

January 8, 2025 BPCAC Meeting

Zoom Transcript

Zoom transcripts are software generated and may contain incomplete information. For the most accurate information, please refer to the Zoom Meeting video recording for this meeting; a link to it is provided on the [BPCAC website](#).

WEBVTT

1

00:00:03.150 --> 00:00:23.199

Oscar Rincones - He/Him, Multco Zoom Support: Good afternoon, everyone. My name is Oscar. I use he him pronouns, and I'm here to provide Zoom Meeting support. Here's a quick review of the guidelines for today's meeting. 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.

2

00:00:23.320 --> 00:00:25.520

Oscar Rincones - He/Him, Multco Zoom Support: Along with the monthly agenda.

3

00:00:25.630 --> 00:00:35.019

Oscar Rincones - He/Him, Multco Zoom Support: we do 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

4

00:00:35.470 --> 00:00:37.890

Oscar Rincones - He/Him, Multco Zoom Support: closed. Captioning is activated.

5

00:00:38.100 --> 00:00:44.339

Oscar Rincones - He/Him, Multco Zoom Support: We ask everyone to wait until the end of a presentation for questions and comments unless otherwise directed.

6

00:00:44.480 --> 00:00:49.849

Oscar Rincones - He/Him, Multco Zoom Support: I am available via the chat feature during the meeting. If you need a Zoom Meeting assistance.

7

00:00:50.560 --> 00:00:53.350

Oscar Rincones - He/Him, Multco Zoom Support: enjoy today's meeting back to you, Mary Jo.

8

00:00:54.050 --> 00:00:57.710

MaryJo Andersen, MultCo: Thank you, Oscar. I'll go ahead and give the land acknowledgement.

9

00:00:57.950 --> 00:01:10.490

MaryJo Andersen, MultCo: Multnomah County rests on the stolen lands of the Multnomah, Kathlama, and Clackamas, bands of the Chinook Indian nation, the Tualatin, Kayaupulia, the Malala, and many others along the Columbia River.

10

00:01:10.700 --> 00:01:28.569

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

11

00:01:29.000 --> 00:01:42.539

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

12

00:01:42.690 --> 00:01:50.280

MaryJo Andersen, MultCo: Let us take a moment to acknowledge the history of how we are here in this place, and to honor the people who came before us.

13

00:02:01.580 --> 00:02:14.290

MaryJo Andersen, MultCo: Thank you, everyone. We all know each other pretty well, but if we want to go through introductions. Does anybody have any pithy, quick question or

14

00:02:14.540 --> 00:02:18.679

MaryJo Andersen, MultCo: reflection for folks to to answer, do you? Wanna

15

00:02:18.920 --> 00:02:23.079

MaryJo Andersen, MultCo: I'll go. I'm you know I'm Mary Jo, she her and

16

00:02:24.270 --> 00:02:28.040

MaryJo Andersen, MultCo: over the holidays I went to the beach.

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00:02:28.495 --> 00:02:36.129

MaryJo Andersen, MultCo: So that's what I did over the holidays. Maybe you want to share what you did or what you're looking forward to this year.

18

00:02:36.420 --> 00:02:41.069

MaryJo Andersen, MultCo: I see John Russell on my screen, so I'll pick you next.

19

00:02:45.090 --> 00:02:47.510

John Russell, PE: Yeah, thank you. I'm John Russell.

20

00:02:48.450 --> 00:02:51.539

John Russell, PE: and enter north northeast Portland, and

21

00:02:51.690 --> 00:02:55.413

John Russell, PE: it's great to see everyone you know. That was last year. But

22

00:02:55.910 --> 00:03:07.060

John Russell, PE: Having been on the committee for long enough to remember meeting in that room before was great to see everyone, and I'm looking forward to hopefully seeing more of your faces and other folks in person

23

00:03:07.180 --> 00:03:10.810

John Russell, PE: over the next year, maybe on a bike ride.

24

00:03:16.690 --> 00:03:20.340

John Russell, PE: But Pick, let's see. Dean Dean looks next to me.

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00:03:21.870 --> 00:03:26.610

Dean & Barbara: Okay? Well, I spent the holiday rolling around with grandkids.

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00:03:26.740 --> 00:03:34.950

Dean & Barbara: Found out that 7 to 3 year olds are really tiring, but well worth it. So yeah.

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00:03:35.070 --> 00:03:37.829

Dean & Barbara: look forward to the coming year with some.

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00:03:39.970 --> 00:03:42.110

Dean & Barbara: Well, I look forward to the coming year.

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00:03:49.960 --> 00:03:51.909

Dean & Barbara: Oh, I guess I'll pick Andrew.

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00:03:52.990 --> 00:03:59.010

Andrew Holtz: Hi Andrew Holtz in Selwood, but spend most of my riding time in the West Hills.

31

00:03:59.290 --> 00:04:07.020

Andrew Holtz: And I don't know if I mentioned to you guys that we we got our 1st grandchild in October. So we have a granddaughter who's a

32

00:04:07.480 --> 00:04:10.430

Andrew Holtz: I guess, 2 and a half now, 2 and a half months old now.

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00:04:10.580 --> 00:04:17.058

Andrew Holtz: so she isn't exhausting yet, except she needs constant attention when we babysit so

34

00:04:17.720 --> 00:04:23.349

Andrew Holtz: we're remembering how to change diapers and do feedings and all that stuff we had done for several decades.

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00:04:23.930 --> 00:04:27.810

Andrew Holtz: So, and I will toss it to Michael.

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00:04:32.520 --> 00:04:39.730

Michael Rubenstein: Happy New Year's everyone as you may be able to tell from my voice. It wasn't the best holiday season, either. I had that

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00:04:39.880 --> 00:04:44.560

Michael Rubenstein: fluy, covid sort of thing 3 weeks ago, and then really got that cold everyone's had.

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00:04:44.750 --> 00:04:49.956

Michael Rubenstein: So this is actually my 1st time out in over a week, except for going to the doctor, so

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00:04:50.760 --> 00:04:59.870

Michael Rubenstein: I'm looking very forward to getting outside and riding bikes again so bum that I missed 2, 55 degree days the last 2 weeks. But oh, well, we'll have fun.

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00:05:00.354 --> 00:05:08.829

Michael Rubenstein: I did have a nice Christmas and New Year's, though it's just the 2 of us, and we didn't go anywhere. So let's see, I'll go over to how about art?

41

00:05:12.132 --> 00:05:21.077

Art Graves: Yeah, art graves. I'm in Selwood and let's see, for the holidays we went back east went to New York City and

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00:05:23.870 --> 00:05:28.960

Art Graves: and looking forward. I

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00:05:29.270 --> 00:05:34.580

Art Graves: I don't know. You know. I'm still kind of structuring my resolutions, so I give myself time on that.

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00:05:36.955 --> 00:05:37.800

Art Graves: Joel.

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00:05:40.960 --> 00:05:51.310

joelhuffman: Yeah, Joel Huffman, I live in Gresham, and we went nowhere through the holidays. So we basically just stayed home. And people came over to our house

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00:05:51.908 --> 00:05:54.491

joelhuffman: but it was a good time, and

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00:05:55.560 --> 00:06:00.070

joelhuffman: I haven't, and probably won't make any resolutions.

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00:06:01.527 --> 00:06:05.440

joelhuffman: How about Aj.

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00:06:07.783 --> 00:06:28.856

AJZ: Yeah, sort of echoing a theme martin and I were not traveling as we had been traveling all through the fall, and happy to be here we did sneak into the Mitchell tunnel once again. And came back home on a rainy, rainy weekend

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00:06:29.400 --> 00:06:30.159

AJZ: and

51

00:06:31.250 --> 00:06:35.035

AJZ: Yeah, lots of stuff to do coming up this year. So

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00:06:36.670 --> 00:06:46.220

AJZ: we'll see what happens. And I'll ask Arini to introduce yourself.

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00:06:48.220 --> 00:07:02.260

Arini Farrell, Multnomah County: Thanks for bringing me on board. I'm here to talk about the safe for Sandy project that will be later in the agenda, but for the holidays. My sister from and her very cool partner, who lives in Brooklyn, came to visit us for a week.

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00:07:02.290 --> 00:07:26.685

Arini Farrell, Multnomah County: and they stayed with us. So we caught up on the cool hip things that's going on over there. We felt very outdated being here. But yeah, it was really nice they should get to explore the coast a little bit. We split to the coast, and then a couple of times we tried out some new restaurants, and I think I'll pass this on. Did Greg already go.

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00:07:28.590 --> 00:07:29.150

MaryJo Andersen, MultCo: Oh!

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00:07:31.230 --> 00:07:32.270

greg olson: Let's see.

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00:07:32.790 --> 00:07:38.279

greg olson: At Christmas I got with the family together. I gave my annual state of the Union speech.

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00:07:38.560 --> 00:07:41.239

greg olson: which sets them all in an uproar.

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00:07:41.370 --> 00:07:44.290

greg olson: I also was able to.

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00:07:46.040 --> 00:07:51.759

greg olson: The day before Thanksgiving I was able to get over 10,000 miles for the year.

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00:07:52.010 --> 00:07:55.730

greg olson: biking the goal for this year.

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00:07:56.350 --> 00:07:58.419
greg olson: I've already got a bunch of miles

63
00:07:59.220 --> 00:08:06.129
greg olson: a couple of 100 miles in however, I'm still shooting for a hundred 50 mile doubles

64
00:08:06.240 --> 00:08:08.950
greg olson: with the California triple crown, and I have.

65
00:08:09.120 --> 00:08:16.100
greg olson: I'm at a hundred 42 right now, but the last 8

66
00:08:17.170 --> 00:08:20.708
greg olson: will be difficult, because there's a number of them that I

67
00:08:21.200 --> 00:08:24.750
greg olson: but at my age have a trouble making the time

68
00:08:25.417 --> 00:08:32.359
greg olson: restrictions on them, even though I can do the ride. I gotta do within the hours that are prescribed. So

69
00:08:32.470 --> 00:08:38.260
greg olson: we'll see how it goes. If not, I don't make it this year I'll continue on next year.

70
00:08:39.159 --> 00:08:43.959
greg olson: Oh, has anybody else been out there? Has Allison been out here.

71
00:08:46.740 --> 00:08:47.979
Allison Boyd, Multnomah County: Haven't gone yet.

72
00:08:48.601 --> 00:08:52.218
Allison Boyd, Multnomah County: So Allison Boyd, transportation planning manager with the county

73
00:08:52.720 --> 00:09:18.719
Allison Boyd, Multnomah County: I also stayed home for the holidays. Had a pretty relaxing holiday. I haven't really set any resolutions or anything specific. But I I am really looking forward to one of these nice sunny days like we had today lining up with when I'm half time off, so I can

go out and really, enjoy enjoy the weather. Do some hiking or some biking or something. So that's what I'm looking forward to is

74

00:09:18.900 --> 00:09:21.479

Allison Boyd, Multnomah County: when all the all the things align

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00:09:22.280 --> 00:09:25.810

Allison Boyd, Multnomah County: and I don't know Mary. Jo

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00:09:26.000 --> 00:09:27.899

Allison Boyd, Multnomah County: has everybody gone or no, we're.

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00:09:27.900 --> 00:09:33.940

MaryJo Andersen, MultCo: No, we have Bob Megan. Oh, Bob and Megan. Okay.

78

00:09:34.351 --> 00:09:36.409

Allison Boyd, Multnomah County: Well, let's go to Bob.

79

00:09:38.390 --> 00:09:39.540

Bob Thomas: Hello, everybody!

80

00:09:40.960 --> 00:09:49.549

Bob Thomas: My holidays were pretty good. Bob Thomas! My holidays were pretty good. Christmas was nice but then I caught that bug, and on New Year's, and

81

00:09:49.850 --> 00:09:53.410

Bob Thomas: my wife and I have been sick the entire year, which has been fun.

82

00:09:54.018 --> 00:09:57.400

Bob Thomas: So as soon as that's over. I'm looking forward to

83

00:09:57.520 --> 00:10:00.489

Bob Thomas: maybe finding some new mountain bike trails to ride this year.

84

00:10:02.000 --> 00:10:03.720

Bob Thomas: and I will pass it over to Megan.

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00:10:07.610 --> 00:10:22.719

Megan: Hey, there! I had a good Christmas. I didn't travel really, either, unless you count going to Tigard, Oregon traveling, which is only like 30 min from where I live. And just kinda low key with, you know, family.

86

00:10:22.910 --> 00:10:30.080

Megan: And then New Year's, I rang in with my kids and they use their instruments at midnight. So that was cute

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00:10:31.075 --> 00:10:38.109

Megan: and then for the New Year, I would say.

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00:10:38.210 --> 00:10:50.289

Megan: I wanna try to do some things that I have been not doing like I'd like to try to maybe go snowboarding again. I haven't been since 2,000, I think 18 or 2,017, and so it'd be cool to try again.

89

00:10:50.970 --> 00:10:53.689

Megan: Yeah, pass it on to.

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00:10:53.980 --> 00:10:58.140

Megan: Who else hasn't gone yet? Sorry, Frank.

91

00:10:58.140 --> 00:11:09.840

Frank Stevens: Yeah, I'm last. So Troutdale, resident actively involved out here in East County Troutdale, Gresham, I'm on the Gresham planning Commission, Troutdale Citizen Advisory Council.

92

00:11:10.407 --> 00:11:17.239

Frank Stevens: and then just active biker runner. Sandy River trail is deep into construction. It's a

93

00:11:17.767 --> 00:11:29.250

Frank Stevens: right now. They're about halfway. Looks like halfway done with just setting up the format, and then hopefully, we'll be done by June is the the goal. So that'll connect Troutdale all the way to Blue Lake on a shared use path

94

00:11:29.674 --> 00:11:40.429

Frank Stevens: and then hopefully, get more people out here to the gorge so over the holidays Gail and I went out to viento, took a look at the bike hub, which I think is like one of the best I've ever seen

95

00:11:40.893 --> 00:11:55.469

Frank Stevens: for for that area. And then we kind of snuck in like Aj, did we snuck into the to the Mitchell tunnel area as well. So yeah, that was our holiday pretty quiet. All the kids are in. My son's in New York. So

96

00:11:55.804 --> 00:11:59.089

Frank Stevens: yeah, maybe next year we'll be going to New York. That would be awesome.

97

00:11:59.340 --> 00:12:00.820

Frank Stevens: It's great seeing you guys again.

98

00:12:03.960 --> 00:12:05.460

MaryJo Andersen, MultCo: Thanks, Frank Oscar.

99

00:12:07.570 --> 00:12:17.656

Oscar Rincones - He/Him, Multco Zoom Support: Thanks, Mary. Joe. Yeah. I was looking forward to meeting you all in person, but I caught that flu that week that Sunday

100

00:12:18.630 --> 00:12:21.209

Oscar Rincones - He/Him, Multco Zoom Support: and was sick for 3 more weeks after that.

101

00:12:22.340 --> 00:12:28.269

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

102

00:12:29.010 --> 00:12:34.869

Oscar Rincones - He/Him, Multco Zoom Support: And yeah, I'm starting off the New Year by going to Hawaii on Monday.

103

00:12:36.070 --> 00:12:37.779

Oscar Rincones - He/Him, Multco Zoom Support: which I've never been to so.

104

00:12:38.120 --> 00:12:39.319

MaryJo Andersen, MultCo: It's so cool.

105

00:12:40.070 --> 00:12:44.449

John Russell, PE: Okay, you can. You can make up not showing up to the night meeting by bringing us to Hawaii.

106

00:12:44.770 --> 00:12:46.187

Oscar Rincones - He/Him, Multco Zoom Support: There you go!

107

00:12:47.280 --> 00:12:49.749

John Russell, PE: For the got some bike infrastructure to check out.

108

00:12:50.570 --> 00:12:51.170

Oscar Rincones - He/Him, Multco Zoom Support: Hey!

109

00:12:54.130 --> 00:12:55.510

MaryJo Andersen, MultCo: Thanks. Everyone.

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00:12:56.950 --> 00:12:58.870

MaryJo Andersen, MultCo: Pass it over to Andrew from here.

111

00:12:58.870 --> 00:13:01.359

Andrew Holtz: Yeah. Do we have any public comment?

112

00:13:04.520 --> 00:13:06.740

Andrew Holtz: All right. A quiet start to the New Year

113

00:13:07.320 --> 00:13:09.883

Andrew Holtz: cool. Then we'll just chug right along.

114

00:13:10.790 --> 00:13:13.070

Andrew Holtz: I don't have a chair report except to say that

115

00:13:13.440 --> 00:13:16.169

Andrew Holtz: it's been delightful getting a dry week after some

116

00:13:16.460 --> 00:13:21.400

Andrew Holtz: real rain over the last few weeks and

117

00:13:21.870 --> 00:13:30.191

Andrew Holtz: let's go on to the meeting minutes. So everybody should have received a a copy. Do we? Any

118

00:13:31.000 --> 00:13:33.650

Andrew Holtz: any comments or corrections?

119

00:13:35.670 --> 00:13:41.020

Andrew Holtz: See any hands going up, so do we have a motion to adopt the meeting. Minutes

120

00:13:41.170 --> 00:13:43.499

Andrew Holtz: from December 11, th 2024.

121

00:13:47.540 --> 00:13:48.929

joelhuffman: I'll move to approve.

122

00:13:50.310 --> 00:13:54.649

Andrew Holtz: Okay, and I'll take Aj as that as a second, and

123

00:13:54.900 --> 00:13:58.369

Andrew Holtz: all those in favor raise your hands.

124

00:14:00.900 --> 00:14:04.095

Megan: I'm in favor, but I wasn't there. So yeah.

125

00:14:04.720 --> 00:14:05.899

Andrew Holtz: Any opposed.

126

00:14:07.640 --> 00:14:10.610

Andrew Holtz: I don't see any opposition, so we'll say it's a

127

00:14:11.220 --> 00:14:14.629

Andrew Holtz: carried with abstentions from those who weren't there.

128

00:14:16.880 --> 00:14:21.529

Andrew Holtz: Alright Mary Jo, back to the Fatalities report.

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00:14:22.180 --> 00:14:23.509

MaryJo Andersen, MultCo: Thank you so much.

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00:14:23.820 --> 00:14:34.470

MaryJo Andersen, MultCo: Oscar has it for us, the most recent one for December there were a total of 8 traffic deaths.

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00:14:35.380 --> 00:14:41.820

MaryJo Andersen, MultCo: Including that this includes 7 that were in December, and one from November.

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00:14:43.860 --> 00:14:49.339

MaryJo Andersen, MultCo: And it's a seems to me a fairly low number for a month in general.

133

00:14:49.500 --> 00:14:52.611

MaryJo Andersen, MultCo: which. I think that's good

134

00:14:53.420 --> 00:15:01.740

MaryJo Andersen, MultCo: In this group there were 4 who were driving 3 pedestrians and one motorcycle

135

00:15:02.130 --> 00:15:16.130

MaryJo Andersen, MultCo: for the East County roads. Ryan, Scott, Winchester, a pedestrian, died in a hit and run crash shortly after midnight in Gresham, near Burnside and Cleveland.

136

00:15:17.305 --> 00:15:24.099

MaryJo Andersen, MultCo: And this was like shortly after midnight, in case I didn't say that.

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00:15:24.290 --> 00:15:34.950

MaryJo Andersen, MultCo: And then the other one is John Eric Anderson. He was driving eastbound in the westbound lanes of I. 84 near Rooster Rock around 11 Am.

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00:15:35.150 --> 00:15:38.679

MaryJo Andersen, MultCo: And he hit a westbound vehicle head on.

139

00:15:38.860 --> 00:15:45.889

MaryJo Andersen, MultCo: and he died at the scene. The driver and passenger in the other vehicle survived and were taken to the hospital.

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00:15:46.610 --> 00:15:56.129

MaryJo Andersen, MultCo: So we want to take time to acknowledge the people who have lost their lives on our roads. Each person had family, friends, neighbors, and coworkers.

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00:15:56.460 --> 00:16:07.360

MaryJo Andersen, MultCo: and we want to take a moment to recognize the loss of their lives, and to keep them in our hearts and minds as we move forward to create safe roads for everyone in our community.

142

00:16:22.190 --> 00:16:33.050

Andrew Holtz: Thanks, Mary Joe. Next up. We've got Allison with this letter of support. I don't. That wasn't we have, have we? Was that in the packet I couldn't find it.

143

00:16:35.960 --> 00:16:59.260

Allison Boyd, Multnomah County: No, there was. We did put, I think Oscar put a flyer in the packet that has a little bit of information about the project that we're looking at. We have not drafted the letter of support yet. We were going to ask if you all support, and then we'll draft something up, if so that you can sign off on as the chair, I believe?

144

00:16:59.813 --> 00:17:09.977

Allison Boyd, Multnomah County: So so yeah, it hopefully, that'll be an okay process for you all. That's how we how we typically do it with a lot of our committees.

145

00:17:10.760 --> 00:17:14.290

Allison Boyd, Multnomah County: So if you want me to go ahead and start

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00:17:14.520 --> 00:17:42.939

Allison Boyd, Multnomah County: discussing that I. So we are working on pulling together a Grant application under the Oregon Community Pass. This is an odot funded program that is actually due next week. So we're working on finalizing that application. And we are applying for some planning and preliminary engineering work for a potential multi-use path along Troutdale Road.

147

00:17:42.970 --> 00:18:06.219

Allison Boyd, Multnomah County: So many of you are. Several of you probably remember a project out in East County several years back, where Metro was working with the communities to see if there was any ability to extend the 40 mile loop from Troutdale to Gresham. So, having kind of that East County

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00:18:06.220 --> 00:18:29.810

Allison Boyd, Multnomah County: portion of the loop, and so there was a lot of kind of feasibility work and looking at different routes, and one of the routes that looks really promising was to run a portion of that trail along Troutdale Road. And so we are looking at potentially exploring that option again.

149

00:18:30.200 --> 00:18:43.950

Allison Boyd, Multnomah County: because there's a few things that are lining up really well, to look at that one here, and I can share my screen where we have a little bit of a map to show you what we're looking at. So let me get that up, and then I'll continue on.

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00:18:52.210 --> 00:19:10.120

Allison Boyd, Multnomah County: Okay. I think you should be able to see. Now, there! And this is the same flyer that's in the dropbox if you want to look at it more closely. So we are looking at a section of Troutdale Road, from Cherry Park down to Stark Street, and

151

00:19:10.810 --> 00:19:11.670

Allison Boyd, Multnomah County: we

152

00:19:13.130 --> 00:19:19.263

Allison Boyd, Multnomah County: sorry. I've got a lot of things on my screen. I'm trying to be able to see your faces. So we are.

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00:19:19.530 --> 00:19:43.899

Allison Boyd, Multnomah County: We are looking at this because we have finally, after many years of searching, gotten funding for being able to replace the culvert on Beaver Creek, just north of Stark Street, on Troutdale Road, and so those of you familiar with Troutdale Road will probably know that that's like a Major Pinch point on the

154

00:19:43.900 --> 00:20:08.629

Allison Boyd, Multnomah County: road. It's also a major pinch point for for salmon and other fish that are trying to go up the stream. And so we're able to replace that culvert. Now we've gotten 2 Federal grants. One will be starting up really soon where we're doing the design work, and then we'll be following up. We have a second grant that will help us construct a replacement, and so we'll be looking at replacing that culvert with a

155

00:20:08.770 --> 00:20:19.558

Allison Boyd, Multnomah County: bridge on Traildale Road, and that'll allow us to open up the right of way in that pinch point so that we can actually add in bike, Ped facilities.

156

00:20:20.000 --> 00:20:40.060

Allison Boyd, Multnomah County: so that's been a kind of major issue with being able to go in and put in bike Ped facilities where there's a huge gap there on Troutdale Road, because that project to to fix that culvert was so expensive. We needed funding specifically to try to do that work.

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00:20:40.060 --> 00:21:03.729

Allison Boyd, Multnomah County: So we've got that lined up now. So that's going to be happening. And then we were looking at you know. What other funding sources can we look at to try to go in and do the rest of and fill in the rest of the gap, because the funding we have for the culvert will allow us to add bike Ped, on that road section immediately over the creek, but it's just going to be covering that

158

00:21:03.730 --> 00:21:08.642

Allison Boyd, Multnomah County: section over the creek. So what will become like that actual bridge?

159

00:21:09.240 --> 00:21:33.000

Allison Boyd, Multnomah County: And that leaves like a good mile or more of area that doesn't have complete sidewalk and bike lane. So we're looking at this grant opportunity, because this year the Oregon community path Grant has Federal funding that's coming in that actually will let us look at doing a multi-use path

160

00:21:33.000 --> 00:21:55.770

Allison Boyd, Multnomah County: on the side of the road, whereas usually that grant funding source is really looking at off road trails as their main focus when they have state funding only. So so we were really excited to kind of see things align. We are going to be. We're applying for the grant to be able to go in and

161

00:21:55.780 --> 00:21:59.000

Allison Boyd, Multnomah County: do more of the public outreach, because it kind of.

162

00:21:59.230 --> 00:22:20.610

Allison Boyd, Multnomah County: you know, just there was that study. There was some initial public outreach. It didn't really continue. So we want to go out to the community, do a little more public outreach on whether a multi-use path makes sense along this section and be able to do some of the planning work. Look at, you know, the conceptual design alternatives.

163

00:22:20.610 --> 00:22:37.689

Allison Boyd, Multnomah County: things like that that we want to be able to do. And hopefully, we're looking at this grant being able to take us to about 30% design, so that we'd be able to have some really solid cost estimates and kind of that risk. Assessment cost estimates, public

164

00:22:37.990 --> 00:23:02.649

Allison Boyd, Multnomah County: backing for the projects that would help us go after construction grants after that. So it's about a mile and a half that we're looking at, you know, pretty important area to be able to have some safe walking and biking facility there that would be separated from traffic kind of connects into the Mount Hood Community college. There's some schools

165

00:23:02.650 --> 00:23:29.489

Allison Boyd, Multnomah County: in the corridor area. There's, you know, residences. There's that kind of the commercial area there at the Stark Street intersection. There's transit that you know, there's a bus line that runs along the road so pretty pretty important project that we'd really like to see us, you know, be able to to get a new funding source to kind of bring in to help with that fill in that gap.

166

00:23:30.210 --> 00:23:45.449

Allison Boyd, Multnomah County: So I would love to answer any of your questions, and then maybe we could discuss. If biped committee would like to have a letter of support. Go into the Grant application that we're submitting next week.

167

00:23:45.810 --> 00:23:48.710

Allison Boyd, Multnomah County: Okay, Joel, I think you were first.st

168

00:23:50.400 --> 00:24:00.879

joelhuffman: Yeah. So maybe you said this, and I didn't catch it. Which side of Troutdale road will this facility be on the east or the west?

169

00:24:01.630 --> 00:24:24.729

Allison Boyd, Multnomah County: We have not decided. So that would be part of the work that we do under this grant is to, you know. Look at kind of feasibility right away constraints and and do some conceptual design that we'd be able to communicate with the the community on, and then be able to refine that once we've determined what's the best place for it. I think

170

00:24:25.140 --> 00:24:27.490

Allison Boyd, Multnomah County: the study might have looked at

171

00:24:28.970 --> 00:24:42.360

Allison Boyd, Multnomah County: the west side of the road. I can't remember now. But we definitely would want to be able to take a closer look at that with, you know, kind of doing current conditions, looking at right of way.

172

00:24:42.580 --> 00:24:44.640

Allison Boyd, Multnomah County: opportunities there and everything.

173

00:24:45.230 --> 00:24:48.442

joelhuffman: Yeah, where that new bridge will be going in

174

00:24:48.940 --> 00:24:53.150

joelhuffman: just north of that the road really flares out super wide.

175

00:24:53.480 --> 00:25:03.830

joelhuffman: was supposed to be a 6 lane highway or something, but also, when we were looking at the the route with Metro a few years back.

176

00:25:04.050 --> 00:25:06.579

joelhuffman: one of the options was to

177

00:25:07.170 --> 00:25:13.220

joelhuffman: take a right hand, turn onto that southeast sandy avenue that goes around the backside of Troutdale elementary.

178

00:25:13.460 --> 00:25:18.439

joelhuffman: And that's why I was thinking maybe the East Side would be a better option only because it

179

00:25:18.700 --> 00:25:24.350

joelhuffman: lends itself to a better turn without turning across traffic to get into that area.

180

00:25:24.350 --> 00:25:25.210

Allison Boyd, Multnomah County: Yeah.

181

00:25:25.210 --> 00:25:29.310

joelhuffman: But I'm thinking way into the future, I guess you know. So yeah, yeah.

182

00:25:29.310 --> 00:25:35.029

Allison Boyd, Multnomah County: Maybe you're right. Maybe it was the East Side that was recommended in the study, so that it had that connection.

183

00:25:35.240 --> 00:26:01.319

Allison Boyd, Multnomah County: Either way, I think we'd be looking at? Yeah, like, what's the best ways to connect into existing facilities? And is there any need for crossings? You know. This would. This will be like a really, I think, good opportunity for us to to just take a look, a closer look, because there is a little more constraint when you get closer to Stark Street, on where that would connect in.

184

00:26:01.540 --> 00:26:01.950

joelhuffman: Yeah.

185

00:26:02.345 --> 00:26:15.780

Allison Boyd, Multnomah County: So but but yeah, I think there is a lot of opportunity on portions of that segment that we hopefully would have enough right away to to make for a nice separated path.

186

00:26:16.300 --> 00:26:17.229

joelhuffman: I like it.

187

00:26:18.980 --> 00:26:19.810
Allison Boyd, Multnomah County: Greg.

188
00:26:24.850 --> 00:26:26.110
Allison Boyd, Multnomah County: Oh, you're muted.

189
00:26:29.380 --> 00:26:33.150
greg olson: Okay. When we were putting the Metro plan together.

190
00:26:33.260 --> 00:26:36.040
greg olson: This, the idea was to come down

191
00:26:36.550 --> 00:26:42.000
greg olson: on the west side of Crowddale Road, because the

192
00:26:42.250 --> 00:26:46.710
greg olson: the East Side has residential area all the way down through there.

193
00:26:47.895 --> 00:26:52.000
greg olson: And right now you could put bollards up and make a

194
00:26:52.540 --> 00:26:58.280
greg olson: multi-use path down that whole section down to the bridge without

195
00:26:58.620 --> 00:27:03.409
greg olson: spending a lot of money at all, and make that a multi-use path. The reason is that

196
00:27:05.440 --> 00:27:12.579
greg olson: I haven't been there recently. But nobody ever parked there in that whole stretch, because the houses are up

197
00:27:12.840 --> 00:27:17.209
greg olson: 30, 40 feet above the roadway. There's no access

198
00:27:17.350 --> 00:27:23.810
greg olson: to any house from there, and when we had public outreach

199
00:27:24.300 --> 00:27:28.060
greg olson: the neighbors along that on the East Side

200

00:27:28.870 --> 00:27:34.309

greg olson: we're very concerned that they couldn't have friends over because they wouldn't have any place to Park.

201

00:27:35.050 --> 00:27:38.050

Allison Boyd, Multnomah County: But if they did, nobody parks over there.

202

00:27:38.160 --> 00:27:40.720

greg olson: Honey across the street from them, anyway.

203

00:27:41.060 --> 00:27:49.670

greg olson: But there was a, I guess, good sticking point to abandon the project completely. But when you get to the bridge

204

00:27:50.070 --> 00:27:54.130

greg olson: we've talked about.

205

00:27:54.750 --> 00:27:59.779

greg olson: If you didn't wanna put a bigger, wider bridging

206

00:28:00.330 --> 00:28:06.516

greg olson: in there. Just put a separate bridge in similar to what's down at Beaver Creek, down on

207

00:28:07.550 --> 00:28:09.989

greg olson: by the bridge down on Sandy River.

208

00:28:10.180 --> 00:28:15.560

greg olson: and somehow the county got money in there to put a little bypass bridge.

209

00:28:16.220 --> 00:28:25.739

greg olson: and and the other issue is going to be if we stay on the west side when you get the apartment houses that's always there's already massive parking

210

00:28:25.910 --> 00:28:29.729

greg olson: that's stretched down there for the residents in that parking right

211

00:28:30.400 --> 00:28:35.959

greg olson: in that apartment area, so something would have be done there, and

212

00:28:36.440 --> 00:28:42.229

greg olson: crossing it over to the East side just becomes kind of cumbersome for everybody to

213

00:28:42.620 --> 00:28:45.259

greg olson: switch one side to the other, so I don't

214

00:28:45.610 --> 00:28:54.089

greg olson: know what will work the best, but I don't think the East Side in the residential area. You'll get much public support for that

215

00:28:55.260 --> 00:28:58.890

greg olson: in there. And the other good thing is

216

00:28:59.040 --> 00:29:05.670

greg olson: when it hits Stark Street. There's a lot of Mount Hood community College, oh.

217

00:29:06.120 --> 00:29:12.700

greg olson: area available when they they were really ready for us

218

00:29:12.950 --> 00:29:17.290

greg olson: on that project to take trails through their

219

00:29:17.985 --> 00:29:22.989

greg olson: Designated wilderness area up to the college and then go through the neighborhood.

220

00:29:24.070 --> 00:29:28.299

greg olson: And that was gonna work out really well. But you could take

221

00:29:28.680 --> 00:29:36.849

greg olson: continue that path down Troutdale Road, but I don't know where you're gonna go. Once you get to the traffic light of the South End there, where

222

00:29:37.020 --> 00:29:38.980

greg olson: of the neighborhoods of

223

00:29:39.220 --> 00:29:44.289

greg olson: arrive with each other, the the best way would be, go into Mount Hood community, college

224

00:29:44.560 --> 00:29:48.150

greg olson: land, and they were very

225

00:29:48.540 --> 00:29:55.370

greg olson: positive and helpful in going that direction, but that would be farther down the future. The 1st thing you have to do is

226

00:29:56.040 --> 00:30:00.276

greg olson: get this path in, and the second one is

227

00:30:02.434 --> 00:30:09.985

greg olson: Joel said, is that Sandy boulevard up there in the county at one time was doing seismic

228

00:30:10.540 --> 00:30:18.039

greg olson: surveys of that, because the hillside on Sandy was falling in. They didn't know how long it was gonna last, and

229

00:30:18.770 --> 00:30:23.477

greg olson: the thought back then, which was probably 8 years ago, was to

230

00:30:24.940 --> 00:30:29.549

greg olson: border that off and just stop traffic through it

231

00:30:29.820 --> 00:30:33.800

greg olson: because of the danger, with the possible

232

00:30:34.910 --> 00:30:38.939

greg olson: road falling into the Sandy river down there. But

233

00:30:39.240 --> 00:30:44.889

greg olson: anyway, it's it was worthwhile to get funding for this, and continue

234

00:30:45.370 --> 00:30:49.409

greg olson: with the project on as far as we can possibly get it. Then

235

00:30:49.730 --> 00:30:51.619
greg olson: I don't know if we can give up

236
00:30:53.460 --> 00:30:57.509
greg olson: better of support, or if that just has to come through the County central

237
00:30:58.030 --> 00:31:00.949
greg olson: people, if what we do. But

238
00:31:01.430 --> 00:31:07.029
greg olson: I I would recommend if we could do a letter support. That would be fine. Thank you.

239
00:31:08.980 --> 00:31:29.719
Allison Boyd, Multnomah County: Yeah, definitely. And yeah, this is great insight into some of the things I don't think I like have all of the info about like as far as what, what the community was supporting, what they weren't. But we'll definitely want to come back to everybody, and then we'll also be really coming back to bike Pet. If we get this grant to talk through kind of

240
00:31:29.720 --> 00:31:50.559
Allison Boyd, Multnomah County: what the the routing and the and the design looks like, too. And then, as far as yeah, I think we can. If you all support a letter of support, we could include a letter of support from your committee in the Grant application, and then I'm also taking this to our county board tomorrow to get their approval.

241
00:31:51.105 --> 00:32:10.260
Allison Boyd, Multnomah County: So we'll we'll hopefully have. And then I think we have a letter of support already from Metro. We have one on the way from the 40 Mile Loop Trust, and then we are, I think, still waiting to get one from Troutdale. So so yeah, we're hopeful that that will

242
00:32:10.570 --> 00:32:15.750
Allison Boyd, Multnomah County: be helpful to her application package. Frank.

243
00:32:20.130 --> 00:32:27.590
Frank Stevens: Hey, Allison? Thank you so much. And, Greg, thank you for your inputs. You're talking. I'm a local. So this is my ride.

244
00:32:28.150 --> 00:32:48.659
Frank Stevens: We're actually looking at doing a speed study on that route, because right now it's wide open, like you said, it looks like a highway as you come over that culvert area, and then it branches out into what could be 3 lanes pretty easily. So you're saying the planning we're looking at just getting the grant to do 30% planning is the goal.

245

00:32:49.490 --> 00:32:50.709

Frank Stevens: Did I get that right?

246

00:32:51.180 --> 00:33:06.509

Allison Boyd, Multnomah County: Yeah, yeah, we didn't feel like we had enough information to really have a decent cost estimate to go after a full project at this point, so really thought it would be helpful to use this grant

247

00:33:06.510 --> 00:33:24.019

Allison Boyd, Multnomah County: to kind of do that re-engagement with the community, and then be able to do that kind of conceptual design work up to about 30% to to get us some really good numbers that are up to date, that we could be able to use to go after a construction.

248

00:33:24.020 --> 00:33:28.779

Frank Stevens: I I would highly recommend you. Reach out to Robert Spurlock at Metro.

249

00:33:28.780 --> 00:33:29.610

Frank Stevens: Oh, yeah.

250

00:33:29.610 --> 00:33:30.890

Allison Boyd, Multnomah County: Plan. Yeah.

251

00:33:30.890 --> 00:33:39.423

Allison Boyd, Multnomah County: yeah, yeah, we've been coordinating with them. This flyer that I I think I still have on the screen. I can take that down. Is

252

00:33:40.220 --> 00:34:08.710

Allison Boyd, Multnomah County: Oh, my Pdf doesn't seem to be working too well, but it's 1 that Metro put together as part of. They have kind of put together some opportunities as part of a like regional trail strategy of things that would be good investments in the region to continue. And so they included this project in that strategy. So they've been very supportive in this, and I think they'd be very supportive if we get the grant and kind of continue.

253

00:34:08.710 --> 00:34:16.010

Frank Stevens: Yeah. So also be aware, this, this ties in with our safe routes to school, and we're working on our transportation plan and Troutdale this spring.

254

00:34:16.480 --> 00:34:20.907

Frank Stevens: So this is all tying together, really? Well, and then

255

00:34:21.830 --> 00:34:24.043

Frank Stevens: The other thing I was gonna add, was

256

00:34:24.429 --> 00:34:53.829

Frank Stevens: the plans. We just had the plans done in 20 for Parks. Plan was done in 2023, and part of that was connectivity. So you also have support on that front as well. So Troutdale has a lot of planning that's already helping you out. And then let me know. I mean, you have my contact info feel free to reach out to me. Because I'm working with the the local planners and engineers and and all the guys that are the players. And I plan on talking to the people on this route as well. So

257

00:34:53.960 --> 00:34:56.040

Frank Stevens: yeah, I'll help you out every way I can.

258

00:34:56.540 --> 00:35:09.410

Allison Boyd, Multnomah County: Yeah. And we'll definitely want to connect with you, too. As we start that culvert project. We'll be doing, of course, some outreach and some work on the design of what that small section of the road will be. So.

259

00:35:09.410 --> 00:35:21.620

Frank Stevens: Yeah, this is exciting stuff. I mean tying that in with the fact that we're gonna finish up Sandy River trail, and that gives us. The route up to that point is huge from a 40 mile loop standpoint. That's like.

260

00:35:21.870 --> 00:35:25.530

Frank Stevens: yeah, awesome. Thank you. Allison.

261

00:35:25.810 --> 00:35:26.660

Allison Boyd, Multnomah County: Sure.

262

00:35:30.030 --> 00:35:42.450

joelhuffman: Yeah, I just wanted to clarify something, Greg, said Sandy Boulevard. It's actually Sandy Avenue. It's in Troutdale. And the reason it was chosen was because it's a less steeper grade than the Buxton Hill.

263

00:35:42.790 --> 00:35:50.148

joelhuffman: And so, anyway, just so, people weren't confused with the sandy boulevard, which is

264

00:35:51.900 --> 00:35:56.080

joelhuffman: little bit, ease it up, okey, dokey.

265

00:36:00.730 --> 00:36:07.650

Andrew Holtz: I don't see any other hands up. And I think it's

266

00:36:07.960 --> 00:36:10.579

Andrew Holtz: I think I sense a consensus here so

267

00:36:11.110 --> 00:36:13.551

Andrew Holtz: we could go ahead and have them.

268

00:36:14.110 --> 00:36:17.010

Andrew Holtz: Get somebody to move that we

269

00:36:17.220 --> 00:36:22.599

Andrew Holtz: send a letter of support for the Oregon Community pass grant application.

270

00:36:23.220 --> 00:36:26.479

Andrew Holtz: Do I have a somebody who will make that motion.

271

00:36:26.480 --> 00:36:27.810

joelhuffman: I'll move to support that.

272

00:36:28.670 --> 00:36:29.559

Andrew Holtz: Alright! And a second.

273

00:36:29.560 --> 00:36:30.180

Bob Thomas: Checking it.

274

00:36:30.540 --> 00:36:31.499

Bob Thomas: I can do that.

275

00:36:33.020 --> 00:36:36.319

Andrew Holtz: And all in favor.

276

00:36:36.430 --> 00:36:41.000

Andrew Holtz: Raise your hands or say, aye, any opposed?

277

00:36:42.880 --> 00:36:51.669

Andrew Holtz: Okay, not seeing any opposition, then, alright, motion passes. So I guess then, Allison, yeah, you and Mary Joe will

278

00:36:52.510 --> 00:37:05.950

Andrew Holtz: right up. And I guess I guess at this stage, since you know, it's it's just a outreach and design. Grant. Yeah, pretty pretty straightforward. We just say, Yeah, this is something we want.

279

00:37:06.140 --> 00:37:08.880

Andrew Holtz: And if you need my signature, I'm around.

280

00:37:11.320 --> 00:37:12.240

Allison Boyd, Multnomah County: Thank you.

281

00:37:12.820 --> 00:37:15.509

Andrew Holtz: Great. Thanks very much. Yeah. Looks pretty exciting

282

00:37:21.170 --> 00:37:26.030

Andrew Holtz: now. Cool. Now we go on to Areni. Safer, sandy project.

283

00:37:26.640 --> 00:37:36.375

Arini Farrell, Multnomah County: Yeah, speaking of Sandy, I think we're keeping it in the same train of thought. So I'm actually gonna talk about Sandy Boulevard and my project.

284

00:37:37.410 --> 00:37:42.510

Arini Farrell, Multnomah County: and I can share my screen. Just give me a second.

285

00:37:54.110 --> 00:37:59.750

Arini Farrell, Multnomah County: Everybody can see this. Okay, cool.

286

00:38:02.480 --> 00:38:02.950

Arini Farrell, Multnomah County: Okay.

287

00:38:03.467 --> 00:38:19.629

Arini Farrell, Multnomah County: so for the record, I know that I've met some of you in previous meetings and introduced myself, but my name is Irini Farrell. I'm a project manager with Multnomah County transportation, and I'm here to talk to you about the safer Sandy

288

00:38:19.954 --> 00:38:36.199

Arini Farrell, Multnomah County: and I think it might be worth mentioning to you, Frank. I used to work at Troutdale, so seeing all the projects that's coming along, some of the some of them I started in like this, the Sandy River trail. I did the 15%, 10% design with Kelly.

289

00:38:36.250 --> 00:38:55.589

Arini Farrell, Multnomah County: who is at for wood. So it's really exciting to hear all the projects that are coming down the pipeline. And I'm happy to be presenting this project. So this project is gonna be on Sandy Boulevard and especially in the segment which is Fairview. So I'm gonna send. I'm gonna show you guys the map, but

290

00:38:56.251 --> 00:39:04.610

Arini Farrell, Multnomah County: essentially Sandy Boulevard is a pretty regional and significant corridor in East Multnomah County that spans

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00:39:04.610 --> 00:39:27.229

Arini Farrell, Multnomah County: Portland Gresham, Fairview Wood village and from the portion that after Gresham, the Fairview and Wood village section Multnomah County has kind of the the owner, and maintain Sandy Boulevard. There was. It was previously an odot jurisdiction that had a jurisdictional transfer.

292

00:39:27.260 --> 00:39:38.429

Arini Farrell, Multnomah County: But now we've managed the fairy and wood village portion. It's also a freight corridor. So there's in the last 10 years there's a lot of movement that's been happening on Sandy

293

00:39:38.430 --> 00:39:58.769

Arini Farrell, Multnomah County: specifically with new kind of warehousing opportunities that's there, and it's also a designated truck route. So there's a lot of truck movements. Bigger, bigger traffic are coming in on Sandy. And recently there's been a lot of development that's also residential that's been coming in

294

00:39:59.280 --> 00:40:00.969

Arini Farrell, Multnomah County: with that said

295

00:40:01.010 --> 00:40:19.930

Arini Farrell, Multnomah County: it does lack some multimodal infrastructure to support any kind of transportation that is not reliant on auto dependent. That auto that is auto dependent. So what we want to do is want to look at this road and hear people and how they use Sandy Boulevard.

296

00:40:19.930 --> 00:40:31.710

Arini Farrell, Multnomah County: So this isn't just an overall map of Sandy in the portion that we have for Multnomah County over here. This is actually where the jurisdiction for Gresham

297

00:40:32.256 --> 00:40:40.170

Arini Farrell, Multnomah County: starts to take over. So this is actually, if you've ever been on Sandy. The Boeing facilities are up here.

298

00:40:40.520 --> 00:41:04.765

Arini Farrell, Multnomah County: and then, as you would drive through the the corridor, blue Lake, that's a really popular recreational site for people in the region. On 2 23, rd they drive up over here, and then there's a Walmart on the other side. So wood villages jurisdiction starts right over here, and then Fairview. It's mostly the city of Fairview, through the whole segment

299

00:41:06.060 --> 00:41:12.150

Arini Farrell, Multnomah County: and I'm mentioning this section here because I'll talk about it a little bit more about into the scope of our project.

300

00:41:13.061 --> 00:41:38.228

Arini Farrell, Multnomah County: The community profile for Sandy. It's 1 of the most diverse areas there is diverse land uses like I mentioned, there's Mobile home parks. There's also senior living. And there's also a mix of warehouses and industrial uses in that site. So there's a lot of competing interest in on Sandy. It's also one of the

301

00:41:39.646 --> 00:41:46.790

Arini Farrell, Multnomah County: diverse populations in terms of language that's spoken to. So I put a comparison between

302

00:41:46.790 --> 00:42:09.359

Arini Farrell, Multnomah County: the demographics of Sandy and that surrounding area, and then 2, 57, th that we recently came to you about and talk to you about. And we're working on construction now. So there is a lot more of a Spanish speaking community that is there, and it's also located close to some affordable housing complexes. And for 2 title, one schools.

303

00:42:10.711 --> 00:42:15.859

Arini Farrell, Multnomah County: I do also want to mention. So that section on Sandy. From 2 30th to 2

304

00:42:16.440 --> 00:42:17.949

Arini Farrell, Multnomah County: to 38th

305

00:42:18.190 --> 00:42:40.019

Arini Farrell, Multnomah County: we, the county, had put some safety improvements. So that's what it looks like. Now, I think lessons learned from that project, too, is that we want to be

upfront with our planning process and actually hear the community and how they use Sandy. But so this section of Sandy is not going to be part of our scope for this project.

306

00:42:40.980 --> 00:43:02.280

Arini Farrell, Multnomah County: Okay. So now back to the actual. What? What we're here for, which is the safer sandy project is a planning and engineering conceptual design project. So it's going to take it up to 15%. And this planning project, we're really trying to be intentional about public engagement and also hearing people

307

00:43:02.350 --> 00:43:29.569

Arini Farrell, Multnomah County: who use Sandy every day on how their experience are. So we want to identify improvements on Sandy. We want to look at how people cross the street, how they roll, they take their bike. If it's biking recreationally taking transit, what is the experience on people who take transit? And from last year's engagement that I've done with Mary Jo. Drivers are actually also

308

00:43:29.790 --> 00:43:46.589

Arini Farrell, Multnomah County: doesn't feel comfortable on Sandy as much as it is a road where a lot of people drive. Even I heard that some drivers do not feel safe because of how the speed and how much of conflicts that happen. Conflict points that happens on Sandy

309

00:43:46.590 --> 00:44:08.119

Arini Farrell, Multnomah County: so hopefully. This will be a good opportunity for us to have a conceptual plan to consider and identify crosswalks where people actually use would actually use locating the pinch points, locating areas where they can reduce truck conflict points, areas for new sidewalks and also bike lanes. And

310

00:44:08.190 --> 00:44:14.810

Arini Farrell, Multnomah County: there's also a few wetland areas on sandy. So improvements into the drainage on that site, too.

311

00:44:16.144 --> 00:44:33.970

Arini Farrell, Multnomah County: So this is the safer, sandy project limits. As I mentioned, it goes up to 230th. And with this corridor plan we're going to look at the whole road. And that being said because Gresham's boundary like ends over here, it wouldn't.

312

00:44:33.970 --> 00:44:52.320

Arini Farrell, Multnomah County: It wouldn't be fair to just end it based on just a Gresham city limits. So we go take it all the way to 201st to make it more of a whole corridor. So we're working really closely with the city of Fairview, and also looping in Trimet and Gresham throughout this efforts, too.

313

00:44:53.940 --> 00:44:58.429

Arini Farrell, Multnomah County: So I wanna show you this street view. Because I've

314

00:44:58.650 --> 00:45:13.730

Arini Farrell, Multnomah County: taking my walking audits on Sandy and also didn't feel quite safe. But I feel like the street view also showed the need for us to really do something on Sandy. You can see a transit user is waiting in this, the side of the road. And it's

315

00:45:13.760 --> 00:45:34.039

Arini Farrell, Multnomah County: it's that is the only space that they can feel like they can rest. And some of you do live in East County. So you know how horrible it is in the winter, and the wind and the rain is it's really brutal out there. So that's that's a section that we are going to take a look at a little bit more.

316

00:45:34.090 --> 00:45:51.529

Arini Farrell, Multnomah County: This is the intersection to 23, rd that goes up to Blue Lake, and there's some developments in that area, and the intersection, too. I know that Sarah Jeffries came to the last meeting and talk about the 223rd project. So this will be north of

317

00:45:51.590 --> 00:46:07.109

Arini Farrell, Multnomah County: that project that she's working on. But this intersection is another intersection that we're going to take a look at really carefully in this plan, and just to focus on any kind of any additional improvements to make it safe on that road.

318

00:46:07.780 --> 00:46:29.030

Arini Farrell, Multnomah County: So I'm happy to be in this committee meeting, because I know you guys know a lot about the way that we're funded. So I want to let you know that this project is funded from the regional flexible funds allocation. And this is gonna be aiming, like I mentioned about 10 to 15 preliminary engineering design. So it's gonna

319

00:46:29.447 --> 00:46:45.759

Arini Farrell, Multnomah County: we have acquired Alta planning to do the to do the project, and they have hired environmental issues as their sub consultants for the public engagement. But I do see that we will want to be a lot more

320

00:46:46.200 --> 00:46:50.929

Arini Farrell, Multnomah County: like out there in terms of public engagement, and be where

321

00:46:51.880 --> 00:46:59.477

Arini Farrell, Multnomah County: try to like aim for this, to be kind of like the gold star of how we're gonna do public engagement, especially for planning and engineering

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00:46:59.850 --> 00:47:08.540

Arini Farrell, Multnomah County: like basic engineering project. So Alta is working on doing an assessment for the existing conditions and considerations.

323

00:47:08.600 --> 00:47:31.259

Arini Farrell, Multnomah County: and ei is working on coming up with some content for our outreach efforts, so don't hold your breath. You'll probably see me next month. And I might see me throughout the year, too, because I'm gonna be probably here a lot to kind of show you what kind of the outreach process that we're gonna have. So

324

00:47:32.520 --> 00:47:50.160

Arini Farrell, Multnomah County: so I do also want to mention, because of this funding project, there is another funding opportunity that we have acquired. But we won't start the project until we're finished with this planning project, which is a segment of Sandy, has been awarded for funding for construction.

325

00:47:50.160 --> 00:48:08.120

Arini Farrell, Multnomah County: and this project hopefully when it will inform us to do the actual construction and improvements on that site. So let taking them the lessons learned from 2 30th that way. This improvement process that goes all the way up to Quail Hollow. Which is this

326

00:48:08.420 --> 00:48:18.390

Arini Farrell, Multnomah County: really concerning intersection that we need to improve on can be improved based on the plan.

327

00:48:19.400 --> 00:48:29.289

Arini Farrell, Multnomah County: So what do I mean by doing our community engagement? I am really excited to do this because I think we are moving into the

328

00:48:29.380 --> 00:48:52.949

Arini Farrell, Multnomah County: to the process where we're going to do meet people where they are. Mayor, Joe and I have brainstorm, a lot of things that we can do, and also with our consultants and Allison on how? What that actually means. So one of the things that we're going to do is going to see if we can attend some pop up events at Walmart or going to Hoa meetings at the community events, I mean at the

329

00:48:53.160 --> 00:49:05.690

Arini Farrell, Multnomah County: at the residential communities. Maybe doing some transit intercepts and in the summer doing some tabling exercises

330

00:49:05.900 --> 00:49:08.670

Arini Farrell, Multnomah County: and making sure that we have a language

331

00:49:09.241 --> 00:49:29.100

Arini Farrell, Multnomah County: like interpreter available for us, too. So I do really think that this could be a really good opportunity if you're interested in participating with us about it. Because I'm gonna need help from, especially from from anyone who wants to be part of this project and

332

00:49:29.415 --> 00:49:45.180

Arini Farrell, Multnomah County: I want to see if there's an opportunity for bike pet to also this committee to be more than just providing us some. Input but maybe we can work together on the outreach aspects of this, because I think it's really it's a really good opportunity to kind of set

333

00:49:45.260 --> 00:49:49.215

Arini Farrell, Multnomah County: for this effort on sandy here is,

334

00:49:50.160 --> 00:50:06.699

Arini Farrell, Multnomah County: the timeline for the project. So phase one I've mentioned, Alta is working on the current design and not design current conditions and assessment of what Sandy has and what are some of the things that they notice? We need to improve? I know that

335

00:50:07.601 --> 00:50:20.368

Arini Farrell, Multnomah County: survey work looking at the rights of ways looking at the existing conditions are beginning right now. I just got the permit from them to do some traffic control permits.

336

00:50:20.980 --> 00:50:26.250

Arini Farrell, Multnomah County: and then, ei is gonna give us some outreach materials.

337

00:50:26.410 --> 00:50:53.789

Arini Farrell, Multnomah County: So right now, really, the 1st phase which is it feels like it's winter. But we're looking at it as spring as just hearing what everybody's experience on Sandy is. We don't really want to come in with the project telling people like we want to do these pedestrian improvements. We just really want to hear people about their experience first.st And what areas do they really feel unsafe on Sandy, which places that they think would be beneficial for them to have a crosswalks.

338

00:50:54.094 --> 00:51:00.480

Arini Farrell, Multnomah County: What are the main things that they notice on, Sandy? Maybe it's the speed, or maybe it's the turning. Maybe it's

339

00:51:00.480 --> 00:51:06.370

Arini Farrell, Multnomah County: the trucks. Maybe it's well, a very we I

340

00:51:07.440 --> 00:51:30.669

Arini Farrell, Multnomah County: there could be very multiple things that people tell us. So we do want to have this engagement opportunity just to hear people and to hear the community about how they experience Sandy. And then the phase 2, which is in the summer, we're going to propose ideas that we hear from people, and hopefully can refine it and check and make sure that we're on the same track, or we're in the wrong track, or if we need to correct

341

00:51:30.700 --> 00:51:47.470

Arini Farrell, Multnomah County: the ways that we go, and then phase 3 is when we review the draft plan for final feedback. So at least you'll see me 3 more times in this effort. But I do hope that I get to see you a lot of you guys. More than that. So we can work together on this project.

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00:51:47.880 --> 00:51:56.539

Arini Farrell, Multnomah County: And I think that's it. There is a website up. If you want to hear more about updates. There are a lot more

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00:51:57.000 --> 00:52:03.379

Arini Farrell, Multnomah County: related to the project. There is a sign up sheet and contact information. Then you can put your name in there.

344

00:52:03.670 --> 00:52:07.229

Arini Farrell, Multnomah County: Okay, that's it for me.

345

00:52:09.140 --> 00:52:10.620

Arini Farrell, Multnomah County: Any questions.

346

00:52:11.600 --> 00:52:13.030

Arini Farrell, Multnomah County: I'm gonna stop sharing.

347

00:52:17.130 --> 00:52:18.429

Andrew Holtz: A. J. Go ahead.

348

00:52:19.120 --> 00:52:21.145

AJZ: So a couple of questions.

349

00:52:21.820 --> 00:52:27.260

AJZ: one. Are you going to have lined crosswalks? Across Sandy?

350

00:52:28.106 --> 00:52:29.610

AJZ: As part of this

351

00:52:30.583 --> 00:52:39.436

AJZ: hopeful, safer, sandy idea. And second question is, are there going to be any pedestrian activated?

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00:52:40.200 --> 00:52:43.139

AJZ: lighting in order to cross Sandy?

353

00:52:44.086 --> 00:52:51.670

AJZ: At particular, you know a big you know, housing complexes.

354

00:52:54.072 --> 00:52:55.790

Arini Farrell, Multnomah County: So the crosswalks

355

00:52:56.160 --> 00:53:09.870

Arini Farrell, Multnomah County: I don't know. Oh, so the safer Sandy is just gonna be similar to kind of the main streets and Halsey project where it's the conceptual plan. So there might be places where we do mark a crosswalk. Is that what you mean?

356

00:53:10.210 --> 00:53:23.182

AJZ: Yeah, where you have striped crosswalks so that vehicles can see that there's an intention for allowance of pedestrians to cross, and that might even include an an island.

357

00:53:23.910 --> 00:53:24.400

AJZ: so.

358

00:53:24.400 --> 00:53:24.730

Arini Farrell, Multnomah County: Yes.

359

00:53:24.730 --> 00:53:35.790

AJZ: Again. You're you're talking about people with disabilities, and you know, walking you know, 2 bike lanes and 2 40 mile an hour or greater speed

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00:53:35.870 --> 00:54:03.840

AJZ: lanes. It may be difficult for someone who has a slow gate to cross. They may need to stop in the middle, but having those white lines that indicate a pedestrian crossing. It's not just for the pedestrians, but it's for the vehicles to go. Oh, this is going to be an interrupted pathway for me as a driver, and it alerts that there are pedestrians

361

00:54:04.400 --> 00:54:05.760

AJZ: coming across.

362

00:54:06.730 --> 00:54:15.310

AJZ: So I just you know, I I sort of think of those things as safer for the pedestrian and for people with disabilities.

363

00:54:15.990 --> 00:54:27.440

AJZ: And you know I'm still not clear, because I don't know the other project that you're referencing to what's safer means as part of the project.

364

00:54:27.980 --> 00:54:52.470

Arini Farrell, Multnomah County: If I'm being honest about the safer, it's it's the name. So then it's catchy, and people can go to the project. The aim of the project is overall to bring Sandy safer through his planning process. So the crosswalk, I think that's really good feedback for what we're gonna ask people what they think of safer means, because that's what we're also gonna be asking people.

365

00:54:52.805 --> 00:55:08.219

Arini Farrell, Multnomah County: I think the end of the project. It's it's a planning project. So there's going to be areas where we identify stripe crosswalks. Or maybe a rapid be flash. I'm not gonna say that because I'm gonna mumble it. You know what I mean. The flashlights.

366

00:55:08.220 --> 00:55:13.729

AJZ: And I call it a pedestrian activated. Because it's the pedestrian is saying, I want to cross.

367

00:55:13.990 --> 00:55:29.249

Arini Farrell, Multnomah County: Yeah, I like that. I like that a lot more actually than saying it, the technical term. So yeah, we're open to that. I think at this time the safer, sandy project is not a construction project. It's just the planning project, too.

368

00:55:29.320 --> 00:55:57.699

Arini Farrell, Multnomah County: but the other segment that I wanted to allude to, and why this project is really important is because it will inform some a next phase that we're going to bring forward to you for a construction project. But this construction project will probably not be ready for a couple of years down the line, too. But that's why it's it's not just a planning project that doesn't have anything that backs it. There is going to be a project that follows up with it.

369

00:55:58.840 --> 00:56:06.800

AJZ: But the the object of a safer planning project is to produce what's expected. Correct? I mean.

370

00:56:07.930 --> 00:56:17.130

Arini Farrell, Multnomah County: It's a safer a road that has design and alternatives that will make it safer for us to use.

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00:56:17.400 --> 00:56:20.680

AJZ: And I guess the response for this is really.

372

00:56:20.880 --> 00:56:45.769

AJZ: what are the details of the unsafe road that it is now? Are there more fatalities that have been tabulated, or more near misses, or more insurance. You know, costs to families to employment that that live and use that road. Is there a place that you have those kind of details that you're responding to?

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00:56:47.020 --> 00:56:51.069

Arini Farrell, Multnomah County: So we're using the consultants are doing the

374

00:56:51.340 --> 00:57:03.639

Arini Farrell, Multnomah County: I don't want to say consultants, but they're doing the assessment on it. But Sandy is known not to be the safest road in East County. There's a lot of high injury corridors. It might not be as.

375

00:57:04.240 --> 00:57:10.049

AJZ: I guess I'm I'm wondering what the detail is for that high injury corridor.

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00:57:11.050 --> 00:57:11.570

AJZ: I know.

377

00:57:11.570 --> 00:57:14.469

Allison Boyd, Multnomah County: Answers some of that Irini, if that helps.

378

00:57:14.470 --> 00:57:16.604

Arini Farrell, Multnomah County: Yes, that will help me. Thank you.

379

00:57:16.910 --> 00:57:19.950

Allison Boyd, Multnomah County: Okay, yeah. If you don't mind me jumping in.

380

00:57:19.950 --> 00:57:23.380

AJZ: No, no, no, I I'm sort of on.

381

00:57:23.380 --> 00:57:30.659

AJZ: I'm sort of being the naive person. As to well, I I know it's labeled safer, Sandy, but.

382

00:57:30.880 --> 00:57:33.599

Allison Boyd, Multnomah County: Yeah, what is? What are we gonna do to make it? Yeah.

383

00:57:33.600 --> 00:57:46.290

AJZ: Well, but also what's it safe from, I mean, have there been fatalities along the corridor? And is this something that is, you know, a dozen accidents a year, a dozen accidents a month.

384

00:57:48.160 --> 00:58:11.294

Allison Boyd, Multnomah County: I mean, we can pull that data. We can pull the latest data. That's you know we are. Pull. We are doing a pretty comprehensive safety analysis as part of the safety action plan, and we'll be bringing a presentation on that. That'll have data across our East county roads. Sandy is

385

00:58:11.830 --> 00:58:21.020

Allison Boyd, Multnomah County: and you know the the high injury corridor is kind of you know it. Just it depends on how you define it. But we've been going with the definition

386

00:58:21.020 --> 00:58:44.630

Allison Boyd, Multnomah County: that Metro has established, and part of that kind of methodology that they use to say if something's high injury. Corridor is one. They wait pedestrian and bike fatalities and serious injuries as well as other injuries, crashes for bike and ped higher than

387

00:58:45.000 --> 00:58:48.809

Allison Boyd, Multnomah County: the you know, like. There's an extra weight added to that because of the vulnerability.

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00:58:48.810 --> 00:58:49.160

AJZ: Nice.

389

00:58:49.160 --> 00:58:50.884

Allison Boyd, Multnomah County: And you know,

390

00:58:51.610 --> 00:59:21.610

Allison Boyd, Multnomah County: so that is, that is one item. But it's also the high injury. Corridors is kind of a concept, and it can shift a little bit because it's it's relative to the other roads. And so as you get updated crash data that can shift a little bit of like, what is the high injury corridor? But Overall Sandy has not had a great track record with crashes. We haven't had a lot of. I'm not sure, if we've had any recent fatalities on Sandy, I'd have to go back and

391

00:59:21.610 --> 00:59:42.641

Allison Boyd, Multnomah County: check. But we haven't had a ton of bike and pedestrian serious injuries on that corridor. One reason, maybe because there's no sidewalks and bike lanes, and it's quite dangerous. I know I've walked a little bit on it, just showing people like there's a need here, and it's really scary when the trucks go by.

392

00:59:43.010 --> 00:59:54.092

Allison Boyd, Multnomah County: so so yeah, so it it's definitely been high up on our list. You know, regardless of whether the crashes have already occurred. We're looking to be proactive. And

393

00:59:54.450 --> 01:00:00.399

Allison Boyd, Multnomah County: that's really where we're we're bike pet facilities is a is a huge safety concern for us.

394

01:00:00.400 --> 01:00:04.989

AJZ: Really the lack of facilities that makes it unsafe.

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01:00:05.380 --> 01:00:14.320

AJZ: It's not necessarily that there have been many acts, many crashes, many fatalities, many injuries.

396

01:00:14.320 --> 01:00:23.990

Arini Farrell, Multnomah County: I I wouldn't say that also from the outreach that I've done in the summer, just to start this project to hear people. There's been cars that just

397

01:00:24.240 --> 01:00:42.080

Arini Farrell, Multnomah County: there's collisions on Sandy, because there's a lot of speeding that has happened in East County, too, like street racing, I mean and there was an accident, I think, in the summer or 2, where a car crashed into a home on Sandy, so I wouldn't really want to. Just also say it's the lack of facilities.

398

01:00:42.150 --> 01:01:07.931

Arini Farrell, Multnomah County: But, you're right. I don't have the numbers right now in front of me, but it is generally what would be good is, maybe when we take our walking audit we can invite you guys to to see what what this project would mean, how it actually feels on Sandy, because that was really informative for me to just like walk the road rather than driving it, which is what I've done for the past 5 years.

399

01:01:08.350 --> 01:01:08.890

Arini Farrell, Multnomah County: sorry.

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01:01:08.890 --> 01:01:17.175

Allison Boyd, Multnomah County: And I I do know there has been crashes. There was one. You know, that happened, I think,

401

01:01:17.590 --> 01:01:43.530

Allison Boyd, Multnomah County: a high schooler was crossing the road in that area, and I think you know, she escaped the crash. But I think her dog was killed. And there's just it's there's definitely crashes and we can pull that crash data. I did want to go back to your questions about the crosswalk we've had for quite a while heard from that the people who live on that street that there's a

402

01:01:43.840 --> 01:02:08.790

Allison Boyd, Multnomah County: definite need for like mid block crossing. It's a really long way between the streets. That's been one of the really big factors of why we've pursued grants for that area as well. There's bus stops in front of that like. So there's a mobile home park on the north side of the street. There's a senior living facility on the south side of the street at that Quail hollow area that we were talking

403

01:02:08.790 --> 01:02:32.240

Allison Boyd, Multnomah County: about. There's bus stops on either side. There's poor lighting. It's definitely an area that I'm pretty sure we'll be suggesting a enhanced crosswalk for. But we don't want to presume anything at this point, because that's the whole point is we're going to be doing a planning project with engagement and looking at different alternatives. But we'll be coming back

404

01:02:32.260 --> 01:02:34.949

Allison Boyd, Multnomah County: some point to talk through those details, too.

405

01:02:35.340 --> 01:02:40.040

AJZ: But I think, having those details are really important. When you start talking to residents.

406

01:02:40.260 --> 01:02:42.769

AJZ: you know, along a corridor, and

407

01:02:43.150 --> 01:02:49.680

AJZ: you know the perspective may be. Gosh, it's it's wide. I can see miles ahead.

408

01:02:49.920 --> 01:02:54.329

AJZ: Why do? Why does this road need anything? You know? It's you know, it's just

409

01:02:55.014 --> 01:03:03.379

AJZ: A big, wide raceway, and it's certainly not inviting to anybody else other than you know.

410

01:03:03.540 --> 01:03:04.650

AJZ: Vehicles.

411

01:03:06.000 --> 01:03:06.630

AJZ: So.

412

01:03:06.630 --> 01:03:07.429

Allison Boyd, Multnomah County: Yeah, a folk.

413

01:03:07.430 --> 01:03:23.219

AJZ: I think, having having that tangible number, you know, this is what's happened the past decade, you know. These are people who were injured. These are people who lost their lives. These are people. You know, that that need a crosswalk designated.

414

01:03:24.880 --> 01:03:33.179

AJZ: you know, those are those details that people really love to latch onto when you start a project like this. So thank you.

415

01:03:33.830 --> 01:03:34.879

AJZ: Good good luck.

416

01:03:35.360 --> 01:03:36.380

AJZ: We're behind you.

417

01:03:38.360 --> 01:03:45.849

Arini Farrell, Multnomah County: I'm gonna keep coming back. Don't worry. So I'm not going away with this project. Joe. And then Greg.

418

01:03:49.340 --> 01:04:04.539

joelhuffman: I think it was Greg first, st but I I just wanted to comment on what Jerry was saying. If you're on Sandy, and you're west of 201st there's a nice eastbound bike lane, and then I'm going westbound is a multi-use path that's 12 feet wide or so.

419

01:04:05.081 --> 01:04:20.168

joelhuffman: And once you get to 201, st if you're going east or west, there's nothing after that you're pretty much at the mercy of whoever is ripping through there, and it's not like that section of the road is super wide. It's a 2 Lane road.

420

01:04:20.720 --> 01:04:30.880

joelhuffman: so I mean, crosswalks are one thing, and I can appreciate that. But a sidewalk, and at least a designated bike lane would be real sweet.

421

01:04:31.000 --> 01:04:34.720

joelhuffman: So you know, going through that stretch, and where the pictures were shown.

422

01:04:35.070 --> 01:04:43.170

joelhuffman: There's nothing there but a gravel shoulder. There's a little bit of space on the right hand side of the fog line, but after that.

423

01:04:43.420 --> 01:04:54.920

joelhuffman: you know, it's you're on your own, and and same thing for pedestrians, you know. They're walking along there, and it's not a big, wide road like, I said. It's only a 2 Lane road.

424

01:04:55.430 --> 01:05:02.219

joelhuffman: So you know, with all the big trucks and stuff, it needs a sidewalk, and it needs a designated bike lane.

425

01:05:09.500 --> 01:05:14.839

greg olson: Yeah, I have a question on the presentation. You had 3

426

01:05:15.230 --> 01:05:18.340

greg olson: bullet points. The middle one was.

427

01:05:18.590 --> 01:05:25.989

greg olson: you wanna make Sandy a designated truck route and I don't know

428

01:05:28.480 --> 01:05:35.640

greg olson: if you can really designate it, that we went through this with Odot on the East Metro connection plan when

429

01:05:35.820 --> 01:05:46.200

greg olson: designing the 2 38th Hill, and we asked Odot if they would provide us with a designated

430

01:05:46.320 --> 01:05:53.239

greg olson: truck route, so we could distribute the trucks that come into town from Sandy, or

431

01:05:53.730 --> 01:05:57.459

greg olson: going through towards Sandy on Highway 26.

432

01:05:57.800 --> 01:06:01.048

greg olson: And they researched it and came back and said,

433

01:06:02.420 --> 01:06:06.070

greg olson: there are no designated side truck routes

434

01:06:06.210 --> 01:06:14.990

greg olson: that Odot puts out. The trucks, go where they can go and legally be on, and when we've

435

01:06:15.130 --> 01:06:19.020

greg olson: with the Sandy Boulevard section, there would we design that

436

01:06:19.540 --> 01:06:27.169

greg olson: and make that a designated truck route? Or would we just trucks are gonna go there and they're gonna go down

437

01:06:27.760 --> 01:06:34.240

greg olson: to Walmart and turn right and go up on the I 84, or coming back off, I 84, coming the other way.

438

01:06:34.550 --> 01:06:38.450

greg olson: There's not too many alternatives to trucks

439

01:06:39.300 --> 01:06:44.449

greg olson: in that area unless they're on Sandy, because the bridge there, 2 23rd

440

01:06:45.260 --> 01:06:49.649

greg olson: at the railroad prohibits a lot of trucks going to Marine Drive

441

01:06:49.770 --> 01:06:56.310

greg olson: as a shortcut, so I don't know if you want. If you would put up signs that says this is a designated truck route.

442

01:06:57.208 --> 01:07:06.411

Arini Farrell, Multnomah County: No, it's it's already used as a truck route, I think that's what just to clarify. It's been used as a truck route. And then it's also

443

01:07:07.020 --> 01:07:10.990

Arini Farrell, Multnomah County: a lot of like industrial

444

01:07:11.510 --> 01:07:35.150

Arini Farrell, Multnomah County: companies are also on Sandy. I'm bringing that up because that is one of the challenges that we have on Sandy. When you have a conflict with trucks. Freights that are using Sandy, and they will probably use Sandy for a while. And then with pedestrians and bikes, and that that is the interesting, not interesting. But that is part of the

445

01:07:35.230 --> 01:07:54.319

Arini Farrell, Multnomah County: reason why we need to go through this plan, too. It's not as easy as just going. Say, you know, pedestrians and bikes, there is that freight component, that. And sometimes there's also the over dimensional. So the bigger trucks do go on, Sandy, sometimes. That goes all the way up to Knife River on north of 2 23.rd

446

01:07:54.430 --> 01:07:59.619

Arini Farrell, Multnomah County: So yeah, I I don't want it to be a truck route, but it is, and

447

01:08:00.769 --> 01:08:07.419

Arini Farrell, Multnomah County: that's just how it is, too. So we are gonna have to find a way to make it safe for both users.

448

01:08:13.390 --> 01:08:14.860

Arini Farrell, Multnomah County: Any other questions.

449

01:08:21.240 --> 01:08:24.830

Andrew Holtz: Yeah, I was just wondering that if how.

450

01:08:24.960 --> 01:08:30.860

Andrew Holtz: I don't know, if you know, as far as eliciting comments from people in the area who are not

451

01:08:31.560 --> 01:08:42.809

Andrew Holtz: transportation wonks, and you know just people living in the neighborhood, and who right now they're looking and go. Well, I wouldn't walk and bike there because it's too dangerous. How do you

452

01:08:43.050 --> 01:08:45.289

Andrew Holtz: get a sense from them about

453

01:08:45.960 --> 01:08:48.610

Andrew Holtz: how their use of the road would change

454

01:08:48.710 --> 01:08:56.209

Andrew Holtz: if you could change the conditions, since you're asking them to imagine something that doesn't exist.

455

01:08:58.260 --> 01:09:06.840

Andrew Holtz: I don't know what techniques you know, you use to to get that kind of feedback, so you can make some predictions, saying, Well, if we do this, we can

456

01:09:06.960 --> 01:09:17.250

Andrew Holtz: forecast that. We'll see. You know something in the range of this in terms of of greater use by people walking and or biking.

457

01:09:18.608 --> 01:09:23.830

Arini Farrell, Multnomah County: I. That's a really good question. I think that our approach would be a lot

458

01:09:24.330 --> 01:09:31.419

Arini Farrell, Multnomah County: taking step back further and asking them why they wouldn't take Sandy at all, and

459

01:09:31.550 --> 01:09:54.279

Arini Farrell, Multnomah County: the reasons why they they don't want to take Sandy, and I think that's where the conversation might start, and if they are a transit user. We'll ask them. Really, it's most of their like, their existing experience on Sandy. And maybe and then we're, I really want to make it so. We do follow up with people who also give us feedback

460

01:09:54.742 --> 01:09:58.730

Arini Farrell, Multnomah County: and throughout the process that it's iterative. So part of the

461

01:09:59.153 --> 01:10:25.589

Arini Farrell, Multnomah County: contract that we have with Ei is also having a community engagement plan that's fairly flexible and not just kind of straight to the point and just have a survey and then feedback and survey. But maybe we can adopt it as as the feedback goes in. So I think that's that's definitely something that I'm going to take a look at. And you're right that I don't want to assume and ask people imagine how they're going to use Sandy if we put crosswalks on

462

01:10:26.050 --> 01:10:32.359

Arini Farrell, Multnomah County: so that's a good nugget to think of, too, when we're asking questions to people.

463

01:10:36.590 --> 01:10:42.399

greg olson: I have one more question. I forgot. If if you're looking to form a committee.

464

01:10:42.780 --> 01:10:46.850

greg olson: a public input committee for this project

465

01:10:47.090 --> 01:10:54.149

greg olson: often, would you meet? And would there be evening or daytime meetings?

466

01:10:54.700 --> 01:11:00.950

greg olson: And how many people are you looking at to be on to make a committee.

467

01:11:01.820 --> 01:11:04.753

Arini Farrell, Multnomah County: Would you guys want to be this committee?

468

01:11:05.630 --> 01:11:06.490

Arini Farrell, Multnomah County: Oh, yeah.

469

01:11:06.490 --> 01:11:16.260

greg olson: It depends on the time of of year, because I head out of town quite often and go to Southern California, Northern California.

470

01:11:16.740 --> 01:11:22.180

greg olson: and I'm gone. But I'd be interested. But again

471

01:11:22.470 --> 01:11:26.540

greg olson: I've been on so many committees that just turned into a dead end that I would

472

01:11:27.160 --> 01:11:31.069

greg olson: want to know ahead of time just how much this involves.

473

01:11:31.740 --> 01:11:57.689

Arini Farrell, Multnomah County: Yeah, this project has a fairly. It's not quick, because it's still a year long, but it's about a year long, so it wouldn't be such a. I don't think we're gonna have a specific committee just for this project. I think what we're gonna do is maybe have some focus groups throughout and then come back to you guys and then also have some one on interviews with community members, too. So I'm happy to take

474

01:11:58.530 --> 01:12:04.990

Arini Farrell, Multnomah County: any any anyone who's interested in participating and providing input for this project.

475

01:12:05.668 --> 01:12:10.130

Arini Farrell, Multnomah County: And I'll also be back to this, too. So this is kind of a committee that

476

01:12:10.270 --> 01:12:12.120

Arini Farrell, Multnomah County: you can put feedback on.

477

01:12:17.960 --> 01:12:19.720

Andrew Holtz: Great any questions.

478

01:12:21.300 --> 01:12:24.940

Andrew Holtz: Don't see any other hands up, so thank you.

479

01:12:25.610 --> 01:12:26.000

Arini Farrell, Multnomah County: Thank you.

480

01:12:26.990 --> 01:12:28.400

Andrew Holtz: Look forward to updates.

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01:12:30.340 --> 01:12:34.590

Arini Farrell, Multnomah County: Oh, not updates. I will ask.

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01:12:34.890 --> 01:12:35.450

Andrew Holtz: Yeah.

483

01:12:36.495 --> 01:12:38.319

Arini Farrell, Multnomah County: Yeah, as for you guys.

484

01:12:38.600 --> 01:12:39.200

Andrew Holtz: Okay.

485

01:12:41.470 --> 01:12:44.809

Andrew Holtz: Great. Then back to Mary Jo for work, plan, discussion.

486

01:12:47.300 --> 01:12:54.050

MaryJo Andersen, MultCo: Hi! Everyone! Oops! Hello to Valerie, who's joined us.

487

01:12:54.490 --> 01:13:01.420

MaryJo Andersen, MultCo: and Mathu, who's also joined us as a guest. Thank you, Oscar.

488

01:13:01.820 --> 01:13:10.400

MaryJo Andersen, MultCo: So our annual work plan is still somewhat unformed. The 8th of the month is the earliest

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01:13:10.520 --> 01:13:23.489

MaryJo Andersen, MultCo: date that we could have a second Wednesday, and so we just finished with the holidays, and I had jury duty on Monday and Tuesday. So this is definitely a work in progress, and I'm glad that

490

01:13:24.000 --> 01:13:30.559

MaryJo Andersen, MultCo: we're going to get a good start at this, but there will be more to come. Go ahead to the next slide.

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01:13:34.600 --> 01:13:46.739

MaryJo Andersen, MultCo: So I wanted to 1st off review what we have done last year what we covered last year. So this was our work plan from last year.

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01:13:47.563 --> 01:13:54.256

MaryJo Andersen, MultCo: and I don't need to go through all of it, but it's here for your review and

493

01:13:55.230 --> 01:14:00.400

MaryJo Andersen, MultCo: it was. It's good to see all the things that we went through last year.

494

01:14:00.640 --> 01:14:04.169

MaryJo Andersen, MultCo: and so, in a similar fashion. Go ahead to the next slide.

495

01:14:05.603 --> 01:14:09.689

MaryJo Andersen, MultCo: I want to talk a little bit. About

496

01:14:10.250 --> 01:14:23.949

MaryJo Andersen, MultCo: sort of the different topics, and as you can see, the only one we have going is the January 8, th which is tonight. So on the left side of this chart are just the general dates.

497

01:14:24.160 --> 01:14:32.639

MaryJo Andersen, MultCo: and then the right side are the topics. So they're not. We don't have them assigned to months or set on months.

498

01:14:33.215 --> 01:14:43.339

MaryJo Andersen, MultCo: Things that we'll actually be taking action on and getting feedback from you on. And your involvement does include safer Sandy, as you just heard.

499

01:14:44.059 --> 01:14:57.169

MaryJo Andersen, MultCo: The Transportation Safety Action Plan. We will have this committee will be working with us on our phase, 2 engagement feedback and

500

01:14:58.400 --> 01:15:13.679

MaryJo Andersen, MultCo: giving you some things to work on with that program, and then we also could take on our committee evaluation project. With Jla, particularly, we could potentially start with some bylaw updates

501

01:15:13.890 --> 01:15:16.629

MaryJo Andersen, MultCo: that the committee could work on this year.

502

01:15:16.890 --> 01:15:38.830

MaryJo Andersen, MultCo: Things that are not so action oriented but will be updates include, of course, the ever popular birdside bridge. It is due to be at 60% of design early this summer, late spring. So I think that the bridge folks will be coming back for that.

503

01:15:38.940 --> 01:15:42.600

MaryJo Andersen, MultCo: We usually also have a summer construction update.

504

01:15:43.490 --> 01:15:45.447

MaryJo Andersen, MultCo: We're a rainy

505

01:15:46.620 --> 01:15:52.899

MaryJo Andersen, MultCo: throughout the the fishing hook there to see if we can get some summer outreach involvement with these.

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01:15:53.190 --> 01:16:20.270

MaryJo Andersen, MultCo: with the committee members. We would love to have you join us last summer. We were doing outreach very focused for our safety action plan, and we had surveys and we had a map. People could put pins on. It was much more interactive than just like coming up and getting a prize or having casual conversations. So I think we'd like to continue doing some events in that theme.

507

01:16:20.410 --> 01:16:24.820

MaryJo Andersen, MultCo: and it would be super fun to have your involvement in that.

508

01:16:25.320 --> 01:16:29.749

MaryJo Andersen, MultCo: Of course, we usually like to do a field trip usually in September.

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01:16:29.910 --> 01:16:35.850

MaryJo Andersen, MultCo: I think we'll might lean towards doing something out in East County this year, since we have things going on out there.

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01:16:36.130 --> 01:16:45.829

MaryJo Andersen, MultCo: Other projects that we'll be moving through will be the 2 23rd safe routes to school. There might not be a whole lot of updates with that one.

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01:16:46.180 --> 01:17:01.420

MaryJo Andersen, MultCo: the 257th should be in construction. We've heard from Gresham on their Tsp. So they may be coming back. We've got Ada improvements, and of course some of those projects are

512

01:17:01.680 --> 01:17:05.310

MaryJo Andersen, MultCo: part of will be part of the summer construction.

513

01:17:06.642 --> 01:17:16.959

MaryJo Andersen, MultCo: Other things on our bridges that will be happening this year is the Morrison strengthening project, the Broadway deck replacement, and of course, the Stark Street Bridge

514

01:17:17.140 --> 01:17:28.409

MaryJo Andersen, MultCo: Project Emergency Project, and we anticipate working out on Savi Island this year, and Reader Road, and in the hill in the East Hills on Cochrane Road.

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01:17:28.740 --> 01:17:50.359

MaryJo Andersen, MultCo: So I haven't like, I said. I haven't had a lot of time to really flesh out like when these kinds of these things would come up to the committee. So I want you to think a little bit about like what your vision would be of bike pad of this committee. If you're interested in the bylaw updates, we could

516

01:17:50.770 --> 01:17:55.190

MaryJo Andersen, MultCo: talk about frequency of meetings last

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01:17:55.410 --> 01:18:03.029

MaryJo Andersen, MultCo: the informational presentations, and then we probably would anticipate some new member recruitment as well.

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01:18:04.098 --> 01:18:11.070

MaryJo Andersen, MultCo: This year cause we do it about every 2 or 3 years next slide.

519

01:18:11.430 --> 01:18:19.249

MaryJo Andersen, MultCo: So this is just a quick example. The bylaws are longer than this, and I have a link here to the bylaws.

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01:18:19.897 --> 01:18:25.769

MaryJo Andersen, MultCo: So the 1st part of this is looking at the purpose and duties.

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01:18:25.920 --> 01:18:34.219

MaryJo Andersen, MultCo: advising the Board and Transportation Division on matters involving bicycle and pedestrian transportation.

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01:18:34.640 --> 01:18:49.280

MaryJo Andersen, MultCo: I think that's probably something that we would hold to. We no longer in Number 2. We no longer have a bicycle, capital improvement plan, or pedestrian capital improvement plan. Those got folded into our

523

01:18:49.380 --> 01:18:52.269

MaryJo Andersen, MultCo: major capital improvement plan

524

01:18:52.490 --> 01:19:03.340

MaryJo Andersen, MultCo: also in our purpose, is serving as volunteers for helping us at public events. So again, Arini and I are kind of would love to push that a little bit more.

525

01:19:03.900 --> 01:19:15.779

MaryJo Andersen, MultCo: And then number 4 is just like the basically, the ordinance is this is that wouldn't change either. So what do you want to do this year?

526

01:19:16.630 --> 01:19:33.960

MaryJo Andersen, MultCo: I can send out a survey. Last year I did send out a survey with the questions for you, but I'd like to open it up to discussion to hear from you and some of these ideas like I said, it's pretty unformed right now. Hi, Valerie, I see your hand up.

527

01:19:35.020 --> 01:19:38.399

Valerie Schiller: Yeah. I had a question about your last slide

528

01:19:38.830 --> 01:19:56.600

Valerie Schiller: about the what's being talked about this year. I've been kind of confused about the 257th Street project. Because I know originally they were gonna start construction last fall, and I feel like I've missed some sort of communication about why it's taking so long.

529

01:19:56.600 --> 01:19:57.160

MaryJo Andersen, MultCo: Okay.

530

01:19:57.160 --> 01:19:58.189

Valerie Schiller: To start.

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01:19:58.320 --> 01:20:01.149

Valerie Schiller: I don't know if there was something I have

532

01:20:01.270 --> 01:20:07.710

Valerie Schiller: mess stored. If that can be, maybe they could come back and give us a more detailed update if they haven't yet.

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01:20:09.240 --> 01:20:14.139

MaryJo Andersen, MultCo: I don't know the details of that, but I'm wondering. Allison or Rene.

534

01:20:14.690 --> 01:20:16.440

MaryJo Andersen, MultCo: do you have any more?

535

01:20:17.810 --> 01:20:19.480

Arini Farrell, Multnomah County: Thoughts to them.

536

01:20:20.294 --> 01:20:25.189

Arini Farrell, Multnomah County: From what I know with the 2 57th construction

537

01:20:25.780 --> 01:20:49.209

Arini Farrell, Multnomah County: they're out doing the I think they're in the middle of procurement right now. And there were issues with the right of way, not issues. But there's some aspects of the right of way that needed to be type like clean before they went to the next phase. But construction should start soon, because they they are in procurement for the construction contractor right now.

538

01:20:50.850 --> 01:20:53.119

Valerie Schiller: What- what is procurement? Mean?

539

01:20:53.120 --> 01:21:06.399

Arini Farrell, Multnomah County: Oh, I'm so sorry I'm I've been speaking like a government employee. They put out a bid for the contractor, and right now they're just finalizing the contract to get them started on construction.

540

01:21:07.170 --> 01:21:11.880

Valerie Schiller: Okay. So they they haven't actually secured their contract to start construction yet.

541

01:21:13.181 --> 01:21:22.400

Arini Farrell, Multnomah County: They're in the. They've selected the con, the contractor. They haven't kind of signed the contract that's going through the process right now.

542

01:21:24.750 --> 01:21:29.390

Arini Farrell, Multnomah County: and it's not a satisfying answer. I'm sorry, but it's gonna get there.

543

01:21:32.700 --> 01:21:33.960

MaryJo Andersen, MultCo: Thank you, Irini.

544

01:21:38.800 --> 01:21:46.780

MaryJo Andersen, MultCo: Right. Don't everybody jump in at once here with thoughts feedback about the year ahead?

545

01:21:49.040 --> 01:21:51.496

MaryJo Andersen, MultCo: What do you wanna do? What do you wanna not do.

546

01:21:56.880 --> 01:22:02.109

Valerie Schiller: I wanna do more stuff awesome, whatever that is.

547

01:22:07.470 --> 01:22:12.080

Valerie Schiller: And I think I I listened in on

548

01:22:12.538 --> 01:22:17.309

Valerie Schiller: one of the last meetings, and I had to miss, and there was talk about

549

01:22:17.600 --> 01:22:28.460

Valerie Schiller: wanting to take more action as a committee on things that perhaps. Think it was a.

550

01:22:30.480 --> 01:22:33.909

MaryJo Andersen, MultCo: Your your audio is cutting out a little bit, Valerie.

551

01:22:33.980 --> 01:22:35.789

Valerie Schiller: Okay. Can you hear me now?

552

01:22:36.610 --> 01:22:38.550

AJZ: It's just kind of in and out.

553

01:22:38.550 --> 01:22:48.810

Valerie Schiller: Okay. I think it was on something that Odot wasn't providing for the true that came up last meeting

554

01:22:49.640 --> 01:22:50.230

Valerie Schiller: in the back.

555

01:22:50.430 --> 01:22:50.910

AJZ: Yeah, so.

556

01:22:50.910 --> 01:22:51.989

Valerie Schiller: As a committee.

557

01:22:54.460 --> 01:22:58.729

MaryJo Andersen, MultCo: Can you type it in the chat because we're not capturing?

558

01:23:11.900 --> 01:23:15.980

MaryJo Andersen, MultCo: Thanks, Frank, for your comment.

559

01:23:17.070 --> 01:23:25.529

MaryJo Andersen, MultCo: I think something out in East County would be, and in our summer plans.

560

01:23:33.170 --> 01:23:33.809

AJZ: Well

561

01:23:35.180 --> 01:23:36.510

MaryJo Andersen, MultCo: Yes, go!

562

01:23:36.510 --> 01:23:45.860

AJZ: So I I think, on a high policy level. I would love to see the bylaws be really updated and and really

563

01:23:45.990 --> 01:23:48.031

AJZ: have a little bit more

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01:23:49.090 --> 01:23:53.560

AJZ: teeth into it, and a little bit more aggressive

565

01:23:53.690 --> 01:24:00.869

AJZ: in terms of reporting to the the the Multnomah County Board

566

01:24:01.494 --> 01:24:10.400

AJZ: and to other departments other than transportation. I think because we're all wonks. We know that that health

567

01:24:11.372 --> 01:24:17.390

AJZ: can be improved with cycling and walking.

568

01:24:18.249 --> 01:24:28.500

AJZ: We know that economic development can be assisted by having pedestrians be able to go to small shops

569

01:24:29.140 --> 01:24:38.379

AJZ: which require, you know, not necessarily 40 mile an hour. Sort of speedways that go in front of those shops.

570

01:24:39.010 --> 01:24:41.023

AJZ: access for

571

01:24:42.150 --> 01:24:51.690

AJZ: People with visible and invisible disabilities is becoming much more aware by

572

01:24:52.160 --> 01:25:05.256

AJZ: politicians by people that use roadways the people that use tourism. amenities so I I find it. I find it personally

573

01:25:06.300 --> 01:25:15.180

AJZ: too narrow when our bylaws say that we advise the Board and the Department of Transportation, because

574

01:25:15.570 --> 01:25:33.492

AJZ: cycling and pedestrian affects all the departments of Multnomah County, it's not just transportation. It's not just about the bike. It's about people having accessibility. So that's my prejudice

575

01:25:34.510 --> 01:25:41.710

AJZ: my very base prejudice. And so I think the bylaw should be rewritten

576

01:25:41.850 --> 01:25:48.949

AJZ: that you know who who are the bike and ped people advising, and why are they advising anything?

577

01:25:49.420 --> 01:25:55.699

AJZ: You know we're always concerned about safety and safety comes in so many forms.

578

01:25:57.320 --> 01:26:04.823

AJZ: anyway. So I I would start at the top the very 1st sentence myself. And I know

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01:26:05.870 --> 01:26:11.550

AJZ: When we talked about changing the bylaws a couple of years ago that there's a very high lift.

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01:26:12.090 --> 01:26:22.040

AJZ: you know, to get the bylaws rewritten that perhaps challenges the original, you know.

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01:26:22.300 --> 01:26:28.249

AJZ: thinking of. Oh, well, Bike and Ped should report to the Department of Transportation, you know.

582

01:26:29.180 --> 01:26:36.669

AJZ: So I think that sort of rewriting and that sort of high level policy thinking

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01:26:36.770 --> 01:26:40.490

AJZ: it's something to talk about and

584

01:26:42.670 --> 01:26:48.600

AJZ: Anyway, it'd be interesting just to hear what other people think on the committee. And so.

585

01:26:58.470 --> 01:26:58.870

greg olson: Okay.

586

01:26:58.870 --> 01:26:59.600

Andrew Holtz: Credit card.

587

01:27:00.600 --> 01:27:02.089

greg olson: Yeah, I'm back again.

588

01:27:03.190 --> 01:27:07.439

greg olson: I agree with Aj with that. Huh?

589

01:27:08.620 --> 01:27:13.821

greg olson: Our bylaws are pretty antiquated. And

590

01:27:14.990 --> 01:27:22.280

greg olson: for instance, I would like to be able to go as projects go into the various commissioners

591

01:27:23.295 --> 01:27:29.385

greg olson: neighborhoods, and something's going on, and I with a project I would like to

592

01:27:30.080 --> 01:27:37.339

greg olson: have members of the committee represent the committee, and let them, whichever Commissioner it is.

593

01:27:37.940 --> 01:27:40.859

greg olson: sit down with them in their office and talk about it.

594

01:27:41.600 --> 01:27:46.530

greg olson: or at the very least let their right hand, man or woman

595

01:27:47.510 --> 01:27:50.720

greg olson: hear what we have to say and give them

596

01:27:50.900 --> 01:27:54.940

greg olson: input that way. Because right now I don't feel we are input

597

01:27:55.400 --> 01:28:06.720

greg olson: is nice. And we talk about projects. And we have helped on a number of projects. But I think we could go even farther with that. And we might also

598

01:28:07.440 --> 01:28:11.365

greg olson: include in our bicycle and pedestrian

599

01:28:12.330 --> 01:28:19.895

greg olson: Other mode May modes of transportation, such as the bus and

600

01:28:21.550 --> 01:28:27.000

greg olson: or other people are getting around town in the Portland area.

601

01:28:27.160 --> 01:28:34.189

greg olson: regardless of how they are doing it. But I think we could improve on that. I would like to see us be more

602

01:28:34.680 --> 01:28:38.440

greg olson: proactive in that which we are hamstrung right now.

603

01:28:38.960 --> 01:28:45.460

greg olson: and what we can do, we it's like hitting my head against the wall every time I come to a meeting, and they tell me to

604

01:28:46.050 --> 01:28:55.040

greg olson: we can't have a committee motion or decision made on a project, but you can

605

01:28:55.290 --> 01:28:57.010

greg olson: do it as an individual.

606

01:28:57.530 --> 01:29:04.929

greg olson: Well, every other outfit it's involved in a project is being represented by multi.

607

01:29:09.270 --> 01:29:11.973

greg olson: Use, said users, that

608

01:29:12.940 --> 01:29:20.110

greg olson: are represented by the trucking industry, the bus industry, the car industry.

609

01:29:20.330 --> 01:29:21.963

greg olson: We have car dealers that

610

01:29:22.510 --> 01:29:30.819

greg olson: I was on a committee with, and absolutely refused, and pushed all their weight towards

611

01:29:31.420 --> 01:29:36.630

greg olson: stopping road diets and so forth, and that. But anyway, there's a lot more, I think.

612

01:29:36.760 --> 01:29:43.289

greg olson: from my point, that we can do to be more effective in the in accounting. Thank you.

613

01:30:09.890 --> 01:30:14.155

Andrew Holtz: Call myself to Aj's point.

614

01:30:14.740 --> 01:30:19.670

Andrew Holtz: I think. Actually, I mean, I agree that what we do affects

615

01:30:19.840 --> 01:30:33.169

Andrew Holtz: every aspect of the life of people in the in the community and multiple departments. To change that 1st line of the bylaw, I think, actually would require the ordinance to be

616

01:30:33.420 --> 01:30:35.260

Andrew Holtz: are amended.

617

01:30:35.480 --> 01:30:46.900

Andrew Holtz: because I think it says in the founding ordinance that it is. The committee's purpose is to strictly advise transportation staff

618

01:30:47.270 --> 01:30:49.558

Andrew Holtz: and the Commissioners, so

619

01:30:50.830 --> 01:30:53.560

Andrew Holtz: You can't change the bylaw without changing the

620

01:30:53.890 --> 01:31:00.040

Andrew Holtz: overriding ordinance, which is not impossible, you know. That's just. I mean, that would be something to think about. Do we propose that.

621

01:31:00.230 --> 01:31:05.610

Andrew Holtz: You know the ordinance has been changed in the past. It's been 20 some years, but it has been changed

622

01:31:05.810 --> 01:31:20.569

Andrew Holtz: so it could could ask for that. Of course there are other ways. So you know, I think it personally, it'd be nice to get back to. We did have a period of time where I'm blanking on his last name. I think his name 1st name was Andrew

623

01:31:20.890 --> 01:31:21.575

Andrew Holtz: from

624

01:31:23.050 --> 01:31:32.912

Andrew Holtz: Part of the Health Department was regularly coming to our meetings and talking about reaching underserved communities and

625

01:31:33.590 --> 01:31:35.609

Andrew Holtz: different ways you know of, of.

626

01:31:36.380 --> 01:31:44.820

Andrew Holtz: of looking at. You know what are the priorities, and how can transportation, particularly the active transportation that we focus on.

627

01:31:45.924 --> 01:31:49.360

Andrew Holtz: Serve the the larger interests

628

01:31:49.560 --> 01:31:53.168

Andrew Holtz: of the community. So it'd be nice to have

629

01:31:53.900 --> 01:32:02.220

Andrew Holtz: to have folks. I don't know if he's still in his position. But I think he yeah, I think he moved on. Maybe that's why he wasn't coming anymore. But

630

01:32:02.430 --> 01:32:07.029

Andrew Holtz: some more direct connection with those other departments.

631

01:32:07.500 --> 01:32:08.760

MaryJo Andersen, MultCo: To come to our meetings.

632

01:32:08.760 --> 01:32:18.110

MaryJo Andersen, MultCo: Great. Yep, we work with several people in the Health Department and I, that's great feedback, because we could definitely ask them to.

633

01:32:18.801 --> 01:32:21.159

MaryJo Andersen, MultCo: Come, come to the meetings.

634

01:32:22.730 --> 01:32:24.170

MaryJo Andersen, MultCo: I like that idea.

635

01:32:25.440 --> 01:32:35.230

AJZ: So so again, I I think there's a formality that I would be interested in. And I I think there's ways that you you could perhaps say, and perhaps challenge

636

01:32:35.870 --> 01:32:42.919

AJZ: the ordinance issue. You could have a primary purpose of the committee. You could have secondary

637

01:32:43.030 --> 01:32:48.194

AJZ: purposes of the committee. I know this.

638

01:32:48.960 --> 01:32:57.759

AJZ: I I feel like it's the same old windmill has has faced bike and pet issues. And I just want to give an example.

639

01:32:58.517 --> 01:33:03.550

AJZ: Odor and a person that worked for Odor in Eugene

640

01:33:03.670 --> 01:33:11.959

AJZ: actually mapped Eugene with driver license, information of weight and height.

641

01:33:12.350 --> 01:33:16.489

AJZ: and of course you may or may not know, but you can use that to

642

01:33:16.640 --> 01:33:31.190

AJZ: to quantify what's called a Bmi, and the Bmi can be translated for groups, not necessarily for individuals, which is a very important part in medicine. But when you look at group cohorts

643

01:33:31.440 --> 01:33:40.970

AJZ: you can determine obesity near obesity, overweight, underweight, etc. So you can really have

644

01:33:41.080 --> 01:33:43.859

AJZ: cohorts or buckets of people.

645

01:33:43.980 --> 01:34:08.840

AJZ: And it was really fascinating because he took that information of Dmv. You know, which is what people testify that their weight and their height is, and there's certain prejudices among even gender in terms of which testimony they give. But it was fascinating, because what you saw was a ring of obesity around Eugene.

646

01:34:09.220 --> 01:34:14.190

AJZ: and the ring had cul-de-sacs.

647

01:34:14.480 --> 01:34:18.729

AJZ: It had long distances between intersections.

648

01:34:18.860 --> 01:34:22.529

AJZ: It had no bike lanes, it had no transit.

649

01:34:22.790 --> 01:34:32.689

AJZ: and the inner rings were a much more normal curve of the weight and height sort of distribution that was not in obesity.

650

01:34:33.200 --> 01:34:48.670

AJZ: and that interaction of infrastructure inference, not causal, but certainly inference and association suggested that

651

01:34:49.070 --> 01:34:56.940

AJZ: maybe something could be done in terms of infrastructure that would increase activity.

652

01:34:57.400 --> 01:34:59.689

AJZ: This is all pre-pandemic stuff.

653

01:34:59.820 --> 01:35:03.399

AJZ: This is the middle, the late 2 thousands.

654

01:35:03.570 --> 01:35:15.970

AJZ: And so that whole project got squashed mostly because of privacy, because of taking individuals data

655

01:35:16.280 --> 01:35:23.500

AJZ: and using it to look at group associated data.

656

01:35:23.780 --> 01:35:26.490

AJZ: But it was really it. I was

657

01:35:26.620 --> 01:35:33.269

AJZ: sad that there weren't the next iterations of exploring those kind of values

658

01:35:33.500 --> 01:35:43.160

AJZ: that this really smart Odot worker had produced. And Odot said, you cannot use

659

01:35:43.500 --> 01:35:47.230

AJZ: data that might be linked to individuals

660

01:35:47.440 --> 01:35:59.680

AJZ: and identified to individuals, and one of the threats was a pharmaceutical company getting that Dmv data and really targeting people

661

01:35:59.890 --> 01:36:05.059

AJZ: for guess what obesity drugs, etc.

662

01:36:05.955 --> 01:36:13.830

AJZ: or medical clinics trying to target people in very specific geographic areas. So

663

01:36:14.000 --> 01:36:19.109

AJZ: you know, this interaction of transportation and

664

01:36:19.480 --> 01:36:24.292

AJZ: and health. I mean, that's just a a simple example. And

665

01:36:26.060 --> 01:36:32.940

AJZ: so that really started me thinking like, oh, it's not about the bike.

666

01:36:33.330 --> 01:36:35.930

AJZ: It's not about your footwear.

667

01:36:36.170 --> 01:36:46.845

AJZ: it's it's much more and it and it's much more. You know, dovetailing of of these issues. So that's my speech. Thank you.

668

01:36:56.710 --> 01:37:00.306

MaryJo Andersen, MultCo: Valerie. I was reading your comment, and

669

01:37:02.280 --> 01:37:07.967

MaryJo Andersen, MultCo: the Gresham Fairview Trail at 1 85th is

670

01:37:09.020 --> 01:37:13.069

MaryJo Andersen, MultCo: I believe that that is all within Gresham's purview.

671

01:37:13.330 --> 01:37:17.140

MaryJo Andersen, MultCo: so far as who has the roads

672

01:37:17.660 --> 01:37:22.450

MaryJo Andersen, MultCo: there? But I'm not completely sure, so thank you for the reminder.

673

01:37:22.830 --> 01:37:27.270

MaryJo Andersen, MultCo: And I will look.

674

01:37:30.230 --> 01:37:38.159

joelhuffman: Yeah, I'm gonna butt in here. So the 185, th that bar was talking about the east Side is Gresham, and the west side is Portland.

675

01:37:38.650 --> 01:37:45.660

joelhuffman: and I think the conversation was that this trail was going to go on the east side of 185.th

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01:37:46.250 --> 01:37:52.370

joelhuffman: I just remember questioning, where's it gonna go? Because there's a sidewalk there and a bike lane. So I wasn't really sure

677

01:37:52.790 --> 01:37:57.960

joelhuffman: what the design was going to be. And

678

01:37:58.400 --> 01:38:03.859

joelhuffman: anyway, that's what she's talking about. Was somebody gonna come back and talk to us about that. Is that what you're saying? Valerie

679

01:38:06.830 --> 01:38:08.519

joelhuffman: thumbs up or thumbs down.

680

01:38:13.370 --> 01:38:32.407

Allison Boyd, Multnomah County: I think she was talking about. I think Greg made some comments about it at the last meeting. Was that the I I think I walked in at that point because I was out at the door. Checking for folks was was that the comments regarding like, maybe there's some issues, we should talk with a muck talk about or

681

01:38:33.590 --> 01:38:44.090

Allison Boyd, Multnomah County: Okay, yeah. So yeah, we can follow up on that first, st we'd probably want to follow up with Gresham and check in on. Yeah, what? What exactly the status is of that project.

682

01:38:49.900 --> 01:38:53.999

greg olson: Yeah, I think. When we met with Gresham.

683

01:38:54.190 --> 01:38:59.199

greg olson: and we gave the impression that we were okay with 180, with

684

01:38:59.360 --> 01:39:03.099

greg olson: 5th with a bike lane and a sidewalk there.

685

01:39:03.220 --> 01:39:06.919

greg olson: and my comment was, 1st of all.

686

01:39:07.130 --> 01:39:11.099

greg olson: the Gresham Fairview trail, even though it never hits Fairview.

687

01:39:11.350 --> 01:39:19.769

greg olson: Oh, was designed, and has been designed for at least 20 years, because I was way back before the

688

01:39:20.040 --> 01:39:22.940

greg olson: actually just finished Gresham City Hall.

689

01:39:23.480 --> 01:39:28.859

greg olson: Oh, with transportation meetings with them and that

690

01:39:29.620 --> 01:39:36.890

greg olson: Fairview trail had been planned. Actually, we're into Fairview at one time, but the Wetlands

691

01:39:37.430 --> 01:39:41.428

greg olson: put an end to it, and when the trucking

692

01:39:43.220 --> 01:39:56.269

greg olson: buildings were built just recently in the last couple of years, where the Fort Fairview people were complaining that they were gonna get noise and things from the trucks, and it was the worst thing that could ever happen in the world to Fairview.

693

01:39:56.460 --> 01:39:59.489

greg olson: And Gresham said you.

694

01:39:59.960 --> 01:40:09.160

greg olson: why don't you? Look at what's gonna happen over in Gresham before you buy a house and build a house there if you're going to complain about it. And so, anyway.

695

01:40:10.590 --> 01:40:18.009

greg olson: the last revision of this is that we've got it now down Sandy Boulevard 285.th

696

01:40:18.170 --> 01:40:25.400

greg olson: Except for that section that's gonna go now between Halsey and Sandy boulevard, but

697

01:40:26.260 --> 01:40:33.589

greg olson: it was always intended to be a multi use path, and my comments were, where do we need to keep it as a multi use path.

698

01:40:33.830 --> 01:40:39.889

greg olson: and don't let Gresham get away with just putting a sidewalk and a bike lane in which it's it's already got.

699

01:40:40.110 --> 01:40:43.949

greg olson: and call it a multi use path for all

700

01:40:44.240 --> 01:40:48.100
greg olson: family use little children's use.

701
01:40:48.520 --> 01:40:57.280
greg olson: Senior adults use and keep them their feet to the fire. There, that that gets

702
01:40:57.420 --> 01:40:59.970
greg olson: completed as a multi-use path.

703
01:41:01.040 --> 01:41:07.480
greg olson: Anyway, I'm beating myself to death over here.

704
01:41:27.010 --> 01:41:29.279
Andrew Holtz: Any other comments right now, or

705
01:41:30.090 --> 01:41:35.950
Andrew Holtz: Mary Jo, you you need about 5 or 10 min for your other staff updates.

706
01:41:35.950 --> 01:41:39.256
MaryJo Andersen, MultCo: Just, I have a really short update again.

707
01:41:40.510 --> 01:41:46.970
MaryJo Andersen, MultCo: it. It's it didn't have a lot of lead time for this meeting, but I do have a short

708
01:41:48.330 --> 01:41:50.129
MaryJo Andersen, MultCo: staff report.

709
01:41:50.420 --> 01:41:53.450
MaryJo Andersen, MultCo: Okay, thanks, Oscar. Next slide

710
01:41:53.850 --> 01:41:59.969
MaryJo Andersen, MultCo: and 2 things to comment on. And so this is, these are some very wordy

711
01:42:00.140 --> 01:42:03.180
MaryJo Andersen, MultCo: slide, but it gives you all the information.

712
01:42:03.693 --> 01:42:19.779

MaryJo Andersen, MultCo: One is an update on our transit program. We've had some presentations about our shuttles over the past couple of years, and I even worked on the shuttles for a little while before Eve came on board, and we've had 3 shuttles.

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01:42:20.484 --> 01:42:31.339

MaryJo Andersen, MultCo: and 2 of them the Swan Island Evening Shuttle and the Troutdale Industrial Park Shuttle. They will be concluding service at the end of January.

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01:42:32.880 --> 01:42:44.370

MaryJo Andersen, MultCo: and the the good news about it is that both of these shuttles are going to be expanded as regular trimet services.

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01:42:44.520 --> 01:42:50.410

MaryJo Andersen, MultCo: So that really means that the shuttle program, which was to kind of pilot. The

716

01:42:50.720 --> 01:42:56.140

MaryJo Andersen, MultCo: was funding from the State to pilot these job connection shuttles.

717

01:42:56.270 --> 01:43:05.030

MaryJo Andersen, MultCo: and they're now going to be part of the the regular trimet service. So that is really fantastic. Good news.

718

01:43:05.270 --> 01:43:21.739

MaryJo Andersen, MultCo: And what we're looking at doing is providing additional frequency with our 3rd shuttle. The access shuttle, which is the Culley Neighborhood Park rose and down into the airport warehouse area.

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01:43:21.860 --> 01:43:24.530

MaryJo Andersen, MultCo: Columbia, Cornfoot, Alderwood.

720

01:43:24.830 --> 01:43:44.219

MaryJo Andersen, MultCo: And so they're looking at increasing that the frequency of that shuttle and also Eva's working to increase the use of our rural on demand service. The Dialer Ride service. So I know she's been to the Savi Island

721

01:43:44.410 --> 01:43:51.239

MaryJo Andersen, MultCo: community meetings and the East Multnomah County Community, Nemca.

722

01:43:51.640 --> 01:44:00.490

MaryJo Andersen, MultCo: And then, finally, if you followed the local news, you've heard that there's a budget shortfall for the county in general.

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01:44:00.610 --> 01:44:06.359

MaryJo Andersen, MultCo: The county's facing a \$2021,000,000 shortfall

724

01:44:06.490 --> 01:44:11.510

MaryJo Andersen, MultCo: for the fiscal year 2026, which is what starts July first.st

725

01:44:11.760 --> 01:44:17.070

MaryJo Andersen, MultCo: The chair instructed most departments to consider the impact

726

01:44:17.200 --> 01:44:22.290

MaryJo Andersen, MultCo: by looking at 8%, 10% and 12% reductions.

727

01:44:22.660 --> 01:44:32.560

MaryJo Andersen, MultCo: And the transportation division is funded by transportation specific sources and not the general fund. We're the only

728

01:44:33.140 --> 01:44:48.580

MaryJo Andersen, MultCo: work group in the county that doesn't rely on the general fund, so we don't have that constraint and are very luckily not looking at reductions this coming fiscal year.

729

01:44:48.790 --> 01:44:52.540

MaryJo Andersen, MultCo: So just thought I'd let you all kind of

730

01:44:53.010 --> 01:44:55.870

MaryJo Andersen, MultCo: know the good news and the bad news about the budget

731

01:44:57.467 --> 01:45:01.019

MaryJo Andersen, MultCo: and that's really the extent of it.

732

01:45:01.370 --> 01:45:11.010

MaryJo Andersen, MultCo: So Valerie asks, what will this impact? So the rest of the county includes our health departments, our libraries.

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01:45:13.840 --> 01:45:19.069

MaryJo Andersen, MultCo: The elections, the animal shelter.

734

01:45:20.480 --> 01:45:26.659

MaryJo Andersen, MultCo: Everything that the libraries, everything that the county runs is going to be looking at a at a

735

01:45:26.870 --> 01:45:29.260

MaryJo Andersen, MultCo: a cutback of some sort.

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01:45:30.300 --> 01:45:34.680

MaryJo Andersen, MultCo: So, hey, yeah, I'm good.

737

01:45:35.250 --> 01:45:42.119

AJZ: Mary Jo is, is, was the trip funded by the general fund? Or were there specific.

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01:45:42.560 --> 01:45:46.740

MaryJo Andersen, MultCo: Yeah, that was a state. Yeah. Thanks. Good question. That was

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01:45:47.686 --> 01:45:51.469

MaryJo Andersen, MultCo: the stiff, the state transportation

740

01:45:52.204 --> 01:46:06.810

MaryJo Andersen, MultCo: invent what? I can't remember what it all stands for. So that was part of that and it was kind of a wonky thing that the county was overseeing those projects instead of Trimet. But it was.

741

01:46:07.480 --> 01:46:23.593

MaryJo Andersen, MultCo: There was just a rule that was put out for that transit program that the counties basically had had to kind of oversee it. So it was a new stretch for us. And maybe Allison wants to chime in on some of it. But

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01:46:24.200 --> 01:46:27.560

MaryJo Andersen, MultCo: yeah, it's really, it's actually really cool that

743

01:46:27.680 --> 01:46:37.750

MaryJo Andersen, MultCo: that basically, those shuttles job access shuttles have been successful enough that they have enough ridership for Trimet to take them on.

744

01:46:38.260 --> 01:46:41.240

MaryJo Andersen, MultCo: So really exciting.

745

01:46:42.980 --> 01:46:46.863

AJZ: And of course you could probably see my predictive question.

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01:46:47.830 --> 01:46:52.270

AJZ: would there would there ever be consideration for

747

01:46:53.085 --> 01:47:01.989

AJZ: A partial support of transportation from, say, Troutdale as a a hub for the gorge all the way to

748

01:47:02.190 --> 01:47:07.520

AJZ: Multnomah Falls, which is still within Multnomah County and back.

749

01:47:08.120 --> 01:47:11.690

AJZ: You mean for Trimet to take that on or other shuttle.

750

01:47:11.690 --> 01:47:16.211

AJZ: I don't see through maybe stiff funds, stiff funds.

751

01:47:17.680 --> 01:47:22.789

AJZ: I just again a partner, a partner, a private public partnership.

752

01:47:23.040 --> 01:47:23.740

MaryJo Andersen, MultCo: Right.

753

01:47:24.340 --> 01:47:32.789

MaryJo Andersen, MultCo: I'm not sure exactly how all of that works, cause I know that the particular shuttles that we were running is specifically for job

754

01:47:32.990 --> 01:47:37.439

MaryJo Andersen, MultCo: job connector shuttles as opposed to sort of the tourist

755

01:47:38.120 --> 01:47:45.820

MaryJo Andersen, MultCo: focused Multnomah Falls. I I do attend the gorge forum meetings along with Eve.

756

01:47:46.010 --> 01:48:03.639

MaryJo Andersen, MultCo: and we we do know that it is just an ongoing and kind of a big, unwieldy situation of trying to deal with the transit, you know, increased transit and other ways of getting to the gorge than individual vehicles.

757

01:48:03.640 --> 01:48:30.059

AJZ: Because there there is some movement to make Troutdale a hub which means economic development for Troutdale and the numbers are increasing to pre fire level visitation. So you know, Pre. 2017, it was 2.5 million people that visited Multnomah Falls, and you know we're above a million people for last year 23 and

758

01:48:30.160 --> 01:48:34.579

AJZ: 24 was just another slight increment.

759

01:48:34.760 --> 01:48:38.419

AJZ: So it's slowly coming back.

760

01:48:39.670 --> 01:48:40.300

AJZ: Yeah.

761

01:48:40.690 --> 01:48:53.549

AJZ: So again. Tourism isn't frivolous dollars. It's really significant economic development for Eastern County and adding

762

01:48:53.980 --> 01:48:56.370

AJZ: some transportation support.

763

01:48:56.870 --> 01:49:03.739

AJZ: You know, it doesn't have to pay for the whole thing, but just adding a public private partnership percent might be

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01:49:04.220 --> 01:49:13.070

AJZ: beneficial to Sasquatch or Gray Line. you know, transits that's happening now.

765

01:49:13.290 --> 01:49:16.860

MaryJo Andersen, MultCo: I do know the the cat transit Columbia.

766

01:49:17.320 --> 01:49:18.570

AJZ: Yeah, express.

767

01:49:18.570 --> 01:49:25.509

MaryJo Andersen, MultCo: Transit gorgeous. Yeah, they've really had big numbers this past year.

768

01:49:25.690 --> 01:49:27.090

AJZ: Yeah, it's it's really.

769

01:49:27.090 --> 01:49:29.710

MaryJo Andersen, MultCo: Really that one's really grown for sure.

770

01:49:29.710 --> 01:49:34.250

AJZ: But it. But again, they're always, you know, watching the

771

01:49:34.780 --> 01:49:39.350

AJZ: the line of support for dollars. And you know it's difficult.

772

01:49:39.980 --> 01:49:40.830

AJZ: So.

773

01:49:42.960 --> 01:50:09.810

Allison Boyd, Multnomah County: I can just give a little bit of context, the amount of stiff funding the State Transportation Investment Fund. I'm also blanking on exactly which words fit that acronym. But it is a. The amount we get at the county is a really tiny amount. So it is for the area outside the Trimet district.

774

01:50:09.810 --> 01:50:26.489

Allison Boyd, Multnomah County: we get this very small amount that is based on employment taxes. And since there's not a lot of employment in the rural area, we get a really tiny amount. And so the main thing that we've been able to fund so far with that is the

775

01:50:26.550 --> 01:50:49.540

Allison Boyd, Multnomah County: the dialeride service, and it is very much the whole that whole program, the state regulations around that whole program are focusing on the priority being for users that have a need. So folks with disabilities that don't have a car and things like that. So we prioritize all of our rides that we offer in the rural area to those folks 1st

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01:50:49.540 --> 01:51:09.372

Allison Boyd, Multnomah County: and and yeah, so it's we. We don't have a lot of room to to work with. But we are going to be working on some rural transit planning. And so that's something we can bring back to you all as well. To to hear about. I forgot. That's something we can maybe add to that work plan, but I don't think we have a exact timeline on that yet. But

777

01:51:09.640 --> 01:51:11.089

AJZ: A part of the part of that.

778

01:51:11.920 --> 01:51:13.919

AJZ: Yeah, excuse me, Allison, go ahead.

779

01:51:14.570 --> 01:51:34.959

Allison Boyd, Multnomah County: No, I was just gonna say, you know, that's that's definitely something like we have been coordinating with the the gorge folks about the you know, the recreational needs as well just that that particular funding source. What we get so far is is that not going to be the solution? I don't think but you know I think there is opportunities to look at like that Troutdale hub.

780

01:51:34.960 --> 01:51:39.149

AJZ: Yeah. And part of that. Yeah, as you know, as you may know, the like.

781

01:51:40.028 --> 01:51:47.379

AJZ: The route 26 bus service also really facilitates employee ridership.

782

01:51:47.690 --> 01:52:05.499

AJZ: And the same thing that's happening in our gorge area, where a lot of the employees are are still single occupant drivers to Multnomah Falls, and there's at least a dozen cars to 15 to 18 cars that require parking.

783

01:52:05.800 --> 01:52:08.789

AJZ: because they're all individuals coming to

784

01:52:08.940 --> 01:52:12.279

AJZ: the little tiny place of Multnomah Falls plaza to work.

785

01:52:12.610 --> 01:52:28.348

AJZ: and so even though they they've been offered transit services by Sasquatch in particular. It's just not still convenient, supposedly, for that ridership. But but that's another aspect. And

786

01:52:28.970 --> 01:52:38.069

AJZ: we do thank the Medical Service aspect because we have a lot of veterans that actually use the gorge express in order to get to the Va hospital

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01:52:38.613 --> 01:52:42.510

AJZ: to get services. So that's a big, positive, component

788

01:52:43.300 --> 01:52:43.840

MaryJo Andersen, MultCo: No.

789

01:52:43.840 --> 01:52:49.250

AJZ: But you know the four people forget that tourism dollars brings income.

790

01:52:49.560 --> 01:52:54.820

AJZ: It's not just a social service expenditure, you know, so

791

01:52:55.020 --> 01:52:57.330

AJZ: trying to balance that scale of

792

01:52:57.560 --> 01:53:02.119

AJZ: dollars in and dollars out might be beneficial.

793

01:53:02.690 --> 01:53:03.370

AJZ: Oh.

794

01:53:13.000 --> 01:53:15.639

MaryJo Andersen, MultCo: And to address

795

01:53:17.600 --> 01:53:27.389

MaryJo Andersen, MultCo: question in the comments about the fees collected in the gorge. The county doesn't get those fees at all that's collected by the Forest Service.

796

01:53:29.140 --> 01:53:34.430

MaryJo Andersen, MultCo: And so not part of not part of our funding.

797

01:53:39.720 --> 01:53:49.940

Allison Boyd, Multnomah County: If you're talking about the fee for making parking reservations that doesn't even really go to the Forest Service. That's just the administrative cost to like run, the permitting.

798

01:53:49.940 --> 01:54:06.029

AJZ: Yeah, that? Yeah. The the 4 service gets \$0. Oh, dot gets \$0 from the permit. The permit is a \$2 fee that goes to.gov or dot. Rec. Gov. Something like Gov. Rec. Whatever it is. And it's just

799

01:54:06.640 --> 01:54:11.580

AJZ: it just runs the computers to do the permitting naming, and time does.

800

01:54:11.580 --> 01:54:15.860

MaryJo Andersen, MultCo: What about if you just are parking and pay for a parking.

801

01:54:15.860 --> 01:54:16.740

AJZ: You know.

802

01:54:16.740 --> 01:54:24.930

MaryJo Andersen, MultCo: Not the not the timed permit program, but just regular parking. Permit.

803

01:54:26.320 --> 01:54:33.550

AJZ: So there is a sasquatch. Shuttle does charge money for parking

804

01:54:33.690 --> 01:54:36.840

AJZ: because they leased the land from the Union Pacific.

805

01:54:36.960 --> 01:54:40.280

AJZ: so they're technically not even leasing

806

01:54:40.500 --> 01:54:45.019

AJZ: land from the jurisdiction of us Forest Service or or Odot.

807

01:54:46.460 --> 01:54:47.390

AJZ: So

808

01:54:49.852 --> 01:54:55.170

MaryJo Andersen, MultCo: But if I go somewhere else, and not just Multnomah falls, and I have a parking permit.

809

01:54:57.060 --> 01:55:06.999

AJZ: On specific trails like, if you go to Dog Mountain, which is in the gorge you know that though those dollars, I believe

810

01:55:07.120 --> 01:55:15.170

AJZ: for the permit, or if you go to Wyeth, I think Wyeth requires a permit I can't remember.

811

01:55:15.410 --> 01:55:18.259

AJZ: No, it doesn't thank you, Joel.

812

01:55:19.280 --> 01:55:23.889

AJZ: But some trailheads do require. Yeah permits. And

813

01:55:24.260 --> 01:55:37.650

AJZ: and those are like, there's a Hood River Mountain Bike Park that Hood River County gets those parking permits, you know. So Eagle Creek, I think, is

814

01:55:38.640 --> 01:55:40.110

AJZ: Joel. Do you know.

815

01:55:40.530 --> 01:55:44.180

joelhuffman: Yeah, that's that's a Forest Service permit.

816

01:55:44.180 --> 01:55:47.969

AJZ: So that's yeah. So it's a hiking permit placement.

817

01:55:49.500 --> 01:55:51.049

MaryJo Andersen, MultCo: That's what I was thinking. Like

818

01:55:51.220 --> 01:55:55.029

MaryJo Andersen, MultCo: to go up to the top of Large Mountain. You need a forest service permit.

819

01:55:55.830 --> 01:55:57.080

AJZ: Yeah, yeah.

820

01:55:57.080 --> 01:55:57.670

MaryJo Andersen, MultCo: No.

821

01:55:58.760 --> 01:56:04.280

Allison Boyd, Multnomah County: Yeah, I think those permits. If I just just speaking from personal use, I think those

822

01:56:05.480 --> 01:56:21.470

Allison Boyd, Multnomah County: they only require a permit like at trailheads that have facilities. And so the idea is that it's like paying for, like the Porta Potty, or whatever they're maintaining at that trailhead. So it's it's so small it doesn't really help their budget very much. I don't think.

823

01:56:21.470 --> 01:56:25.719

AJZ: The the Forest Service is very adamant that it is not a parking.

824

01:56:28.196 --> 01:56:33.080

AJZ: charge it is. It is a service charge for the trailhead.

825

01:56:34.924 --> 01:56:38.500

AJZ: So be it as it may.

826

01:56:41.980 --> 01:56:45.640

Andrew Holtz: Okay, well, we're right on the dot.

827

01:56:47.560 --> 01:56:51.350

Andrew Holtz: So unless there's any quick comments.

828

01:56:52.410 --> 01:56:56.859

Andrew Holtz: we'll wrap it up and see everybody in a month.