrew Holtz: Thank you. Hi, Andrew Holtz.

79

00:07:48.860 --> 00:07:50.869

Andrew Holtz: He ham. I live in this.

80

00:07:51.120 --> 00:07:56.719

Andrew Holtz: sell wood area and don't have any specific plans other than my regular

81

00:07:56.990 --> 00:07:59.480

Andrew Holtz: 3 day a week rides with

82

00:07:59.870 --> 00:08:01.879

Andrew Holtz: gang of other old people who

83

00:08:02.120 --> 00:08:04.280

Andrew Holtz: generally do hill climbs. So

84

00:08:04.931 --> 00:08:12.980

Andrew Holtz: we're just gonna continue that pattern and maybe add on a few things when the weather's nicer, but we pretty much go year round so.

85

00:08:13.090 --> 00:08:16.220

Andrew Holtz: and I will toss it to Joel Huffman.

86

00:08:18.300 --> 00:08:30.335

joelhuffman: Hi, Joel Huffman, committee member, and I currently have no bike riding plans until after May thirtieth. I have a surgery for a little thing. That's a problem right now and

87

00:08:30.790 --> 00:08:33.579

joelhuffman: and then there'll be a couple of weeks where I won't be able to

88

00:08:34.289 --> 00:08:42.890

joelhuffman: touch a bike after that so mid June I should be thinking about maybe riding some more. But right now it's off the table.

89

00:08:43.590 --> 00:08:46.559

joelhuffman: and I'll call on

90

00:08:47.290 --> 00:08:49.100

joelhuffman: a young lee.

91

00:08:50.990 --> 00:09:06.472

A.Lee/MultCo Transportation: Hi! I'm a young Lee, she her. I'm a staff member on the transportation Bridge section with Multnomah County and I will be planning to leave my desk more often during the day and walk around the building

92

00:09:07.000 --> 00:09:08.728

A.Lee/MultCo Transportation: just to get outside.

93

00:09:09.642 --> 00:09:11.999

A.Lee/MultCo Transportation: I'll pass it to Michael Wetter.

94

00:09:34.210 --> 00:09:35.170

A.Lee/MultCo Transportation: Wow!

95

00:09:40.220 --> 00:09:42.260

A.Lee/MultCo Transportation: You may be still on mute

96

00:09:42.270 --> 00:09:43.340

A.Lee/MultCo Transportation: Michael.

97

00:09:43.720 --> 00:09:45.960

MaryJo Andersen, MultCo, (she/her): Looks like they're driving, and maybe not.

98

00:09:45.960 --> 00:09:46.400

A.Lee/MultCo Transportation: Oh!

99

00:09:46.400 --> 00:09:46.909

MaryJo Andersen, MultCo, (she/her): 9 to 10.

100

00:09:46.910 --> 00:09:49.412

A.Lee/MultCo Transportation: Oh, that's right. Oops! Yes.

101

00:09:50.320 --> 00:09:50.990

A.Lee/MultCo Transportation: Hello!

102

00:09:54.710 --> 00:09:59.742

MaryJo Andersen, MultCo, (she/her): Alright we will, we will let Michael be more safe in his vehicle.

103

00:10:01.830 --> 00:10:03.376

MaryJo Andersen, MultCo, (she/her): Thank you.

104

00:10:04.240 --> 00:10:06.439

MaryJo Andersen, MultCo, (she/her): alright over to you.

105

00:10:11.750 --> 00:10:12.300

MaryJo Andersen, MultCo, (she/her): and.

106

00:10:12.300 --> 00:10:19.029

Andrew Holtz: Do you have any public comment? Any of the visitors have anything to? To add to this com, public comment period.

107

00:10:21.230 --> 00:10:24.140

Andrew Holtz: or other committee members things not on the agenda

108

00:10:28.976 --> 00:10:34.520

Andrew Holtz: don't see any other hands up beyond Michael's, which is just a leftover.

109

00:10:37.190 --> 00:10:40.089

Andrew Holtz: Not seeing or hearing anything. We'll move on

110

00:10:40.180 --> 00:10:47.799

Andrew Holtz: to the next chair. Report don't really have anything except that I'm getting ready for the whiplash from winter to summer this week.

111

00:10:48.293 --> 00:10:55.710

Andrew Holtz: And oh, did! Have I really enjoyed my chat with the the folks who

112

00:10:56.130 --> 00:10:57.050

Andrew Holtz: set up

113

00:10:57.270 --> 00:10:59.726

Andrew Holtz: conversations about the committee?

114

00:11:00.630 --> 00:11:10.806

Andrew Holtz: And the the time we spent together, I thought was was really interesting. So and really, thanks thanks to the county for embarking on that effort to

115

00:11:11.370 --> 00:11:13.950

Andrew Holtz: revitalize the committee.

116

00:11:14.960 --> 00:11:16.510

Andrew Holtz: That's great to see

117

00:11:17.480 --> 00:11:21.650

Andrew Holtz: now, next up will be the meeting minutes

118

00:11:21.680 --> 00:11:23.160

Andrew Holtz: from April.

119

00:11:23.660 --> 00:11:26.599

Andrew Holtz: and they were handed out. Does anybody

120

00:11:27.152 --> 00:11:31.090

Andrew Holtz: have any corrections or comments on those minutes?

121

00:11:33.960 --> 00:11:35.940

Andrew Holtz: Do we have a motion

122

00:11:36.450 --> 00:11:39.099

Andrew Holtz: to adopt the minutes, and a second.

123

00:11:41.450 --> 00:11:43.309

joelhuffman: I'll move to approve the minutes.

124

00:11:45.075 --> 00:11:45.540

Dean: Second.

125

00:11:46.454 --> 00:11:46.869

Andrew Holtz: Right?

126

00:11:48.730 --> 00:11:54.990

Andrew Holtz: All those in favor raise your hand visually or electronically.

127

00:11:58.150 --> 00:12:01.320

Andrew Holtz: Alright. Anybody opposed.

128

00:12:02.590 --> 00:12:04.060

Andrew Holtz: and

129

00:12:04.150 --> 00:12:10.369

Andrew Holtz: I look looks like the meeting minutes for April tenth are adopted and approved and adopted.

130

00:12:13.520 --> 00:12:15.959

Andrew Holtz: and next I'll toss it back over

131

00:12:16.290 --> 00:12:18.969

Andrew Holtz: to marry Joe for the fatalities report.

132

00:12:21.910 --> 00:12:29.120

MaryJo Andersen, MultCo, (she/her): Thank you, Andrew. Oscar will be hosting the fatalities. Report this month.

133

00:12:29.970 --> 00:12:33.790

MaryJo Andersen, MultCo, (she/her): There's all kinds of things popping up on my screen here with this new version

134

00:12:33.860 --> 00:12:41.340

MaryJo Andersen, MultCo, (she/her): this month, you can see. There are a total of 8 fatalities on the regional roads.

135

00:12:42.128 --> 00:12:53.749

MaryJo Andersen, MultCo, (she/her): Throughout Washington County, Multnomah County and Clackamas County Metro collects this information and provides this report for us every month.

136

00:12:55.430 --> 00:12:56.400

MaryJo Andersen, MultCo, (she/her): we

137

00:12:56.830 --> 00:13:23.780

MaryJo Andersen, MultCo, (she/her): this month actually having 8 fatalities, is probably a little bit lower than usual. I noticed that there were 3 people who are driving, 3 people walking and 2 on motorcycles. None of these fatalities occurred on the county's roads. For those who are new to the meeting, the folks who are listed as an identified

138

00:13:24.232 --> 00:13:35.290

MaryJo Andersen, MultCo, (she/her): it's because the the data is gathered from preliminary reports, then perhaps the next of kin, or the person themselves have not been identified.

139

00:13:35.490 --> 00:13:40.420

MaryJo Andersen, MultCo, (she/her): So we want to strive to have our work

140

00:13:41.241 --> 00:13:50.309

MaryJo Andersen, MultCo, (she/her): be centered on traffic safety. The other thing I noticed about this report is, it's there's quite a few older

141

00:13:50.450 --> 00:13:54.739

MaryJo Andersen, MultCo, (she/her): people and quite a few younger people. So that's

142

00:13:55.622 --> 00:14:01.239

MaryJo Andersen, MultCo, (she/her): that does go along with sort of national trends of who winds up

143

00:14:01.330 --> 00:14:03.859

MaryJo Andersen, MultCo, (she/her): in our fatal collisions.

144

00:14:04.050 --> 00:14:06.210

MaryJo Andersen, MultCo, (she/her): So all of these people

145

00:14:06.220 --> 00:14:07.025

MaryJo Andersen, MultCo, (she/her): were

146

00:14:08.391 --> 00:14:18.429

MaryJo Andersen, MultCo, (she/her): friends, family neighbors, coworkers of people that are in our community. And we really wanna honor their lives

147

00:14:18.460 --> 00:14:23.680

MaryJo Andersen, MultCo, (she/her): and moving forward center our work on

148

00:14:24.143 --> 00:14:27.320

MaryJo Andersen, MultCo, (she/her): creating roadways that are safe for everyone.

149

00:14:27.740 --> 00:14:31.700

MaryJo Andersen, MultCo, (she/her): So we'll take a moment of silence for that.

150

00:14:39.810 --> 00:14:42.119

MaryJo Andersen, MultCo, (she/her): The next slide on this

151

00:14:43.060 --> 00:14:43.810

MaryJo Andersen, MultCo, (she/her): is

152

00:14:45.250 --> 00:14:52.119

MaryJo Andersen, MultCo, (she/her): All the folks that are involved with our traffic and transportation safety. We want to also

153

00:14:52.630 --> 00:14:56.529

MaryJo Andersen, MultCo, (she/her): look at some of the positive things that are happening in our area.

154

00:14:56.630 --> 00:15:01.870

MaryJo Andersen, MultCo, (she/her): and that we're committing to systemic changes on our roads

155



00:15:01.980 --> 00:15:06.590

MaryJo Andersen, MultCo, (she/her): or preventing future traffic deaths by creating safe streets.

156

00:15:06.810 --> 00:15:08.380

MaryJo Andersen, MultCo, (she/her): safe speeds.

157

00:15:08.520 --> 00:15:12.770

MaryJo Andersen, MultCo, (she/her): safe people and safe vehicle and technology.

158

00:15:13.670 --> 00:15:16.229

MaryJo Andersen, MultCo, (she/her): moving forward next slide.

159

00:15:19.713 --> 00:15:36.026

MaryJo Andersen, MultCo, (she/her): And then we're also highlighting what? Around the region, what the partners in our region are doing to actually have action for safer streets. So city of Portland, Portland Bureau of Transportation is

160

00:15:36.500 --> 00:15:40.449

MaryJo Andersen, MultCo, (she/her): reducing speed limits at 5 new locations.

161

00:15:40.470 --> 00:15:45.160

MaryJo Andersen, MultCo, (she/her): and they are reducing speeds at 6 more locations in upcoming months.

162

00:15:46.510 --> 00:15:51.659

MaryJo Andersen, MultCo, (she/her): and Oda and Washington Department of Transportation are

163

00:15:52.140 --> 00:16:01.169

MaryJo Andersen, MultCo, (she/her): creating a culture of safe driving and having road workers share their stories as part of national work zone awareness week.

164

00:16:01.979 --> 00:16:17.949

MaryJo Andersen, MultCo, (she/her): I was on a walk to school this morning, right next to a brand new construction project and it was. It was not very comfortable, having cars zooming by on a residential road, not slowing down for construction or children.

165

00:16:18.931 --> 00:16:47.710

MaryJo Andersen, MultCo, (she/her): And the United States Department of transportation and national highway transportation safety. They are working on to reduce pedestrian and rear end crashes. They are finalizing a new standard that's going to require vehicle manufacturers install automatic emergency braking and all new cars and light trucks starting in 2021, 2029. So that's all really great news. So

166

00:16:48.110 --> 00:16:50.318

MaryJo Andersen, MultCo, (she/her): like I like the new

167

00:16:51.480 --> 00:16:52.860

MaryJo Andersen, MultCo, (she/her): new trend of

168

00:16:53.190 --> 00:16:59.660

MaryJo Andersen, MultCo, (she/her): providing some up upbeat and optimistic things with our fatality reports.

169

00:17:00.060 --> 00:17:01.400

MaryJo Andersen, MultCo, (she/her): Thanks, Oscar.

170

00:17:03.350 --> 00:17:09.920

MaryJo Andersen, MultCo, (she/her): thank you. Emily has joined us just in perfect timing for the upcoming presentation.

171

00:17:12.880 --> 00:17:18.746

Emily Miletich, Multnomah County: Hi, everybody! Bear with me. I just just jumped on

172

00:17:19.940 --> 00:17:24.056

Emily Miletich, Multnomah County: traffic on 205. They should really do something about that.

173

00:17:26.030 --> 00:17:30.219

Emily Miletich, Multnomah County: Okay, let's see if I can share my screen.

174

00:17:32.450 --> 00:17:34.540

Emily Miletich, Multnomah County: Oh, I cannot share

175

00:17:35.260 --> 00:17:37.769

Emily Miletich, Multnomah County: Oscar, can you? Do you mind sharing?

176

00:17:44.270 --> 00:17:45.670

Emily Miletich, Multnomah County: Thank you.

177

00:17:46.660 --> 00:17:57.709

Emily Miletich, Multnomah County: Okay. Hi, everybody. I think I know most of you, but if you don't know me and my name is Emily Militic, I'm one of our engineering services managers.

178

00:17:58.774 --> 00:18:12.929

Emily Miletich, Multnomah County: With transportation division today, I'm just here to give a quick update on our 2024 construction projects that will. You'll be seeing in the next about 6 months or so.

179

00:18:13.100 --> 00:18:15.130

Emily Miletich, Multnomah County: So next, please.

180

00:18:15.780 --> 00:18:29.540

Emily Miletich, Multnomah County: So I am going to cover both our capital projects, and then also kind of just a general maintenance activities in both the Willamette River Bridge and road set side of our program today.

181

00:18:30.510 --> 00:18:59.030

Emily Miletich, Multnomah County: Thank you. So I'm starting off with our capital project construction. I know that we've come to this group a few times to talk about the hawthorn approach overlay project. That project has been awarded. And we are just getting through contracting with the apparent low bidder. And that's Mj. Hughes. We expect that the contractor will get started sometime in June.

182

00:18:59.712 --> 00:19:14.860

Emily Miletich, Multnomah County: When wrap up in early October. So we've talked a little bit about some of the traffic impacts on that particular project. It does have a directional closures during non peak hours.

183

00:19:15.522 --> 00:19:21.050

Emily Miletich, Multnomah County: There are detour for the bike for bicyclists, because

184

00:19:21.485 --> 00:19:46.740

Emily Miletich, Multnomah County: there are areas in that stretch. That the bicyclists are actually on the roadway versus up on the shared use use path. And so when we do that overlay project that overlay project will go curb to curb. So when we're doing that section there will be de detours, those detours. Regardless of what part of the facility we're overlaying, will be to the Morrison Bridge.

185

00:19:47.388 --> 00:19:59.581

Emily Miletich, Multnomah County: I think the last time we presented last fall we kind of went over those in det detail, and there will be no significant detours for the pedestrians. So we're trying to limit any

186

00:20:00.080 --> 00:20:05.749

Emily Miletich, Multnomah County: out of direction travel that pedestrians would need to go. So there's very minimal impact there

187

00:20:06.510 --> 00:20:08.370

Emily Miletich, Multnomah County: next, please.

188

00:20:09.590 --> 00:20:29.840

Emily Miletich, Multnomah County: and this is just a couple of pictures. So it's not just me talking in words on the page, but so for the overlay project you can kind of see in that upper left hand corner. That's really why, we're doing the overlay. You can see that cracking that goes across the deck there, and that's actually in a lot of places that's exposed Rebar.

189

00:20:29.900 --> 00:20:43.499

Emily Miletich, Multnomah County: So really, the purpose of the overlay is just to get that cover back on top of the Rebar, so that Rebar doesn't start corroding and feeling. And then one of these pictures you've seen below the lower right.

190

00:20:43.956 --> 00:20:55.860

Emily Miletich, Multnomah County: That's just 18 effort that we have with the city of Portland. To continue the rate, the raise bike lane, basically down to the intersection of first

191

00:20:56.390 --> 00:20:57.660

Emily Miletich, Multnomah County: next.

192

00:20:58.910 --> 00:21:19.860

Emily Miletich, Multnomah County: So we also have a couple of road projects. The road projects this summer are actually results from damage that happened over the winter. And so they're kind of projects that we've had to urgently address. They'll be done. You'll actually be done by our maintenance crews.

193

00:21:20.689 --> 00:21:32.559

Emily Miletich, Multnomah County: But sort of as a extra on top of all the other permanent maintenance work that they're doing anyways. So the on Morgan Road we had a slide that occurred in January of 2023

194

00:21:33.453 --> 00:21:56.279

Emily Miletich, Multnomah County: and it damaged the roadway. So we're coming back in and basically reestablishing the roadway and repaving for current conditions. It's really just a single lane that's currently affected. So it's just a one way through this small section of about 40 feet. We expect that work to start in June of this year. So next month.

195

00:21:56.690 --> 00:22:01.519

Emily Miletich, Multnomah County: and that'll just be single Lane closures that will be flagged during construction.

196

00:22:03.096 --> 00:22:09.423

Emily Miletich, Multnomah County: And this is just a little picture. Of the damage there. So you can kind of see it's actually

197

00:22:10.112 --> 00:22:23.157

Emily Miletich, Multnomah County: an ancient landslide in this area. This entire hill is sort of moving at a gradual, very slow pace. But every once while we get sloughing on the downhill slope, and particularly when we've got

198

00:22:23.540 --> 00:22:26.620

Emily Miletich, Multnomah County: high rains there in the drainage in this area.

199

00:22:26.992 --> 00:22:35.710

Emily Miletich, Multnomah County: Either the ditches are not adequate, or the culverts that go underneath the road. Are very old and are starting to fail. And so that's

200

00:22:35.740 --> 00:22:37.320

Emily Miletich, Multnomah County: part of what happened here

201

00:22:39.410 --> 00:22:57.309

Emily Miletich, Multnomah County: then. Next, we've got the Gordon Creek Road culvert and shoulder improvements. This is a sort of a similar story as our last one. The road is gonna get repaired. We had a tree that actually uprooted and fell over a couple of winters ago during an ice storm.

202

00:22:57.650 --> 00:23:04.800

Emily Miletich, Multnomah County: So there is also a failed drainage culvert, and that will be replacing there also a restoration of the roadway.

203

00:23:05.257 --> 00:23:16.049

Emily Miletich, Multnomah County: For this particular project. We don't expect construction to start until October, only lasting about a a month, and it will also be a single enclosure that will be flagged during construction.

204

00:23:17.660 --> 00:23:37.089

Emily Miletich, Multnomah County: And this, again is just a an image of that. So you can't actually see the fallen tree maintenance crews previously removed that but it had this huge root ball that just rotated over and all of that fill that it was supporting also washed away. So you can kind of see the cracking there on the side of the road.

205

00:23:39.760 --> 00:23:58.839

Emily Miletich, Multnomah County: So then, our kind of summer maintenance activities for our Roland River bridges on the Broadway bridge, although we do do have a large capital project that will be coming in in 2025 summer. We continue to have a maintenance activities to repair the sidewalk and the driving surface.

206

00:23:58.840 --> 00:24:09.159

Emily Miletich, Multnomah County: Those are both services that are made of fiber, reinforced deck panels, and those that decking has started to fail is at the end of its useful life.

207

00:24:09.160 --> 00:24:28.188

Emily Miletich, Multnomah County: That's part of what the capital project will address. But for now, maintenance is just has ongoing activities to make sure that that surface stays safe on both the sidewalk and the driving surface, and then also doing some joint repairs on Broadway as well for Hawthorne. We'll have

208

00:24:29.250 --> 00:24:35.120

Emily Miletich, Multnomah County: the cables that lift the bridge every couple of years. We go and do a greasing of those cables.

209

00:24:35.350 --> 00:24:54.090

Emily Miletich, Multnomah County: It's a pretty extensive effort. Those will have a single lane closures or directional closures on Hawthorne Bridge, so that work will be happening this summer, and then also some joint repairs on the Morrison Bridge. Really all of this work could be done under single lane closures so no major significant impacts.

210

00:24:56.060 --> 00:25:11.120

Emily Miletich, Multnomah County: And then on our roadside of the program other than those 2 projects I already addressed. It's pretty limited in terms of major maintenance projects. Really, we have a little bit of work that we'll be doing on the Start treat bridge just to maintain that

211

00:25:11.646 --> 00:25:34.020

Emily Miletich, Multnomah County: very narrow sidewalk and the deck, and then just kind of the overall general maintenance activities around vegetation management. Cash, basin, basin,

general kind of drainage, maintenance, sign, replacement, asphalt maintenance. So potholes filling potholes, filling cracks, roadway ditch maintenance. That that kind of thing that

212

00:25:34.737 --> 00:25:53.703

Emily Miletich, Multnomah County: it's just our regular summer activities, and I do have a couple of pictures of those. But so you can see one of the things you would do for vegetation management is coming in and clearing the vegetation around those signs. So that's sort of just the normal day to day for maintenance crews out there.

213

00:25:54.440 --> 00:26:01.190

Emily Miletich, Multnomah County: That is all I have. It's a little bit of a quiet summer this summer compared to previous summers

214

00:26:01.260 --> 00:26:11.139

Emily Miletich, Multnomah County: 2025 will be very busy, so we'll have more to share. You know. Probably this fall and winter for you all.

215

00:26:12.500 --> 00:26:14.569

Emily Miletich, Multnomah County: Any questions for me.

216

00:26:17.320 --> 00:26:18.120

Andrew Holtz: Emily, we've

217

00:26:19.110 --> 00:26:27.550

Andrew Holtz: heard over the years about how as much as you work. Here's the county still falling behind just because of the available

218

00:26:27.630 --> 00:26:28.960

Andrew Holtz: funds is that.

219

00:26:29.840 --> 00:26:34.189

Andrew Holtz: are we still gonna be farther behind after this work than we were last year?

220

00:26:35.100 --> 00:26:37.517



Emily Miletich, Multnomah County: Yeah, you know, I think that.

221

00:26:38.120 --> 00:26:45.929

Emily Miletich, Multnomah County: there's a lot of narrative there that we could talk about. But I think the one thing that's I think kind of easy, for everyone to understand is.

222

00:26:45.930 --> 00:27:09.319

Emily Miletich, Multnomah County: as all our infrastructure gets older, it fails right. We get to the point where we're not maintaining it, and we're not able to maintain it. So it gets to failure. And then, once they fail, that takes all of our energy and our funding to address the failure. So it's really not. You know, we're not in a proactive position. We're in a reactive position, and that, you know, that takes not only staff time and money.

223

00:27:09.623 --> 00:27:29.949

Emily Miletich, Multnomah County: But it really kind of takes our attention away from being able to do that long term planning and address those issues, you know, as they come up, rather than you know when it's an emergency or something that's urgent. And of course, things like ice storms and trees falling over and losing the embankment. Those are things that are you know, not necessarily foreseeable. But

224

00:27:29.950 --> 00:27:50.290

Emily Miletich, Multnomah County: yeah, it's I actually just came from a conference where one of the big topics was just, you know, in general, dollars buying you a lot less infrastructure these days. And so you know, couple, that with aging infrastructure. It makes really challenging for us to kind of get in front of things rather than kind of working from behind.

225

00:27:52.670 --> 00:28:08.089

Jessica Berry, Multnomah County (she/her): Related to that. I did a presentation to the board recently on our budget, and we recently did an updated scan of all of our roads. And what we know from that scan is that 47 of our road surface area needs to be replaced so it won't just

226

00:28:08.110 --> 00:28:15.000

Jessica Berry, Multnomah County (she/her): we can't just do an overlay. We can't do something minor. It's a full replacement for 47% of our roadways.

227

00:28:15.601 --> 00:28:22.839

Jessica Berry, Multnomah County (she/her): My other statistic that I like to share is that we have 67 call groups that we know need replacing.

228

00:28:23.060 --> 00:28:31.359

Jessica Berry, Multnomah County (she/her): We are working on, I think, 4 right now. So those are things where you know, like Emily said. When they're when they fail.

229

00:28:31.470 --> 00:28:38.029

Jessica Berry, Multnomah County (she/her): that takes all of our resources, and we are, you know, we are not keeping pace with the needs that we have, and

230

00:28:38.492 --> 00:28:52.560

Jessica Berry, Multnomah County (she/her): as we get closer to the next State legislative session, you'll see more and more comment. You know more information from Od about the cliff that they're about to fall off in terms of funding, and you know counties have been there for a long time. That's why our roads are in the poor condition they're in. So

231

00:28:52.910 --> 00:28:57.240

Jessica Berry, Multnomah County (she/her): it is an unfortunate situation that we're all in now.

232

00:28:59.450 --> 00:29:24.159

Emily Miletich, Multnomah County: Yeah. Related to that Od to cover their funding gap particularly related to bridges in in this conference I was at, and one of the things they said was right. Now we can afford to do about 3 bridges a year. And that puts us on a life cycle of about 900 years. So you know, I think that's just every agency is hurting and every agency is fill, feeling that pressure.

233

00:29:27.180 --> 00:29:29.459

Emily Miletich, Multnomah County: Any other questions? Yeah.

234

00:29:30.140 --> 00:29:37.190

Armando Zelada: Another. Another echo of the Dyer scenario is Odots maintenance, for

235

00:29:37.290 --> 00:29:42.271

Armando Zelada: the historic highway, and I 84 going east.

236

00:29:44.410 --> 00:29:51.719

Armando Zelada: The maintenance budget ended like early October, late September last year.

237

00:29:51.800 --> 00:29:56.080

Armando Zelada: and so they ended up borrowing money from this year from

238

00:29:56.310 --> 00:29:57.720

Armando Zelada: the last quarter.

239

00:29:57.770 --> 00:30:05.529

Armando Zelada: They just did not have it just, and again due to some serious landslides. Like near Eagle Creek again.

240

00:30:06.031 --> 00:30:15.499

Armando Zelada: And over by yon, right before yawn. State Park? So I'm kinda curious in terms of the definition of capital projects.

241

00:30:16.728 --> 00:30:18.644

Armando Zelada: Are these things?

242

00:30:21.260 --> 00:30:25.079

Armando Zelada: How do they begin to be prescribed for

243

00:30:25.120 --> 00:30:31.260

Armando Zelada: the future. Budgets and kind of a little tiny second question is.

244

00:30:31.340 --> 00:30:35.609

Armando Zelada: are there pedestrian things that don't get

245

00:30:35.650 --> 00:30:41.120

Armando Zelada: trickling up to a capital project? I know

246

00:30:41.490 --> 00:30:47.239

Armando Zelada: in my neighborhood, the northeast. I'm seeing more and more vehicles

247

00:30:47.300 --> 00:30:53.459

Armando Zelada: stop for pedestrians where there are white stripes across the roadway.

248

00:30:53.690 --> 00:30:58.610

Armando Zelada: and I I don't think it's because I'm Pollyanna, or just optimistic.

249

00:30:58.730 --> 00:31:01.820

Armando Zelada: I think that culture is changing. From

250

00:31:02.120 --> 00:31:08.249

Armando Zelada: 10 years ago, when there were no white stripes, and no one at the corner was ever stopped for

251

00:31:09.030 --> 00:31:09.750

Armando Zelada: but

252

00:31:10.040 --> 00:31:16.259

Armando Zelada: I think the white pedestrian stripes seem to be having an effect on vehicle drivers.

253

00:31:16.767 --> 00:31:22.129

Armando Zelada: Where? Where does that come in to the capital world

254

00:31:22.350 --> 00:31:23.415

Armando Zelada: programs.

255

00:31:24.730 --> 00:31:26.550

Armando Zelada: so kind of a second question. But

256

00:31:27.426 --> 00:31:31.890

Armando Zelada: first question is bigger, and helpful to maybe

257

00:31:32.140 --> 00:31:35.139

Armando Zelada: our understanding of capital projects.

258

00:31:37.240 --> 00:31:38.360

Emily Miletich, Multnomah County: Yeah, yeah.

259

00:31:38.670 --> 00:31:40.116

Emily Miletich, Multnomah County: yeah, absolutely.

260

00:31:40.860 --> 00:31:56.089

Emily Miletich, Multnomah County: So I wish I actually had a presentation from before that I could probably bring up. But I'll try and just talk through it a little bit. So on the capital side, you know, we've got our basically 20 year capital improvement plan. It looks

261

00:31:56.090 --> 00:32:14.559

Emily Miletich, Multnomah County: a little bit different on the roadside. The program versus the will limit river bridges the limit. River bridges are really discrete pieces of infrastructure, so most of the capital projects on those assets are really capital maintenance. So you know, it's not really like

262

00:32:14.560 --> 00:32:36.751

Emily Miletich, Multnomah County: enhancing, widening, building capacity. Things like that. It's it's mostly maintenance, so that they stay functional and so, but they're large enough that it kind of triggers into the quote unquote capital side of things on the road side of the program. We've broken up the capital projects into sort of like

263

00:32:37.500 --> 00:32:40.969

Emily Miletich, Multnomah County: various size corridors and those

264

00:32:41.470 --> 00:32:49.879

Emily Miletich, Multnomah County: each of those projects has various elements that might be in them. So it, you know, it could include Covid replacement. It could include,

265

00:32:50.790 --> 00:32:51.949

Emily Miletich, Multnomah County: yeah. Yep.

266

00:32:52.080 --> 00:32:57.259

Armando Zelada: So. My, I I may not have been articulate. I'm not sort of interested in like

267

00:32:57.440 --> 00:33:01.640

Armando Zelada: the details of the capital programs, but I'm wondering

268

00:33:01.680 --> 00:33:03.040

Armando Zelada: politically.

269

00:33:03.200 --> 00:33:11.869

Armando Zelada: is it like 2030 that the next 20 year capital program will begin to be formulated?

270

00:33:13.270 --> 00:33:19.520

Armando Zelada: you know. Is it like done every year for the next 20 years.

271

00:33:19.550 --> 00:33:21.660

Armando Zelada: I'm sort of curious as

272

00:33:21.780 --> 00:33:28.490

Armando Zelada: as to where they begin that process of making the list of the things that you're talking about.

273

00:33:29.826 --> 00:33:30.939

Emily Miletich, Multnomah County: Yeah, so.

274

00:33:30.940 --> 00:33:32.782

Armando Zelada: Being comprehensible.

275

00:33:34.010 --> 00:33:58.479

Emily Miletich, Multnomah County: I gotcha, I gotcha yeah. So we we put together a 5 year plan based off of those capital plans, the long term capital plans, and so that that rotates and gets updated kind of quote unquote every year. And, Jessica, please jump in here. We also do sort of a 2 year capital plan and then have a plan for. And we're looking at. When is the appropriate time

276

00:33:58.480 --> 00:34:07.140

Emily Miletich, Multnomah County: to do a major update on those 20 year? Capital plans because we can't wait 20 years. It doesn't really make sense to to do that. They get stale pretty quickly.

277

00:34:07.420 --> 00:34:09.589

Emily Miletich, Multnomah County: Jessica, did you want to add anything.

278

00:34:09.590 --> 00:34:18.430

Jessica Berry, Multnomah County (she/her): Sure. So our last update to the capital Improvement plan was in 2020, I believe, was when we adopted it.

279

00:34:18.440 --> 00:34:32.519

Jessica Berry, Multnomah County (she/her): We don't currently have it scheduled for another update. And there's a few reasons for that. One is, we have a prioritized list. We also have far more needs than we have the capacity to do. You know, we called it a 20 Year Plan, but

280

00:34:32.530 --> 00:34:40.470

Jessica Berry, Multnomah County (she/her): in terms of the the number of projects and the need on that list many, many, many, many more years, than 20 years. So

281

00:34:40.969 --> 00:34:44.060

Jessica Berry, Multnomah County (she/her): kind of our approach to dealing with

282

00:34:44.460 --> 00:35:04.509

Jessica Berry, Multnomah County (she/her): the projects is that we have the list. It is prioritized. When there are grants available that we think we can go after and get we, we apply for things.

So like we're doing the sandy project, we have 257. Then we have a say for also school project on 2 twenty-three and then in between that we have

283

00:35:04.760 --> 00:35:10.959

Jessica Berry, Multnomah County (she/her): road failures that take up, that are capital projects, and take up a big chunk of the money that we have

284

00:35:11.000 --> 00:35:13.339

Jessica Berry, Multnomah County (she/her): for anything that we do. So

285

00:35:14.910 --> 00:35:19.749

Jessica Berry, Multnomah County (she/her): So that kind of the disappointing answer is, we don't have a plan right now to update the Cip

286

00:35:20.692 --> 00:35:23.910

Jessica Berry, Multnomah County (she/her): because we have a list that we are still working on.

287

00:35:30.640 --> 00:35:55.951

Emily Miletich, Multnomah County: And then maybe on the pedestrian piece. We don't, as part of our plan, which is, is part of why I was explaining the way the plan is built is that we don't have a whole separate plan for striping adjustments. It's oftentimes that when we take a look at particular improvements, we will incorporate the various elements for that that piece of the project, that stretch of roadway. So 2 fifty-seventh is a good example.

288

00:35:56.927 --> 00:36:13.839

Emily Miletich, Multnomah County: The only exception, I would say, is that we do have a separate Ada program that's going through and updating all of the ramps. So if there's changes that make sense somewhere in those areas. Then that's, you know, places that we could implement that. But we don't have sort of a whole separate

289

00:36:14.255 --> 00:36:27.970

Emily Miletich, Multnomah County: plan that addresses really specific things like striping or signs, or culverts or bridges. It's all kind of built into a corridor, and that corridor. Then gets funded through various means.

290



00:36:28.880 --> 00:36:29.380

Armando Zelada: Thank you.

291

00:36:32.940 --> 00:36:35.030

Emily Miletich, Multnomah County: Any other questions.

292

00:36:36.732 --> 00:36:41.407

Andrew Holtz: Emily, I don't know if you were the right person to answer this, but

293

00:36:41.800 --> 00:36:58.340

Andrew Holtz: I just noticed a pothole project up on northwest skyline, and I'm not 100% sure if it was county or city middle of April, and you know it was great. They? They fixed some some

294

00:36:58.390 --> 00:37:08.409

Andrew Holtz: yawning potholes. They're not falling into them. But I it. I don't know if it's something that's unavoidable with those kinds of patches, but they're very wavy.

295

00:37:08.460 --> 00:37:09.950

Andrew Holtz: They just are not

296

00:37:10.170 --> 00:37:21.619

Andrew Holtz: as smooth as you know. Full road project would be. Is that is that something unavoidable? Or is there something in the technique where there could be improvements, so that those are

297

00:37:21.740 --> 00:37:26.460

Andrew Holtz: at least somewhat smoother than what they generally tend to be.

298

00:37:27.246 --> 00:37:53.673

Emily Miletich, Multnomah County: Yeah. So I I'm not sure if that was in our section of skyline or not. But generally potholes are sort of notoriously difficult to fill, because there's such a small area, and it's really difficult to get compaction. So you either get those ones where it's like a big bump that you're kind of going over, or it tends to be like a little bit of a dip, and it's not quite filled all the way, but because it's such a small area. It's really hard to get the right amount of mix in there.

299

00:37:54.242 --> 00:38:12.679

Emily Miletich, Multnomah County: What on the the pitch? The very last picture, the end of my presentation there was like this horrible enormous pothole and what our maintenance crews have done for things like that is actually cut out more of a section. So you can actually get compaction equipment in there and do sort of more of a let's say, proper patch.

300

00:38:12.680 --> 00:38:13.070

Andrew Holtz: Me, up.

301

00:38:13.070 --> 00:38:16.080

Emily Miletich, Multnomah County: In that area. So it's not that that you're doing.

302

00:38:16.080 --> 00:38:27.050

Andrew Holtz: Yeah, these were, I mean, these were the the patches. There they were cutting out road sections. So they were. Maybe you know, sections that were 3 or 4 feet wide and 10 to 20 feet long.

303

00:38:27.553 --> 00:38:33.629

Andrew Holtz: But they were still when you're on a bicycle and you don't have shock absorbers. It's still blah blah blah.

304

00:38:33.690 --> 00:38:35.280

Andrew Holtz: and it just.

305

00:38:35.310 --> 00:38:50.551

Andrew Holtz: and that seems you know, not pointing cat cause I know they're on city roads, same thing where it comes back. And it's like that. That patch is is, you know. It's not gonna throw you off the bike like a a bad Paco would, but it's not comfortable. And

306

00:38:50.880 --> 00:38:54.140

Andrew Holtz: you know. So I didn't know if it was something where

307

00:38:54.160 --> 00:39:02.229

Andrew Holtz: there was any hope of of an improved technique that could minimize the waviness of those patches.

308

00:39:03.280 --> 00:39:20.054

Emily Miletich, Multnomah County: And when I when I go over them, I think the exact same thing. But yeah, I think really, it's being able to cut out a larger section and actually be being able to use proper equipment, to be able to get compaction and the right ability and that kind of thing.

309

00:39:20.510 --> 00:39:27.230

Emily Miletich, Multnomah County: and you know, sometimes it depends on. Is it your maintenance, crew, or is it someone you've hired out, or you know, whatever it might be

310

00:39:28.500 --> 00:39:30.699

Emily Miletich, Multnomah County: I'm sorry I don't have a better answer for you.

311

00:39:34.890 --> 00:39:35.274

Andrew Holtz: Okay.

312

00:39:36.850 --> 00:39:42.421

Andrew Holtz: Well, thank you, not seeing any other hands up I'll be waving or screaming, and

313

00:39:43.350 --> 00:39:44.760

Andrew Holtz: appreciate the update.

314

00:39:45.230 --> 00:39:47.879

Emily Miletich, Multnomah County: Yeah, thank you. All. Hope you have a great evening.

315

00:39:48.560 --> 00:39:49.350

Andrew Holtz: Thanks.

316

00:39:49.500 --> 00:39:52.357

Andrew Holtz: So next is

317

00:39:53.470 --> 00:39:59.779

Andrew Holtz: taroingly with Od. I don't know if she's on yet, since we are happily ahead of schedule.

318

00:39:59.780 --> 00:40:07.832

MaryJo Andersen, MultCo, (she/her): Yeah, she's got child child care responsibilities. So if Oscar, maybe you could go to

319

00:40:08.880 --> 00:40:10.700

MaryJo Andersen, MultCo, (she/her): I think my shorter

320

00:40:11.088 --> 00:40:15.859

MaryJo Andersen, MultCo, (she/her): presentation is the staff updates. So we'll go a little bit out of order here.

321

00:40:15.860 --> 00:40:16.960

Andrew Holtz: Yeah, that sounds good.

322

00:40:21.590 --> 00:40:27.897

MaryJo Andersen, MultCo, (she/her): Alright. I did want to just quickly review. We can go to the next slide. Thanks, Oscar.

323

00:40:28.617 --> 00:40:31.470

MaryJo Andersen, MultCo, (she/her): Kind of where we are in our work plan.

324

00:40:31.879 --> 00:40:40.440

MaryJo Andersen, MultCo, (she/her): We discussed the work plan in January. Kind of what would what would be bringing to each meeting. And there's sort of

325

00:40:41.250 --> 00:41:05.003

MaryJo Andersen, MultCo, (she/her): we're we're never quite sure exactly some of the presentations when we can have them. So just as a reminder what we've covered. January, we did the work plan. Main streets on Halsey and Valerie brought in Burnside Bridge updates. We didn't have a meeting did not have a meeting in February.

326

00:41:05.460 --> 00:41:15.848

MaryJo Andersen, MultCo, (she/her): and in March we did say for us to school update, and then we introduced the idea of the Committee evaluation that Jla has been working on

327

00:41:16.891 --> 00:41:24.440

MaryJo Andersen, MultCo, (she/her): april we had the Mid county lighting district, and then the staff brought the Burnside Bridge.

328

00:41:25.223 --> 00:41:36.839

MaryJo Andersen, MultCo, (she/her): This month we just had summer construction and the hawthorn overlay. And then I'm going to be presenting on the Transportation Safety Action Plan.

329

00:41:36.980 --> 00:41:48.864

MaryJo Andersen, MultCo, (she/her): So and then I also still have your feedback from the survey about other informational presentations that you would be interested in. So

330

00:41:49.878 --> 00:41:53.643

MaryJo Andersen, MultCo, (she/her): one of the questions I have, let's see, is

331

00:41:55.160 --> 00:42:03.489

MaryJo Andersen, MultCo, (she/her): in that survey that we did earlier this year. We did broach the topic of potentially meeting in person.

332

00:42:03.600 --> 00:42:08.689

MaryJo Andersen, MultCo, (she/her): and so kind of toying with the idea of

333

00:42:08.790 --> 00:42:15.379

MaryJo Andersen, MultCo, (she/her): having an in-person meeting at the Multnomah Building in the next, maybe in June, or maybe July.

334

00:42:15.852 --> 00:42:20.380

MaryJo Andersen, MultCo, (she/her): Most of the time. We don't have a full summer

335

00:42:20.864 --> 00:42:25.039

MaryJo Andersen, MultCo, (she/her): set of meetings because folks are gone on vacation.

336

00:42:25.260 --> 00:42:28.243

MaryJo Andersen, MultCo, (she/her): So I'm wondering if maybe

337

00:42:29.880 --> 00:42:35.640

MaryJo Andersen, MultCo, (she/her): but so think about that for a minute. We'll finish this presentation that I have

338

00:42:36.430 --> 00:42:37.730

MaryJo Andersen, MultCo, (she/her): next slide.

339

00:42:38.060 --> 00:42:39.340

MaryJo Andersen, MultCo, (she/her): Oscar.

340

00:42:41.060 --> 00:42:42.270

MaryJo Andersen, MultCo, (she/her): Thank you.

341

00:42:42.290 --> 00:42:49.459

MaryJo Andersen, MultCo, (she/her): So kind of touching on to our evaluation with Jla. They have

342

00:42:49.929 --> 00:42:59.149

MaryJo Andersen, MultCo, (she/her): completed all of the interviews and questionnaires. With all of this, all of the members and also with local government staff

343

00:42:59.678 --> 00:43:17.491

MaryJo Andersen, MultCo, (she/her): upcoming, they're going to be well, actually, this first thing. We just had a meeting with them right before this meeting. They're going to go through and review local advisory committees around the area around the region and sort of look at the structure and processes.

344

00:43:17.920 --> 00:43:26.010

MaryJo Andersen, MultCo, (she/her): And they're going to create a finding memo of sort of what they heard in all of the interviews.

345

00:43:26.220 --> 00:43:33.770

MaryJo Andersen, MultCo, (she/her): And eventually they'll develop some short term recommendations. So that's kind of where we stand on that I appreciate everyone's

346

00:43:33.920 --> 00:43:37.367

MaryJo Andersen, MultCo, (she/her): time in meeting with them and

347

00:43:37.920 --> 00:43:41.179

MaryJo Andersen, MultCo, (she/her): giving productive feedback. I'm sure that will.

348

00:43:41.260 --> 00:43:43.979

MaryJo Andersen, MultCo, (she/her): they said. They've gotten a lot of good information.

349

00:43:44.723 --> 00:43:46.029

MaryJo Andersen, MultCo, (she/her): Next slide.

350

00:43:46.880 --> 00:43:50.940

MaryJo Andersen, MultCo, (she/her): And then the other thing that's coming up are membership renewals.

351

00:43:52.690 --> 00:43:56.169

MaryJo Andersen, MultCo, (she/her): we have all that kind of fell off. Chris, you fell off.

352

00:43:56.940 --> 00:44:00.629

MaryJo Andersen, MultCo, (she/her): We can see on the slide that Dean!

353

00:44:01.384 --> 00:44:04.569

MaryJo Andersen, MultCo, (she/her): Oh, my gosh! Something's wrong with my formatting there.

354

00:44:05.113 --> 00:44:32.476

MaryJo Andersen, MultCo, (she/her): Joel, art. Greg, Michael weather Klaus, Valerie Megan, Bob, and Chris, your term ends this June. So you will all receive an email to see if you want to renew your term for 2 more years? So I need you to respond to that email, not just tell me in person or phone call or text.

355

00:44:33.060 --> 00:44:36.939

MaryJo Andersen, MultCo, (she/her): So just to let you know that that's coming. Sorry about the formatting there.

356

00:44:38.490 --> 00:44:41.900

MaryJo Andersen, MultCo, (she/her): can you? Thanks, Oscar, can you

357

00:44:42.320 --> 00:44:45.528

MaryJo Andersen, MultCo, (she/her): take this slicer down. I can see everybody

358

00:44:46.543 --> 00:44:51.390

MaryJo Andersen, MultCo, (she/her): great. So if we were to meet in person next month.

359

00:44:51.460 --> 00:44:54.537

MaryJo Andersen, MultCo, (she/her): can you like show hands, or

360

00:44:56.590 --> 00:44:57.729

MaryJo Andersen, MultCo, (she/her): put your hand up

361

00:44:57.820 --> 00:45:07.370

MaryJo Andersen, MultCo, (she/her): visually, if that would be something that would be possible for you to do next month. Thanks. I see, John, or maybe I should see

362

00:45:07.720 --> 00:45:09.640

MaryJo Andersen, MultCo, (she/her): if anybody can't do it

363

00:45:09.710 --> 00:45:11.099

MaryJo Andersen, MultCo, (she/her): got sort of a



364

00:45:11.430 --> 00:45:12.420

MaryJo Andersen, MultCo, (she/her): so so.

365

00:45:12.420 --> 00:45:14.530

Andrew Holtz: What what date is that?

366

00:45:15.551 --> 00:45:19.759

MaryJo Andersen, MultCo, (she/her): Then the June meeting is let me see. Is it the tenth.

367

00:45:19.990 --> 00:45:21.170

MaryJo Andersen, MultCo, (she/her): the twelfth

368

00:45:21.470 --> 00:45:22.590

MaryJo Andersen, MultCo, (she/her): June twelfth.

369

00:45:23.690 --> 00:45:24.350

Andrew Holtz: Oh, yeah.

370

00:45:25.620 --> 00:45:28.419

Valerie Schiller: I I could do June, but not July. I.

371

00:45:28.730 --> 00:45:29.260

MaryJo Andersen, MultCo, (she/her): Okay.

372

00:45:29.260 --> 00:45:30.529

Valerie Schiller: When they join.

373

00:45:30.530 --> 00:45:32.210

MaryJo Andersen, MultCo, (she/her): Yeah, I think.

374

00:45:32.210 --> 00:45:36.982

joelhuffman: I told you earlier, Mary Joe, that my grandson's graduation is.

375

00:45:37.562 --> 00:45:38.200

MaryJo Andersen, MultCo, (she/her): As well, but.

376

00:45:38.200 --> 00:45:40.139

joelhuffman: Not sure that it is right. Now. I need.

377

00:45:40.140 --> 00:45:40.720

MaryJo Andersen, MultCo, (she/her): Okay.

378

00:45:40.720 --> 00:45:44.020

joelhuffman: Daughter to find out. For sure he may be available, though.

379

00:45:44.590 --> 00:45:47.840

MaryJo Andersen, MultCo, (she/her): And what about July? Is there a preference

380

00:45:48.380 --> 00:45:50.179

MaryJo Andersen, MultCo, (she/her): for June or July?

381

00:45:53.350 --> 00:45:55.900

MaryJo Andersen, MultCo, (she/her): I have a lot going on in July, so I

382

00:45:55.990 --> 00:46:02.710

MaryJo Andersen, MultCo, (she/her): don't know that. Well, have have a meeting. We won't have a meeting every month for

383

00:46:04.070 --> 00:46:06.390

MaryJo Andersen, MultCo, (she/her): July and August, and then I'm.

384

00:46:06.390 --> 00:46:18.020

John Russell, PE: Yeah, I'm I'm leaning towards June just to honestly get it out of the way, because I'm looking forward to seeing everyone but feel like like you, said July and August. Folks are more likely to be gone. I feel like one of those would be the better months to cancel.

385

00:46:18.410 --> 00:46:19.410

MaryJo Andersen, MultCo, (she/her): Okay. Great. John.

386

00:46:19.410 --> 00:46:21.620

Andrew Holtz: June looks. June looks fine for me.

387

00:46:21.810 --> 00:46:22.550

MaryJo Andersen, MultCo, (she/her): Okay.

388

00:46:23.089 --> 00:46:31.049

MaryJo Andersen, MultCo, (she/her): and then I'm talking with our bridge staff about doing a tour of the Morrison Bridge for August or September.

389

00:46:31.140 --> 00:46:32.430

MaryJo Andersen, MultCo, (she/her): Yeah. So

390

00:46:32.790 --> 00:46:36.168

MaryJo Andersen, MultCo, (she/her): we'll get. We'll get out there on a on a beautiful evening.

391

00:46:37.368 --> 00:46:38.644

MaryJo Andersen, MultCo, (she/her): Terrific. Alright!

392

00:46:40.530 --> 00:46:47.680

MaryJo Andersen, MultCo, (she/her): Those are my staff updates still waiting for anything. Does anyone have any other feedback about

393

00:46:47.770 --> 00:46:50.150

MaryJo Andersen, MultCo, (she/her): meetings for the summer.

394

00:46:51.510 --> 00:46:52.719

MaryJo Andersen, MultCo, (she/her): Anything else

395

00:46:54.950 --> 00:46:55.650

MaryJo Andersen, MultCo, (she/her): you can.

396

00:46:57.010 --> 00:46:57.680

MaryJo Andersen, MultCo, (she/her): Okay.

397

00:46:59.780 --> 00:47:00.980

MaryJo Andersen, MultCo, (she/her): quotes.

398

00:47:02.860 --> 00:47:05.220

MaryJo Andersen, MultCo, (she/her): We're moving so fast through everything.

399

00:47:05.220 --> 00:47:13.749

John Russell, PE: I'll just say the the tour, I think think aiming for September is probably best bet, because August is probably one of the ones I'm I might have to miss.

400

00:47:15.860 --> 00:47:16.620

MaryJo Andersen, MultCo, (she/her): Agreed

401

00:47:18.000 --> 00:47:19.569

MaryJo Andersen, MultCo, (she/her): alright. Well, we will

402

00:47:20.270 --> 00:47:26.009

MaryJo Andersen, MultCo, (she/her): try to see what projects or informational presentations we will have

403

00:47:26.220 --> 00:47:27.830

MaryJo Andersen, MultCo, (she/her): for the summer.

404

00:47:28.781 --> 00:47:32.540

MaryJo Andersen, MultCo, (she/her): I'm gonna check my email to see if I've heard from

405

00:47:33.020 --> 00:47:34.090

MaryJo Andersen, MultCo, (she/her): Tara.

406

00:47:37.883 --> 00:47:43.330

MaryJo Andersen, MultCo, (she/her): Alright, Oscar, I guess we should. Could go into the safe streets

407

00:47:43.940 --> 00:48:02.119

MaryJo Andersen, MultCo, (she/her): presentation, and we'll we'll just interrupt it when Tara gets here. So just to let you know. We've talked about this a couple of times is the safe streets for all or the safety action plan. This is project that we are embarking on.

408

00:48:02.410 --> 00:48:04.830

MaryJo Andersen, MultCo, (she/her): So next slide

409

00:48:05.944 --> 00:48:12.720

MaryJo Andersen, MultCo, (she/her): just to let you know I've got the link here, and I do want to encourage folks to go on the website or

410

00:48:12.930 --> 00:48:20.979

MaryJo Andersen, MultCo, (she/her): county website, and you can see all of our past presentations, especially if you wind up missing a meeting

411

00:48:21.160 --> 00:48:36.950

MaryJo Andersen, MultCo, (she/her): so safe. Streets for all which also has a couple of different acronyms. It might be Ss. For a or tsap which stands for Transportation Safety Action Plan. Sometimes we'll refer to both of them.

412

00:48:37.647 --> 00:48:41.900

MaryJo Andersen, MultCo, (she/her): The bar, the bipartisan infrastructure law established

413

00:48:42.090 --> 00:49:06.110

MaryJo Andersen, MultCo, (she/her): the safe streets and roads for all discretionary program that was for 2022 through 2026. So this program funds, regional, local and tribal initiatives through grants to prevent roadway deaths and serious injuries and the transportation, safety action plans must be created before implementation grants are awarded.

414

00:49:06.170 --> 00:49:31.068

MaryJo Andersen, MultCo, (she/her): So, for example, Portland Bureau of Transportation has basically vision. 0 is a transportation safety action plan and they can now be applying for implementation grants. So one of the founding principles of these grants is to be using the safe systems approach. And we've had presentations about that. What that means.

415

00:49:31.975 --> 00:49:57.379

MaryJo Andersen, MultCo, (she/her): And so Pbot is been able to go out and get an implementation grant for improvements on one twenty-second. But for Monoma County we we have to create the plan first. So, Metro, receive the grant to do the to have development of the transportation, Safety Action plans for East Multoma County, Washington County, and Tigers.

416

00:49:57.510 --> 00:50:08.479

MaryJo Andersen, MultCo, (she/her): So our section of it would be the part of East Maltoma County that is, east of city of Portland boundaries, and then out to the Metro boundary.

417

00:50:08.640 --> 00:50:18.260

MaryJo Andersen, MultCo, (she/her): So we we will be working with city of Gresham, Fairview Wood Village, and Troutdale for this project

418

00:50:18.780 --> 00:50:20.499

MaryJo Andersen, MultCo, (she/her): all right next slide.

419

00:50:23.990 --> 00:50:41.179

MaryJo Andersen, MultCo, (she/her): So yeah. So I just said that that we are working with Gresham, Fairview, Trotdale and Wood Village. So the overall goal of this plan is to have the county and the 4 Cities adopt the Transportation Safety Action plan.

420

00:50:41.210 --> 00:50:43.739

MaryJo Andersen, MultCo, (she/her): So there's sort of

421

00:50:44.050 --> 00:50:47.369

MaryJo Andersen, MultCo, (she/her): a whole section of work that includes

422

00:50:47.872 --> 00:50:56.070

MaryJo Andersen, MultCo, (she/her): working with the different city councils. To get them all on board with the same program.

423

00:50:56.600 --> 00:50:59.880

MaryJo Andersen, MultCo, (she/her): So the Ammocht. Em.

424

00:50:59.920 --> 00:51:10.547

MaryJo Andersen, MultCo, (she/her): Ctc. Is the East Monoma County Transportation Committee. They are a group of elected officials for the cities that I mentioned and the county.

425

00:51:11.240 --> 00:51:17.050

MaryJo Andersen, MultCo, (she/her): and they will become they. They are the steering committee for this project.

426

00:51:18.470 --> 00:51:24.989

MaryJo Andersen, MultCo, (she/her): so, Oscar, I'm gonna have you take this one down. Sorry. Thank you. Welcome, Tara.

427

00:51:25.420 --> 00:51:29.919

MaryJo Andersen, MultCo, (she/her): and we're gonna segue over to Tara from Oda.

428

00:51:31.620 --> 00:51:34.680

Terra Lingley, ODOT (she/her): Hi, thank you. Can everyone hear me? Okay.

429

00:51:35.200 --> 00:51:36.360

Terra Lingley, ODOT (she/her): Greats.

430

00:51:36.739 --> 00:51:43.730

Terra Lingley, ODOT (she/her): My name is Tara Lingley. I'm the Columbia River Gorge National Scenic Area Coordinator for the Oregon Department of Transportation.

431

00:51:43.780 --> 00:51:49.900

Terra Lingley, ODOT (she/her): and I believe Oscar has my presentation. Thank you, Oscar.

432

00:51:50.581 --> 00:52:11.049

Terra Lingley, ODOT (she/her): So I believe I've come to this group before to talk through the various congestion, mitigation, congestion, and safety mitigation elements that us, along with our agency partners, have implemented along the historic Columbia River Highway as well as the lid for Multnomah falls lot at exit 31.

433

00:52:11.629 --> 00:52:25.669

Terra Lingley, ODOT (she/her): So this is an opportunity for me to return to you. Provide some background on kind of the data that we've gathered over the past few years and an update on what this summer will look like so next slide, please.

434

00:52:26.780 --> 00:52:42.580

Terra Lingley, ODOT (she/her): So I kind of started in. But the context is, this is year 4 of time Jeez permits at Molnema Falls. We started in Covid to kind of do crowd control spacing for that in our with in partnership with the Forest Service, who owns and operates Molnema Falls.

435

00:52:42.983 --> 00:52:55.306

Terra Lingley, ODOT (she/her): And you know we've tried of various iterations. But I think the biggest story here is that we're continuing to collaborate with our agency partners. We all have shared goals and outcomes.

436

00:52:56.127 --> 00:53:07.902

Terra Lingley, ODOT (she/her): Wanna share a little bit about the multima falls. Historic highway lot. Configuration changes depending on how often you get out there. It will likely look different than the last time you visited

437

00:53:09.600 --> 00:53:12.565

Terra Lingley, ODOT (she/her): in kind of the the big

438



00:53:13.200 --> 00:53:31.640

Terra Lingley, ODOT (she/her): The big thing that we all know right is that there is a lot of vehicle demand, and there's low parking supply, and we're not going to be adding any parking. So how do we deal with that vehicle demand to spread it out over less busy days, over less busy times, move people to different modes, etc. So that's kind of the goal here.

439

00:53:31.890 --> 00:53:33.460

Terra Lingley, ODOT (she/her): Next slide, please.

440

00:53:34.711 --> 00:53:52.309

Terra Lingley, ODOT (she/her): So again, safety is our number one goal. Especially at exit 31, because that is the highest speed facility. You know. The, it's a left exit. It's a very rare left exit in the State of Oregon. People are going 65 plus miles an hour.

441

00:53:52.310 --> 00:54:05.970

Terra Lingley, ODOT (she/her): and when that parking lot gets full, people back out onto and into the fast lane on Id 4, which is a huge safety concern. We do have gates that close in the eastbound direction.

442

00:54:06.330 --> 00:54:23.790

Terra Lingley, ODOT (she/her): But I think folks have gotten savvy enough, and Google will tell them to go down to exit 35 turnaround come back in westbound. So while the gates have quote unquote, solve the issue. On the eastbound entrance into the lot, we now see similar issues in the westbound entrance.

443

00:54:25.184 --> 00:54:51.930

Terra Lingley, ODOT (she/her): So what we're trying to do is reduce congestion on lid 4, and within the lot at Maltoma Falls in that middle interstate lot. And we're also hoping to reduce backups on the historic highway, because, as you all know, the historic highway is very narrow. No shoulders. So you know, if someone needs emergency services, an ambulance can't get through. Police officers, fire trucks, all of that good stuff because everyone's stuck in the same congestion

444

00:54:52.090 --> 00:54:53.590

Terra Lingley, ODOT (she/her): next slide, please.

445

00:54:54.614 --> 00:55:04.275

Terra Lingley, ODOT (she/her): So last year I'll start with what happened last year, and we'll talk about this coming year. So there were time juice permits at the Multnam Falls. ID. 4 lot

446

00:55:04.670 --> 00:55:12.710

Terra Lingley, ODOT (she/her): depending on what hour you were looking at. There were, either, you know, anywhere from 120 to 80 available online

447

00:55:12.980 --> 00:55:16.080

Terra Lingley, ODOT (she/her): for a total of 870 available per day

448

00:55:16.436 --> 00:55:27.753

Terra Lingley, ODOT (she/her): which is a little bit less than we saw in that we released in 2022, and that was because we were still seeing the gates on, ie. 4 close. We're still seeing pretty high vehicle volume. So we kind of

449

00:55:28.110 --> 00:55:35.530

Terra Lingley, ODOT (she/her): turn the dial down a little bit to try and reduce the amount and the length of those closures on the gate on lid. 4

450

00:55:35.954 --> 00:55:54.499

Terra Lingley, ODOT (she/her): because there is a lot of concern with equity, and you know not everybody has a credit card, not everybody has access to the Internet. We had 50 permits per day in person. So 25 were available at the gateway to the gorge Visitor Center, and 25 were available per day at the cascade locks, historical museum.

451

00:55:54.882 --> 00:56:00.680

Terra Lingley, ODOT (she/her): We have really good data on how many permits were reserved online. We have about 78,000,

452

00:56:00.790 --> 00:56:04.649

Terra Lingley, ODOT (she/her): and there are almost a hundred 40 in person

453

00:56:05.216 --> 00:56:12.530

Terra Lingley, ODOT (she/her): received from the Cascade Locks Station, and about 415 in person in the Troutdale area

454

00:56:12.760 --> 00:56:14.180

Terra Lingley, ODOT (she/her): next slide, please.

455

00:56:16.032 --> 00:56:29.570

Terra Lingley, ODOT (she/her): Like, I said, we have really great data, so we know the average permits per day. This should not come as a surprise to anyone. Friday through Monday. Are our peak Tuesday through Thursday, our lower visitation. Next slide, please.

456

00:56:31.030 --> 00:56:57.320

Terra Lingley, ODOT (she/her): We also gather data by day by hour, within a given day. And this is where you can see we had variable permits. We were trying to push people. So there were more permits available earlier and later in the day and less permits available in the midday so the way the permits worked is you reserve for an hour. You show up within that hour, and then you can stay as long as you want. We have pretty good data on parking lot stays. And so that allowed us to

457

00:56:57.320 --> 00:57:11.550

Terra Lingley, ODOT (she/her): to. Really, we had a pretty complicated spreadsheet to understand. You know, we were hoping for, you know, 80 to 90% available or full in the lot. And so we we kind of set the the permits accordingly.

458

00:57:11.950 --> 00:57:13.290

Terra Lingley, ODOT (she/her): Next slide, please.

459

00:57:15.300 --> 00:57:25.250

Terra Lingley, ODOT (she/her): So this is a couple year compilation of the vehicle volumes that we see at exit 31 again. Not a huge surprise that our summer months see the most visitation.

460

00:57:25.866 --> 00:57:41.210

Terra Lingley, ODOT (she/her): In 2021 April. That was Covid, and I think everybody was just itching to get out of their houses. So that's why that light blue spike is high for 2021. But again, you know we saw

461

00:57:42.570 --> 00:57:54.680

Terra Lingley, ODOT (she/her): quite a bit of visitation in 2021 in 2022, you know. It's it's up a little bit more, and then 2023 was either right about where we saw the last 2 years, or a little bit below next slide, please.

462

00:57:57.039 --> 00:58:14.060

Terra Lingley, ODOT (she/her): We also have data on cat ridership, because as an alternative, if you ride the bus you don't need to get a permit. You don't need to worry about finding a parking space. So the ridership reflects that more people are taking the bus year over year. They've seen really great strides.

463

00:58:14.783 --> 00:58:20.060

Terra Lingley, ODOT (she/her): August and 2023. That purple line. On the right hand side of the screen there.

464

00:58:20.415 --> 00:58:36.989

Terra Lingley, ODOT (she/her): August was weird last year, I think, is is the best way I can describe that it was. It was hot, it was a little smoky, and everybody was in Italy. As as far as I could tell, so that we were seeing less international visitors. Next slide, please.

465

00:58:40.115 --> 00:58:59.240

Terra Lingley, ODOT (she/her): We also had an average number of permits per day. Like. I said, there were 25 permits available per day at both locations, and they never even got close to that. I think the most permits given out by day. Was, actually, I have it in the notes here, so just give me a minute, and I will give you the exact numbers.

466

00:59:00.120 --> 00:59:01.200

Terra Lingley, ODOT (she/her): Pong.

467

00:59:02.040 --> 00:59:03.140

Terra Lingley, ODOT (she/her): See her?

468

00:59:04.250 --> 00:59:26.010

Terra Lingley, ODOT (she/her): It was. It was less sorry. I'm not pulling it up immediately, and you don't need to see me clicking through, but I believe between 11 and 15 were the most ever

given out by either. And so cascade locks gives out fewer, which makes a lot of sense, because, as people are heading east from the Metro area, Troutdale is at first stop.

469

00:59:26.150 --> 00:59:28.289

Terra Lingley, ODOT (she/her): So Troutell gave out quite a bit.

470

00:59:28.350 --> 00:59:29.719

Terra Lingley, ODOT (she/her): Next slide, please.

471

00:59:31.250 --> 00:59:36.070

Terra Lingley, ODOT (she/her): We also took traffic counts in both 2022, and 2023

472

00:59:36.080 --> 00:59:49.259

Terra Lingley, ODOT (she/her): 2022. You may recall we had the timed use permits for personal vehicles to access Federal lands along the historic highway itself, and so there were 2 permit checkpoints, one at Bridle Vale, one at Ainsworth.

473

00:59:49.808 --> 00:59:52.620

Terra Lingley, ODOT (she/her): and we really saw a less

474

00:59:52.920 --> 01:00:03.709

Terra Lingley, ODOT (she/her): vehicles on the road. As you can see. 2023 is that orange line as traffic rebounded when you're not checking permits. There are more vehicles on the road

475

01:00:03.880 --> 01:00:05.229

Terra Lingley, ODOT (she/her): next slide, please.

476

01:00:08.509 --> 01:00:31.640

Terra Lingley, ODOT (she/her): The other thing that happened last year. Is a private company is leasing the lot across from the histor from the historic Multnomah Falls Lodge on the historic highway. And they rerouted the directional flow. You may recall in years past. You turn in right where, right near that crosswalk where you can see our happy

477

01:00:32.406 --> 01:00:45.930

Terra Lingley, ODOT (she/her): friendly flagger there. That was reversed last year. And so people enter in west of the lodge and then come out at the Crosswalk, and we were seeing lots of shenanigans where people would

478

01:00:46.294 --> 01:00:55.415

Terra Lingley, ODOT (she/her): go into the opposing lane to get around. Vehicles stopped waiting to turn left into the lodge, and with the flagger there, and the re

479

01:00:55.960 --> 01:01:08.469

Terra Lingley, ODOT (she/her): the reconfiguration. We didn't see that as much, and traffic flowed much more smoothly. And I think also the the traffic flagger at the Crosswalk itself played a big role in that next slide, please.

480

01:01:09.947 --> 01:01:31.260

Terra Lingley, ODOT (she/her): So we took a pedestrian volume. So we have data from 2017, which is the orange line there. Oh, sorry. The green line. We have data from 2022, which is a blue line, and we have data from 23, which is orange line. They're not the exact same time of year. So the data is not necessarily apples to apples.

481

01:01:31.601 --> 01:01:53.110

Terra Lingley, ODOT (she/her): But 2017. By far we were seeing our highest volumes, both in traffic and pedestrians. It was a little more depressed when we had the time to use permits on the historic highway. And it kind of rebounded again last year. So the total is that top bar we took video of people crossing in the Crosswalk itself.

482

01:01:53.310 --> 01:02:03.169

Terra Lingley, ODOT (she/her): We had people crossing outside of the crosswalk, and then we had a cut off. So if you if you know if you're familiar with the site, there's that wikina return trail, and that's kind of the cut off area

483

01:02:03.190 --> 01:02:04.539

Terra Lingley, ODOT (she/her): next slide, please.

484

01:02:06.060 --> 01:02:15.650

Terra Lingley, ODOT (she/her): We also took bicycle data. So again, blue is 2017. Green is 2022, and orange is 2023

485

01:02:16.313 --> 01:02:32.316

Terra Lingley, ODOT (she/her): in 2017, with uncontrolled traffic. No flagger at the crosswalk. You see that most of the cyclists were through Malnoma Falls by 10 am. Because they get stuck in the same congestion that the vehicles are stuck in right in front of the lodge.

486

01:02:33.028 --> 01:02:49.700

Terra Lingley, ODOT (she/her): When the time juice permits to access Federal lands on the historic highway, where, in effect, we saw a lot more cyclists shifting to when they probably were wanting to bicycle, because permits were not required for cyclists. That pattern still held similar

487

01:02:50.198 --> 01:03:03.179

Terra Lingley, ODOT (she/her): last year, but we saw fewer number of cyclists. However, I'm I question this data a little bit because we have seen an explosion of Ebike and Ebake rentals

488

01:03:03.240 --> 01:03:18.150

Terra Lingley, ODOT (she/her): out on the historic highway. So the the Count, in 2023 was early, it was in mid-june, and the other counts were July and August. And so I think if our counts from last year happened a little bit later, we would have seen more cyclists.

489

01:03:18.180 --> 01:03:23.270

Terra Lingley, ODOT (she/her): so just a disclaimer that this is a snapshot in time instead of comprehensive data.

490

01:03:23.360 --> 01:03:24.660

Terra Lingley, ODOT (she/her): Next slide, please

491

01:03:26.450 --> 01:03:36.959

Terra Lingley, ODOT (she/her): bike parking. I don't know if Aj is a Lotta is on the line. If he's already covered. The changes to bike parking does not look like he is.

492

01:03:37.337 --> 01:03:46.520

Terra Lingley, ODOT (she/her): So the picture you see here is the Plaza at the Forest service. The Forest Service owned Plaza in front of the Multnomah Falls Lodge.

493

01:03:46.620 --> 01:03:52.109

Terra Lingley, ODOT (she/her): and that plaza is a pedestrian walkway characterized by the Forest Service.

494

01:03:52.170 --> 01:04:03.149

Terra Lingley, ODOT (she/her): and Ebikes are characterized or classified as motorized vehicles by the Forest Service, and those are not allowed on pedestrian facilities.

495

01:04:03.200 --> 01:04:10.090

Terra Lingley, ODOT (she/her): And last year we saw cases where 2030 80 E. Bikes were parked

496

01:04:10.130 --> 01:04:24.189

Terra Lingley, ODOT (she/her): in this plaza. And you know, the Portland Bicyclists Club has put, you know. That's you can see the rat kind of in the background there, that holds maybe 8 bikes on a good day. So there's not enough bike parking

497

01:04:24.190 --> 01:04:46.016

Terra Lingley, ODOT (she/her): and the e-bike and the ebike rental. It was starting to block Ada, access to the lodge in the restrooms. And it was really impeding pedestrian access through the plaza at Malnama Falls. So this year ebikes have never been allowed but this year the 4 Service is working very closely with ebike rental places

498

01:04:46.380 --> 01:05:13.670

Terra Lingley, ODOT (she/her): to ask ebike rental folks to please, not park the bicycles on the plaza. So I don't wanna speak for Aj. But I know he's been working with partners at the Forest service, Oregon Parks and Rec Department, and the private owner of the lot that you see in the background there to add additional bike cracks for those ebike users that are not on for a service property, and therefore kind of

499

01:05:14.699 --> 01:05:18.890

Terra Lingley, ODOT (she/her): addressing the issue that Ebikes are not really allowed in that plaza.

500

01:05:19.378 --> 01:05:31.589



Terra Lingley, ODOT (she/her): So I don't. You know that the it's the forest services policy, and it's their property. I don't want to speak for them, but I think it's important for this group to know that Ebikes

501

01:05:31.700 --> 01:05:38.810

Terra Lingley, ODOT (she/her): Ebikes, especially large group rentals, will be asked to park elsewhere at Malnoma Falls this year.

502

01:05:39.276 --> 01:05:49.059

Terra Lingley, ODOT (she/her): But we do have alternative bike parking, and we're looking at a long term bike parking plan for the waterfall quarter cause. We know that bike racks are, in

503

01:05:49.110 --> 01:05:56.910

Terra Lingley, ODOT (she/her): short supply, and as the historic highway state trail it continues to be reconnected. We're going to see more and more demand

504

01:05:57.050 --> 01:05:58.410

Terra Lingley, ODOT (she/her): next slide, please.

505

01:05:59.580 --> 01:06:09.090

Terra Lingley, ODOT (she/her): So I alluded to this a little bit. You know the private company that is leasing the lot across from the lodge, from the Force, or from the

506

01:06:09.120 --> 01:06:13.529

Terra Lingley, ODOT (she/her): upr not related to the Forest Service at all private company.

507

01:06:13.540 --> 01:06:23.496

Terra Lingley, ODOT (she/her): They reconfigured that one way lot to enter on the West side, and then you exit near the Crosswalk. They have a staff person there starting this year and

508

01:06:23.900 --> 01:06:36.861

Terra Lingley, ODOT (she/her): last year they had a staff person there, and they closed the lot when it's full, so they would flag folks on who were waiting in their vehicles on the historic highway and not allowing them to stop and block traffic like

509

01:06:37.210 --> 01:06:40.010

Terra Lingley, ODOT (she/her): people normally do when it's uncontrolled.

510

01:06:40.020 --> 01:06:44.470

Terra Lingley, ODOT (she/her): They also gathered really great average cars per hour data

511

01:06:44.857 --> 01:06:59.529

Terra Lingley, ODOT (she/her): and they staffed. They had a contract with Odot to have the Crosswalk attendance. So the Crosswalk flagger and the parking lot attendant could communicate. They were hired by the same company, and it actually worked really smoothly. Next slide, please.

512

01:07:02.750 --> 01:07:18.700

Terra Lingley, ODOT (she/her): So this is the data that they gathered again not a huge surprise. That parking lot is pretty much full. At 9 Am. All the way through 4 or 5 pm. They had an average number of cars. Broken out by month.

513

01:07:19.290 --> 01:07:37.250

Terra Lingley, ODOT (she/her): And you can see, you know, per hour. There's about 50 spots in that lot, and we estimate 15 to 20 min turnover of each of the spots. So you know, 30, 35, 40 cars per hour is.

514

01:07:37.330 --> 01:07:41.060

Terra Lingley, ODOT (she/her): you know, pretty consistent with that next slide, please.

515

01:07:43.540 --> 01:07:51.779

Terra Lingley, ODOT (she/her): So for this coming summer, we're going to again implement flagger at the crosswalk on the historic highway that flagger starts. May seventeenth.

516

01:07:52.322 --> 01:08:07.020

Terra Lingley, ODOT (she/her): We are really nervous about this weekend cause it's mother's day and the weather is gonna be nice. I anticipate it's gonna be real busy out there, and we need to have a flagger. But unfortunately, due to funding, we we really have to focus on the peak of the peak.

517

01:08:07.190 --> 01:08:16.740

Terra Lingley, ODOT (she/her): So I don't wanna deter folks, but go early. Maybe if you're planning to go to multiple falls this weekend, go early and try and avoid some of the the peak hour.

518

01:08:17.586 --> 01:08:25.659

Terra Lingley, ODOT (she/her): The timed use permits at Multnam Falls, i. 84, exit 31 starts May 20, fourth, and goes through September ninth.

519

01:08:25.720 --> 01:08:31.200

Terra Lingley, ODOT (she/her): and you need every private vehicle needs a timed use permit between 9 A. M. And 6 PM.

520

01:08:31.399 --> 01:08:37.580

Terra Lingley, ODOT (she/her): And Columbia area transit holds the contract for the permit checkers at the pedestrian undercrossing

521

01:08:37.989 --> 01:08:43.530

Terra Lingley, ODOT (she/her): and so there will be 2 staff there the entire time that permits are required.

522

01:08:44.014 --> 01:08:58.119

Terra Lingley, ODOT (she/her): And then this year the big change is that there's now paid parking. So Sasquatch Shuttle. The private company that is leasing from Union Pacific is charging for vehicles to park at that lot.

523

01:08:58.120 --> 01:09:18.010

Terra Lingley, ODOT (she/her): It's a day fee, so it's not by hour, and it's a flat fee. For the day, but it's variable. So at peak times it can be up to \$20 at lower peak times mid winter, etc. It'll be, you know, lower than that. 5, \$10 but their website is up to date.

524

01:09:18.100 --> 01:09:21.680

Terra Lingley, ODOT (she/her): They have all the information. It's I think it's saswatch shuttle.com.

525

01:09:22.623 --> 01:09:26.450

Terra Lingley, ODOT (she/her): So if you have more questions about that, I will direct you to them.

526

01:09:26.781 --> 01:09:30.209

Terra Lingley, ODOT (she/her): And we're continuing to work with partners for the long-term vision.

527

01:09:30.638 --> 01:09:39.099

Terra Lingley, ODOT (she/her): On how to continue to work, to address the these congestion and safety issues that we see on the historic highway, and ID. 4,

528

01:09:39.490 --> 01:09:43.200

Terra Lingley, ODOT (she/her): and I believe we are almost there. Maybe next slide.

529

01:09:44.200 --> 01:10:00.647

Terra Lingley, ODOT (she/her): Oh, viaducts! My community affairs person is is shaking her finger at me and absentia the big, the big thing that's happening over the next 2 years is we are working on the viaducts, and those are the bridges over land on either side of the historic highway.

530

01:10:01.360 --> 01:10:11.479

Terra Lingley, ODOT (she/her): these are the really narrow 9 foot lane structures that have taken quite a beating. You know. They're over a hundred years old.

531

01:10:11.500 --> 01:10:18.789

Terra Lingley, ODOT (she/her): Ice storms, fires, rock, fall, tree, fall. Have really taken our toll. So we are not

532

01:10:18.900 --> 01:10:30.544

Terra Lingley, ODOT (she/her): modifying them. We're rehabilitating them. So we're patching concrete that's broken off. We're fixing railings. We're adding a coat to increase the longevity and with this

533

01:10:31.640 --> 01:10:41.880

Terra Lingley, ODOT (she/her): repair and rehabilitation work they will be able to carry the signed loads. So we'll be able to remove the load restriction that is currently in place on the West viaduct

534

01:10:43.500 --> 01:10:49.940

Terra Lingley, ODOT (she/her): so they are not allowed. So sorry. This is an older slide, but they're not allowed to impact traffic.

535

01:10:50.090 --> 01:10:51.649

Terra Lingley, ODOT (she/her): After 9 A. M.

536

01:10:52.306 --> 01:10:59.250

Terra Lingley, ODOT (she/her): Through the summer, however, starting in October, the West viaduct will be completely closed.

537

01:10:59.350 --> 01:11:23.539

Terra Lingley, ODOT (she/her): and by completely closed I mean to pedestrians, to bicyclists, to vehicles. They are taking off the surface that you drive on so there will be no surface to use. The wa, the Wakena return trail will be open for pedestrians only cyclists. There's just not enough room for cyclists to move their bikes. And the detour route is exit 28

538

01:11:23.560 --> 01:11:35.659

Terra Lingley, ODOT (she/her): and id. 4. It is legal to ride your bicycle on the shoulder of Id. 4. I understand it's not everyone's favorite thing, but that is the the sign Detour Route, while that is closed.

539

01:11:36.215 --> 01:11:53.284

Terra Lingley, ODOT (she/her): And then the West Viaduct will open in May of next year, and then the East viaduct will be closed in October of next year through May of the following year. So all the way through 2026 there will be conduct construction on those viaducts.

540

01:11:53.640 --> 01:12:08.160

Terra Lingley, ODOT (she/her): part of the historic highway lot is taken up by a staging area at the moment, and everything will be signed, and then your place for all Id for construction. News is Id. 4 gorge constructioncom next slide, please.

541

01:12:09.590 --> 01:12:16.469

Terra Lingley, ODOT (she/her): And that is it. My email contact information is there? And I'm happy to answer any questions as time allows.

542

01:12:17.200 --> 01:12:19.180

Terra Lingley, ODOT (she/her): Thank you, Oscar, for running the slides.

543

01:12:23.070 --> 01:12:24.820

Andrew Holtz: Hey, J, did you want to chime in.

544

01:12:25.880 --> 01:12:36.040

Armando Zelada: Sure. Actually, I've been working with Steven Elgar from the Us. For service since last oh, September, with regards to parking.

545

01:12:36.190 --> 01:12:48.003

Armando Zelada: and we met with. The for service landscape architects in October, November, and actually went through the platform.

546

01:12:48.790 --> 01:12:50.670

Armando Zelada: What did you call it? Tara?

547

01:12:51.240 --> 01:12:54.179

Armando Zelada: What's the platform? The viewing platform.

548

01:12:54.800 --> 01:12:55.780

Terra Lingley, ODOT (she/her): Plaza.

549

01:12:55.780 --> 01:12:56.160

Armando Zelada: I think is.

550

01:12:56.160 --> 01:12:57.309

Terra Lingley, ODOT (she/her): That's what I called it. Yeah.

551

01:12:57.310 --> 01:13:03.319

Armando Zelada: Yup. So we went through the plaza and looked for places to really put

552

01:13:03.910 --> 01:13:05.110

Armando Zelada: mic parking

553

01:13:05.530 --> 01:13:06.605

Armando Zelada: structures

554

01:13:07.880 --> 01:13:15.599

Armando Zelada: and on a secondary note. There is a language in the Us. For service in terms of

555

01:13:16.095 --> 01:13:25.899

Armando Zelada: restrictions warranted, of course. On roads and trails for ebikes, but there's no direct policy about parking ebikes.

556

01:13:26.417 --> 01:13:34.060

Armando Zelada: Directly. So we're sort of investigating that aspect the prohibition will be occurring this summer.

557

01:13:34.647 --> 01:13:37.710

Armando Zelada: One of the things that we

558

01:13:37.750 --> 01:13:46.859

Armando Zelada: have been doing separately from the Forest Service is really today. In fact, Paul Buchanan and myself installed

559

01:13:46.890 --> 01:13:58.350

Armando Zelada: 3 new racks on the north side of the highway across from Multnomah Lodge, and we also installed 2 new bike racks at Vista House

560

01:13:59.047 --> 01:14:05.770

Armando Zelada: both the Vista house and the Multnomah Lodge parking design that's there

561

01:14:05.800 --> 01:14:30.897

Armando Zelada: should hold about 10 bikes, but it's difficult, because they're very skinny racks. So a lot of e bikes will not even fit a lot of gravel. Bikes will not even fit those were installed in 1995 and 96. So there's a certain old legacy grandfathering in if I can use that phrase anymore. Of stuff on for a service property.

562

01:14:31.380 --> 01:14:39.970

Armando Zelada: so one of the the good things that's tumbled out of this is really looking at how many bikes are really visiting. And so

563

01:14:40.434 --> 01:14:43.980

Armando Zelada: what I've done is, I've taken a wildlife camera

564

01:14:44.150 --> 01:14:47.799

Armando Zelada: and sort of discovered the proper settings

565

01:14:48.310 --> 01:14:52.830

Armando Zelada: and we're going to actually put the camera at Multnomah Falls

566

01:14:52.920 --> 01:14:54.776

Armando Zelada: on sort of the

567

01:14:55.480 --> 01:15:03.649

Armando Zelada: garage area. There's a big wooden structure that covers up propane, and we'll be able to photograph and actually detail

568

01:15:04.696 --> 01:15:18.873

Armando Zelada: bikes transversing in front of the lodge, as well as turning in and occupying spaces, on on the platform on the plaza. And what happens?

569

01:15:19.680 --> 01:15:23.019



Armando Zelada: interaction-wise is really difficult, because

570

01:15:23.040 --> 01:15:26.569

Armando Zelada: the cyclists lean their bikes on the planter

571

01:15:27.035 --> 01:15:32.039

Armando Zelada: areas. And sometimes they fall over. There are kids running around.

572

01:15:32.070 --> 01:15:36.259

Armando Zelada: And the other phenomena is that a lot of the people that who visit

573

01:15:36.420 --> 01:15:45.420

Armando Zelada: the Multinoma falls really come. They look at it from the pedestrian crossing, and then they sit down at the planters.

574

01:15:45.520 --> 01:16:08.459

Armando Zelada: and the other members of their party walk up to the platform, or even walk to the bridge and take and take a look at the Falls more intimately. So there are always people sitting on the planters, and it's a really pinch point between us cyclists and and people who really can't stand the whole duration of the visit.

575

01:16:08.956 --> 01:16:23.529

Armando Zelada: And again, as Tara said, that it can be blocking people that need access to the restrooms or access to the gift store, etc, because people cyclists will lean their bikes everywhere.

576

01:16:23.570 --> 01:16:30.620

Armando Zelada: Steven observed. Last August, a party of 88 cyclists on Ebikes coming.

577

01:16:30.970 --> 01:16:34.730

Armando Zelada: and there's no place to put those folks

578

01:16:35.510 --> 01:16:42.199

Armando Zelada: The other thing is we still have vehicles turning around in the middle of the highway

579

01:16:42.290 --> 01:16:46.240

Armando Zelada: once they realize that there's no place to park.

580

01:16:46.340 --> 01:16:53.805

Armando Zelada: So again, and I was out there today, as I said, implanting these bike racks, and we observed

581

01:16:54.500 --> 01:16:58.390

Armando Zelada: 3 cars with people using wheelchairs

582

01:16:58.420 --> 01:17:01.519

Armando Zelada: stopping in front of the lodge

583

01:17:01.670 --> 01:17:03.520

Armando Zelada: on the roadway

584

01:17:03.550 --> 01:17:07.959

Armando Zelada: and having their doors open, blocking the entire travel lane.

585

01:17:08.160 --> 01:17:28.087

Armando Zelada: So we we still have a a lot of issues, of vulnerability, of of people and scoff loss. Sort of behavior. Anyway. So we hope to by the end of the summer have some real hard data in terms of counting bikes over multiple hours and we're gonna be picking, of course,

586

01:17:28.630 --> 01:17:35.529

Armando Zelada: one or 2 days of of Memorial Day and probably the week before. And the week after July fourth, and

587

01:17:35.820 --> 01:17:40.209

Armando Zelada: sometime in August, and then perhaps Labor Day. So

588

01:17:40.530 --> 01:17:47.879

Armando Zelada: the other. The last thing I'll say is, there's kind of an interesting thing in terms of what's already occurring in terms of the payment

589

01:17:47.890 --> 01:17:50.850

Armando Zelada: of the parking

590

01:17:50.960 --> 01:17:59.909

Armando Zelada: in that there may be an observation that people are coming more spread out.

591

01:17:59.920 --> 01:18:06.789

Armando Zelada: and so we'll so we'll see if that happens this year. So we may not get the the peak in the trough of the middle week

592

01:18:06.820 --> 01:18:10.100

Armando Zelada: and the high volume at the weekends.

593

01:18:10.130 --> 01:18:11.730

Armando Zelada: and having

594

01:18:11.910 --> 01:18:15.879

Armando Zelada: sort of the parking as a barometer, because you can

595

01:18:15.910 --> 01:18:20.459

Armando Zelada: call that data per hour per 15 min, etc.

596

01:18:21.032 --> 01:18:30.030

Armando Zelada: This may be. Another way to measure exactly what's happening. Volume. Wise. Vmt, wise. So

597

01:18:31.390 --> 01:18:33.710

Armando Zelada: That was a great presentation. Tara. Thank you.

598

01:18:38.220 --> 01:18:50.430

Armando Zelada: Oh, the other thing. I sorry the last thing. Pardon me, little mind gap there. I would welcome any response about parking where to park a bike

599

01:18:50.630 --> 01:18:52.750

Armando Zelada: at any of the waterfall

600

01:18:52.850 --> 01:19:04.629

Armando Zelada: trailheads, and you have to understand we have different jurisdictions for all the waterfalls. So we have both the Opd and us 4 service, and if any of you want to

601

01:19:05.311 --> 01:19:07.469

Armando Zelada: have me come with you

602

01:19:07.510 --> 01:19:19.520

Armando Zelada: and listen to you at the site sometimes that makes a bigger difference than just sending an email. But but I would welcome any information, any experiences, any observations.

603

01:19:19.640 --> 01:19:21.898

Armando Zelada: Please send them my way.

604

01:19:22.620 --> 01:19:27.230

Armando Zelada: about bike parking along the waterfall corridor, or or other observations.

605

01:19:28.030 --> 01:19:28.890

Armando Zelada: Thank you.

606

01:19:33.340 --> 01:19:34.200

Andrew Holtz: Jessica.

607

01:19:35.560 --> 01:19:52.160

Jessica Berry, Multnomah County (she/her): Thanks. I was gonna note that our land use planning group is actually investigating the the paid parking in the lot, and whether or not. There is supposed to be some kind of land use permit process for that vendor to charge for parking in the lot.

608

01:19:52.370 --> 01:19:58.209

Jessica Berry, Multnomah County (she/her): so you may see that come up. I think there's at least one news article right now that I've seen about it.

609

01:20:05.570 --> 01:20:06.320

Andrew Holtz: Joel.

610

01:20:11.200 --> 01:20:19.089

joelhuffman: Yeah, I have a question, Jerry. Martine has an ebike. So you probably know they have kickstands right? The ebay.

611

01:20:19.090 --> 01:20:20.000

Armando Zelada: Of them do.

612

01:20:20.560 --> 01:20:28.649

joelhuffman: Yeah. So really, we're not talking about a bike rack. It wouldn't have to be a bike rack. It could just be a painted out area

613

01:20:29.040 --> 01:20:34.769

joelhuffman: that would serve as a parking spot for you bikes. Is that something that to look at.

614

01:20:35.140 --> 01:20:36.871

Armando Zelada: It is something to look at.

615

01:20:37.280 --> 01:20:52.879

Armando Zelada: One of the the top things is really theft and being able to walk away with a bike. A lot of the Ebikes have. You know, a dashboard that you can remove, and so it becomes difficult to to roll it away. So that's good.

616

01:20:54.290 --> 01:20:59.280

Armando Zelada: the again, the pinch point is really the behavior. So if you have.

617

01:20:59.410 --> 01:21:10.749

Armando Zelada: you know, a 7 year old or a 6 year old, and he pushes the bike over even on a bike stand on a kickstan. That's still an issue. And because of the volume of people

618

01:21:10.800 --> 01:21:12.810

Armando Zelada: on the plaza.

619

01:21:13.070 --> 01:21:16.111

Armando Zelada: that's that's the hard part.

620

01:21:16.860 --> 01:21:29.280

Armando Zelada: you know, we were as Tara presented. We're seeing, you know, a 70% of what we had pre, perhaps 2172017 in terms of volume.

621

01:21:29.320 --> 01:21:32.280

Armando Zelada: It's gonna be bigger this year. I would bet

622

01:21:32.330 --> 01:21:37.289

Armando Zelada: a week's worth of lates that. It will be bigger So

623

01:21:37.848 --> 01:21:39.600

Armando Zelada: the volume is coming.

624

01:21:39.910 --> 01:21:43.639

Armando Zelada: I mean, today, I I saw about 25 cyclists

625

01:21:44.644 --> 01:21:48.119

Armando Zelada: on the highway. And and I saw

626

01:21:48.130 --> 01:21:57.999

Armando Zelada: probably 2 thirds of the planters with people's you know, booties sitting on on the planters on the planner wall. So

627

01:21:58.150 --> 01:22:00.430

Armando Zelada: this is Wednesday.

628

01:22:00.924 --> 01:22:03.350

Armando Zelada: you know, Sunny. But

629

01:22:03.630 --> 01:22:05.080

Armando Zelada: so volume's coming.

630

01:22:06.370 --> 01:22:11.190

joelhuffman: Well, I wonder if there's another thing, too, cause you know, I've done maintenance on the

631

01:22:11.530 --> 01:22:15.329

joelhuffman: on the state trail, you know we paint guard rails and do all that sort of thing.

632

01:22:15.650 --> 01:22:17.030

joelhuffman: and those

633

01:22:17.380 --> 01:22:28.230

joelhuffman: he bite. Rental groups are sometimes 50 plus bike riders coming through. And they're not really people that are well versed in how to ride a bike and perform on the road.

634

01:22:28.610 --> 01:22:35.050

joelhuffman: you know. And and I see that same thing, even on the highway sections where there's, you know.

635

01:22:35.310 --> 01:22:36.780

joelhuffman: 20 plus

636

01:22:37.520 --> 01:22:39.440

joelhuffman: ebite people.

637

01:22:40.650 --> 01:22:42.430

joelhuffman: you know, I'm I'm wondering if

638

01:22:42.930 --> 01:22:51.870

joelhuffman: if there's some way to control the size of the groups, and I'm pretty sure there's not. But I'm just asking out of desperation.

639

01:22:52.590 --> 01:22:57.227

Armando Zelada: I think I I think one of the great things about Steven Elgar with the Forest Service

640

01:22:57.570 --> 01:23:05.599

Armando Zelada: is that he's working with the bike shop in cascade locks. He's working with the people in Hood River.

641

01:23:06.000 --> 01:23:09.040

Armando Zelada: Really trying to get the message out that

642

01:23:10.480 --> 01:23:15.529

Armando Zelada: a bike renting a bike is just not necessarily knowing how to handle.

643

01:23:15.590 --> 01:23:21.140

Armando Zelada: I know I have a personal worry about people biking on I 84.

644

01:23:21.170 --> 01:23:25.140

Armando Zelada: So I've I've done it. In fact, last January I went

645

01:23:25.220 --> 01:23:38.990

Armando Zelada: from like Mitchell Tunnel to Hood River and back on the highway just to see what the sight lines were, and my first worry is that the novice ebiker, coming from Hood River



646

01:23:39.474 --> 01:23:56.459

Armando Zelada: to Mitch a point, is going to be riding a breast with their companion, or with their 3 companions on the shoulder, because the shoulders that big. But when you're talking to somebody over the loudness of i. 84,

647

01:23:56.550 --> 01:24:00.350

Armando Zelada: it just it takes away your vigilance. And

648

01:24:00.760 --> 01:24:03.119

Armando Zelada: this is just something of

649

01:24:03.738 --> 01:24:05.971

Armando Zelada: significantly worrying to me.

650

01:24:06.940 --> 01:24:18.629

Armando Zelada: And and again same thing, even on the highway. I've seen that where 2 or 3 cyclists are talking to one another in the travel lane. Not realizing who's coming at them.

651

01:24:19.134 --> 01:24:28.895

Armando Zelada: Today. Somebody crossed the O line even at at me and Paul, you know, because they were. They're spaced out so

652

01:24:29.730 --> 01:24:35.230

Armando Zelada: thankfully. We reduced the speed on the highway several years ago.

653

01:24:36.020 --> 01:24:50.629

Armando Zelada: so you know, that's that's a plus would love to see pedestrian crossing marks like we have in front of the Malnoma call all you know, where every trailhead. Because again, I think that's a great

654

01:24:50.730 --> 01:25:02.360

Armando Zelada: visual sign for for everyone to say slow down instead of the the signs on polls. I think it's a great visual place, and it tells people where to go to cross.

655

01:25:03.890 --> 01:25:04.740

Armando Zelada: So

656

01:25:05.080 --> 01:25:06.210

Armando Zelada: personal opinion.

657

01:25:09.860 --> 01:25:10.750

Andrew Holtz: Yeah. John.

658

01:25:14.270 --> 01:25:19.409

John Russell, PE: Yeah, thank you. And I'll I'll say something about what Gary just said. And then I'll get to my

659

01:25:19.440 --> 01:25:22.209

John Russell, PE: got a question, a story and a bit of a question. But

660

01:25:23.650 --> 01:25:35.639

John Russell, PE: I probably bike on the shoulder of the freeway, ie. For more than the average person even then I've yet to see mobs of E bikes. I think it speaks well to the level of

661

01:25:35.790 --> 01:25:41.479

John Russell, PE: traffic stress that people feel comfortable biking on historic highway and trails more than they used to.

662

01:25:41.650 --> 01:25:49.502

John Russell, PE: I haven't seen that on the stretches to the east, like towards Rough and Point and whatnot yet. But now I did have

663

01:25:50.450 --> 01:26:03.950

John Russell, PE: did have the opportunity to go out with the Gorge pass, which I know we talked about cat and a few other things. But if you're not putting a plug for the gorge pass at the end of, or every gorge related. Presentation.

664

01:26:04.442 --> 01:26:21.189

John Russell, PE: That's some something to add, because for 40 for 40 bucks you only have to use it what? 2 or 3 times, and it's already paid for itself. But my fiance and I were able to take a trip with both of our bikes on the cat buses. And then was it the link? We were able to take the bus out to Hood River.

665

01:26:21.250 --> 01:26:35.970

John Russell, PE: and then, obviously, this is out past Multimedia. But we were able to bike all the way to the Dalles dam, get back, take the bus back to Hood River, and then take the bus back to Portland, all with the the Gorge pass, but it raises the concern. If there's only so many buses per day.

666

01:26:35.970 --> 01:26:52.259

John Russell, PE: and they've got the bike racks, and I felt a little bad on one of the butt is like we. We took up 2 of the 2 of the rack spots. The driver was nice enough, at least, to let a local with his bike in in the bus, but that's really dependent up to the driver. And so really.

667

01:26:52.490 --> 01:26:54.670

John Russell, PE: the question that I'm getting at is just

668

01:26:54.860 --> 01:27:23.249

John Russell, PE: as things are, you know, being permitted different funding sources. How much of this. Is there any vehicle to move that money to help basically subsidize more of the gorge buses? With more bike racks? I know. What is it? Mount Hood Express? At least in the summer they've got a whole trailer for the mountain bikes that go up and that was really cool to see an entire trailer with, I don't know, probably 10 or 12 different bike racks, so it'd be neat to see

669

01:27:23.280 --> 01:27:25.400

John Russell, PE: opportunities like that. So my question is, just

670

01:27:25.520 --> 01:27:29.479

John Russell, PE: if there's any vehicles for taking some of that funding

671

01:27:29.540 --> 01:27:34.090

John Russell, PE: and leveraging that to increase kind of the

672

01:27:34.420 --> 01:27:43.339

John Russell, PE: as much as we're talking about motif and getting people out of their cars. If the capacity on on the the bus for people to have those sort of easy trips, isn't there?

673

01:27:43.380 --> 01:27:45.949

John Russell, PE: People are just gonna drive, because it's it's easy.

674

01:27:45.990 --> 01:27:49.720

John Russell, PE: And so then I guess my other not really a question. But just

675

01:27:49.730 --> 01:27:52.239

John Russell, PE: thanks to everyone who's worked on

676

01:27:52.660 --> 01:28:09.340

John Russell, PE: a little a little bit of paid parking I know for years we've talked about. There are various reasons. Certain lots couldn't charge and whatnot, and so to finally hear that congrats to anyone who put any amount of effort into making that happen. It's really exciting, and I hope that goes a long way to alleviating some of the issues.

677

01:28:12.310 --> 01:28:13.089

Terra Lingley, ODOT (she/her): Thanks. John.

678

01:28:13.731 --> 01:28:14.990

John Russell, PE: For dairy or Terry. Yeah.

679

01:28:15.180 --> 01:28:24.121

Terra Lingley, ODOT (she/her): Yeah, I'll start. I'll start with the paid parking, because I think the part that I left out that is critical here is that that paid parking is actually now

680

01:28:24.480 --> 01:28:39.480

Terra Lingley, ODOT (she/her): supporting shuttle service from Sasquatch's lot, from Exit 28 to Malnamma falls, and so they say that the the shuttle right is free, which I think functionally, it is. But you have to pay \$5 to park in the lot.

681

01:28:39.560 --> 01:28:48.383

Terra Lingley, ODOT (she/her): So if you drive to the the shuttle place you. You are out \$5, but it's \$5 per vehicle instead of you know, per person,

682

01:28:48.930 --> 01:29:08.560

Terra Lingley, ODOT (she/her): and and the goal that Sasquatch has shared in multiple public presentations is that the shuttle eventually will be completely free. And that. And the people who want that premium parking space right in front of the lodge can then, you know, subsidize the folks that

683

01:29:08.650 --> 01:29:36.514

Terra Lingley, ODOT (she/her): maybe don't want to or can't pay for those those premium spots. So that's that's the big goal there. And that is actually included in the congestion safety plan that was finished in 2019. So we're you know, you can't do anything without multiple partners in the gorge. So we're we're really you know, we're working hard with those partners, with the landowners, with the land managers to make sure that everyone is moving in the same direction.

684

01:29:37.680 --> 01:29:48.189

Terra Lingley, ODOT (she/her): As to the capacity. I don't know if you may recall when Odot was running the Columbia Gorge Express. We actually bought trailers with Federal Lands access program funding

685

01:29:48.590 --> 01:29:53.070

Terra Lingley, ODOT (she/her): to increase the capacity for the shuttles that we're accessing

686

01:29:53.120 --> 01:30:03.540

Terra Lingley, ODOT (she/her): Muldima Falls and Hood River. However, the bus and the trailer didn't fit in the designated parking space in Gateway Transit center.

687

01:30:03.750 --> 01:30:23.667

Terra Lingley, ODOT (she/her): So we bought trailers and couldn't ever put them into use, because the the physical infrastructure that we didn't control, you know, Trimet owns and operates the gateway transit center couldn't accommodate that extra space. So that was really frustrating. And

688

01:30:24.260 --> 01:30:30.180

Terra Lingley, ODOT (she/her): you know, disheartening to see. I know that cat tries very hard to accommodate all the cyclists.

689

01:30:30.778 --> 01:30:41.530

Terra Lingley, ODOT (she/her): And they are very successful at applying for and receiving statewide transportation and statewide transit improvement funding, stiff funding through the State.

690

01:30:42.168 --> 01:30:52.250

Terra Lingley, ODOT (she/her): They've also been receiving carbon reduction program. Grant funds. So they're a great partner to help provide that last mile

691

01:30:53.670 --> 01:31:14.539

Terra Lingley, ODOT (she/her): bicycle trip. That allows folks to leave their cars behind or not have cars in the first place. So you know, continuing to work with those partners is probably our best bet. You know cause, Odot, we we work on roadways and state trails. At least I do and not so much on the transit side. So I think that's what I want to say about that.

692

01:31:16.480 --> 01:31:19.466

Armando Zelada: So sorry to talk so much. But

693

01:31:19.910 --> 01:31:20.892

Armando Zelada: It's my nature.

694

01:31:21.550 --> 01:31:27.100

Armando Zelada: What one of the things you have to realize about history of this whole process is that

695

01:31:27.576 --> 01:31:32.593

Armando Zelada: actually, in 2,014 Kent Crumchnic, who owns Sasquatch?

696

01:31:33.717 --> 01:31:46.922

Armando Zelada: transit actually requested Odot and the historic advisory committee the historic Highway Advisory Committee. o.to consider having transit as its primary

697

01:31:47.450 --> 01:31:50.700

Armando Zelada: way to get to the waterfalls.

698

01:31:50.840 --> 01:31:58.569

Armando Zelada: Then, after 2,017 fire Wayne, Stewart and I presented

699

01:31:58.640 --> 01:32:04.090

Armando Zelada: a program that's used at Washington Park in Portland.

700

01:32:04.250 --> 01:32:33.719

Armando Zelada: They have 1,500 spaces, and in terms of 2,015 and \$2,016. They garner 3 million dollars from those 1,500 parking spaces. Up by the Zoo the Japanese garden the previous child museum, the the previous forestry center and they spend 1.5 million dollars of that 3 million to provide

701

01:32:33.720 --> 01:32:40.656

Armando Zelada: free shuttles through those holes areas. So we all feel that parking money

702

01:32:41.360 --> 01:32:44.510

Armando Zelada: could contribute to reducing congestion.

703

01:32:44.520 --> 01:32:59.519

Armando Zelada: The historic Advisory Committee. Actually, I think in about 19 or 2020, actually sent a letter to the director saying that we need a car free solution to congestion.

704

01:33:00.080 --> 01:33:04.989

Armando Zelada: So you know, this has been an an idea that's just

705

01:33:05.980 --> 01:33:11.490

Armando Zelada: at a snail's pace, and it's very difficult to conjoin

706

01:33:11.690 --> 01:33:13.977

Armando Zelada: the jurisdictions to

707

01:33:15.320 --> 01:33:18.000

Armando Zelada: come together with a push.

708

01:33:18.748 --> 01:33:22.040

Armando Zelada: A vision of a regional transportation

709

01:33:22.100 --> 01:33:23.180

Armando Zelada: design.

710

01:33:24.330 --> 01:33:26.359

Armando Zelada: it's it's still

711

01:33:26.500 --> 01:33:38.559

Armando Zelada: difficult. It's certainly collegial. But in terms of saying, Okay, let's take a risk, perhaps, and have transit be the mode

712

01:33:38.570 --> 01:33:47.294

Armando Zelada: of delivery, such as other national Park services, such as other us 4 services.

713

01:33:48.040 --> 01:33:52.244

Armando Zelada: that's just an imp. There's an impediment of

714

01:33:53.100 --> 01:33:57.259

Armando Zelada: of decision with regard to charging, for

715

01:33:57.440 --> 01:34:00.070

Armando Zelada: parking, charging for access.

716

01:34:00.120 --> 01:34:05.509



Armando Zelada: and you can see the tumble down questions, you know. Does this prohibit some people from

717

01:34:05.600 --> 01:34:30.920

Armando Zelada: getting there is the what happens if the support goes away due to landslides, and you have to close a highway for 3 months, you know. So there's there's monetary support that that the jurisdictions are really not not ready to do, and they and they don't have the financial capacity as we're as we heard earlier today. So

718

01:34:31.646 --> 01:34:34.269

Armando Zelada: it's just mud.

719

01:34:35.146 --> 01:34:36.560

Armando Zelada: So. But

720

01:34:36.840 --> 01:34:39.900

Armando Zelada: but the message is still there and

721

01:34:40.492 --> 01:34:48.897

Armando Zelada: the solutions of having transit along the Waterfall corridor are still being, you know, pushed by individuals and

722

01:34:49.640 --> 01:34:54.860

Armando Zelada: and it's just the agreement hasn't completely happened. So

723

01:34:56.470 --> 01:34:57.620

Armando Zelada: I didn't put John.

724

01:34:57.620 --> 01:34:58.060

John Russell, PE: Appreciate it.

725

01:34:58.060 --> 01:35:00.370

Armando Zelada: John these questions to ask earlier.

726

01:35:00.560 --> 01:35:03.550

Armando Zelada: Just he's not a den bringer. I did. I did.

727

01:35:03.550 --> 01:35:32.769

John Russell, PE: I can get your email. But I've been to. I haven't been online to respond to it. Now that is related to this. But yeah, no, thanks. Thanks for that history. That context. It's great to see, even if it is moving at a glacial pace, that things do seem to be moving in the right direction, thanks to everyone's hard work, and hopefully in the future, will be at a point where we're in this meeting and others. We're complaining that we have too many bikes. And there's not enough cars anymore, because we've fixed all the transit problems. And people won't be complaining about having to pay for the

728

01:35:32.800 --> 01:35:37.309

John Russell, PE: the parking and whatnot, because oh, the bus is free. I'll hop on that instead. So

729

01:35:37.420 --> 01:35:39.559

John Russell, PE: thanks everyone and thanks for the information.

730

01:35:39.740 --> 01:35:41.210

John Russell, PE: glad I was able to tune in and.

731

01:35:45.930 --> 01:35:54.269

Andrew Holtz: Cool, and Aj. If I don't know if you looked at the chat. But John Thornberg wants to connect with you.

732

01:35:56.960 --> 01:35:58.170

Andrew Holtz: I don't know if you can.

733

01:35:58.170 --> 01:36:01.671

MaryJo Andersen, MultCo, (she/her): I sent you an email with his email. Aj.

734

01:36:02.670 --> 01:36:04.550

Andrew Holtz: Good. Yeah. You guys can follow up

735

01:36:05.910 --> 01:36:10.459

Andrew Holtz: great. Well, that was a great discussion. Thanks, Tara, for all those

736

01:36:10.680 --> 01:36:13.490

Andrew Holtz: details and charts and and data

737

01:36:16.150 --> 01:36:19.261

Andrew Holtz: any. I don't see any other hands up.

738

01:36:20.900 --> 01:36:25.830

Andrew Holtz: cool. Then, Mary Joe, did you have more on staff updates?

739

01:36:27.360 --> 01:36:33.529

MaryJo Andersen, MultCo, (she/her): I do. I have more on the Transportation Safety Action Plan. We started on that presentation

740

01:36:33.730 --> 01:36:34.570

MaryJo Andersen, MultCo, (she/her): and

741

01:36:36.140 --> 01:36:38.990

MaryJo Andersen, MultCo, (she/her): so we'll go back. We'll loop back to that

742

01:36:39.000 --> 01:36:41.830

MaryJo Andersen, MultCo, (she/her): information. Thank you, Oscar.

743

01:36:42.414 --> 01:36:52.355

MaryJo Andersen, MultCo, (she/her): So again, with the Safety Action plan the goal is to have the county and the 4 East County cities adopt this plan.

744

01:36:52.950 --> 01:37:04.060

MaryJo Andersen, MultCo, (she/her): and then our Amok Committee, which the Muktuck, the East Oklahoma County Transportation Committee. That is, a group of elected officials that meet every month.

745

01:37:04.578 --> 01:37:11.270

MaryJo Andersen, MultCo, (she/her): And they will serve as the steering committee for this plan next slide.

746

01:37:16.790 --> 01:37:17.900

MaryJo Andersen, MultCo, (she/her): Thank you.

747

01:37:17.920 --> 01:37:20.162

MaryJo Andersen, MultCo, (she/her): So for background.

748

01:37:21.410 --> 01:37:36.019

MaryJo Andersen, MultCo, (she/her): the as I mentioned at the beginning of this. The program is a federal program, and Alison worked on the application with Metro. It's the the Grant money comes from the Us. Department of transportation.

749

01:37:36.160 --> 01:37:47.399

MaryJo Andersen, MultCo, (she/her): So then, once Metro got the grant for the 3 jurisdictions to work on this we had to work on the Grant agreement between Metro and Monoma County.

750

01:37:47.500 --> 01:37:53.930

MaryJo Andersen, MultCo, (she/her): and then, once we got that agreement done, Alison and I, in partnership with our East County

751

01:37:54.080 --> 01:38:11.683

MaryJo Andersen, MultCo, (she/her): City partners. We're able to select Alta as the consultant to actually do the Transportation Safety Action Plan, and then we had to work on our contract with Alta. So it's been quite a long time and coming, but we're now actually starting with it.

752

01:38:12.110 --> 01:38:40.020

MaryJo Andersen, MultCo, (she/her): So it is. A big part of my job. Now, I'm the project manager for this program, and I'll be bringing regular updates to the bike Ped committee. You may recall that in October my grant funding for safe routes to school work went from being about 70% of my position to 20% of my position. So that left me with

753

01:38:40.670 --> 01:38:54.750

MaryJo Andersen, MultCo, (she/her): about 50% of my position to work on this transportation Safety action plan. So it's a, it's a great project for me to be working on. So I'm your main contact for this program next slide.

754

01:38:58.500 --> 01:39:18.720

MaryJo Andersen, MultCo, (she/her): So like all of our projects and grants that we get, there is a huge focus on equity that is part of the grant, we have our priority community audiences. So this is gonna be people that we wanna work with on this plan that live near the Hiccs, which are the high injury quarters.

755

01:39:18.720 --> 01:39:39.527

MaryJo Andersen, MultCo, (she/her): It includes black, indigenous, and other people of color, older adults over 65 people with disabilities, non native English speakers and youth. So we know that our East County cities really have high numbers of people that qualify as an equity focus.

756

01:39:40.532 --> 01:39:49.180

MaryJo Andersen, MultCo, (she/her): The strategy will be doing an equity analysis also will be working that to focus the geography and the activities.

757

01:39:50.426 --> 01:40:00.650

MaryJo Andersen, MultCo, (she/her): There will also be working with community engagement liaisons, which is an organization that engages directly with communities.

758

01:40:01.104 --> 01:40:17.990

MaryJo Andersen, MultCo, (she/her): And so they'll be doing some of the outreaches also, and then we'll also have a lot of trans translated materials as well, which we have found with safe routes to school, that we really need to have quite a bit of translated materials for our East county communities

759

01:40:18.220 --> 01:40:19.500

MaryJo Andersen, MultCo, (she/her): next slide.

760

01:40:20.610 --> 01:40:36.639

MaryJo Andersen, MultCo, (she/her): Also, this program will be a data driven approach. So we're as I said, we're working with the Metro to get data working with them for their high injury corridors and quite a bit of other data for these

761

01:40:37.050 --> 01:40:42.780

MaryJo Andersen, MultCo, (she/her): program. We're also gonna be getting molten county health department data.

762

01:40:43.272 --> 01:41:07.239

MaryJo Andersen, MultCo, (she/her): Our Gis folks at the county are working on this with us. And then we'll hone in the the data. Analysis will, data analysis will include things that are very specific to East Monoma County. So, looking deeply deeper into crash data and crash factors out in East Monoma County.

763

01:41:07.630 --> 01:41:08.730

MaryJo Andersen, MultCo, (she/her): next slide.

764

01:41:11.080 --> 01:41:23.549

MaryJo Andersen, MultCo, (she/her): The engagement plan is currently being developed in coordination with the staff from the other 4 cities, and then we'll move that engagement plan to a Muct for their approval.

765

01:41:23.560 --> 01:41:29.239

MaryJo Andersen, MultCo, (she/her): and the engagement plan will have in person engagement online engagement.

766

01:41:29.785 --> 01:41:34.039

MaryJo Andersen, MultCo, (she/her): project promotion. They're also gonna be developing somewhat of a

767

01:41:34.900 --> 01:41:46.759

MaryJo Andersen, MultCo, (she/her): safety messaging that goes along with it. They found also, when they've worked on similar projects, found that to going out to the communities and just introducing some

768

01:41:47.341 --> 01:41:52.458

MaryJo Andersen, MultCo, (she/her): basic safety information is really critical to the success of

769

01:41:53.060 --> 01:42:03.619

MaryJo Andersen, MultCo, (she/her): getting collaboration and and participation in these programs. And then, of course, this committee will also be included in the engagement plan.

770

01:42:04.171 --> 01:42:10.658

MaryJo Andersen, MultCo, (she/her): A lot of time, a lot of the meetings that will be me presenting information and potentially

771

01:42:11.420 --> 01:42:20.530

MaryJo Andersen, MultCo, (she/her): you'll be invited to some of the other opportunities, and then have them also come to this meeting as well.

772

01:42:21.110 --> 01:42:22.250

MaryJo Andersen, MultCo, (she/her): Next line.

773

01:42:24.760 --> 01:42:28.190

MaryJo Andersen, MultCo, (she/her): So the engagement phases there'll be 3 phases

774

01:42:28.767 --> 01:42:30.409

MaryJo Andersen, MultCo, (she/her): listening and learning

775

01:42:32.011 --> 01:42:37.360

MaryJo Andersen, MultCo, (she/her): and then we'll we'll be reflecting and diving in and then refining.

776

01:42:37.410 --> 01:42:40.169

MaryJo Andersen, MultCo, (she/her): So they want to hear from folks

777

01:42:40.200 --> 01:42:42.600

MaryJo Andersen, MultCo, (she/her): in East County.

778

01:42:42.620 --> 01:42:45.149

MaryJo Andersen, MultCo, (she/her): what what's happening and

779

01:42:45.210 --> 01:42:48.050

MaryJo Andersen, MultCo, (she/her): what what are potential solutions?

780

01:42:48.280 --> 01:42:54.810

MaryJo Andersen, MultCo, (she/her): So once we have some of that information we can present, then our

781

01:42:55.130 --> 01:42:58.599

MaryJo Andersen, MultCo, (she/her): final safety action plan next slide.

782

01:43:01.200 --> 01:43:12.110

MaryJo Andersen, MultCo, (she/her): So that's kind of the in a nutshell. What we're doing in the next chunk of time number of months. We're not exactly sure of the precise timing of it.

783

01:43:12.830 --> 01:43:13.450

MaryJo Andersen, MultCo, (she/her): But

784

01:43:14.514 --> 01:43:16.490

MaryJo Andersen, MultCo, (she/her): It's a really exciting project

785

01:43:16.962 --> 01:43:28.355

MaryJo Andersen, MultCo, (she/her): once we get the action plan completed and adopted, then we can actually go out for actual dollars to get projects built. So that's a really

786

01:43:29.380 --> 01:43:32.799

MaryJo Andersen, MultCo, (she/her): exciting project that we're embarking on. Now.



787

01:43:34.090 --> 01:43:35.709

MaryJo Andersen, MultCo, (she/her): are there any questions?

788

01:43:45.570 --> 01:43:46.500

MaryJo Andersen, MultCo, (she/her): Okay? Beth.

789

01:43:47.450 --> 01:43:48.569

Andrew Holtz: Valerie, go ahead!

790

01:43:50.272 --> 01:43:54.960

Valerie Schiller: Maybe you said this, Mary Jo and I missed it, but are, is there a particular

791

01:43:55.439 --> 01:44:01.280

Valerie Schiller: criteria for a project that would or would not. Fall under the

792

01:44:01.490 --> 01:44:04.010

Valerie Schiller: pastries for all grant.

793

01:44:05.060 --> 01:44:11.400

MaryJo Andersen, MultCo, (she/her): So we're really gonna be looking at our our roadway systems as systems

794

01:44:11.440 --> 01:44:17.180

MaryJo Andersen, MultCo, (she/her): rather than like a one off, we're gonna fix this bridge type of thing. It's really about

795

01:44:17.390 --> 01:44:33.286

MaryJo Andersen, MultCo, (she/her): creating safer streets. So some of the things that you might see around Portland are under the vision 0 program that will be more akin to the things that we'll do. So learning learning about

796

01:44:35.150 --> 01:44:41.337

MaryJo Andersen, MultCo, (she/her): like corridors that need improvements where we can do like lighting.

797

01:44:42.390 --> 01:44:47.263

MaryJo Andersen, MultCo, (she/her): they're not necessarily completely rebuilding things. But

798

01:44:48.631 --> 01:44:55.638

MaryJo Andersen, MultCo, (she/her): I'm really hoping to fold in quite a bit of what I've learned through safe routes to school, and what happens around our schools

799

01:44:56.050 --> 01:45:03.946

MaryJo Andersen, MultCo, (she/her): that there'll be some policies and things that can be adopted to improve safety around schools.

800

01:45:04.680 --> 01:45:12.139

MaryJo Andersen, MultCo, (she/her): so I'm excited about that, because I feel like. That's something I've been working on for 6 years that maybe we'll be able to

801

01:45:12.270 --> 01:45:15.739

MaryJo Andersen, MultCo, (she/her): actually have some system-wide improvements.

802

01:45:24.830 --> 01:45:29.845

Andrew Holtz: Hey? I don't see any other hands up. Yeah, I'll be looking forward to updates on what.

803

01:45:30.960 --> 01:45:34.360

Andrew Holtz: specifically, you're developing what you hear and

804

01:45:34.700 --> 01:45:37.149

Andrew Holtz: what you're thinking about putting in these plans.

805

01:45:39.240 --> 01:45:40.080

MaryJo Andersen, MultCo, (she/her): Thanks.

806

01:45:42.050 --> 01:45:43.340

Andrew Holtz: Cool, and then

807

01:45:44.898 --> 01:45:55.011

Andrew Holtz: does any. So if that, I think we would say we jumped around. But I think we've checked off everything except open share. If anybody has anything else

808

01:45:55.590 --> 01:45:56.530

Andrew Holtz: or we can

809

01:45:57.280 --> 01:45:58.770

Andrew Holtz: go home early.

810

01:46:00.990 --> 01:46:18.189

Andrew Holtz: I do. Wanna make sure that we put in a shout out. I I would think it's safe to say that John is the farthest flung attendee we have ever had at a like Ted meeting, so couldn't get much farther flung.

811

01:46:18.190 --> 01:46:20.049

MaryJo Andersen, MultCo, (she/her): Really impressive, John.

812

01:46:20.050 --> 01:46:20.550

Andrew Holtz: Yeah.

813

01:46:21.235 --> 01:46:21.920

MaryJo Andersen, MultCo, (she/her): That's.

814

01:46:21.920 --> 01:46:26.932

Andrew Holtz: That's I. I don't. If I were on a bike trip around Taiwan, I don't know if I would have taken time to.

815

01:46:27.150 --> 01:46:28.379

MaryJo Andersen, MultCo, (she/her): It didn't check.

816

01:46:28.380 --> 01:46:29.540

Andrew Holtz: Again, but it's very cool.

817

01:46:29.540 --> 01:46:30.630

John Russell, PE: Yeah, thank you, Greg.

818

01:46:30.820 --> 01:46:34.309

John Russell, PE: I called into another local meeting yesterday.

819

01:46:34.480 --> 01:46:42.909

John Russell, PE: and it works out any other time. Wouldn't it work? But 6 o'clock is 9 9 am. Here, so it's like I just crawled out of a hammock on the

820

01:46:43.000 --> 01:46:45.879

John Russell, PE: east coast here, looking over the Pacific Ocean.

821

01:46:45.940 --> 01:46:53.029

John Russell, PE: gave me 2 more hours to enjoy the view, and and hear about some of the good things. Good reason to come back home. I've still got out 2 more weeks, so.

822

01:46:53.030 --> 01:46:53.790

MaryJo Andersen, MultCo, (she/her): Oh, cool!

823

01:46:53.790 --> 01:47:03.570

John Russell, PE: Great to hear from everyone. Maybe I'll have some fun pictures. The bike infrastructure here is is amazing honestly compared to all the places that I've been second, probably only to the Netherlands.

824

01:47:05.120 --> 01:47:05.680

MaryJo Andersen, MultCo, (she/her): Wow!

825

01:47:06.980 --> 01:47:08.310

MaryJo Andersen, MultCo, (she/her): How cool?

826

01:47:08.310 --> 01:47:16.530

Andrew Holtz: Yeah, no, that would be great. I mean, I I would love to even put that on an agenda, you know, whatever the high points are, if there, especially if there are treatments

827

01:47:16.720 --> 01:47:22.190

Andrew Holtz: that they do there, that you don't see much of here that that might be considered.

828

01:47:22.960 --> 01:47:39.370

John Russell, PE: Yeah, it's really interesting. And I'd be happy to talk about it in more detail, because I'm I'm going to be talking about it with some of my coworkers as well. But yeah, just bike lanes everywhere, because the prevalence of a little mopeds and scooters. They're really moped lanes that you get to bike in there you really see an individual bike only Lane.

829

01:47:39.790 --> 01:47:48.499

John Russell, PE: but as a result you'll oftentimes have boulevards where you have 2 car lanes. I've seen roads that have 2 scooter lanes, and then even a bike lane and a pedestrian lane. It's just

830

01:47:48.630 --> 01:47:52.889

John Russell, PE: just yeah. It's it's really amazing. I'll have to share some pictures when I get back

831

01:47:56.760 --> 01:47:57.460

John Russell, PE: home.

832

01:48:00.570 --> 01:48:01.290

Andrew Holtz: Cool

833

01:48:02.187 --> 01:48:05.649

Andrew Holtz: last call for other comments, and

834

01:48:06.570 --> 01:48:07.430

Andrew Holtz: not

835

01:48:07.630 --> 01:48:10.939

Andrew Holtz: seeing any. I think we can

836

01:48:10.970 --> 01:48:13.570

Andrew Holtz: wrap it up for this month, and

837

01:48:13.720 --> 01:48:20.469

Andrew Holtz: and again greetings to the the visitors, who checked in. Always good to have other people always happy to have

838

01:48:20.610 --> 01:48:22.020

Andrew Holtz: folks drop in.

839

01:48:22.060 --> 01:48:31.360

Andrew Holtz: It is a public meeting, and then we'll hear about whether the next meeting is actually in 3 dimensions at the county building.

840

01:48:31.800 --> 01:48:33.250

Andrew Holtz: That's going to be a shock.

841

01:48:33.700 --> 01:48:35.468

MaryJo Andersen, MultCo, (she/her): Is shocker for us.

842

01:48:37.262 --> 01:48:43.859

Andrew Holtz: Alright! Well, great enjoy the the fading light here, and the morning light in Taiwan.

843

01:48:46.120 --> 01:48:47.878

MaryJo Andersen, MultCo, (she/her): Thank you. Everyone. Good night.