

## April 9, 2025 BPCAC Meeting Zoom Transcript

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WEBVTT

1

00:00:02.200 --> 00:00:03.329

MaryJo Andersen, MultCo (she/her): There we go.

2

00:00:04.170 --> 00:00:06.639

MaryJo Andersen, MultCo (she/her): Do you wanna go ahead and give those zoom guidelines.

3

00:00:10.200 --> 00:00:12.899

Oscar R - He/Him, Multco Meeting Support: Yeah, I'm just having a bit of a problem with

4

00:00:19.520 --> 00:00:21.470

Oscar R - He/Him, Multco Meeting Support: alright good afternoon, everyone.

5

00:00:22.590 --> 00:00:26.820

Oscar R - He/Him, Multco Meeting Support: My name is Oscar. I use he him pronouns, and I'm here to provide meeting support.

6

00:00:27.280 --> 00:00:30.589

Oscar R - He/Him, Multco Meeting Support: Here's a quick review of the guidelines for today's meeting.

7

00:00:30.710 --> 00:00:40.990

Oscar R - He/Him, Multco Meeting Support: It is a high priority for Multnomah County transportation to provide the clearest path to equitable distribution and accessibility of all materials for this meeting.

8

00:00:41.370 --> 00:00:52.099

Oscar R - He/Him, Multco Meeting Support: Along with the monthly agenda we provide a zoom, quick reference, guide and links to other resources to prepare you for this meeting as well as access to any materials available before the meeting

9

00:00:52.840 --> 00:01:07.209

Oscar R - He/Him, Multco Meeting Support: closed. Captioning is activated. We do ask everyone to wait until the end of the presentation for questions and comments, unless otherwise directed. I am available via the chat feature during the meeting. If you need Zoom Meeting assistance.

10

00:01:08.830 --> 00:01:12.640

Oscar R - He/Him, Multco Meeting Support: Enjoy today's meeting back to you, Mary Jo.

11

00:01:13.320 --> 00:01:18.606

MaryJo Andersen, MultCo (she/her): Thank you so much. I'll go ahead and give the land acknowledgement and welcome to Irini and Joel.

12

00:01:19.390 --> 00:01:34.230

MaryJo Andersen, MultCo (she/her): Multnomah County rests on the stolen lands of the Multnomah, Kathlama, and Clackamas, bands of the Chinook Indian nation, the Tualatin, Kailapuya, the Malala, and many others along the Columbia river

13

00:01:34.650 --> 00:01:40.010

MaryJo Andersen, MultCo (she/her): this country is built on stolen, indigenous land, and built by stolen African people.

14

00:01:40.140 --> 00:01:52.710

MaryJo Andersen, MultCo (she/her): 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.

15

00:01:53.040 --> 00:02:09.010

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

16

00:02:09.229 --> 00:02:15.579

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.

17

00:02:41.590 --> 00:02:42.640

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

18

00:02:43.448 --> 00:02:50.250

MaryJo Andersen, MultCo (she/her): I was hoping a couple more people would join. But I do want to let everyone know that we.

19

00:02:50.610 --> 00:03:00.107

MaryJo Andersen, MultCo (she/her): your screen, might look different tonight. We have changed our format instead of just a general free for all Zoom Meeting

20

00:03:00.860 --> 00:03:04.540

MaryJo Andersen, MultCo (she/her): we have changed it to Webinar format.

21

00:03:04.730 --> 00:03:09.911

MaryJo Andersen, MultCo (she/her): and this means that you will all be promoted to

22

00:03:10.720 --> 00:03:17.204

MaryJo Andersen, MultCo (she/her): I'm gonna let maybe Trini or Oscar explain it a little more. But this will hopefully

23

00:03:18.090 --> 00:03:26.030

MaryJo Andersen, MultCo (she/her): cut back on having any bad actors. People that we don't know join us and cause chaos.

24

00:03:26.690 --> 00:03:37.689

MaryJo Andersen, MultCo (she/her): That will just be our own chaos is happening. So Trini is here, and Oscar is here to maybe give a few more pointers on how that all works.

25

00:03:37.930 --> 00:03:40.110

Oscar R - He/Him, Multco Meeting Support: Yeah, Tony is helping us

26

00:03:41.160 --> 00:03:44.528

Oscar R - He/Him, Multco Meeting Support: manage the participants for the meeting today.

27

00:03:45.690 --> 00:03:49.700

Oscar R - He/Him, Multco Meeting Support: yeah, basically, we've gone from a Zoom Meeting.

28

00:03:49.990 --> 00:03:50.840

Oscar R - He/Him, Multco Meeting Support: Huh?

29

00:03:52.780 --> 00:03:57.690

Oscar R - He/Him, Multco Meeting Support: Way of doing things to the Zoom Webinar format

30

00:03:58.673 --> 00:04:01.590

Oscar R - He/Him, Multco Meeting Support: and the change was to

31

00:04:02.060 --> 00:04:13.929

Oscar R - He/Him, Multco Meeting Support: upgrade the security of the meeting. This way we have a better control of who gets in and out of the meeting, and what they're able to do. We were.

32

00:04:14.280 --> 00:04:19.612

Oscar R - He/Him, Multco Meeting Support: I don't know if Art, if you were here when we had someone

33

00:04:20.579 --> 00:04:25.110

Oscar R - He/Him, Multco Meeting Support: take control of the meeting couple of meetings ago. And it started.

34

00:04:26.620 --> 00:04:33.189

Oscar R - He/Him, Multco Meeting Support: it just got really out of control with some really offensive stuff. That was

35

00:04:33.540 --> 00:04:40.489

Oscar R - He/Him, Multco Meeting Support: we could not control. And it wasn't just a matter of being able to have one person

36

00:04:42.600 --> 00:04:51.490

Oscar R - He/Him, Multco Meeting Support: removed from the meeting, because once they had control, they were able to control who got in. And it was like various hackers all at one time hacking this

37

00:04:52.178 --> 00:04:58.570

Oscar R - He/Him, Multco Meeting Support: so the webinar feature just basically allows for us to

38

00:04:59.170 --> 00:05:06.839

Oscar R - He/Him, Multco Meeting Support: quote unquote promote people who come into the meeting. So there are attendees attendees.

39

00:05:07.620 --> 00:05:11.139

Oscar R - He/Him, Multco Meeting Support: Well, there are attendees and panelists. Panelists

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00:05:11.340 --> 00:05:21.309

Oscar R - He/Him, Multco Meeting Support: are going to be your facilitator. And anybody who is here to do a presentation as well as members of the committee.

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00:05:21.620 --> 00:05:22.420

Oscar R - He/Him, Multco Meeting Support: Oh.

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00:05:22.620 --> 00:05:42.560

Oscar R - He/Him, Multco Meeting Support: and you know, if we get notification anyone else that they would like to attend the meeting and be able to participate in it as a panelist. Attendees are going to be other people on our contact list who, are notified about the meeting, but are not going to be in a

43

00:05:43.239 --> 00:05:53.870

Oscar R - He/Him, Multco Meeting Support: position to present or to participate as members, so attendees can listen and watch. They cannot be heard

44

00:05:53.990 --> 00:05:57.900

Oscar R - He/Him, Multco Meeting Support: or be seen unless we invite

45

00:05:58.170 --> 00:06:02.459

Oscar R - He/Him, Multco Meeting Support: as a panelist or a facilitator.

46

00:06:02.600 --> 00:06:03.460

Oscar R - He/Him, Multco Meeting Support: 2

47

00:06:04.730 --> 00:06:12.610

Oscar R - He/Him, Multco Meeting Support: respond to something, and then one of us, either trainee or myself, would give them permission to be able to do that.

48

00:06:14.550 --> 00:06:18.870

Oscar R - He/Him, Multco Meeting Support: But basically yes, it just adds a higher level of security to our meetings.

49

00:06:19.400 --> 00:06:21.730

Oscar R - He/Him, Multco Meeting Support: Oh, better control of it.

50

00:06:27.300 --> 00:06:31.850

Oscar R - He/Him, Multco Meeting Support: and we are getting used to it ourselves, so they may be

51

00:06:32.360 --> 00:06:34.910

Oscar R - He/Him, Multco Meeting Support: kinks, and how we do stuff

52

00:06:40.820 --> 00:06:42.119

Oscar R - He/Him, Multco Meeting Support: back to you, Marjo.

53

00:06:44.510 --> 00:06:52.289

MaryJo Andersen, MultCo (she/her): Thanks so much. I think I will from this point hand it actually hand it over to Andrew.

54

00:06:52.910 --> 00:06:55.050

Andrew Holtz: Okay, alright, do we have?

55

00:06:55.760 --> 00:07:02.150

Andrew Holtz: Well, we. So we don't have anybody waiting for public comment. Right.

56

00:07:02.880 --> 00:07:05.370

Andrew Holtz: unless there are any committee members

57

00:07:06.020 --> 00:07:09.129

Andrew Holtz: who wanted to chime in during the public comment period.

58

00:07:12.100 --> 00:07:14.430

Andrew Holtz: Okay, then we'll move on.

59

00:07:15.200 --> 00:07:18.493

Andrew Holtz: I didn't prepare a formal chair report. Only thing

60

00:07:19.000 --> 00:07:23.526

Andrew Holtz: kind of of note since our last meeting. I was on a work trip

61

00:07:24.010 --> 00:07:43.140

Andrew Holtz: to London, and got delayed for 4 days on the return, because of the Heathrow fire which turned out to be a good thing, because I get to spend a long weekend down at Brighton on the coast, and rent an e-bike and ride along the white cliffs of Brighton. So

62

00:07:44.320 --> 00:07:46.180

Andrew Holtz: it's a fun biking experience.

63

00:07:46.780 --> 00:07:51.879

Andrew Holtz: and it was all on paths. So I didn't have to worry about if I was on the right or the wrong side of the street.

64

00:07:53.170 --> 00:07:57.500

Andrew Holtz: So that's that's my chair. Report is international banking.

65

00:07:58.230 --> 00:08:06.559

Andrew Holtz: We can skip over Number 4 on the agenda because, we're still don't have the meeting minutes finalized

66

00:08:06.870 --> 00:08:11.380

Andrew Holtz: for March, so we'll take care of that at a later meeting, which means we can

67

00:08:12.320 --> 00:08:16.089

Andrew Holtz: move right ahead into the safety update.

68

00:08:16.090 --> 00:08:16.610

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

69

00:08:17.100 --> 00:08:20.270

MaryJo Andersen, MultCo (she/her): Well, I'm here. I'm here now. Cause Arini.

70

00:08:20.270 --> 00:08:20.590

Andrew Holtz: Oh!

71

00:08:20.590 --> 00:08:28.022

MaryJo Andersen, MultCo (she/her): I was gonna leave be the host for the meeting for me, and I do not have a fatality report and our

72

00:08:28.950 --> 00:08:33.239

MaryJo Andersen, MultCo (she/her): my other safety updates will be in my staff updates.

73

00:08:33.470 --> 00:08:38.710

MaryJo Andersen, MultCo (she/her): So just things have been a little bit little bit chaotic.

74

00:08:38.710 --> 00:08:39.150

Andrew Holtz: Okay.

75

00:08:39.159 --> 00:08:41.539

MaryJo Andersen, MultCo (she/her): So we didn't quite get that one done today.

76

00:08:41.949 --> 00:08:48.089

Andrew Holtz: I don't see Ryan Rucker on yet. We're running ahead of schedule, so I imagine

77

00:08:48.689 --> 00:08:55.249

Andrew Holtz: if he's not in the waiting room, then do we want to

78

00:08:55.649 --> 00:08:59.809

Andrew Holtz: swap things around and go right to safer Sandy.

79

00:09:07.660 --> 00:09:11.310

MaryJo Andersen, MultCo (she/her): I'm gonna send Ryan a message.

80

00:09:11.560 --> 00:09:15.760

Andrew Holtz: Yeah, I mean, if he's able to hop right on, we can get to him. But if he wants to

81

00:09:17.670 --> 00:09:21.930

Andrew Holtz: wait, I mean we are 15 min 17 min ahead of schedule.

82

00:09:23.530 --> 00:09:27.099

Andrew Holtz: We could do the safer, Sandy, and then come back to the test, drilling.

83

00:09:40.340 --> 00:09:42.220

MaryJo Andersen, MultCo (she/her): Oscar, your hands up!

84

00:09:42.750 --> 00:09:52.640

Oscar R - He/Him, Multco Meeting Support: Oh, okay, I just wanted to mention a couple of other things attendees also have limited ability to chat with other people

85

00:09:53.344 --> 00:10:04.360



Oscar R - He/Him, Multco Meeting Support: using the chat feature, and if you are an attendee and not a panelist, you will need to raise your hand if you want to respond or make a comment on something.

86

00:10:24.160 --> 00:10:30.817

Andrew Holtz: What do you think, Mary Joe? Should we go ahead on with safer Sandy, and, if necessary, for Ryan's schedule? We could,

87

00:10:32.290 --> 00:10:35.210

MaryJo Andersen, MultCo (she/her): We could either do that or we could do my staff report.

88

00:10:35.210 --> 00:10:35.710

Andrew Holtz: Oh, okay.

89

00:10:35.710 --> 00:10:37.910

MaryJo Andersen, MultCo (she/her): Maybe that'll be easier to interrupt.

90

00:10:37.910 --> 00:10:38.580

Andrew Holtz: All right.

91

00:10:39.520 --> 00:10:40.429

Andrew Holtz: Let's do that. Then.

92

00:10:40.830 --> 00:10:46.980

MaryJo Andersen, MultCo (she/her): Okay, sorry, Oscar and Trini, jumping around on you.

93

00:10:49.900 --> 00:10:50.220

MaryJo Andersen, MultCo (she/her): Oops!

94

00:10:50.220 --> 00:10:51.890

Oscar R - He/Him, Multco Meeting Support: Yeah. Hold on.

95

00:10:52.890 --> 00:10:54.996

MaryJo Andersen, MultCo (she/her): I have the wrong date on my presentation.

96

00:10:56.680 --> 00:10:57.360

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

97

00:11:11.897 --> 00:11:13.780

Oscar R - He/Him, Multco Meeting Support: Which presentation are you doing now?

98

00:11:14.030 --> 00:11:16.129

MaryJo Andersen, MultCo (she/her): This is staff updates.

99

00:11:16.340 --> 00:11:18.460

MaryJo Andersen, MultCo (she/her): Do you want me to go ahead and share my screen?

100

00:11:21.160 --> 00:11:23.830

Oscar R - He/Him, Multco Meeting Support: Yeah. Could you do that? Bye, sure.

101

00:11:26.170 --> 00:11:31.440

MaryJo Andersen, MultCo (she/her): Oh, I'm not quite there, and I said I needed to send.

102

00:11:31.670 --> 00:11:32.089

Oscar R - He/Him, Multco Meeting Support: There you go!

103

00:11:32.090 --> 00:11:33.320

MaryJo Andersen, MultCo (she/her): A request.

104

00:11:40.550 --> 00:11:47.130

MaryJo Andersen, MultCo (she/her): Alright, now, that's good cause. I got to change the date to the correct date.

105

00:11:48.160 --> 00:11:57.049

MaryJo Andersen, MultCo (she/her): Alright. So I'm gonna review our work plan our annual work plan and you can see where we where we are

106

00:11:57.220 --> 00:11:59.270

MaryJo Andersen, MultCo (she/her): and where we're going.

107

00:11:59.848 --> 00:12:18.219

MaryJo Andersen, MultCo (she/her): Last meeting we had Alta, and we also talked more about this work plan, and we had our poll, our live poll. Tonight we have safer, Sandy, with Arini and one of the topics that you voted on with the poll? Is the earthquake

108

00:12:18.783 --> 00:12:25.440

MaryJo Andersen, MultCo (she/her): Randy Barnside bridge test shaft drilling that happened so Ryan will be here for that

109

00:12:26.537 --> 00:12:36.600

MaryJo Andersen, MultCo (she/her): and then May will be pretty busy. We've got the Gresham Tsp, and we're hoping that we'll have summer construction updates

110

00:12:36.700 --> 00:12:47.679

MaryJo Andersen, MultCo (she/her): in June. We are going to have an in person meeting at the Multnomah Building. We will have Alta will be at the meeting to review our

111

00:12:47.780 --> 00:12:59.800

MaryJo Andersen, MultCo (she/her): transportation, Safety action, plan, project, selection, and also review our virtual open house, and we also get an update for the earthquake ready. Burnside Bridge.

112

00:13:00.823 --> 00:13:04.286

MaryJo Andersen, MultCo (she/her): and then the second half of the year.

113

00:13:05.030 --> 00:13:31.279

MaryJo Andersen, MultCo (she/her): we? We don't know what's gonna happen at which meeting but it looks like we have a pretty good list of things to do. Sometimes we do cancel our meetings in July and or August. Usually in September. We have an in person tour, so I think we will have some things to look at in East County, and we can kind of meet out somewhere, and I can get the band like we've done before.

114

00:13:31.864 --> 00:13:36.820

MaryJo Andersen, MultCo (she/her): And then we'll also be looking for some letters of support from the committee.

115

00:13:36.950 --> 00:13:41.960

MaryJo Andersen, MultCo (she/her): So last meeting we talked about in the poll that we were doing.

116

00:13:42.080 --> 00:13:55.850

MaryJo Andersen, MultCo (she/her): We had 8 members present, and we asked if people were interested in informational presentations, and we got 7 yeses and one yes, no kind of depending on what the

117

00:13:56.541 --> 00:14:22.000

MaryJo Andersen, MultCo (she/her): presentations were so with that kind of caveat, I would say, if there are informational presentations that you are not interested in, you are not required to attend the meeting. Just let us know that you won't be able to make it. But we are going to use your votes, your votes matter. So we did 17 different projects.

118

00:14:22.230 --> 00:14:43.140

MaryJo Andersen, MultCo (she/her): and these were our high scoring projects. I kind of clustered. The bridge projects together there at the top. The 3 bridge projects and we with with the 8 members, we had a 0 to 5. So 40 would have been a top score for people's interest. And you can see how how people voted

119

00:14:43.779 --> 00:14:54.560

MaryJo Andersen, MultCo (she/her): and then, after the 3 bridge projects, I have the different projects by score from the highest being gorge

120

00:14:54.840 --> 00:15:04.299

MaryJo Andersen, MultCo (she/her): the earthquake ready test shaft which is tonight our legislative session, Ada curb ramp improvements.

121

00:15:04.430 --> 00:15:10.349

MaryJo Andersen, MultCo (she/her): East County signal upgrades, and the Troutdale Second Street Bridge Project.

122

00:15:10.730 --> 00:15:21.980

MaryJo Andersen, MultCo (she/her): The other projects that did not score as high, so we probably won't have presentations on them. We'll maybe just add them to my staff. Updates are the Troutdale culvert.

123

00:15:22.710 --> 00:15:25.989

MaryJo Andersen, MultCo (she/her): the Troutdale traffic signal replacement.

124

00:15:26.430 --> 00:15:29.240

MaryJo Andersen, MultCo (she/her): The Gleason Street water quality.

125

00:15:29.500 --> 00:15:44.500

MaryJo Andersen, MultCo (she/her): Rural rural transit projects that we have going. Cochrane road work. The Germantown speed reader signs the Reader Road project out on Savi Island and trimet service updates.

126

00:15:44.800 --> 00:16:10.259

MaryJo Andersen, MultCo (she/her): Then the other question that we asked folks was, if you're interested in sharing your email with the other members. So from time to time members ask for each other's addresses, and we had of this 8 people we had 7 yeses and one no. So since it wasn't unanimous I think, for now we will. If you have information you want to

127

00:16:10.420 --> 00:16:17.479

MaryJo Andersen, MultCo (she/her): pass to the other members, you can send it to myself and or Oscar for distribution.

128

00:16:19.330 --> 00:16:33.890

MaryJo Andersen, MultCo (she/her): Also, I'm so sad that Greg isn't here because we have a really exciting follow up from our previous meeting and from other meetings where we have discussed the speed limit on Marine Drive. It's been something that Greg has brought up over time.

129

00:16:34.070 --> 00:16:40.009

MaryJo Andersen, MultCo (she/her): And so, thanks to Allison, this got dug into a little bit more deep.

130

00:16:40.140 --> 00:16:58.340

MaryJo Andersen, MultCo (she/her): and the country, the county section of Marine Drive. The speed zone ends at the Gresham line. There, at the top left of the map, and our section that has no signage right now would thus be 55 miles an hour since it's considered

131

00:16:59.188 --> 00:17:01.779

MaryJo Andersen, MultCo (she/her): I guess a rural road.

132

00:17:01.990 --> 00:17:16.180

MaryJo Andersen, MultCo (she/her): So what we're going to do, thank you. Allison is requesting a speed study from Odot, and we did this a couple of years ago on Savi island, and it takes about a year, and one of our engineers, Steven, has been assigned to the task.

133

00:17:16.480 --> 00:17:26.210

MaryJo Andersen, MultCo (she/her): and in looking at the other sections of Marine drive in the Portland section. It's 40 miles an hour. So that's the furthest west.

134

00:17:26.470 --> 00:17:48.690

MaryJo Andersen, MultCo (she/her): And in the Gresham section, which is the next section that abuts to our section. It's 45. So we're hopeful that we'll get to match Gresham's 45 mile per hour speed limit with this speed study. So yay, we're actually going to do something. So that's really I was pretty excited and very grateful that we're bumping that up

135

00:17:49.020 --> 00:18:07.660

MaryJo Andersen, MultCo (she/her): also in terms of the other updates that we have right now safe routes to school. Bike works by pair is leading spring walk and roll events and bike and scooter education lessons. The new coordinator at Centennial District has started.

136

00:18:07.790 --> 00:18:10.439

MaryJo Andersen, MultCo (she/her): His name is Ian. So there's

137

00:18:10.720 --> 00:18:29.830

MaryJo Andersen, MultCo (she/her): a fair amount of momentum happening right now, with spring is always a great time for safe routes to school. There is a out at Butler Creek elementary. They're building a whole new housing development. So they have a new road going through the front of their school that's like, opened this week.

138

00:18:30.050 --> 00:18:33.179

MaryJo Andersen, MultCo (she/her): So we're working a lot on circulation out there.

139

00:18:33.530 --> 00:18:35.509

MaryJo Andersen, MultCo (she/her): Andrew, did you have a question.

140

00:18:37.970 --> 00:18:40.745

Andrew Holtz: Yeah, just recent

141

00:18:42.110 --> 00:18:56.239

Andrew Holtz: bit of evidence for the importance of trying to control speeds on marine drive at a friend of mine was out riding there, and one of the rapid Flash beacon crossings. I think it was. There's 1 around 140th or something.

142

00:18:56.490 --> 00:19:04.690

Andrew Holtz: and he hit that 2 cars came to a nice stop, and then a semi plowed into them

143

00:19:05.080 --> 00:19:09.239

Andrew Holtz: could not, was going too fast, not paying attention.

144

00:19:09.710 --> 00:19:18.200

Andrew Holtz: was not unable to. Fortunately, nobody hurt just fender Bender damage. But yeah. So maybe you know.

145

00:19:18.450 --> 00:19:26.339

Andrew Holtz: eliminating that gap in the reduced speed limits would help everybody realize you know, slow the F down.

146

00:19:28.310 --> 00:19:35.410

MaryJo Andersen, MultCo (she/her): Yeah, wow, yep. And so then also, our

147

00:19:35.520 --> 00:19:39.309

MaryJo Andersen, MultCo (she/her): transportation safety Action plan is moving along.

148

00:19:40.076 --> 00:19:53.070

MaryJo Andersen, MultCo (she/her): We're planning for the next phase of community outreach which will be in June and July. And we're we're just getting our 1st list of some of the project suggestions

149

00:19:53.500 --> 00:20:02.500

MaryJo Andersen, MultCo (she/her): coming up later this month is oats. The active Oregon active Transportation Summit, which will be down by Lloyd Center this year.

150

00:20:02.650 --> 00:20:07.519

MaryJo Andersen, MultCo (she/her): Probably those of you who are interested will probably already be there.

151

00:20:08.671 --> 00:20:19.990

MaryJo Andersen, MultCo (she/her): And then I'm gonna share this and let Allison speak a little bit to the upcoming regional, flexible funding allocation also known as Rafa

152

00:20:20.080 --> 00:20:47.620

MaryJo Andersen, MultCo (she/her): Metro has a comment period open through April 30, th and if you go to the link that's up here, you'll see this little what I put here on the right of this slide. Step one, a 1 survey is transit projects, and then the step. 2 survey are the general projects, and we will be applying for

153

00:20:47.992 --> 00:20:52.650

MaryJo Andersen, MultCo (she/her): some projects through that, so I'll let Allison fill. Fill you in on that.

154

00:20:55.300 --> 00:21:22.820

Allison Boyd, Multnomah County: Yeah. So we applied. So the step one, a 1 really, really great naming is a new component that to the regional, flexible funds allocation this year that Metro runs where the region is talking about potentially doing a project bond that would be targeted for transit related projects.

155

00:21:22.930 --> 00:21:45.649

Allison Boyd, Multnomah County: So as part of that we applied for the transit components of our earthquake ready Burnside Bridge, to be considered for receiving some of that bond money, so that is being discussed right now by elected officials at the regional tables. And

156

00:21:47.380 --> 00:21:53.936

Allison Boyd, Multnomah County: I think you're switching between screens. There, Mary Jo, or so we are.

157

00:21:55.340 --> 00:22:18.990

Allison Boyd, Multnomah County: we are applying. So we applied for that. We are one of 5 projects remaining under consideration to receive some of that project bond funding the Joint Policy Committee on transportation, and the Metro Council will be making decisions on which projects will receive that bonds money in

158

00:22:19.600 --> 00:22:28.000

Allison Boyd, Multnomah County: July. And so right now, there's the public comment period that they'll be considering those comments as they continue discussions up until July.

159

00:22:28.000 --> 00:22:52.929

Allison Boyd, Multnomah County: So if you are on the stakeholder list for earthquake ready, Burnside Bridge, you might have already received an email that has more information about how to comment. There's an opportunity to provide testimony at the upcoming Jpac. That's that joint policy transportation committee meeting this month. You can provide written testimony if you'd like

160

00:22:52.930 --> 00:22:57.661

Allison Boyd, Multnomah County: like so we have some information on that we can share. And then

161

00:22:58.040 --> 00:23:23.490

Allison Boyd, Multnomah County: there's also the survey that you can fill out on the website that's through April 30.th So that's 1 component. You'll also find on there that they have other projects that are under consideration. So like one of them is the 80 Second Avenue Transit Project. There's the TV Highway Transit Project. There's Montgomery Streetcar, and then there's a project on Sunrise Highway.

162

00:23:23.490 --> 00:23:38.259

Allison Boyd, Multnomah County: And then for the step 2 section, that's the usual funding source that we use for a lot of our active transportation projects. It comes around every 3 years, and we try to apply for funding each time.

163

00:23:38.260 --> 00:24:01.200

Allison Boyd, Multnomah County: Right now we are using a Rafa grant to do the work on Sandy that Arini is going to talk about in a little bit. So that's an important source of funding for us to be able to add better bike and pedestrian infrastructure. Right now we submitted a Grant application for that process for 223rd Avenue and

164

00:24:01.720 --> 00:24:30.300



Allison Boyd, Multnomah County: in the Fairview Wood village area. So that would be to do some planning and engineering work to figure out how we can continue to fill in gaps on that street where we have a need for either completely filling in a gap in bike, pet infrastructure or doing some more safety improvements to make those areas safer. So we're hoping that we will

165

00:24:30.430 --> 00:24:57.539

Allison Boyd, Multnomah County: be successful in getting that Grant. We scored very highly in the technical evaluation that they've done so far. So I think any public comments you want to submit on that project will help. Gresham also has a few projects in there. One is on the Gresham Fairview Trail, and one is on Halsey. I think so, feel free to go. Look up those projects in the survey, and.

166

00:24:57.540 --> 00:25:07.719

Allison Boyd, Multnomah County: you know, go ahead and submit some comments on that. The regional tables will be looking at all of those comments, and that'll be weighed in their decisions on which projects get funding.

167

00:25:09.100 --> 00:25:12.159

Allison Boyd, Multnomah County: So I'm happy to answer any questions. If you have any.

168

00:25:29.170 --> 00:25:33.199

MaryJo Andersen, MultCo (she/her): And from there, just that's the end of our

169

00:25:33.340 --> 00:25:41.309

MaryJo Andersen, MultCo (she/her): staff updates. And just another final reminder to put it in your calendar that we'll have an in person meeting.

170

00:25:41.500 --> 00:25:52.003

MaryJo Andersen, MultCo (she/her): Wednesday, June 11th Multnomah County Building, the same room as our December meeting, and this time the security will be expecting us.

171

00:26:01.890 --> 00:26:05.850

Andrew Holtz: Mary, Jo! Did you hear back from Brian.

172

00:26:06.670 --> 00:26:09.779

MaryJo Andersen, MultCo (she/her): I didn't. That's when I was clicking around. When when

173

00:26:10.600 --> 00:26:15.270

MaryJo Andersen, MultCo (she/her): Alison was talking, I was looking to see if he responded to my chat.

174

00:26:16.250 --> 00:26:17.969

MaryJo Andersen, MultCo (she/her): I have not heard from him.

175

00:26:17.970 --> 00:26:21.779

Andrew Holtz: Okay? Yeah. Cause now we're at the point that he was

176

00:26:22.060 --> 00:26:26.099

Andrew Holtz: expecting to join on the agenda. So maybe something came up.

177

00:26:29.110 --> 00:26:29.469

Arini Farrell, Multnomah County: So.

178

00:26:32.570 --> 00:26:36.089

Andrew Holtz: So we could either. I mean, yeah, with the only other things on the

179

00:26:36.650 --> 00:26:41.289

Andrew Holtz: agenda are the safer, Sandy, and then open share.

180

00:26:45.040 --> 00:26:46.050

Andrew Holtz: So

181

00:26:47.090 --> 00:26:57.609

Andrew Holtz: if you want to give them a does any? Does anybody have something they were hoping to bring up during open share? We want to spend a few minutes on that now to waiting. Give Ryan a little bit more time to come.

182

00:27:04.680 --> 00:27:08.550

Andrew Holtz: seen or rush to the microphone, so

183

00:27:09.740 --> 00:27:14.419

Andrew Holtz: I don't. I guess I don't want to just twiddle our thumbs. So

184

00:27:14.970 --> 00:27:19.979

Andrew Holtz: why don't we go ahead with the safer Sandy? And and if Ryan's schedule means that he

185

00:27:20.280 --> 00:27:24.630

Andrew Holtz: has to talk when he shows up. Then we can break and come back.

186

00:27:28.030 --> 00:27:32.780

Andrew Holtz: So, Arini, you want to, or Mary Jo, or.

187

00:27:33.010 --> 00:27:36.149

MaryJo Andersen, MultCo (she/her): Now I'm confused about who's doing the presentation.

188

00:27:36.634 --> 00:27:38.290

MaryJo Andersen, MultCo (she/her): Areni is safer, Sandy.

189

00:27:38.290 --> 00:27:38.710

Andrew Holtz: Okay.

190

00:27:38.710 --> 00:27:45.245

MaryJo Andersen, MultCo (she/her): She was, gonna be me, and safer, Sandy, but my vacation got messed up. So I'm here.

191

00:27:45.630 --> 00:27:46.080

Arini Farrell, Multnomah County: Don't mean.

192

00:27:46.080 --> 00:27:46.470

Andrew Holtz: Okay. Then.

193

00:27:47.267 --> 00:27:48.862

Arini Farrell, Multnomah County: To tonight.

194

00:27:49.660 --> 00:27:50.390

Andrew Holtz: Right.

195

00:27:50.820 --> 00:27:52.010

Andrew Holtz: Take it away.

196

00:27:52.500 --> 00:27:57.849

Arini Farrell, Multnomah County: Okay, I will do that, Oscar. Will you be able to share the screen or.

197

00:27:59.010 --> 00:28:00.029

Oscar R - He/Him, Multco Meeting Support: I will, one.

198

00:28:00.030 --> 00:28:00.937

Arini Farrell, Multnomah County: Oh, thank you.

199

00:28:01.626 --> 00:28:07.219

Arini Farrell, Multnomah County: And I apologize. I woke up this morning with a bit of a sore throat, so my voice is a little.

200

00:28:07.740 --> 00:28:11.049

Arini Farrell, Multnomah County: not as usual, but I'll try to

201

00:28:11.190 --> 00:28:18.209

Arini Farrell, Multnomah County: be as clear as I can, but I might just turn something off to just kind of clear my throat.

202

00:28:18.250 --> 00:28:41.599

Arini Farrell, Multnomah County: So I'm here to talk about safer Sandy, as an update to what I presented earlier this year. I'm really excited to bring some of the progress that we've made with the project and also invite you all to be part of the engagement campaign that we're going to be launching soon. So safer, Sandy, project. Update next slide, please.

203

00:28:46.970 --> 00:29:14.370

Arini Farrell, Multnomah County: So I just wanna touch base again, and that this project is to is a planning project that looks at the corridor as a whole from 201st to 230th and this project will look at the opportunities and kind of consider options for possibly adding crosswalks, improving street lightings. Identifying areas where there is kind of conflict points, or even just hearing from the public and what they would like

204

00:29:14.695 --> 00:29:38.109

Arini Farrell, Multnomah County: to see on Sandy. So I have a cough drop. It's not a gum. I'm trying to be as polite as possible, but just want to be transparent. So we really just kind of call it safe for Sandy, because we want everybody else to walk rolls, bike, take transit, whatever they need to use Sandy, and feel pretty safe about doing that. So next slide, please, Oscar.

205

00:29:41.280 --> 00:30:06.548

Arini Farrell, Multnomah County: So this is a project area. I believe I shared the last project map. But we got this updated to be a lot more centered. And it clarifies some of the major landmarks. That's for the project. So you can see if you're familiar, somewhat familiar with Fairview and Gresham, Boeing is on the far end of the project, so that there's actually a segment of Gresham that we're going to

206

00:30:06.890 --> 00:30:15.939

Arini Farrell, Multnomah County: That's going to be part of the project. And then all the way to 230, th where Fairview ends and Wood Village takes over next slide, please.

207

00:30:18.920 --> 00:30:31.739

Arini Farrell, Multnomah County: So this is just a project timeline. Overall. We're looking to bring it to bike Ped first, st and then we're gonna bring the same similar presentation to a moptuck

208

00:30:31.930 --> 00:30:33.410

Arini Farrell, Multnomah County: on Monday.

209

00:30:33.950 --> 00:30:37.559

Arini Farrell, Multnomah County: And we're using this as kind of like the

210

00:30:37.610 --> 00:30:52.634

Arini Farrell, Multnomah County: the front phase where we're going to talk about the data collection that we've been gathering. Talking about our consultants, Alta have been working really hard on putting together an existing conditions. Report that looks at the existing

211

00:30:53.060 --> 00:30:59.149

Arini Farrell, Multnomah County: kind of plans, and also stormwater or utility requirements that's on Sandy

212

00:30:59.180 --> 00:31:25.520

Arini Farrell, Multnomah County: to, and also the survey. And then this is also the phase that we're going to do the community engagement. So we're going to have a couple of pop ups events, community survey and some interviews. So throughout the project it will end all the way until ideally 2026 winter and there, I'll be coming in 2 more times for 2 more phases. So in the next phase that I'm going to come. I'm going to

213

00:31:25.520 --> 00:31:31.690

Arini Farrell, Multnomah County: be giving you some feedback that we got from the community, and some of the initial outcomes that we heard.

214

00:31:31.780 --> 00:31:44.719

Arini Farrell, Multnomah County: and just kind of more of that concrete concepts for Sandy. And then the last time the phase 3 is going to be kind of the revised scope based on the feedback that we get to the final plan.

215

00:31:44.820 --> 00:31:46.809

Arini Farrell, Multnomah County: So next slide, please.

216

00:31:53.250 --> 00:31:55.200

Arini Farrell, Multnomah County: The next slide, please, Oscar.

217

00:31:55.200 --> 00:32:02.441

Oscar R - He/Him, Multco Meeting Support: Sorry I was distracted. The fire alarms went out, and then and then they went off, so I didn't know whether to leave or not so

218

00:32:03.500 --> 00:32:04.890

Oscar R - He/Him, Multco Meeting Support: Hold on.

219

00:32:05.260 --> 00:32:08.210

Arini Farrell, Multnomah County: I can take over. If that's okay. Okay.

220

00:32:08.210 --> 00:32:09.310

Oscar R - He/Him, Multco Meeting Support: No, they went off.

221

00:32:09.310 --> 00:32:13.780

Arini Farrell, Multnomah County: Okay, it seems really stressful. So on January 20,

222

00:32:13.850 --> 00:32:28.889

Arini Farrell, Multnomah County: 28, th we did a walk audit. So a team of us, the consultants. Myself. Mary Jo also came Sarah Selden from the city of Fairview and Frank, who's a resident on Sandy.

223

00:32:28.960 --> 00:32:38.320

Arini Farrell, Multnomah County: We we walked from the whole project corridor, and we took some notes. And we also talk about, observe some of the areas.

224

00:32:38.360 --> 00:33:03.379

Arini Farrell, Multnomah County: one of them being some places in Sandy that we definitely don't feel safe in, so we can try to kind of pinpoint some of the the human touch that would feel so rather than just having a road audit, where it's all just data. We also want to bring it home for to us, and how we actually experience it. So we went through the corridor we found some really interesting things. There's a lot of kind of nuance, that

225

00:33:03.380 --> 00:33:14.829

Arini Farrell, Multnomah County: is that you can really only see when you're walking on, Sandy. You see kind of like where people actually walked on areas that doesn't have sidewalks and the patterns that they have.

226

00:33:14.870 --> 00:33:34.440

Arini Farrell, Multnomah County: And that was very interesting for us to take on. So with that being said, there's about 4 segments that got identified. This walk audit that we did. Alta came

up with a road audit report that identified not only our findings, but also compared it to past crash data, history.

227

00:33:34.620 --> 00:33:56.219

Arini Farrell, Multnomah County: and next slide, please, Oscar. So I'll walk through the 4 segments and some of the main findings that they found. I'm also very happy if you are interested to share the road audit document. That was pretty insightful for me, for Sandy and I can pass it on in a follow up email for you all to read.

228

00:33:56.400 --> 00:34:02.090

Arini Farrell, Multnomah County: But the 1st segment we looked at 201st and Ferry Parkway.

229

00:34:02.310 --> 00:34:04.560

Arini Farrell, Multnomah County: We walk through that whole corridor.

230

00:34:04.980 --> 00:34:06.670

Arini Farrell, Multnomah County: And next item, please.

231

00:34:07.840 --> 00:34:25.630

Arini Farrell, Multnomah County: there is different marks in the map about the different injuries that had happened throughout the years on that segment. But one of the main findings from the audit was that on January 2020 a person was killed by a motor vehicle.

232

00:34:25.630 --> 00:34:43.169

Arini Farrell, Multnomah County: There are also intermittent sidewalks available on Sandy. So they provided a history, and I'm sure you all already know, but with a 40 miles an hour speed limit. It presents a really kind of deadly safety risk in that segment of Sandy.

233

00:34:44.400 --> 00:34:46.949

Arini Farrell, Multnomah County: Next segment, please, Oscar.

234

00:34:51.610 --> 00:35:06.030

Arini Farrell, Multnomah County: And then we kept walking all the way from Ferry Parkway to Blossom Hill Road. So Blossom Hill Road doesn't sound significant, but it's actually the end of the Quail, hollow, mobile home Parks property line.

235

00:35:06.030 --> 00:35:24.849

Arini Farrell, Multnomah County: This is also why that's significant is because the second phase of Sandy is the construction portion, and what we will be able to construct on the next phase of this project. So Blossom Hill Road is the end of our project area for the next phase for construction.

236

00:35:24.850 --> 00:35:49.200

Arini Farrell, Multnomah County: and it fronts the Mobile home parks and also the Rv development that's in Fairview. It's also passing through some creeks. So there is quite a bit of a changing land use as you walk through that segment, and a very constrained road where there's not much space for pedestrians. That's also the space that for buses.

237

00:35:49.510 --> 00:35:54.819

Arini Farrell, Multnomah County: for people waiting for the buses, they would have to wait on the side of the road that was really risky.

238

00:35:55.060 --> 00:35:56.930

Arini Farrell, Multnomah County: Next slide, please.

239

00:36:00.910 --> 00:36:24.389

Arini Farrell, Multnomah County: So I do want to note that there is one intersection on this segment on Ferry Parkway and Sandy Boulevard. In this segment there's about 44 crashes in the past, and 18 of them was in this intersection. So that's a pretty significant number where the turning from the trucks and also from cars prevented.

240

00:36:24.900 --> 00:36:48.960

Arini Farrell, Multnomah County: caused a lot of conflicts in that point. So in this is really insightful. And in the next phase of the project I think we're going to take a look at the intersection a lot closer, based on the findings that we had, and we did as a group also stopped at every corner of the intersection, and we kind of did a gauge of how we all felt of comfortability being on that corner, and I think overall, we felt

241

00:36:49.330 --> 00:36:54.380

Arini Farrell, Multnomah County: I believe it was a score of a 6 out of 10, so it's not fully comfortable, but not.

242

00:36:55.050 --> 00:37:18.120

Arini Farrell, Multnomah County: It's something's not feeling right when we're standing in the corner of the intersection. There's also several bus stops that serve that residential area and east of Fairview. But there's not really sidewalks or places to cross on Sandy Boulevard, so that section is also the darker, shadier part of Sandy. So there's not a lot of visibility in this segment of Sandy. Next slide, please.

243

00:37:23.710 --> 00:37:31.209

Arini Farrell, Multnomah County: So Segment 3 is when we start moving into more of the residential part of Sandy, but it's also the part where

244

00:37:32.064 --> 00:37:34.610



Arini Farrell, Multnomah County: a lot more cars are speeding.

245

00:37:34.760 --> 00:38:01.250

Arini Farrell, Multnomah County: So what was interesting about the segment is the northern side, where there is the gated community and the new development to the next. That's on 223rd and Sandy. There are sidewalks on that gated community, but the other side of it has really limited with, and there's essentially no sidewalks at all on that side of the road. So as a pedestrian, you really need to walk on the northern.

246

00:38:01.250 --> 00:38:09.020

Arini Farrell, Multnomah County: where there is some sidewalk. There's also really big with right away. There's a whole lane that's

247

00:38:09.020 --> 00:38:28.990

Arini Farrell, Multnomah County: designated as a parking, but not parking zone, which is interesting to us to note, and, as you all know, when there is a wider width of road, it kind of encourages drivers to do speed on that segment, and in that North.

248

00:38:30.210 --> 00:38:41.150

Arini Farrell, Multnomah County: the northeastern side, the not northeastern sorry northwestern intersection of 2nd, 23rd and Sandy, there was an active development on that side. So when we actually did the road audit.

249

00:38:41.590 --> 00:38:54.410

Arini Farrell, Multnomah County: we had to cross through the southern side, and it was there was no no real safe way to to keep walking on Sandy. So that was an because that sidewalk was closed.

250

00:38:54.450 --> 00:39:15.110

Arini Farrell, Multnomah County: But it is important to know that there's a lot of development that's coming onto Sandy, which means there's going to be a lot more need of people who would be living in that corridor in the near term in the next few years to come, and 223rd is where a lot of traffic also move north to Blue Lake Park, but it's also

251

00:39:15.110 --> 00:39:32.820

Arini Farrell, Multnomah County: north to Knife River, which is a big kind of a rocking facility. So there's trucks and also a lot of traffic, and from the southern side of Fairview. There's also a lot of traffic from downtown Fairview coming up to 223rd. So it's a it's a pretty busy intersection

252

00:39:33.160 --> 00:39:35.720

Arini Farrell, Multnomah County: next slide, please.

253

00:39:37.010 --> 00:39:58.900

Arini Farrell, Multnomah County: So this picture is pretty. I'm pretty sure it's outdated. But I'll take another one sometime in the future. That's kind of showing the new development that's coming on to Sandy that I mentioned. There's going to be live work units that's going to be that's proposed in that new development. It is important to note that when I mentioned that there's no northern sidewalk.

254

00:39:58.920 --> 00:40:14.249

Arini Farrell, Multnomah County: there's also no crossings between 223rd and Ferry Parkway. So you people are really stuck to using the the northern side of Sandy. There's about 0 point 7 2 miles in between crossings

255

00:40:15.740 --> 00:40:17.180

Arini Farrell, Multnomah County: next slide, please.

256

00:40:20.070 --> 00:40:25.319

Arini Farrell, Multnomah County: So this part is the last leg of Sandy, which is 2 23rd to 2 30.th

257

00:40:25.500 --> 00:40:27.929

Arini Farrell, Multnomah County: This section, from 2, 23rd

258

00:40:28.270 --> 00:40:44.820

Arini Farrell, Multnomah County: to 2 30 is what you can't see from this photo is actually, it's a slope down and the width, the the right of way width on that slope down is pretty constricted. So there we would have.

259

00:40:44.820 --> 00:41:06.540

Arini Farrell, Multnomah County: and the end of 223rd is also Amazon, and another trucking facility. And north of it is a business industrial, manufacturing warehouse complex. So with that said there was quite a number of trucks that were moving either from Ferry Parkway to 23, rd or moving through Sandy, going down the hill, with not a lot of space

260

00:41:06.760 --> 00:41:25.550

Arini Farrell, Multnomah County: for pedestrian or cyclists to use that doesn't impede on the trucks site, or even the the when we were crossing that side a truck had to almost fully stop. So we can walk through the creek past the creek, because there's just not enough space.

261

00:41:25.690 --> 00:41:26.959

Arini Farrell, Multnomah County: So next slide.

262

00:41:29.560 --> 00:41:48.820

Arini Farrell, Multnomah County: I think that's what I'm trying to show you. So we were walking in Single lane. That's before the truck came. So when the truck finally came down. That's when he the driver, had to slow down a lot and almost stop. But I this is a sunny day, too, so we're pretty fortunate, but I can imagine, during a cloudy day, or maybe

263

00:41:48.820 --> 00:42:04.409

Arini Farrell, Multnomah County: in the evening, that wouldn't be the most ideal place to walk along the corridor, and that is, that section is also the one with the most with, for pedestrians to use the other side is a lot more constricted, and there's not really any space at all.

264

00:42:04.490 --> 00:42:16.060

Arini Farrell, Multnomah County: So I do want to bring that out. Petty John Park is the creek that is, in the middle of that segment. There's not really an access for that park. So we're going to take a look at

265

00:42:16.390 --> 00:42:23.409

Arini Farrell, Multnomah County: an opportunity for that part to be a stormwater management area, or some some ways to kind of

266

00:42:23.860 --> 00:42:35.280

Arini Farrell, Multnomah County: use. For the future. But the slope and the terrain really constricts the modes to be all shared. On this side, on the segment of Sandy

267

00:42:36.327 --> 00:42:43.880

Arini Farrell, Multnomah County: and like, I said, because of as a straight roadway, it really encourages high speed. On that segment

268

00:42:44.210 --> 00:42:45.619

Arini Farrell, Multnomah County: next slide, please.

269

00:42:48.770 --> 00:43:06.799

Arini Farrell, Multnomah County: So with that, said that was the finding from the road. Audit I I will be sharing that with you and Mayor Joe Mayor Joe let me know if I should forward it to everybody, or if you just want me to forward it to you, and then anyone who's interested can let her know. But.

270

00:43:06.800 --> 00:43:08.129

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

271

00:43:09.390 --> 00:43:16.379

Arini Farrell, Multnomah County: That sounds good. The public engagement campaign that we're trying to do right now, I believe I mentioned we

272

00:43:16.980 --> 00:43:19.753

Arini Farrell, Multnomah County: go back one more. Yes, thank you.

273

00:43:20.873 --> 00:43:35.030

Arini Farrell, Multnomah County: We're going to do a big push on May 7, th to let the community know about what our project is, what their experience on Sandy, really asking people how they they feel on the road.

274

00:43:35.120 --> 00:44:01.699

Arini Farrell, Multnomah County: There's going to be a raffle for \$50 gift card for people who do file, who do fill out the survey. We're going to do some social media posts, some mailers and postcards. Fairview has a monthly newsletter that's tied to their utility bills. So we're going to include that in that some lawn signs and just a big push to get people to fill out the online survey.

275

00:44:01.720 --> 00:44:22.699

Arini Farrell, Multnomah County: So I do have the draft of the online survey that I can walk through. It with us. Just to kind of get a 1st glimpse. Because you guys are the bike pet committee, and I want to make sure that you guys get to see what we do. So the survey itself is going to be hosted by our consultant enviro issues.

276

00:44:22.800 --> 00:44:45.109

Arini Farrell, Multnomah County: They'll be providing kind of an interactive map along with the survey and also just a project area map. So the 1st questions that we would have is like, how do you feel walking on, Sandy? Do you feel safe, unsafe, or you don't walk because you don't feel safe. And if you want to scroll down Oscar.

277

00:44:46.614 --> 00:44:51.160

Arini Farrell, Multnomah County: similar questions about how do you feel about bicycling on?

278

00:44:51.300 --> 00:44:54.490

Arini Farrell, Multnomah County: Do you think you can zoom in a little bit more, please

279

00:45:04.110 --> 00:45:05.650

Arini Farrell, Multnomah County: might be a little better.

280

00:45:07.920 --> 00:45:26.709

Arini Farrell, Multnomah County: we try to make that also survey short and to the point. So our residents doesn't feel kind of overwhelmed. We really just want to ask people if they can spend some time. So how do you feel about transit? One of them being fit, safe and unsafe, or they don't feel like they use transit because it's not available for them.

281

00:45:27.350 --> 00:45:52.999

Arini Farrell, Multnomah County: And then the last part is also not the last part. But the 4th question was about driving in Sandy, we realized, because of the trash crash data. It's not only just to ask drivers if they feel safe, but it's also how they intersect with the pedestrians. So we put 2 questions on how, if it's difficult to see people crossing the street, or if it's difficult to make

282

00:45:53.000 --> 00:46:04.729

Arini Farrell, Multnomah County: left turns across traffic because of the speeding that happens which makes it difficult to see people. So those are the questions. And then for 5 and 6, there's going to be an interactive map

283

00:46:04.890 --> 00:46:11.450

Arini Farrell, Multnomah County: to ask people, and they can fill in where they want to go on. Sandy Andrew, do you have a question.

284

00:46:11.450 --> 00:46:15.550

Andrew Holtz: Yeah, I was just wondering on the mechanics of that survey, like of the driving

285

00:46:15.750 --> 00:46:21.630

Andrew Holtz: question, do they rank? How safe they feel? And then

286

00:46:21.970 --> 00:46:31.589

Andrew Holtz: separately mark whether they experience one of those 2 things about people hard to see people or hard to turn? Or do they

287

00:46:32.350 --> 00:46:38.859

Andrew Holtz: just get 2 choices where that one of them is for their level of comfort, and the other one is to pick one of the 2

288

00:46:39.220 --> 00:46:40.850

Andrew Holtz: specific issues.

289

00:46:41.170 --> 00:46:48.080

Arini Farrell, Multnomah County: Good question. We thought about pick up to 3, unless it says, Pick up to to.

290

00:46:48.080 --> 00:46:52.049

Andrew Holtz: The well, this draft says, Yeah, I it seems to me

291

00:46:53.680 --> 00:46:57.300

Andrew Holtz: I don't know. I would think it makes sense to to

292

00:46:58.150 --> 00:47:02.659

Andrew Holtz: answer. You know what? How do you feel about the safety level for yourself?

293

00:47:02.890 --> 00:47:10.410

Andrew Holtz: And then somehow separately, say, do you experience one of these things? And you know, if it's just 2 options, say, you know.

294

00:47:10.830 --> 00:47:17.650

Andrew Holtz: are, are these are these things concerns of yours? So break up that question because it

295

00:47:17.940 --> 00:47:20.440

Andrew Holtz: the level of personal safety?

296

00:47:20.910 --> 00:47:24.390

Andrew Holtz: And then those other things seem like kind of separate issues.

297

00:47:25.850 --> 00:47:44.899

Arini Farrell, Multnomah County: Yeah, that's a good feedback. That's why I also want to talk to you guys about it. I will make that as a note, so breaking up that question of personal safety, and then also understand that people who are driving, you know want to make sure that other people who are using the road are also safe.

298

00:47:44.900 --> 00:47:51.030

Andrew Holtz: Yeah. And you know, maybe I mean, I hate to do too many open ended things because that makes it hard to.

299

00:47:51.060 --> 00:47:51.650

Arini Farrell, Multnomah County: Thanks.

300

00:47:51.650 --> 00:47:55.740

Andrew Holtz: Harder to analyze. But it might be something like.

301

00:47:55.980 --> 00:48:01.129

Andrew Holtz: you know. Do you experience any of these things? You know? Hard to see people

302

00:48:01.280 --> 00:48:11.089

Andrew Holtz: hard to make left turns and consider whether you want to have an other with a text response to collect things that maybe you didn't think of.

303

00:48:12.950 --> 00:48:14.029

Arini Farrell, Multnomah County: Yeah. True.

304

00:48:16.560 --> 00:48:18.309

Arini Farrell, Multnomah County: Any other comments. So far.

305

00:48:26.730 --> 00:48:28.010

Oscar R - He/Him, Multco Meeting Support: Looks like Ryan's here.

306

00:48:28.860 --> 00:48:43.080

Arini Farrell, Multnomah County: Okay, I'll try to wrap it up so Ryan can get on. Yeah. So 2 of them will be maps. And then the 7th question will just be kind of general concerns. Choose up to 3

307

00:48:43.210 --> 00:48:51.990

Arini Farrell, Multnomah County: including kind of bus access by planes one of it being like the safety questions.

308

00:48:52.150 --> 00:48:59.939

Arini Farrell, Multnomah County: So we can take another look further. Now, this is kind of the demographic questions that's pretty

309

00:49:00.060 --> 00:49:05.079

Arini Farrell, Multnomah County: to ask people where they are from and their background.

310

00:49:06.500 --> 00:49:13.100

Arini Farrell, Multnomah County: and I think that's about it. We kind of want to keep it as short as possible. So there's a lot more feedback.

311

00:49:13.520 --> 00:49:36.090

Arini Farrell, Multnomah County: and it's not much of a burden for people. So going back to the engagement campaign, in addition to the online survey that we'll be doing, we'll be doing some in-person interviews with local community leaders going to community conversations with the hoas and also doing some canvassing on Sandy. So next slide, please, Oscar.

312

00:49:38.090 --> 00:49:54.879

Arini Farrell, Multnomah County: so community conversations that we're planning to go. So we have identified. There's different groups that's on Sandy that regularly meets. Or maybe that's a place of really important for us to get some feedback, which is one of them. Quail, hollow the

313

00:49:55.190 --> 00:50:22.022

Arini Farrell, Multnomah County: the 55, and up community that's on Sandy, the Slavic Evangelical Church. We'll also have some Russian and Ukrainian interpreter for that. We're looking to see if we can have a pop up event at Walmart, and just a tabling event, with possibly donuts or little prizes, to get people to do the survey and walk through it with us with an interpreter. The local church, Townsend farm, which is

314

00:50:22.490 --> 00:50:32.850

Arini Farrell, Multnomah County: like a berry manure, not a berry manure, a a berry farming like manufacturing plant.

315

00:50:32.850 --> 00:50:34.330

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

316

00:50:34.330 --> 00:50:46.660

Arini Farrell, Multnomah County: There you go. I can't find the right word, because it's not manual. You can't manufacture berries like that. But yes, packaging plants. But there's a lot of seasonal workers there. So there is a big.

317

00:50:46.870 --> 00:51:01.520

Arini Farrell, Multnomah County: I would like to see how they've been using Sandy and crossing the street, or just kind of a big population that we can get feedback on. And then a local community group called natural leaders, who are pretty active in Fairview and Wood Village.

318

00:51:01.650 --> 00:51:21.109

Arini Farrell, Multnomah County: So in addition to that, we're going to do some one-on-one interviews with some members who are like the Quail Hollow, on-site manager, Reynolds District District Transportation director, Hiro, who's the play East Recreation coordinator, and also with village mayor

319

00:51:21.190 --> 00:51:33.857

Arini Farrell, Multnomah County: and some other male, and one of them also is Janet Jarvis who is in the Oregon Trucking Association. So we're trying to get a holistic approach of the people who use Sandy and what their

320

00:51:34.690 --> 00:51:37.590

Arini Farrell, Multnomah County: feedback would be. So next slide, please, Oscar.

321



00:51:39.885 --> 00:51:50.249

Arini Farrell, Multnomah County: So this is a preview of the postcard that we'll be sending to the residents in the area. There's going to be the QR. Code for the survey

322

00:51:50.370 --> 00:52:07.100

Arini Farrell, Multnomah County: and then the back of it. Next slide. Please ask her. It didn't fit into one slide is going to be a Spanish version of that. So in one postcard, it's English and Spanish so, and then there's also a section on Ukrainian right on the bottom.

323

00:52:07.620 --> 00:52:13.040

Arini Farrell, Multnomah County: just as a disclaimer that it's available in Ukrainian and available in Russian, too.

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00:52:13.740 --> 00:52:17.280

Arini Farrell, Multnomah County: And next, I think that might be it. Yep.

325

00:52:17.880 --> 00:52:30.919

Arini Farrell, Multnomah County: So most of this stuff is going to be available on the website. I haven't uploaded it yet, so don't take a look at it. But I'm giving you a preview of what's going on by May 7.th And if you're interested in

326

00:52:31.170 --> 00:52:36.689

Arini Farrell, Multnomah County: please spreading the news, I would really appreciate that, or whatever you like to do.

327

00:52:36.860 --> 00:52:42.620

Arini Farrell, Multnomah County: But I really appreciate your feedback, Andrew, on the survey questions that was informative.

328

00:52:43.160 --> 00:52:44.430

Arini Farrell, Multnomah County: Any questions.

329

00:52:56.970 --> 00:53:01.479

Andrew Holtz: Thanks. Yeah. I hope that community engagement that it's a lot of work. But

330

00:53:01.720 --> 00:53:05.319

Andrew Holtz: yeah, I think that's that's what you have to do to get people who don't normally

331

00:53:05.670 --> 00:53:08.070

Andrew Holtz: raise their hands and raise a ruckus.

332

00:53:09.840 --> 00:53:10.550

Andrew Holtz: Good.

333

00:53:11.660 --> 00:53:13.219

Arini Farrell, Multnomah County: Alright. Thank you. Guys.

334

00:53:14.200 --> 00:53:15.230

Andrew Holtz: Thanks, Arini

335

00:53:18.290 --> 00:53:24.539

Andrew Holtz: cool. Then we can jump back now to to Ryan. Welcome!

336

00:53:25.000 --> 00:53:27.669

Andrew Holtz: Tell us about that big hole you punched.

337

00:53:27.850 --> 00:53:31.360

Ryan Rucker: Yeah, thanks for having me sorry I was a little late. There.

338

00:53:31.360 --> 00:53:35.459

Andrew Holtz: That's okay. We were able to flip things around and move right along. So

339

00:53:35.600 --> 00:53:37.270

Andrew Holtz: good to have you on board. Now.

340

00:53:37.270 --> 00:53:40.270

Ryan Rucker: Yeah, alright. Let me see if I can.

341

00:53:42.400 --> 00:53:44.849

Ryan Rucker: Oh, is someone else sharing for me.

342

00:53:47.070 --> 00:53:48.850

Andrew Holtz: Oscar tends to be the one in.

343

00:53:48.850 --> 00:53:49.540

Ryan Rucker: Oh, okay.

344

00:53:49.540 --> 00:53:51.520

Andrew Holtz: Doing the slides. If you want to.

345

00:53:51.630 --> 00:53:54.501

Ryan Rucker: Alright. Yep, that sounds good. Okay.

346

00:53:55.550 --> 00:54:02.503

Ryan Rucker: So these slides are a little dated because we've since completed the test shaft. But

347

00:54:03.040 --> 00:54:21.219

Ryan Rucker: I guess quick introduction for those who have not seen me here before. I'm Ryan Rucker, one of the engineers with the Multnomah County specifically on the Eqr project, and then during the test shaft, I was the Pm. Kind of leading the efforts from the county and owner side. So

348

00:54:21.620 --> 00:54:36.049

Ryan Rucker: some of you probably asked this question. Here on this slide, you know, hey? What's going on over there on the waterfront park? Because there was a lot of activity for about a month and a half 2 months that had a lot of people scratching their heads so

349

00:54:36.900 --> 00:54:37.840

Ryan Rucker: next slide

350

00:54:44.610 --> 00:54:45.300

Ryan Rucker: right?

351

00:54:47.740 --> 00:54:49.180

Ryan Rucker: See if I can.

352

00:54:50.560 --> 00:54:54.380

Ryan Rucker: There we go. Okay. So kind of a project. Summary.

353

00:54:54.850 --> 00:55:00.610

Ryan Rucker: Gonna talk about like 4 major phases of this project. The 1st one is design. So

354

00:55:01.124 --> 00:55:12.040

Ryan Rucker: we did. A this is a test shaft. But in in the, in the engineering terms it's called a drilled shaft. So this is essentially the

355

00:55:12.150 --> 00:55:22.539

Ryan Rucker: deep foundations that we'd use on a bridge. We built this bridge, or we built this drilled shaft. Similar to the design shafts that we'll see

356

00:55:23.130 --> 00:55:32.810

Ryan Rucker: on the new bridge, so same diameter, approximately the same distance down into the ground. So this one specifically was 10 feet

357

00:55:33.336 --> 00:55:59.279

Ryan Rucker: and it was about 125 feet into the ground, and you'll see that kind of, you know, varies throughout the throughout the length of the bridge. When we're in the water it'll be significantly shallower. But some of the shafts that are on the west side of the bridge those will be fairly deep to be able to hit soil. That is you know, has enough bearing capacity to support the bridge during a seismic event

358

00:56:01.263 --> 00:56:27.826

Ryan Rucker: location. So kind of like we showed on the 1st slide. So the the location was in the waterfront. This point was selected because it kind of represented the soil layering that we found across the entire length of the bridge. So they determined this location, and there was a location in the water. Obviously because of construction means and methods. We chose to do the park just out of ease.

359

00:56:28.670 --> 00:56:45.339

Ryan Rucker: kind of leading up to some of the drilled shaft efforts. They did some geotechnical boring, so you probably saw some crews later towards the evening, doing a lot of borings on the bridge itself and around the bridge.

360

00:56:45.841 --> 00:56:51.979

Ryan Rucker: Just to kind of, you know. See what this soil layering looks like and what we could expect.

361

00:56:55.764 --> 00:57:00.009

Ryan Rucker: One of the last phases of this is construction. So

362

00:57:00.130 --> 00:57:06.569

Ryan Rucker: with a drilled shaft. A lot of different crews and a lot of different specialties working together.

363

00:57:07.012 --> 00:57:17.010

Ryan Rucker: I love the image on the left because it kind of, you know, really easily depicts kind of the 5 major stages that we go through in constructing a drill shaft.

364

00:57:17.010 --> 00:57:18.889

Oscar R - He/Him, Multco Meeting Support: Excuse me, Ryan. Yeah.

365

00:57:19.360 --> 00:57:25.740

Oscar R - He/Him, Multco Meeting Support: I'm not advancing the slides unless you tell me to advance it, so I'm not sure that we're seeing what you're saying.

366

00:57:27.500 --> 00:57:28.959

Ryan Rucker: Oh, you guys aren't seeing.

367

00:57:29.150 --> 00:57:31.350

Oscar R - He/Him, Multco Meeting Support: No, no, we're not seeing your presentation.

368

00:57:31.350 --> 00:57:35.560

John Russell, PE: I'm able to see Ryan's screen. There's multiple tabs.

369

00:57:36.040 --> 00:57:36.859

MaryJo Andersen, MultCo (she/her): See it.

370

00:57:37.920 --> 00:57:40.630

Oscar R - He/Him, Multco Meeting Support: Okay, never mind. I thought.

371

00:57:41.310 --> 00:57:43.360

Ryan Rucker: Is it? Is it the Powerpoint.

372

00:57:43.540 --> 00:57:49.469

Oscar R - He/Him, Multco Meeting Support: No, no, it's you're fine. I I thought I was doing the slide advancing so.

373

00:57:49.470 --> 00:57:52.999

Ryan Rucker: Yeah, I guess the question for everyone else. Are they seeing?

374

00:57:53.950 --> 00:57:55.380

Ryan Rucker: Are they seeing the Powerpoint.

375

00:57:58.000 --> 00:58:00.900

John Russell, PE: See the the project, summary construction.

376

00:58:01.210 --> 00:58:05.029

Ryan Rucker: Okay, perfect. Alright. I just wanna make sure everyone can see that.

377

00:58:05.030 --> 00:58:09.119

Trini Leslie: In the comments in the chat. Valerie says she cannot see it.

378

00:58:09.430 --> 00:58:15.319

Valerie Schiller: Yeah, I can. I can only see the opening slide that says test shaft and the beat.

379

00:58:15.560 --> 00:58:21.359

John Russell, PE: Okay, I'm seeing tabs at the top. This is new to zoom to me, but there's.

380

00:58:22.550 --> 00:58:23.509

Ryan Rucker: Here? Why don't I.

381

00:58:23.510 --> 00:58:25.760

John Russell, PE: One that, says Oscar, and one that says Ryan.

382

00:58:26.640 --> 00:58:29.799

Ryan Rucker: Cool. Alright, let me stop sharing. And then.

383

00:58:30.480 --> 00:58:35.840

Ryan Rucker: Oscar, why don't you share just cause? Maybe there's some

384

00:58:36.250 --> 00:58:39.100

Ryan Rucker: some lag that's coming from my setup.

385

00:58:39.700 --> 00:58:43.283

Oscar R - He/Him, Multco Meeting Support: Okay, I'm on the test shaft

386

00:58:43.970 --> 00:58:45.310

Ryan Rucker: Oh, I see. Okay. So they.

387

00:58:45.310 --> 00:58:46.789

Oscar R - He/Him, Multco Meeting Support: I'm on. Slide 2.

388

00:58:46.790 --> 00:58:48.260

Ryan Rucker: Yeah. Okay.

389

00:58:49.322 --> 00:58:58.690

Ryan Rucker: Yeah. If you wanna progress to slide. Was it 6 or project summary construction?

390

00:59:03.290 --> 00:59:12.870

Ryan Rucker: Oh, back one more. Oh, there you go. Okay, these were a little out of order. We'll go back one here in a second. But so kind of going over construction.

391

00:59:13.350 --> 00:59:16.109

Ryan Rucker: so these are the steps that we?

392

00:59:18.910 --> 00:59:26.899

Ryan Rucker: Okay, there we go alright. These are the steps that we went through and and constructing this drilled shaft.

393

00:59:27.990 --> 00:59:43.819

Ryan Rucker: typically, start out with casing insulation. So this is where we would set something similar to what you see on the right side. There you would typically set an oversized casing just to protect the soil, protect from anything caving in

394

00:59:44.922 --> 00:59:47.870

Ryan Rucker: to your excavation as you go down.

395

00:59:48.160 --> 01:00:04.859

Ryan Rucker: Next portion is going to be the drilling. Now, drilling is going to also involve phase one. So as you're drilling down in this case, we used an oscillator which has teeth at the end of the casing, and it just slowly, with brute force.

396

01:00:05.347 --> 01:00:17.540

Ryan Rucker: Uses the power of the oscillator, which is at the bottom of that picture, so you can kind of see it? It's got a grasp of that casing, and it just slowly rotates it and pushes it into the ground

397

01:00:17.890 --> 01:00:27.449

Ryan Rucker: as it's drilling further and further down that big clamshell that you see at the top of the casing that goes down into the excavation

398

01:00:27.580 --> 01:00:33.160

Ryan Rucker: and pulls out any loose soil into the next phase

399

01:00:33.800 --> 01:00:46.430

Ryan Rucker: that's where we'll install the reinforcement cage. There's a few photos of that coming up. It was approximately 135 feet long, so a little bit longer than the drilled shaft that we

400

01:00:47.058 --> 01:00:51.241

Ryan Rucker: had in the ground. And that's typical. Because typically these

401

01:00:51.870 --> 01:01:01.119

Ryan Rucker: these foundations or safes are actually going to be tied to pile caps or other structural elements. So it's pretty typical to have rebar extend

402

01:01:01.310 --> 01:01:04.190

Ryan Rucker: past the end of the drilled shaft.

403

01:01:04.510 --> 01:01:14.920

Ryan Rucker: and then, following the placement of the reinforcement, we would lay concrete into the shaft. We did that on a weekend. It took one day to fill

404

01:01:15.582 --> 01:01:18.960

Ryan Rucker: the entire 125 foot length, roughly.

405

01:01:19.700 --> 01:01:25.239

Ryan Rucker: 400 cubic yards of concrete. So it was a very busy day. A lot of people

406

01:01:25.420 --> 01:01:27.980

Ryan Rucker: moving around and doing a lot of good stuff.

407

01:01:28.452 --> 01:01:32.969

Ryan Rucker: And then phase 5 this is the last portion. So once you're concrete.

408

01:01:33.080 --> 01:01:34.870

Ryan Rucker: once you have it placed.

409

01:01:35.010 --> 01:02:02.105

Ryan Rucker: as that concrete is settling. You have to keep a specific head on the concrete. So that's an amount of concrete above where you're actually laying it? Then you would slowly retract that casing until it's completely out of the ground. And you guys will be able to see that here at the end of the presentation we have a time lapse Video, that I'll share with you, and you can kind of see all this happen in a very quick snapshot of time.

410

01:02:02.950 --> 01:02:17.730



Ryan Rucker: but yeah, the big thing about the test shaft that really helped us as a team. Is it? Is it? Confirmed a lot of construction practices. So a lot of these things with drilled shafts and a lot of other aspects of the bridge.

411

01:02:17.990 --> 01:02:26.429

Ryan Rucker: It's it's it's based on design, but it's refined through means and methods. So what does the contractor do

412

01:02:26.690 --> 01:02:55.466

Ryan Rucker: to, or or what can they approve upon on how they're building it? So kind of this kind of got everyone into those motions, how it might look like on the actual project itself. So really help refine those processes. It's also allowing us to do a lot of refinement and design. So recently, we went through a large Ve study which is value engineering ways to save costs where

413

01:02:56.329 --> 01:03:20.900

Ryan Rucker: where we can save it. And because of the testing that we did, we found that we could actually reduce the reduce the lengths of the shafts. So that's, you know, really helped out our team, you know, if you're not drilling as deep, and you're not placing that extra rebar and concrete all of that on on top of man. Hours and things like that really helps save costs on the project. So

414

01:03:23.400 --> 01:03:28.349

Ryan Rucker: let's see, let's go back. One slide, Oscar, just so I can touch on testing.

415

01:03:30.780 --> 01:03:32.384

Ryan Rucker: Thank you. So

416

01:03:33.230 --> 01:03:49.912

Ryan Rucker: testing is kind of the final phase. So what you see here? That's that. So this big casing that you see on the left hand side? That's the casing that I referenced in phase one. So this is this is that oversized piece of steel that they placed around the bore or around the

417

01:03:50.400 --> 01:03:52.440

Ryan Rucker: around the drilled shaft to keep

418

01:03:52.950 --> 01:04:05.579

Ryan Rucker: things from kind of caving back in but they place a lot of these testing apparatuses within the test shaft so that we could test 2 things, one's bearing capacity. So that's how much weight

419

01:04:05.750 --> 01:04:10.969

Ryan Rucker: this shaft can endure before it actually punctures through it.

420

01:04:11.120 --> 01:04:23.019

Ryan Rucker: And the other one is skin friction. And that's how the soil grabs the shaft to prevent it from shifting up or down. And those are 2 really key components when you're doing design

421

01:04:23.160 --> 01:04:43.499

Ryan Rucker: for anything seismic related, because that's the kind of motion that you're going to see in your structure. So that's what we were doing here. So you see, an array of about 12 tubes around. Those are what we called csl tubes. So cross sonic logging tubes. And essentially what it does is, it helps us

422

01:04:45.080 --> 01:04:48.569

Ryan Rucker: determine the structural integrity of the concrete.

423

01:04:49.200 --> 01:04:52.710

Ryan Rucker: And basically, what you do is you fill them up with water.

424

01:04:52.890 --> 01:04:56.469

Ryan Rucker: and then you'll connect 2 adjoining tubes

425

01:04:56.670 --> 01:05:07.219

Ryan Rucker: with a probe and send waves through it, and if you're sending waves through these tubes, and if the waves look similar, then you know that the concrete between the 2

426

01:05:07.460 --> 01:05:29.809

Ryan Rucker: has filled in. There's no large cavities, there's no large voids or anything like that, and we can do the same thing with the thermal testing that's listed here. Same kind of principle. You can use heat through these tubes and through these wires, and help determine if there's any voids, or if you see any variances in the strength of concrete.

427

01:05:30.000 --> 01:05:33.959

Ryan Rucker: And the last major test that we did. And this is the picture that's on the right.

428

01:05:34.636 --> 01:05:37.409

Ryan Rucker: It's called a load test. So essentially.

429

01:05:37.650 --> 01:05:47.930

Ryan Rucker: we would pump a pressure into the load cell assemblies, which I'll show here in a few pictures. But essentially, it's in a large array of rams.

430

01:05:48.140 --> 01:05:50.300

Ryan Rucker: and we pump it up to

431

01:05:50.480 --> 01:05:56.520

Ryan Rucker: astronomical pressures and try to quite literally push the shaft out of the ground.

432

01:05:57.070 --> 01:06:03.080

Ryan Rucker: So these rams we I think we got to about 34,000 kips

433

01:06:03.480 --> 01:06:06.169

Ryan Rucker: of force in the shaft, which.

434

01:06:06.300 --> 01:06:31.819

Ryan Rucker: if you guys are familiar with Kit, you know that's a thousand pounds. So 34,000 of those. It was a lot of pressure that we put into this test shaft. So that's what it's kind of shown here on the right is all the different pumps and apparatuses that we have tied to this thing, really trying to push it to failure. Because if we do something of that nature in the test that can really

435

01:06:32.291 --> 01:06:37.589

Ryan Rucker: show us. You know, how far can we push the elements on the actual bridge? So

436

01:06:39.880 --> 01:06:44.749

Ryan Rucker: with that, we'll kind of get into the pictures portion. But I'll kind of stop, because I'm

437

01:06:44.890 --> 01:06:47.789

Ryan Rucker: guessing. That's probably a lot of information. And I wanna

438

01:06:48.000 --> 01:06:52.280

Ryan Rucker: take any questions if there's any there.

439

01:06:59.780 --> 01:07:00.560

Ryan Rucker: All right.

440

01:07:01.830 --> 01:07:07.229

Ryan Rucker: -Oh, Oscar, do you want to share again?

441

01:07:13.470 --> 01:07:17.610

Ryan Rucker: Perfect? Alright. Yeah. If you want to go down a couple of slides

442

01:07:23.400 --> 01:07:26.070

Ryan Rucker: perfect. So kinda

443

01:07:28.320 --> 01:07:36.400

Ryan Rucker: there you go. Yep. Early activities perfect. So really, everything kind of started with a with a clear worksite.

444

01:07:37.920 --> 01:07:40.960

Ryan Rucker: They basically ripped out the 1st

445

01:07:41.120 --> 01:07:46.509

Ryan Rucker: a couple feet of the existing ground because a lot of it was considered contaminated

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01:07:46.700 --> 01:08:03.939

Ryan Rucker: or hazardous. So they ripped that out, put down a lot of tree protection trunk protection engineered soil just to, you know. Start on a clean level 0. And then we started building cranes so you can kind of see that there on the right we

447

01:08:04.080 --> 01:08:10.899

Ryan Rucker: had 2 extremely large cranes, one for drilling, and then one as a support crane, for when we hoisted up

448

01:08:11.617 --> 01:08:26.239

Ryan Rucker: the large reinforcement cage there on the right, on the right picture on the right hand side. That is, the Malcolm crew installing a vibration monitor. So

449

01:08:26.460 --> 01:08:33.819

Ryan Rucker: if you weren't aware, there's a large Cso. Pipe that runs underneath the west side of the river. I think it's a 12 foot pipe.

450

01:08:35.270 --> 01:08:45.909

Ryan Rucker: It was built some time ago, but because of all the drilling activities and all the work that we were doing in the Park. We wanted to make sure that these activities wouldn't disrupt

451

01:08:46.010 --> 01:08:52.340

Ryan Rucker: or disturbed that structure, and we also wanted to use it as kind of tracking. What kind of

452

01:08:52.490 --> 01:09:07.529

Ryan Rucker: shaking and vibration this would cause just in the soil generally, so that we could get a better understanding of that, for when we're drilling shafts, maybe near a historical building like on the west hand side, or on the far East Side. So

453

01:09:08.800 --> 01:09:09.760

Ryan Rucker: next slide.

454

01:09:13.290 --> 01:09:15.529

Ryan Rucker: all right, constructing the cage. So

455

01:09:15.939 --> 01:09:21.390

Ryan Rucker: again, like I mentioned. This cage is 135 feet long, so 10 feet longer

456

01:09:21.933 --> 01:09:33.229

Ryan Rucker: then the shaft that we built it was built with number 18 bar, which is about an inch and a quarter, so these bars are extremely massive they were bundled.

457

01:09:33.410 --> 01:09:40.581

Ryan Rucker: It took probably a good 6 weeks just to build this thing from start to finish.

458

01:09:41.580 --> 01:09:51.520

Ryan Rucker: But a lot of steel and a lot of Rebar went into to constructing this cage to be able to resist those forces that I mentioned a couple of slides ago.

459

01:09:52.646 --> 01:09:53.939

Ryan Rucker: Next slide.

460

01:09:56.845 --> 01:10:04.669

Ryan Rucker: Here's that load cell assembly. So this is what I had mentioned before. Those rams that are pushing against the shaft.

461

01:10:05.585 --> 01:10:30.880

Ryan Rucker: this is that array. So we had. We had 2 of them. One was at the very bottom of the shaft, and the other one was 20 feet offset up the shaft from that one, and that essentially, let us play with different arrays of forces and making the shaft go under, go under different reactions, and we could kind of play them against each other just to see how the concrete and steel and everything

462

01:10:31.867 --> 01:10:37.050

Ryan Rucker: reacted to those really large forces that were put into this system.

463

01:10:39.160 --> 01:10:41.220

Ryan Rucker: Let's see next slide

464

01:10:44.340 --> 01:10:50.210

Ryan Rucker: all right preparation for drilling. So this is a couple of days before we actually started drilling.

465

01:10:50.763 --> 01:11:03.109

Ryan Rucker: This is there on the left. This is them connecting the 2 te the 2 cages together, just to make sure all the final ties and everything meshed well, and all the

466

01:11:03.420 --> 01:11:10.870

Ryan Rucker: all of the testing apparatuses were were in alignment after they did that, and they confirmed everything was good to go.

467

01:11:11.040 --> 01:11:24.389

Ryan Rucker: They broke it down into 2 sections just to make it easier to lift? Obviously, because it's a, you know, just a ton of weight. It just makes it easier on the crane. So then they separated them again in preparation for setting them in the cage

468

01:11:25.580 --> 01:11:26.750

Ryan Rucker: next slide.

469

01:11:30.240 --> 01:11:34.429

Ryan Rucker: and then drilling operations. So drilling took roughly 3 days.

470

01:11:35.122 --> 01:11:37.360

Ryan Rucker: The pictures there that you see

471

01:11:37.470 --> 01:11:53.580

Ryan Rucker: are through. About the 1st 8 h of drilling can be a very messy job. You know you have. You can kind of see on the left all the tarps and everything. The 1st 28 feet we expected to be contaminated or hazardous.

472

01:11:54.013 --> 01:12:08.430

Ryan Rucker: Just to, you know, just due to the constant building upon and building upon that the city of Portland has done along the river. So you know a lot of different measures that we put in place to make sure that

473

01:12:08.600 --> 01:12:17.250

Ryan Rucker: this was a clean operation. We didn't move that contamination to other parts of the park next slide

474

01:12:24.000 --> 01:12:28.520

Ryan Rucker: all right, setting the cage this was the day before placing concrete. So

475

01:12:29.243 --> 01:12:37.749

Ryan Rucker: this was after they set the 1st section of cage, and this is the second section that they're that they're tying off to that cage, and then they'll

476

01:12:38.400 --> 01:12:41.060

Ryan Rucker: essentially drop it down into the hole

477

01:12:41.320 --> 01:12:50.340

Ryan Rucker: and then, pray then, you know, be prepared for concrete the next morning. But this is a really cool shot that our contractor took for us

478

01:12:51.940 --> 01:13:03.139

Ryan Rucker: with their drone. So next slide, and just another view next slide.

479

01:13:05.550 --> 01:13:08.080

Ryan Rucker: and then the morning on the concrete pour so

480

01:13:08.806 --> 01:13:12.663

Ryan Rucker: this is them kind of ready. They had already kind of slid the

481

01:13:13.410 --> 01:13:15.899

Ryan Rucker: the cage into place there.

482

01:13:16.478 --> 01:13:28.991

Ryan Rucker: This was, you know, roughly, probably about 12 straight hours of placing concrete. They did roughly 370 cubic yards. So it took a you know, it was a very long day.

483

01:13:29.928 --> 01:13:35.399

Ryan Rucker: went off without a hitch. Typically, when you're doing a large drilled shaft like this, and you're placing concrete.

484

01:13:35.940 --> 01:13:58.399

Ryan Rucker: you know. Most jobs you'll you'll run into, especially when you get enough concrete into the excavated hole a lot of times you'll get some seizing from the casing, because that concrete so hot that it's trying to grab onto the casing. But thankfully, we didn't run into any of that. We didn't run into any obstructions while we were drilling. So

485

01:13:59.336 --> 01:14:02.389

Ryan Rucker: you know, really got got extremely lucky

486

01:14:02.520 --> 01:14:08.020

Ryan Rucker: with all the different sequences and phases of this project. But concrete went off without a hitch

487

01:14:10.450 --> 01:14:11.719

Ryan Rucker: the next slide.

488

01:14:15.830 --> 01:14:18.620

Ryan Rucker: and then kind of wrapping up. So this was.

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01:14:20.700 --> 01:14:26.080

Ryan Rucker: and just a few days after they placed concrete they cleared everything out

490

01:14:26.390 --> 01:14:33.040

Ryan Rucker: and started bringing the site back to its existing condition, which if you go out there today, you can.

491

01:14:34.141 --> 01:14:38.640

Ryan Rucker: God! You can see, the fence is still up, but they've kind of receded and re

492

01:14:39.050 --> 01:14:41.540

Ryan Rucker: regraded the site

493

01:14:43.200 --> 01:14:48.339

Ryan Rucker: back to its existing condition with that mound that kind of runs through the park there.

494

01:14:50.380 --> 01:14:53.889

Ryan Rucker: Think next slide, I think that might be my last one.

495

01:14:59.930 --> 01:15:04.940

Ryan Rucker: Oh, yeah. So this may be a video, Oscar. I don't know if you want to try to



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01:15:06.003 --> 01:15:12.310

Ryan Rucker: click on it. But so this was so we didn't hit any.

497

01:15:13.120 --> 01:15:19.129

Ryan Rucker: I I guess we did hit a couple of instructions, but we didn't hit hit any large boulders, which typically

498

01:15:19.250 --> 01:15:23.839

Ryan Rucker: we'll put your drilling operation at a really quick halt.

499

01:15:24.340 --> 01:15:32.929

Ryan Rucker: But we did run into a a couple of timber piles. So we we don't know what the piles were for.

500

01:15:34.350 --> 01:15:38.374

Ryan Rucker: We're, you know. We actually spoke to O dot archaeology and

501

01:15:39.648 --> 01:15:48.579

Ryan Rucker: they were saying that probably for an old work bridge or work trestle but we ended up pulling 2 of these out at a roughly about 20

502

01:15:48.720 --> 01:15:50.620

Ryan Rucker: 3 feet in depth.

503

01:15:51.182 --> 01:15:59.380

Ryan Rucker: But they were smack, dab, right on top of each other, and right in the center of the excavated hole, too, which is really surprising, because we did

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01:15:59.510 --> 01:16:03.280

Ryan Rucker: a 6 inch boring. So it must have just threaded the needle

505

01:16:03.813 --> 01:16:08.299

Ryan Rucker: with these 2 piles. But yeah, really a sight to see

506

01:16:09.238 --> 01:16:15.869

Ryan Rucker: whenever you're pulling soil out. And all of a sudden one of these comes out of the middle of your shaft. So.

507

01:16:16.740 --> 01:16:20.320

Oscar R - He/Him, Multco Meeting Support: I'm not able to pull up the video because I don't have the original.

508

01:16:20.740 --> 01:16:25.100

Ryan Rucker: No worries like if you guys want to, I can share the time lapse.

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01:16:25.590 --> 01:16:31.830

Ryan Rucker: We kind of show you what this looked like over the roughly 2 months.

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01:16:35.300 --> 01:16:38.740

Ryan Rucker: Excuse me, yeah, let me share

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01:16:45.990 --> 01:16:49.589

Ryan Rucker: alright. Is everyone seeing something that says test piling.

512

01:16:50.760 --> 01:16:51.450

Oscar R - He/Him, Multco Meeting Support: Yes.

513

01:16:51.750 --> 01:16:52.380

Ryan Rucker: Cool

514

01:17:08.610 --> 01:17:10.420

Ryan Rucker: and building out the cranes.

515

01:17:11.770 --> 01:17:17.070

Ryan Rucker: Fortunately that thing sits right in our view, so we can't see the cage being built until it turns around.

516

01:17:19.080 --> 01:17:25.379

Ryan Rucker: So here we go, they starting to bring the casing on board. That's them putting the 1st oversized one in.

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01:17:26.320 --> 01:17:34.949

Ryan Rucker: and then you'll just so you'll see them slowly go into the ground. There's roughly 6 of them, I think, 5 or 6 so.

518

01:17:35.790 --> 01:17:37.520

Ryan Rucker: and the excavation

519

01:17:44.430 --> 01:17:50.480

Ryan Rucker: there, they're doing airlift. So that's pulling all the nasty slurry up from the bottom of the shaft.

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01:17:54.470 --> 01:17:57.489

Ryan Rucker: and they're gonna set the rebar cage.

521

01:17:57.980 --> 01:17:59.230

Ryan Rucker: How it goes!

522

01:17:59.420 --> 01:18:05.350

Ryan Rucker: Pick up the second one, tie them together, down it goes.

523

01:18:08.020 --> 01:18:12.600

Ryan Rucker: and then this is poor day, and then you'll see them. Just pull all the casings back up.

524

01:18:50.130 --> 01:18:57.040

Ryan Rucker: and then there you can kind of see the team there on the right. They're kind of getting everything ready to do the testing, and you'll kinda

525

01:18:57.610 --> 01:19:02.210

Ryan Rucker: think you'll see it in the last few seconds of the video, but they get

526

01:19:02.320 --> 01:19:07.940

Ryan Rucker: a little tent set up so that they can kind of do survey monitors. There's a snowstorm we got

527

01:19:09.467 --> 01:19:16.670

Ryan Rucker: but now they have it roped off, and they're doing monitoring. This is where they're doing the Csl and the thermal to see how the concrete is setting.

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01:19:17.040 --> 01:19:23.110

Ryan Rucker: And then there's their final setup to do the load test. And that's essentially where we started jacking

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01:19:23.220 --> 01:19:30.920

Ryan Rucker: this shaft that really high forces to see how it would, you know, bend and contort

530

01:19:33.310 --> 01:19:40.710

Ryan Rucker: under the pressure of a a theoretical earthquake. So all right.

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01:19:43.320 --> 01:19:46.360

Ryan Rucker: that's all that I had. Does anybody have any questions

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01:20:01.080 --> 01:20:03.630

Ryan Rucker: again? Sorry I was late, so.

533

01:20:03.630 --> 01:20:04.040

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

534

01:20:04.040 --> 01:20:07.079

Ryan Rucker: I'm glad you guys could keep rolling, though. Oh, yeah, go ahead.

535

01:20:09.405 --> 01:20:10.110

MaryJo Andersen, MultCo (she/her): Bridge

536

01:20:10.802 --> 01:20:18.000

MaryJo Andersen, MultCo (she/her): you. You probably mentioned this, but when the bridge gets built, how many shafts like this will there will there be.

537

01:20:21.450 --> 01:20:29.319

Ryan Rucker: Well, the numbers varying now because we're doing some design progression. But right now, based

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01:20:29.490 --> 01:20:32.160

Ryan Rucker: trying to think in the high thirties.

539

01:20:32.540 --> 01:20:39.527

Ryan Rucker: So yeah, there's roughly 6 per peer, and then,

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01:20:40.840 --> 01:20:46.059

Ryan Rucker: there is 1, 2, 3, 4 bents that'll have

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01:20:46.170 --> 01:20:50.500

Ryan Rucker: 4 drilled shafts or 6. Sorry. So there's 24.

542

01:20:51.020 --> 01:20:54.960

Ryan Rucker: So yeah, maybe in the high forties. Now, thought I, redo my math.

543

01:20:55.410 --> 01:20:57.948

Ryan Rucker: So yeah, there's gonna be a lot of these.

544

01:20:58.330 --> 01:21:00.840

Ryan Rucker: though, which is again back to my point, like.

545

01:21:01.010 --> 01:21:06.599

Ryan Rucker: you know them doing this test shaft really helped them kind of get a feel for

546

01:21:06.740 --> 01:21:13.830

Ryan Rucker: what? What drilling and this type of construction will look like here in the soils near the Willamette. So

547

01:21:16.530 --> 01:21:17.500

Ryan Rucker: yeah, John.

548

01:21:18.560 --> 01:21:23.550

John Russell, PE: So one and a half or 2 questions I saw you're talking, pulling the casings out.

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01:21:24.880 --> 01:21:25.920

John Russell, PE: So

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01:21:26.070 --> 01:21:39.119

John Russell, PE: I'm assuming it's just the concrete. Obviously, in the the Rebar. So the question is, what's left underneath? And then kind of building off of Mary Jo's question. Talking about how many of these there's going to be.

551

01:21:39.540 --> 01:21:42.960

John Russell, PE: Were there any changes to the design based on the information

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01:21:43.100 --> 01:21:46.599

John Russell, PE: that you gained during this process.

553

01:21:46.820 --> 01:21:47.440

Ryan Rucker: Yeah.

554

01:21:47.760 --> 01:21:52.359

Ryan Rucker: So yes, everything, except for the casing stayed in the ground.

555

01:21:52.903 --> 01:22:02.520

Ryan Rucker: They did. They did. Cap the Csl tubes. So those were those open, hollow steel tubes. They did fill those with grout, and then they capped those

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01:22:03.040 --> 01:22:10.239

Ryan Rucker: and then they cut everything off about 5 feet below grade, but everything else.

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01:22:10.580 --> 01:22:13.879

Ryan Rucker: We'll stay there until the end of the time until

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01:22:14.090 --> 01:22:20.560

Ryan Rucker: somebody digs up the park and they start running into concrete and wonder what the heck happened here?

559

01:22:21.560 --> 01:22:33.309

Ryan Rucker: but yeah, without we kind of joke that it'd be funny to leave like a survey monument, you know, or something that says, here lies the test shaft, and people want to go dig it up, they can. But

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01:22:34.370 --> 01:22:39.170

Ryan Rucker: and then your second question about design progression.

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01:22:39.767 --> 01:22:42.092

Ryan Rucker: Yes, it has already helped us.

562

01:22:44.080 --> 01:22:50.159

Ryan Rucker: It hasn't yet reduced the diameter of these shafts. Just because of the

563

01:22:50.660 --> 01:23:03.495

Ryan Rucker: the large loading that they're getting due to a seismic event and the anticipation of soil movement against these shafts, which is going to cause large bending forces against the side

564

01:23:04.090 --> 01:23:08.369

Ryan Rucker: but it has reduced the depth that we have to go down into. So the

565

01:23:08.780 --> 01:23:20.490

Ryan Rucker: the Upper and Lower Troutdale, which is that hard rock foundation that we want to be touching. We found that it's a lot stronger than we anticipated, actually quite a bit stronger. We

566

01:23:20.690 --> 01:23:31.130

Ryan Rucker: had numbers at about here, and we tested it like all the way up here, and so like. I don't know what those exact numbers are. I haven't. I haven't touched base with the geotechs recently, but

567

01:23:31.310 --> 01:23:34.720

Ryan Rucker: it far exceeds what they had anticipated. So

568

01:23:34.860 --> 01:23:51.040

Ryan Rucker: now we don't have to go as deep because we know that the skin friction will really hold on to these shafts when we're when we're down into those formations, and we know that it's not going to puncture as easy. So, having that information at hand, we've been able to.

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01:23:52.670 --> 01:23:58.370

Ryan Rucker: You know, be able to reduce that depth. And then it's also led us to reducing

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01:23:58.490 --> 01:24:00.949

Ryan Rucker: where and how we place the shafts.

571

01:24:01.270 --> 01:24:04.879

Ryan Rucker: So we're we're going through some design progressions. It's not.

572

01:24:05.070 --> 01:24:25.990

Ryan Rucker: It's nothing that we've said like, yes, we're gonna make this official. It's more so just kind of us going back to the drawing board, but now they're looking at, hey? Maybe we can take a shaft away from what we have to put in the piers. Maybe we can take one away over on the West Side those types of things. So that's what we're looking at right now. So it has definitely helped us.

573

01:24:27.046 --> 01:24:32.359

Ryan Rucker: In those, you know, in those chats, and seeing like, how

574

01:24:32.780 --> 01:24:38.480

Ryan Rucker: is this going to help kind of reduce our footprint when we built this new bridge? So.

575

01:24:44.440 --> 01:24:47.279

John Russell, PE: Mostly less steep, is what I heard, but very cool.

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01:24:47.690 --> 01:24:48.180

Ryan Rucker: Yeah.

577

01:24:50.960 --> 01:24:52.180

Ryan Rucker: Any other questions.

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01:25:00.910 --> 01:25:02.900

Andrew Holtz: Don't see any other hands up so.

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01:25:03.200 --> 01:25:04.320

Ryan Rucker: Thank you.

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01:25:04.920 --> 01:25:07.362

Ryan Rucker: Yeah. Thanks for having me again.

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01:25:08.200 --> 01:25:08.940

Andrew Holtz: Quick engineer,

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01:25:11.180 --> 01:25:17.849

Ryan Rucker: If we have any other cool things happen, I will be in touch with Mary Jo. I'm sure she'll have me back so.

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01:25:18.140 --> 01:25:18.720

Andrew Holtz: Yeah.

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01:25:19.450 --> 01:25:24.450

Ryan Rucker: Thanks for the invite. I always enjoy coming and chatting with you guys. So

585

01:25:25.160 --> 01:25:28.360

Ryan Rucker: thanks very much. Yeah. You guys have a good rest of your night.

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01:25:28.730 --> 01:25:29.330

Andrew Holtz: Thanks.

587

01:25:33.870 --> 01:25:34.620

Andrew Holtz: Cool.



588

01:25:35.110 --> 01:25:41.250

Andrew Holtz: Well, we've checked everything off the agenda. So

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01:25:42.570 --> 01:25:45.645

Andrew Holtz: unless somebody else thought of something for the

590

01:25:46.660 --> 01:25:52.450

Andrew Holtz: of of group interest, I think we can call it early, and it's still light up.

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01:25:52.810 --> 01:25:55.100

John Russell, PE: I did have one question for you, Andrew.

592

01:25:55.100 --> 01:25:55.620

Andrew Holtz: Yeah.

593

01:25:56.030 --> 01:26:00.299

John Russell, PE: You mentioned. Was it last month something about Riverview Cemetery?

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01:26:01.190 --> 01:26:03.530

John Russell, PE: Did you hear any update about that?

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01:26:03.530 --> 01:26:14.636

Andrew Holtz: Though the last thing I've heard is that well, and I think it's actually it's on the signs signage now is that they are closing the gates from

596

01:26:15.150 --> 01:26:21.480

Andrew Holtz: 8 Pm. Until dawn, so you can't ride through the cemetery.

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01:26:21.820 --> 01:26:25.960

Andrew Holtz: or I think you're not even supposed to walk through the cemetery after dark.

598

01:26:27.570 --> 01:26:30.779

Andrew Holtz: And the sense I'm getting also is that the main

599

01:26:31.330 --> 01:26:34.360

Andrew Holtz: impetus may be their insurance company

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01:26:34.800 --> 01:26:40.239

Andrew Holtz: is concerned about liability, because occasionally there are people who crash.

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01:26:40.530 --> 01:26:46.720

Andrew Holtz: and I don't know if there been any actual lawsuit damages. But

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01:26:47.140 --> 01:26:52.210

Andrew Holtz: their insurance company is is worried about that. So yeah, I know some

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01:26:52.450 --> 01:26:58.509

Andrew Holtz: friend of ours, neighbor of ours works at Lewis and Clark, and says, You know, he's a lot of times

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01:26:58.810 --> 01:27:05.530

Andrew Holtz: he's working later than when the gates close and he's going to have to find another way to bike home.

605

01:27:06.635 --> 01:27:09.860

Andrew Holtz: So it's definitely disrupting things.

606

01:27:10.430 --> 01:27:14.349

Andrew Holtz: But at least for now they're leaving it open during the day. So.

607

01:27:14.640 --> 01:27:16.239

John Russell, PE: At least it wasn't.

608

01:27:16.370 --> 01:27:21.070

John Russell, PE: Folks were worried that I had talked to in the last month. There might be a total ban, so.

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01:27:21.960 --> 01:27:33.973

Andrew Holtz: Yeah, that was that was the word I'd gotten from the cemetery was that they had decided to just shut it down. But now, with this nighttime closure. I haven't talked directly to anybody at the cemetery recently.

610

01:27:34.410 --> 01:27:41.950

Andrew Holtz: but maybe that means that for the time being they're just gonna try and go with a nighttime closure and leave it open during the day, which would help.

611

01:27:42.050 --> 01:27:47.739

Andrew Holtz: you know a lot of people. Not everybody still means that if you have to commute

612

01:27:48.230 --> 01:27:50.780

Andrew Holtz: after dark or before dawn.

613

01:27:51.850 --> 01:28:03.000

Andrew Holtz: you're gonna have to find another way. And there really aren't any good alternatives. I know Jonathan moss at bike. Portland says he emailed with him, and he says he's in close touch with the board there, so I assume

614

01:28:03.350 --> 01:28:06.999

Andrew Holtz: any news of significance will pop up on bike Portland.

615

01:28:12.470 --> 01:28:19.108

Andrew Holtz: you know, but it is something, I think. I flagged it for our district, for

616

01:28:19.950 --> 01:28:23.760

Andrew Holtz: transportation priorities that the city needs to

617

01:28:24.280 --> 01:28:29.220

Andrew Holtz: pay more attention to this and try and catch up for lost years of

618

01:28:29.900 --> 01:28:32.279

Andrew Holtz: lack of planning for alternate routes.

619

01:28:38.300 --> 01:28:39.120

Andrew Holtz: Okay?

620

01:28:40.290 --> 01:28:42.440

Andrew Holtz: Great. Then let's yeah.

621

01:28:42.740 --> 01:28:50.869

Andrew Holtz: Go enjoy your evening, and we'll so see you online in May. And as as Mary Jo mentioned in person in June.

622

01:28:52.800 --> 01:28:54.020

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

623

01:28:54.150 --> 01:28:54.780

Andrew Holtz: Damn!

624

01:28:56.690 --> 01:28:57.670

Bob Thomas: Bye, everybody!