

May 14, 2025 BPCAC Meeting Zoom Transcript

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WEBVTT

1

00:00:05.640 --> 00:00:16.370

Oscar Rincones, He/Him - Multco Support: Alright. Hello! My name is Oscar. I use he him pronouns, and I'm here to provide meeting support along with Trini, who will be monitoring the attendee and panelists list.

2

00:00:19.500 --> 00:00:36.759

Oscar Rincones, He/Him - Multco Support: Biped committee meetings are now in a zoom. Webinar format non panelists or attendees are able to use the chat feature to chat with hosts, panelists, or other attendees, and may use the raise hand feature to indicate they have a question or comment.

3

00:00:37.490 --> 00:00:45.760

Oscar Rincones, He/Him - Multco Support: Post captioning is activated. Please wait until the end of the presentation for questions and comments, unless otherwise directed.

4

00:00:47.440 --> 00:00:52.430

Oscar Rincones, He/Him - Multco Support: And this will be my last meeting. I am retiring at the end of this month.

5

00:00:55.410 --> 00:00:57.469

Oscar Rincones, He/Him - Multco Support: So it's been great working with you.

6

00:00:58.620 --> 00:01:04.989

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

7

00:01:09.040 --> 00:01:13.225

MaryJo Andersen, MultCo (she/her): Thank you, Oscar, you stole my thunder. There.

8

00:01:13.690 --> 00:01:14.040

Oscar Rincones, He/Him - Multco Support: Oh!

9

00:01:15.400 --> 00:01:16.760

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

10

00:01:17.480 --> 00:01:30.959

MaryJo Andersen, MultCo (she/her): but we're definitely sorry to see you go. You've helped convert us to the modern age of Zoom Meetings, and certainly couldn't have done it without you, and I'm not quite sure how I will do it without you.

11

00:01:33.570 --> 00:01:34.340

Oscar Rincones, He/Him - Multco Support: Thanks.

12

00:01:36.170 --> 00:01:38.217

Oscar Rincones, He/Him - Multco Support: Although Covid helped.

13

00:01:38.900 --> 00:01:43.273

MaryJo Andersen, MultCo (she/her): Covid forced many, many things upon us.

14

00:01:44.540 --> 00:01:46.897

MaryJo Andersen, MultCo (she/her): Alright, I'll give the land acknowledgement.

15

00:01:47.630 --> 00:02:01.349

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

16

00:02:01.350 --> 00:02:18.679

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

17

00:02:19.100 --> 00:02:33.339

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

18

00:02:33.580 --> 00:02:39.379

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

19

00:02:53.700 --> 00:02:55.222

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

20

00:03:02.307 --> 00:03:06.770

Valerie Schiller: Do we want to do introductions, or do we feel like we know each other?

21

00:03:09.220 --> 00:03:12.370

MaryJo Andersen, MultCo (she/her): Well, I think we could do some quick.

22

00:03:14.973 --> 00:03:23.240

MaryJo Andersen, MultCo (she/her): Introductions. There is a note from John to thank Oscar

23

00:03:24.013 --> 00:03:30.199

MaryJo Andersen, MultCo (she/her): and I think we do know each other. Of course you know me, Mary Jo. She her pronouns.

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00:03:30.620 --> 00:03:33.639

MaryJo Andersen, MultCo (she/her): and Oscar introduced himself already.

25

00:03:35.400 --> 00:03:38.169

MaryJo Andersen, MultCo (she/her): Valerie, you could go and then pass it around.

26

00:03:39.305 --> 00:03:49.819

Valerie Schiller: Valerie Schiller. I teach at Reynolds High School, by all the construction happening at 2 57, which is very exciting pronouns, and I'll pass it to John.

27

00:03:55.810 --> 00:03:56.680

Valerie Schiller: Oh.

28

00:03:58.690 --> 00:04:00.520

MaryJo Andersen, MultCo (she/her): John, we can't hear you.

29

00:04:26.895 --> 00:04:31.060

Valerie Schiller: I guess we can pass it over to Michael, and then we can come back to John.

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00:04:33.210 --> 00:04:38.560

Michael Rubenstein: Hi all! It's me, Michael. You all know me rural West Multnomah County.

31

00:04:39.260 --> 00:04:41.590

Michael Rubenstein: and I'll pass it on to Dean.

32

00:04:43.520 --> 00:04:47.919

Dean: Dean Derek from Gresham. I teach at Hartley. Elementary.

33

00:04:50.300 --> 00:04:53.640

Dean: I'll pass it on to who's next? Art.

34

00:04:57.528 --> 00:05:04.549

Art Graves: Art graves. I'm in southeast Portland, in Selwood. I'm a planner and landscape architect.

35

00:05:05.190 --> 00:05:11.079

Art Graves: and I'll pass it to training Leslie.

36

00:05:11.680 --> 00:05:12.250

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

37

00:05:15.480 --> 00:05:22.720

Trini Leslie: Hey? There! I'm Trini Leslie. I work for a Multnomah county. I'm the Admin supervisor here for transportation.

38

00:05:23.140 --> 00:05:25.340

Trini Leslie: and who hasn't gone yet?

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00:05:26.390 --> 00:05:29.260

Trini Leslie: Let me let John back in here.

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00:05:32.590 --> 00:05:34.100

Trini Leslie: Bob, did you go yet?

41

00:05:36.420 --> 00:05:38.619

Bob Thomas: I have not. So I can go.

42

00:05:39.530 --> 00:05:44.270

Bob Thomas: Bob Thomas. I live out in Troutdale for Providence.

43

00:05:45.560 --> 00:05:49.230

Bob Thomas: Yeah, that's pretty much it. Let's see, John, you ready.

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00:05:51.420 --> 00:05:51.990

John Russell, PE: Time.

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00:05:52.480 --> 00:05:54.629

Valerie Schiller: Oh, a little bit.

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00:05:55.210 --> 00:05:59.960

John Russell, PE: Okay. I think it's it's just because it's windy. Maybe it's trying to

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00:06:00.180 --> 00:06:03.620

John Russell, PE: take the background noise out. I'm John Russell,

48

00:06:04.290 --> 00:06:09.779

John Russell, PE: And I am a community member living in inner north northeast Portland.

49

00:06:13.210 --> 00:06:25.519

Stephen McWilliams, MultCo: That just leaves me. Hello, everybody! Good evening. My name is Steven McWilliams, work from Multnomah County as an engineer in the transportation division. I came here this evening to talk about 2, 57.

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00:06:29.810 --> 00:06:34.049

Valerie Schiller: Okay, great thanks. Everybody. Is there any public comment?

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00:06:36.490 --> 00:06:39.689

Oscar Rincones, He/Him - Multco Support: No public comments were submitted.

52

00:06:40.090 --> 00:06:48.730

Oscar Rincones, He/Him - Multco Support: And, by the way, I did notice that the reactions options are gone, not sure when that changed.

53

00:06:54.470 --> 00:06:55.295

Valerie Schiller: Okay,

54

00:06:56.540 --> 00:07:12.119

Valerie Schiller: our chair. Andrew is not here tonight, so there is no chair report. So that. And we also don't have minutes that were submitted. Yet it will be coming in the near future. So we're going to go to our safety update with Mary Jo.

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00:07:15.110 --> 00:07:20.669

MaryJo Andersen, MultCo (she/her): Thank you so much. Oscar will be putting the safety update up for me

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00:07:22.631 --> 00:07:26.959

MaryJo Andersen, MultCo (she/her): this month. We have 2 months of fatality reports

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00:07:29.870 --> 00:07:33.839

MaryJo Andersen, MultCo (she/her): since we had skipped that last meeting.

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00:07:34.190 --> 00:07:39.899

MaryJo Andersen, MultCo (she/her): so each month we acknowledge the people who were killed in traffic crashes in the Metro area.

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00:07:40.020 --> 00:07:42.620

MaryJo Andersen, MultCo (she/her): We do this to remind ourselves.

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00:07:42.620 --> 00:07:44.042

Oscar Rincones, He/Him - Multco Support: Mary! Jo, give me a moment.

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00:07:44.280 --> 00:07:46.279

MaryJo Andersen, MultCo (she/her): Well, I'm just saying the 1st part.

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00:07:46.280 --> 00:07:49.830

Oscar Rincones, He/Him - Multco Support: Because I didn't have it ready. For some reason I'll be right back.

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00:07:54.980 --> 00:08:05.030

MaryJo Andersen, MultCo (she/her): So we do. The fatality reports to remind ourselves of the impact that our work in transportation has on the lives of people in our community.

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00:08:05.190 --> 00:08:10.790

MaryJo Andersen, MultCo (she/her): and to commit to eliminating traffic deaths and life-changing injuries.

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00:08:11.160 --> 00:08:29.430

MaryJo Andersen, MultCo (she/her): The reports that we received from Metro are from Odot, crash, analysis and reporting, and they are no longer sharing the names of the traffic victims, so we will continue to share the age and location of the fatal crashes each month.

66

00:08:29.540 --> 00:08:37.199

MaryJo Andersen, MultCo (she/her): and as we've mentioned before. Sometimes this information is preliminary and subject to change.

67

00:08:44.934 --> 00:08:47.502

Oscar Rincones, He/Him - Multco Support: My apologies. I've lost track of that.

68

00:08:49.380 --> 00:08:50.690

MaryJo Andersen, MultCo (she/her): I'll share mine.

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00:08:51.090 --> 00:08:51.460

Oscar Rincones, He/Him - Multco Support: Thanks.

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00:08:56.440 --> 00:09:02.560

MaryJo Andersen, MultCo (she/her): Let's see, let's see if you can see that. Now, can everybody see that.

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00:09:02.560 --> 00:09:02.964

Oscar Rincones, He/Him - Multco Support: Yep.

72

00:09:03.710 --> 00:09:06.340

MaryJo Andersen, MultCo (she/her): Now, the problem with this is, I can't see my notes.

73

00:09:06.760 --> 00:09:14.880

MaryJo Andersen, MultCo (she/her): So so in March, the month of March, there were.

74

00:09:15.430 --> 00:09:16.176

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

75

00:09:17.780 --> 00:09:20.950

MaryJo Andersen, MultCo (she/her): I think 10 people who were killed in

76

00:09:21.100 --> 00:09:41.809

MaryJo Andersen, MultCo (she/her): roadway fatalities. There was one that was a passenger out in the Gresham. It was kind of an accident in a sort of weird little part of Gresham, 200 and 1st and northeast Broadway. And that one, I believe, was

77

00:09:42.800 --> 00:09:48.139

MaryJo Andersen, MultCo (she/her): potentially a impaired driver from drinking.

78

00:09:49.075 --> 00:09:51.870

MaryJo Andersen, MultCo (she/her): Next slide is up to me.

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00:09:52.527 --> 00:09:54.492

MaryJo Andersen, MultCo (she/her): Maybe maybe I can do this.

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00:09:56.127 --> 00:09:59.400

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

81

00:10:00.056 --> 00:10:03.460

MaryJo Andersen, MultCo (she/her): There were fewer people who were killed.

82

00:10:06.610 --> 00:10:12.210

MaryJo Andersen, MultCo (she/her): 1010 driver, 10 people who were killed on our roads.

83

00:10:13.387 --> 00:10:17.843

MaryJo Andersen, MultCo (she/her): And there were none, I believe, in the

84

00:10:19.200 --> 00:10:21.699

MaryJo Andersen, MultCo (she/her): on the roads for Multnomah County.

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00:10:23.700 --> 00:10:29.669

MaryJo Andersen, MultCo (she/her): So for the good news part of the program is our safe routes to school program.

86

00:10:29.730 --> 00:10:44.130

MaryJo Andersen, MultCo (she/her): Bike works has been very busy. They're providing school events and lessons. They're working closely with city of Gresham for bike rides and bike rodeos. We've already had 2 events, the

87

00:10:44.130 --> 00:11:08.719

MaryJo Andersen, MultCo (she/her): May 4, th Cyclo de Mayo ride and National walk, bike and roll to school day. There are going to be 3 community rides out in Gresham coming up in the next week or so. Unfortunately, I won't be able to make it to any of those, but I will be planning to make it to the grand opening of the Davis Park traffic playground

88

00:11:08.870 --> 00:11:24.699

MaryJo Andersen, MultCo (she/her): on Friday, May 30.th It's in the afternoon. If you want more information, you can go to our link on our website, which will actually take you to Gresham's link on their website for the bike month activities

89

00:11:25.240 --> 00:11:50.950

MaryJo Andersen, MultCo (she/her): and then also on safety a safety note for the Transportation Safety Action Plan. Next month we'll be launching our phase, 2. Outreach, which includes an in-person meeting with Alta for this committee next month, Wednesday, June 11, th from 6 to 8 in the Multnomah building same room that we were in at Christmas. So everybody, we're going to have another in person meeting, which is pretty exciting.

90

00:11:52.040 --> 00:11:56.339

MaryJo Andersen, MultCo (she/her): So that is the safety report for this month.

91

00:12:02.115 --> 00:12:02.510

Valerie Schiller: Guys.

92

00:12:02.510 --> 00:12:05.110

John Russell, PE: Is that June that we're meeting in person.

93

00:12:06.750 --> 00:12:09.369

MaryJo Andersen, MultCo (she/her): Yes. Wednesday, June 11.th

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00:12:11.460 --> 00:12:15.709

Valerie Schiller: Did we have questions or comments about Mary Jo's presentation?

95

00:12:20.322 --> 00:12:29.740

Valerie Schiller: Mary Jo, could you remind us? What was the change? Where we can no longer see the names, and it's now just unidentified. People.

96

00:12:30.670 --> 00:12:33.704

MaryJo Andersen, MultCo (she/her): Right. So the reports are from

97

00:12:34.330 --> 00:12:39.095

MaryJo Andersen, MultCo (she/her): gathered from statewide database that Odot

98

00:12:39.990 --> 00:12:47.910

MaryJo Andersen, MultCo (she/her): like gathers the reports from the different police agencies, and they are no longer giving the names of

99

00:12:48.600 --> 00:12:52.936

MaryJo Andersen, MultCo (she/her): the victims. But

100

00:12:53.490 --> 00:13:00.139

MaryJo Andersen, MultCo (she/her): And so we're we're kind of abiding with that also for privacy reasons.

101

00:13:02.290 --> 00:13:03.050

Valerie Schiller: Thank you.

102

00:13:07.510 --> 00:13:14.990

Valerie Schiller: If there's no other questions or comments, we'll move on to Steven.

103

00:13:15.430 --> 00:13:18.620

Valerie Schiller: Report 257.th

104

00:13:19.660 --> 00:13:21.559

Valerie Schiller: Oh, he seems to oh, there he is!

105

00:13:21.560 --> 00:13:22.430

Stephen McWilliams, MultCo: Yep.

106

00:13:24.530 --> 00:13:28.830

Stephen McWilliams, MultCo: So, Oscar, I think I can go ahead and probably share my screen here. That's all right with you.

107

00:13:30.244 --> 00:13:31.770

Oscar Rincones, He/Him - Multco Support: Sure I have that either way.

108

00:13:34.323 --> 00:13:37.626

Stephen McWilliams, MultCo: Sharing is not turned on, so I might have to send a request. So maybe if you can.

109

00:13:37.810 --> 00:13:39.660

Oscar Rincones, He/Him - Multco Support: No, it's it's on now.

110

00:13:39.890 --> 00:13:40.650

Stephen McWilliams, MultCo: Okay.

111

00:13:52.420 --> 00:13:56.850

Stephen McWilliams, MultCo: And everybody see? All right.

112

00:13:57.550 --> 00:13:58.823

Stephen McWilliams, MultCo: Okay. Great

113

00:14:00.319 --> 00:14:21.449

Stephen McWilliams, MultCo: thanks for inviting me to come to this meeting with Bike. Ped to talk about the 2 57 new Quarter Safety Improvement Project. Many of you have. We're kind of part of this part of through design and some of the some design decisions we we discussed as part of this meeting. Now we're we're well into construction. If you've been through 2 57, th you can't miss it.

114

00:14:23.520 --> 00:14:41.400

Stephen McWilliams, MultCo: so what I like to kind of cover is a little bit of the just kind of reminder what what we plan to be built on 2 57th I think there might be some of the outreach we've done. We'll talk about construction phasing, and then kind of expect what you expect to see out there in the day to day, and what we expect to see in the year.

115

00:14:41.850 --> 00:14:43.759

Stephen McWilliams, MultCo: and then questions and answers.

116

00:14:49.110 --> 00:15:07.826

Stephen McWilliams, MultCo: okay, a little bit of an overview. The majority of the project goes from Sturgis in the north down to Start Street. It's multimodal project this. This street 57th has I? You know I should update the 18,000, I think. Last time I checked in some 2023 data we were up into 2021,000 vehicles per day.

117

00:15:08.478 --> 00:15:23.389

Stephen McWilliams, MultCo: Those things fluctuate through year to year depends on when you take the data. And we here's some of the funding sources is primarily road funds, but we're also upgrading lighting for mid county line district, and also some Grant funds that were required.

118

00:15:25.444 --> 00:15:51.219

Stephen McWilliams, MultCo: Up in the north of the project at Sturgis Drive. We're part of that grant process. We are installing some bike boxes for some safer East West crossings as well as

accessing 2 57 as those are both bike route connections. Throughout the quarter. We're upgrading. Bus stops for accessibility, which is widening them so that they can accommodate almost transportation, that access transit

119

00:15:51.703 --> 00:15:58.776

Stephen McWilliams, MultCo: doing signal improvements at all. 3 of the main signals which would be both the Cherry Parks and Hensley

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00:15:59.330 --> 00:16:04.950

Stephen McWilliams, MultCo: I, which in which includes a pedestrian signal improvements.

121

00:16:05.050 --> 00:16:34.659

Stephen McWilliams, MultCo: We are also stalling 2 enhanced pedestrian crossings, I call them enhanced pedestrian crossing, but they're hawk signals if you're familiar with those, and I can go over those if anybody has any questions on that, we're also going to be repaving the entire length. A mixture of different different grades of of pavement. Trying to just kind of minimize the amount of paving we do, but just kind of rehabbing the street so that we don't have to touch it, and and

122

00:16:34.860 --> 00:16:38.230

Stephen McWilliams, MultCo: 20 or so years make it last.

123

00:16:40.790 --> 00:16:52.790

Stephen McWilliams, MultCo: And here's some of the kind of examples that we see out here. This is kind of that green bank, green paint bike boxes, enhanced pedestrian crossing. This is a this hawk signal there. It'll look similar to this with an island.

124

00:16:53.148 --> 00:17:22.119

Stephen McWilliams, MultCo: All position. Push buttons are going to upgrade to the latest Ada standards. We're also being posting radar feedback signage as well, and throughout the extent of that we're replacing all wood poles. The wood poles are are very well aged, so part of this project is is upgrading them to the current mid county line standards, where there will be aluminum, David Poles, and they've been optimized in their location as well as enhancing the crossings. So that we can have a little bit more coverage

125

00:17:24.804 --> 00:17:30.624

Stephen McWilliams, MultCo: the phasing for this project. Phase one which we're in now

126

00:17:31.230 --> 00:17:35.339

Stephen McWilliams, MultCo: typically on these road projects. What you need to do is kind of do the concrete improvements first, st

127

00:17:35.700 --> 00:17:39.179

Stephen McWilliams, MultCo: and that will include all the sidewalks. Bus stop improvements.

128

00:17:39.742 --> 00:17:59.957

Stephen McWilliams, MultCo: current returns for Ada access and all electrical items being done for any of the corners for signalized intersections. Once that's complete, they'll grind and pave some West Side lanes the contractor which I should mention has been is interlocking. Inc. They're actually out out of

129

00:18:00.470 --> 00:18:04.159

Stephen McWilliams, MultCo: real close in in the East side. Here out of Fairview is their office.

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00:18:05.249 --> 00:18:22.580

Stephen McWilliams, MultCo: They've kind of elected to do a little bit more paving sooner on the project rather than later. So they're looking to pay the west side, probably the middle lane, and may even scoot over into the East Side paving as well just to get the majority done before. They hit a paving window at the end of the summer.

131

00:18:23.581 --> 00:18:28.639

Stephen McWilliams, MultCo: Phase 2 would be the satellite improvements which are the Satellite Islands.

132

00:18:31.430 --> 00:18:42.420

Stephen McWilliams, MultCo: as well as part of that, too, is, is north of Sturgis, will also be upgrading the lighting, and there will be installing a new condo which they've been doing a little bit of that work now, and they may be coming back to do some more of that.

133

00:18:42.998 --> 00:19:10.299

Stephen McWilliams, MultCo: After that phase 3. We'd be looking to do the same thing. But on the east side of the street, going kind of jumping around from intersection intersection to demo out the sidewalk have their concrete crews come in form up, pour, and by that time, when it's done, they can open it up, and they can kind of move and jump around intersection, so that they can do all those improvements in an efficient way. Once they do all those concrete improvements on the East side, they will finish with the grinding and pavement paving.

134

00:19:11.410 --> 00:19:13.934

Stephen McWilliams, MultCo: At that point we'll we'll be looking towards.

135

00:19:14.740 --> 00:19:16.010

Stephen McWilliams, MultCo: Excuse me.

136

00:19:17.130 --> 00:19:20.923

Stephen McWilliams, MultCo: End of Phase 3 is typically about the end of summer.

137

00:19:21.650 --> 00:19:27.970

Stephen McWilliams, MultCo: After that they'll be installing new lighting poles in the in the pedestrian beacons. Those are completely new signal poles which have a

138

00:19:28.080 --> 00:19:34.399

Stephen McWilliams, MultCo: fairly long lead time, so we'll probably seeing those go up and be tested in October, November timeframe.

139

00:19:34.760 --> 00:19:39.989

Stephen McWilliams, MultCo: And then at that point it'd be clean up and and complete by end of the year.

140

00:19:45.512 --> 00:19:50.080

Stephen McWilliams, MultCo: Little bit what to expect the

141

00:19:50.240 --> 00:20:19.709

Stephen McWilliams, MultCo: we will remain open at all. To traffic at all times, all hours, unless under flat conditions at that point would be flag where it's where it had to be delayed, and stop for a number of minutes before you can kind of proceed through. We're not going to be doing anything like 2, 38. We're gonna shut it down and detour. That's not gonna happen for this project. We are going to maintain petition access. While minimizing detours. Obviously, when we're coming on sidewalk, there will be some detours required. However,

142

00:20:20.300 --> 00:20:32.529

Stephen McWilliams, MultCo: I have a little side on discuss petition, detour routes, but we. We do our best to allow petitions while workers are not there to help guide anybody through the through any of the work zones to set tpar

143

00:20:33.454 --> 00:20:37.149

Stephen McWilliams, MultCo: typical working hours are 7 to 7 am. To 5 Pm. Monday through Friday.

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00:20:37.734 --> 00:20:46.680

Stephen McWilliams, MultCo: There. Possibly some working times that may occur at night, and weekends to accommodate schedule and traffic. Some larger items like paving may occur during night.

145

00:20:48.890 --> 00:20:52.489

Stephen McWilliams, MultCo: During all working hours. Expect lane shifting, accommodate work zones.

146

00:20:52.840 --> 00:21:00.009

Stephen McWilliams, MultCo: Typically, I'll show kind of a little bit what we what we've been strategy strategy. We've been doing out there. But that's part of that work.

147

00:21:00.682 --> 00:21:04.559

Stephen McWilliams, MultCo: Peak time restrictions in this phase. Here is 3 to 5

148

00:21:05.132 --> 00:21:19.219

Stephen McWilliams, MultCo: we have considerable traffic during those hours and to minimize frustrated drivers and delays. We don't allow the contractor to do set up any traffic control during that time they can be on site, but no traffic control.

149

00:21:22.750 --> 00:21:28.380

Stephen McWilliams, MultCo: So it's kind of typically what we try to do during the work zone during peak peak hours.

150

00:21:30.890 --> 00:21:42.359

Stephen McWilliams, MultCo: it's kind of a a double lane shift to allow, accommodate 2 lanes through the work zone, while while the contractor takes up this, this interior lane in the bike lane in order to complete their work in the sidewalk.

151

00:21:46.490 --> 00:21:53.680

Stephen McWilliams, MultCo: this is kind of a sample anticipated traffic control of working at at an intersection, especially a signalized intersection. It's usually a a

152

00:21:54.870 --> 00:21:59.144

Stephen McWilliams, MultCo: possession detour while working on numerous work zones

153

00:21:59.970 --> 00:22:09.979

Stephen McWilliams, MultCo: this is so far it's been just working one corner right now, which is actually a little bit better for any pedestrian detours and any traffic delays as well, because

154

00:22:10.220 --> 00:22:15.659

Stephen McWilliams, MultCo: they can have a pretty good detour around the work zone in the intersection with just working on one corner.

155

00:22:15.820 --> 00:22:25.609

Stephen McWilliams, MultCo: But this is how it will be, because we had to just close one Lane because we're not gonna be closing any left turn lanes. Unless we have to. At that point we'll have to flag it.

156

00:22:28.190 --> 00:22:40.780

Stephen McWilliams, MultCo: And then typical work zone. If they're working the intersection like the concrete islands for the pedestrian beacons, it'll usually be taking the the center line, Median, as well as some interior lanes in order to complete that work.

157

00:22:45.595 --> 00:23:11.844

Stephen McWilliams, MultCo: This is a picture I took out on site there. This, I believe, on 13th way, just kind of south of the the north end of the project. And typically, what we have to do is demo demo the sidewalk form up and form up the curb line at at which point it's usually kind of a few days lag time before the concrete crews can finish up all the Ada ramps. So at this point we we keep our

158

00:23:12.680 --> 00:23:29.229

Stephen McWilliams, MultCo: one lane close in order to have access for tpar. These are usually nighttime conditions, because they usually come back and start working the next day. Nighttime after 5 o'clock is a lot less busy, so we feel a bit more comfortable, either having a 2 lane shift or a single lane shift

159

00:23:30.690 --> 00:23:32.760

Stephen McWilliams, MultCo: to allow the pedestrian Access route.

160

00:23:35.770 --> 00:23:42.340

Stephen McWilliams, MultCo: and that's pretty much it. And so I'm just kind of here for the rest of the time to answer any questions.

161

00:23:47.470 --> 00:24:02.210

MaryJo Andersen, MultCo (she/her): I have a question for you and I appreciate, John, that you put in the chat. What was cause I was like, I know that's something. Would it say? I knew what it stands for?

162

00:24:02.210 --> 00:24:03.820

Stephen McWilliams, MultCo: Put on this slide. There we go.

163

00:24:04.532 --> 00:24:05.440

Stephen McWilliams, MultCo: Thank you, John.

164

00:24:05.973 --> 00:24:16.646

MaryJo Andersen, MultCo (she/her): And my question was, if you could explain the difference between a hawk and a rffb, and when

165

00:24:17.430 --> 00:24:25.453

MaryJo Andersen, MultCo (she/her): are we allowed to build or to install a hawk versus an Rfb. And

166

00:24:27.180 --> 00:24:31.349

MaryJo Andersen, MultCo (she/her): where they'll be, whether where will those be on the corridor?

167

00:24:32.790 --> 00:25:00.727

Stephen McWilliams, MultCo: Yeah, up here in the top right corner is this indication of of a hawk signal? This hawk signal isn't is a true signal. That is, it's well, I shouldn't say true, signal, but it's pedestrian actuated, so it it remains dark until somebody presses the button, at which point it. It doesn't have amber lights, which which kind of signify more of a warning. This will actually indicate

168

00:25:01.687 --> 00:25:08.810

Stephen McWilliams, MultCo: red lights where it will start flashing red to give warnings to drivers to

169

00:25:08.970 --> 00:25:12.907

Stephen McWilliams, MultCo: come up to the stop bar, and then at which point, when it's when it's

170

00:25:13.490 --> 00:25:22.880

Stephen McWilliams, MultCo: all red, you'll see 3 3 red circles at that point the the pedestrians people will start chirping for the pedestrian start crossing.

171

00:25:23.530 --> 00:25:38.910

Stephen McWilliams, MultCo: and then I don't have the exact time where there where the crossing time is, but at which points we'll start blinking red again after about 1517 seconds, and then that gives the driver like proceed with caution through the crossing.

172

00:25:39.440 --> 00:25:58.516

Stephen McWilliams, MultCo: And so that's kind of a different way to have a a crossing with an Rfb. Which is pedestrian, actuated as well. But it gives. Yeah. It immediately starts with the yellow warning beacons, and those just kind of go off for a certain a set amount of time which gives driver indication that they should have warning or stop if they see pedestrian. So

173

00:25:59.500 --> 00:26:14.620

Stephen McWilliams, MultCo: a couple of reasons we do this. These are recommended by Fhwa, some of their guidance. To install these number one. Because of the the crossing width we have bike lanes. We have 2 lanes. We have a Median island. It's a very long crossing.

174

00:26:15.892 --> 00:26:18.328

Stephen McWilliams, MultCo: So this allows

175

00:26:19.900 --> 00:26:43.300

Stephen McWilliams, MultCo: those signal heads to kind of span throughout the entire crossing. More indication there. Also, red is a little bit better indication, because this is also a high traffic corridor with with 20,000 vehicles per day. This gives a better indication what they're used to to have a stop, which is which is red rather than it's kind of a warning or suggested yellow. Those are more for

176

00:26:43.670 --> 00:26:51.110

Stephen McWilliams, MultCo: a medium with 2 lanes or or medium with a lane and a bike lane rather than this width of

177

00:26:51.230 --> 00:26:54.550

Stephen McWilliams, MultCo: of a street. So that is why

178

00:26:55.628 --> 00:27:08.909

Stephen McWilliams, MultCo: it's it's highly recommended, is it? Is it? Absolutely required? There's some kind of debate on that. Whether some of that Fhwa guidance requires you to do that, but we elected it because it's highly recommended

179

00:27:09.120 --> 00:27:10.150

Stephen McWilliams, MultCo: and safer.

180

00:27:11.000 --> 00:27:35.780

MaryJo Andersen, MultCo (she/her): Thanks for that info. I agree that it's much safer and just driving around or walking around. It seems that vehicles, drivers don't always stop for the Rffbs. They're just, and they're usually on the side of the road, and some of them will have will blink forever, and the pedestrian or bicyclist is long gone.

181

00:27:35.920 --> 00:27:56.340

MaryJo Andersen, MultCo (she/her): and so it seems like out in the world. Drivers tend to ignore the Rfbs, whereas in with the hawks, you know, they they make people come. They make drivers come to a full stop, and they're usually overhead, and I don't see people blowing through those nearly as much as the

182

00:27:56.450 --> 00:27:57.770

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

183

00:27:57.880 --> 00:28:00.200

MaryJo Andersen, MultCo (she/her): So that's exciting that we're getting those.

184

00:28:00.200 --> 00:28:26.560

Stephen McWilliams, MultCo: And to answer your second question. You had Mary Jo. One of them is going to be installed what we call the 17th way. This is kind of an intersection. A lot of students depart. This Reynolds High School, either by Cherry Park, this intersection. But also there's there is an exit. That kind of goes where the where the buses take off to this is about where that location is. There's also a path that enters in this neighborhood from here.

185

00:28:27.061 --> 00:28:38.999

Stephen McWilliams, MultCo: On the 17th way. So there's been kind of some observant that there has been people crossing here. And this is a kind of a good equidistant location between 2 other signals

186

00:28:39.629 --> 00:29:03.640

Stephen McWilliams, MultCo: the second one here is down by 28th this is an area where it's the kind of safest, best place to put one of these. We don't really want to put them in a 4 way intersection, because it doesn't really have indication for any of the side streets, so we try to avoid that. But in this T intersection is a good spot. Number one. It's next to transit. It's next to the health Center. This is a good crossing for

187

00:29:03.892 --> 00:29:09.450

Stephen McWilliams, MultCo: the middle school over on the west. It doesn't show here, but it's over here that could cross at this intersection without

188

00:29:09.933 --> 00:29:33.079

Stephen McWilliams, MultCo: going all the way up to Hensley, which could be a big detour. We don't know where all the students live, but we try to make some assumptions in that, and that also coming over here to access the shopping center, especially the north in the shopping center. It could be a little bit for for people to come all the way down to start to come back all the way back up again as well, because there has been a lot of crossings here and there was a 2021 pedestrian fatality at this location, as well.

189

00:29:33.250 --> 00:29:37.060

MaryJo Andersen, MultCo (she/her): Oh, thank you!

190

00:29:37.530 --> 00:29:38.610

Stephen McWilliams, MultCo: Yeah. Michael.

191

00:29:39.726 --> 00:29:44.259

Michael Rubenstein: I love the idea of hawks because I see people blowing through the ambers all the time.

192

00:29:45.560 --> 00:29:52.670

Michael Rubenstein: what is the procedure and the data required to get a hawk. And what is the average cost?

193

00:29:52.910 --> 00:29:54.239

Michael Rubenstein: If you know any of that.

194

00:29:56.950 --> 00:30:02.858

Stephen McWilliams, MultCo: The procedure to get a hawk. Well, they're they're more expensive than than Rfps.

195

00:30:04.110 --> 00:30:17.400

Stephen McWilliams, MultCo: the Rv is a little bit more simple. They can usually run off solar. These hawk singles typically can't and they also have, like 15 foot drilled shafts because they're very heavy equipment on there.

196

00:30:18.100 --> 00:30:21.860

Stephen McWilliams, MultCo: You'll see these hawks running about on

197

00:30:23.560 --> 00:30:27.060

Stephen McWilliams, MultCo: 100 2,000 \$550,000 per

198

00:30:28.301 --> 00:30:33.369

Stephen McWilliams, MultCo: I'm trying. I'm trying to go off. Of what this what this bid price is, and I believe it was about

199

00:30:34.060 --> 00:30:44.400

Stephen McWilliams, MultCo: all the stuff included is about 150 per something like that. And that has both the traffic signals, and as far as getting those, I mean

200

00:30:45.130 --> 00:30:55.645

Stephen McWilliams, MultCo: we would. We want to put them when they're really needed. Very wide streets, high traffic volumes. A a dire need for pedestrian crossings.

201

00:30:57.390 --> 00:31:05.910

Stephen McWilliams, MultCo: good question about how to how to get those a request here. A discussion. We need to bring it up to the top, you know.

202

00:31:06.540 --> 00:31:10.400

Michael Rubenstein: I assume you look at crash and fatality data as as a factor.

203

00:31:10.930 --> 00:31:12.110

Stephen McWilliams, MultCo: Absolutely. Yes.

204

00:31:14.880 --> 00:31:22.080

Stephen McWilliams, MultCo: Has there been? Has there been, like a history of recorded close calls as well? That could be that could be qualitative data to consider.

205

00:31:22.550 --> 00:31:23.440

Michael Rubenstein: Understood.

206

00:31:33.728 --> 00:31:42.310

Valerie Schiller: I have a question even has there been any trouble during like

207

00:31:42.970 --> 00:31:48.560

Valerie Schiller: the peak hours with traffic adhering to

208

00:31:50.550 --> 00:31:58.309

Valerie Schiller: to the I'm trying to find the right firm to the cones or the

209

00:31:58.877 --> 00:32:06.590

Valerie Schiller: you know the the limited lane access that sometimes has to happen for the instruction.

210

00:32:07.890 --> 00:32:13.579

Stephen McWilliams, MultCo: Are you? Are you saying? Are you kind of for a second? Are you talking about when the motors like? Have they been like hitting the cones.

211

00:32:13.990 --> 00:32:23.040

Valerie Schiller: Yeah, I guess I just wonder because it's such a high traffic area, and people are not very good at adjusting when construction is happening.

212

00:32:23.170 --> 00:32:25.899

Valerie Schiller: I wondered if there had been any issues with that.

213

00:32:25.900 --> 00:32:34.740

Stephen McWilliams, MultCo: To be honest, it's been pretty good. That's our observations out there. A lot of people really kind of slow down when they got when there's when there's changes.

214

00:32:35.383 --> 00:32:43.190

Stephen McWilliams, MultCo: a lot of follow the leader for the better for worse. Sometimes, where a lot of people just follow the person in front of them, even though they can use both lanes.

215

00:32:43.627 --> 00:32:47.632

Stephen McWilliams, MultCo: Which kind of slows down to add delays, even though we're not trying for that

216

00:32:48.450 --> 00:33:13.210

Stephen McWilliams, MultCo: but sometimes can be good. There has been one instance over the weekend where a truck did. We had some traffic control set up for the Tpar route. I think they were in kind of one of those interior lanes, but just kind of blew through some cones. Luckily it wasn't a pedestrian access route, because those are a little bit more meteor with the rigid pathways. But we did have to have a kind of emergency call to go out there and set that back up.

217

00:33:13.860 --> 00:33:15.570

Stephen McWilliams, MultCo: But we got it within like

218

00:33:16.308 --> 00:33:21.599

Stephen McWilliams, MultCo: maybe like an hour or 2. But that's been one instance so far, and in about 2 months.

219

00:33:22.700 --> 00:33:23.290

Valerie Schiller: Yep.

220

00:33:30.050 --> 00:33:54.939

Stephen McWilliams, MultCo: And while I'm here, do you mind if I have a question? Valerie, you work for RHS? We work closely with the transportation person for the buses as well as the principal. We've met principal a couple of times. have you heard anything from students or other teachers or parents about access, or any issues that we should know about.

221

00:33:56.539 --> 00:34:09.390

Valerie Schiller: Surprisingly, I've heard nothing which was weird, because when there was talk about this project is like everybody thought it was, gonna be super disruptive and potentially terrible. But I've heard no.

222

00:34:09.540 --> 00:34:21.199

Valerie Schiller: no complaints. I I'm wondering if, when the actual changes happen with more bike access and limited

223

00:34:23.489 --> 00:34:31.549

Valerie Schiller: I guess a limited lane access for vehicles, if those complaints will start raising. But I have not heard anything so far.

224

00:34:31.980 --> 00:34:48.740

Stephen McWilliams, MultCo: Now, I should mention for this construction, too. We haven't really started paving yet. That operation is disruptive in and of itself we'll be grinding down. We'll be investigating. We might have to do some full depth repairs. There could be some a couple of days where we have to have.

225

00:34:48.860 --> 00:34:52.930

Stephen McWilliams, MultCo: you know, traffic going that 2 inches down some ramps go slowly through it.

226

00:34:53.395 --> 00:35:01.289

Stephen McWilliams, MultCo: Maybe some detours have to close off like 13th place instead of detour signage where you can't access it on or off 2 57th

227

00:35:03.670 --> 00:35:07.510

Stephen McWilliams, MultCo: I think that's gonna be starting up in in June, so

228

00:35:08.430 --> 00:35:13.059

Stephen McWilliams, MultCo: we might be seeing some delays, and it's kind of limited access. While we get that work done.

229

00:35:13.600 --> 00:35:15.469

Stephen McWilliams, MultCo: It'll be a little painful, but

230

00:35:15.900 --> 00:35:19.019

Stephen McWilliams, MultCo: the good thing about it is to save money, they do it fast

231

00:35:19.270 --> 00:35:22.379

Stephen McWilliams, MultCo: and get out of the way. So they like doing that.

232

00:35:23.350 --> 00:35:28.580

Valerie Schiller: And that sounds like it might be after schools out for the school year. So maybe.

233

00:35:28.893 --> 00:35:34.220

Stephen McWilliams, MultCo: Could be a little bit before I believe it's last days that which can you remind me.

234

00:35:34.230 --> 00:35:36.549

Valerie Schiller: 12.th I wanna say, June.

235

00:35:36.870 --> 00:35:39.670

Stephen McWilliams, MultCo: I think they'll probably be starting that week. It's possible.

236

00:35:39.780 --> 00:35:40.270

Stephen McWilliams, MultCo: Okay.

237

00:35:40.270 --> 00:35:40.800

Valerie Schiller: So.

238

00:35:42.020 --> 00:35:47.000

Stephen McWilliams, MultCo: So there might be some overlap. But yes, I think majority of the payment will be after schools out. There'll be some.

239

00:35:52.710 --> 00:35:54.967

Valerie Schiller: Yeah, I guess I would just say that.

240

00:35:55.370 --> 00:36:01.870

Valerie Schiller: the way that our parking lot is set up at Reynolds State just have continual

241

00:36:02.170 --> 00:36:07.420

Valerie Schiller: traffic in and out issues at the beginning and end of the school day. And that's

242

00:36:07.940 --> 00:36:16.329

Valerie Schiller: most of where our issues come from. And that's most of the complaints I hear about, but I have not heard anything specific to.

243

00:36:16.730 --> 00:36:18.299

Valerie Schiller: At 2 57.th

244

00:36:18.300 --> 00:36:21.810

Stephen McWilliams, MultCo: Yeah, that Cherry Park intersection is pretty critical for the school.

245

00:36:30.840 --> 00:36:34.150

Valerie Schiller: Are there any other questions for Steven.

246

00:36:39.660 --> 00:36:44.709

John Russell, PE: Is Michael still have his hand up, or does he mean to still have his hand up.

247

00:36:47.350 --> 00:36:49.629

Valerie Schiller: Did you get your question? Answered Michael.

248

00:36:58.380 --> 00:37:03.270

MaryJo Andersen, MultCo (she/her): It looks like he's on duty at the fire station.

249

00:37:03.730 --> 00:37:08.030

MaryJo Andersen, MultCo (she/her): So I oh, his hand came down. There we go.

250

00:37:11.020 --> 00:37:13.090

Valerie Schiller: It looks like John has a question.

251

00:37:13.520 --> 00:37:19.909

John Russell, PE: Yeah, just curious. Is this staying 40 miles an hour, or is it lowered to 35.

252

00:37:22.070 --> 00:37:28.234

Stephen McWilliams, MultCo: The plan being right right now is to it's it's 40 miles at the moment.

253

00:37:28.870 --> 00:37:48.529

Stephen McWilliams, MultCo: we're gonna see some of these things that we install, like the hybrid beacons, the radar feedback signage and the reduction of the the lane width can lower the lanes at which we'll be applying for speed reduction. It's not gonna happen project. But that's something we really wanna.

254

00:37:48.530 --> 00:37:51.100

John Russell, PE: Where you'd see what the speeds are. No worries.

255

00:37:51.100 --> 00:37:52.270

Stephen McWilliams, MultCo: Data yeah.

256

00:37:52.630 --> 00:37:57.839

John Russell, PE: I mostly just asked, because there was a question earlier about the difference between

257

00:37:58.020 --> 00:38:06.389

John Russell, PE: when you would apply an Rfb. Versus a Php pedestrian, hybrid beacon or hawk signal, and I shared. I don't know

258

00:38:06.520 --> 00:38:08.989

John Russell, PE: if it's used on county roads, but at least

259

00:38:09.210 --> 00:38:12.400

John Russell, PE: the Odot traffic manual has a

260

00:38:12.800 --> 00:38:37.069

John Russell, PE: overly complicated table that gets into it. And so for something that's over 15,000 vehicles a day. Sometimes the difference between 35 and 40 makes a difference between whether the Rfp. Or the Php. Is is recommended depending on the number of lanes lanes crossed. So I just know someone had asked that earlier, and in this case it's it's right on the the borderline.

261

00:38:37.580 --> 00:38:43.439

Stephen McWilliams, MultCo: Yeah, the custom vehicles per day. We definitely hit the the width requirement. But then, yeah, that 35, 40 could be

262

00:38:43.630 --> 00:38:48.430

Stephen McWilliams, MultCo: either, or if we had different conditions. So yeah.

263

00:39:00.310 --> 00:39:07.800

MaryJo Andersen, MultCo (she/her): Thank you, John. Your table didn't really. When I clicked on your link it didn't really

264

00:39:08.260 --> 00:39:12.392

MaryJo Andersen, MultCo (she/her): come out as a table. It came out as a link to something

265

00:39:13.190 --> 00:39:15.560

MaryJo Andersen, MultCo (she/her): so, but I appreciate the info.

266

00:39:29.450 --> 00:39:32.510

Valerie Schiller: I guess I I have one more question.

267

00:39:32.660 --> 00:39:40.740

Valerie Schiller: Steven. You said. The end of 2025 is, when is the anticipated end date this project.

268

00:39:40.920 --> 00:39:47.100

Valerie Schiller: and would, is there any reason at this point that the project would lead.

269

00:39:48.700 --> 00:39:52.570

Stephen McWilliams, MultCo: No, we don't really anticipate that on

270

00:39:53.450 --> 00:40:01.710

Stephen McWilliams, MultCo: yeah, construction could be sometimes surprising. At times we we run into every day is a new thing of new new conflict at the

271

00:40:01.880 --> 00:40:10.140

Stephen McWilliams, MultCo: figure out something else what to do. But there's been nothing, Major, so far. We keep a good eye on the schedule what would cause a major delay.

272

00:40:10.410 --> 00:40:18.770

Stephen McWilliams, MultCo: and we have built a little bit into it from like that October December timeframe. That will that will

273

00:40:19.369 --> 00:40:26.360

Stephen McWilliams, MultCo: cause. We really anticipate most of that work to be kind of like done by end of October, and then November, December timeframe, as a little bit like

274

00:40:26.550 --> 00:40:31.710

Stephen McWilliams, MultCo: time to some of the electrical work may still need to be done on.

275

00:40:32.270 --> 00:40:39.590

Stephen McWilliams, MultCo: clean up some final items which might include some water work for the city of Troutdale. Some signage work.

276

00:40:40.276 --> 00:40:45.100

Stephen McWilliams, MultCo: But the major construction should be wrapped up.

277

00:40:54.690 --> 00:41:00.069

Valerie Schiller: Right, I guess if there's no more questions or comments, then thank you so much, Steven.

278

00:41:01.110 --> 00:41:03.220

Valerie Schiller: presenting to us that update.

279

00:41:03.760 --> 00:41:09.190

Stephen McWilliams, MultCo: Really appreciate it. Thank you, everybody for your time. I'll be logging off. Appreciate it. Thanks, bye.

280

00:41:11.700 --> 00:41:19.830

Valerie Schiller: And then Mary Jo is Jay Higgins coming. He's coming, and he's.

281

00:41:20.110 --> 00:41:23.520

MaryJo Andersen, MultCo (she/her): He said he would be here at 7, and I sent him

282

00:41:24.078 --> 00:41:34.310

MaryJo Andersen, MultCo (she/her): an email, saying if he could come at 6 40 we were running ahead of schedule so we could pivot and do our staff updates

283

00:41:34.550 --> 00:41:48.729

MaryJo Andersen, MultCo (she/her): and then then have Jay. And also I'm going to ask Bob if he would get it. After I'm done with staff updates, Bob, I'll give you a chance to collect your thoughts and tell us what you did

284

00:41:49.508 --> 00:41:53.281

MaryJo Andersen, MultCo (she/her): last week at Donald Robertson Park.

285

00:41:54.160 --> 00:41:56.740

MaryJo Andersen, MultCo (she/her): All right, staff updates.

286

00:41:58.450 --> 00:42:03.170

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

287

00:42:08.030 --> 00:42:13.330

MaryJo Andersen, MultCo (she/her): Okay, so here is our work plan for the year. So far.

288

00:42:13.999 --> 00:42:20.150

MaryJo Andersen, MultCo (she/her): You can see we've done safer, Sandy, the Troutdale Beaver Creek.

289

00:42:20.930 --> 00:42:39.936

MaryJo Andersen, MultCo (she/her): letter of support. We start working on our work plan February. We went ahead and canceled the meeting march. We covered the Transportation Safety Action Plan and had Alta and then I did a poll for what informational

290

00:42:40.780 --> 00:42:43.420

MaryJo Andersen, MultCo (she/her): presentations that you were interested in.

291

00:42:43.530 --> 00:43:09.820

MaryJo Andersen, MultCo (she/her): In April arena came and did safer Sandy. And then we also had a presentation on the earthquake ready test shaft drilling. That was a really interesting project. And then tonight we've got the Gresham Tsp. Which will be happening in a few minutes, and then our summer construction, the bulk of our summer construction is the project on 257, th

292

00:43:09.970 --> 00:43:11.929

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

293

00:43:14.980 --> 00:43:15.520

Oscar Rincones, He/Him - Multco Support: Hold on!

294

00:43:18.400 --> 00:43:19.290

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

295

00:43:21.950 --> 00:43:23.580

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

296

00:43:25.340 --> 00:43:28.897

MaryJo Andersen, MultCo (she/her): Okay, having some technical difficulties.

297

00:43:30.050 --> 00:43:48.929

MaryJo Andersen, MultCo (she/her): Alright. So in June, as we mentioned before, we're going to have our in person meeting at the Multnomah Building, where Alto will be with us again, and we'll be reviewing our virtual open house, and you'll get to provide feedback on our project selection, and we'll have an update on earthquake

298

00:43:49.030 --> 00:44:14.850

MaryJo Andersen, MultCo (she/her): ready Burnside Bridge. Then I'm going to. We don't. We're missing some members here tonight, so I would like, I will send out an email. But I would like to find out from folks if you're available for our July 9th meeting and for our August 13th meeting we often will cancel one or both of these meetings based on folks availability.

299

00:44:15.383 --> 00:44:36.330

MaryJo Andersen, MultCo (she/her): Then, September, we'll go ahead and do an in person tour. I think we'll maybe we can corral Steven again to take us out to 2, 57, th and we could maybe also go out to our sandy project or look at Sandy. And maybe some other East County things, I'll get the van and head out there.

300

00:44:36.460 --> 00:44:38.620

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

301

00:44:45.982 --> 00:44:57.805

MaryJo Andersen, MultCo (she/her): So just as a reminder. This was the poll that we sent out, and we've done the earthquake ready test shaft. And tonight we're doing our

302

00:44:58.940 --> 00:45:19.629

MaryJo Andersen, MultCo (she/her): summer construction. So these are some things that are available for coming up. I was hoping we'd get our legislative session tonight. But Tom Powers, was was like triple booked for tonight, so we might squeeze them in next month in June, or possibly after that.

303

00:45:19.780 --> 00:45:20.790

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

304

00:45:20.790 --> 00:45:30.030

John Russell, PE: I was pleasantly surprised with that test shaft. How many people asked me about that test shaft afterwards about all the fences, and I got to tell them there.

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00:45:30.030 --> 00:45:30.390

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

306

00:45:30.390 --> 00:45:35.559

John Russell, PE: Giant pile that is going to be stuck in the ground forever, and people are like, huh! I wouldn't have known.

307

00:45:35.950 --> 00:45:40.600

MaryJo Andersen, MultCo (she/her): Exactly. Thank you. All right. Next slide.

308

00:45:41.050 --> 00:45:53.289

MaryJo Andersen, MultCo (she/her): Alright. So tonight, we're gonna talk membership renewals. We currently have 11 members and the minimum number that we need to have is 7, and the maximum is 19.

309

00:45:53.330 --> 00:46:11.829

MaryJo Andersen, MultCo (she/her): So tonight, the term limits, we kind of have more people on. Everyone's on a 2 year schedule. We have more people on the other cadence. So this year we only have 4 people whose term ends on June 30, th and that's Andrew, Michael.

310

00:46:11.830 --> 00:46:24.690

MaryJo Andersen, MultCo (she/her): Aj. And John. So after this meeting, you'll receive an email from me asking for your renewal. So please respond. So we can determine if we need to do a recruitment.

311

00:46:24.790 --> 00:46:32.123

MaryJo Andersen, MultCo (she/her): and if you are not one of these 4 people, that means your membership term ends next year, on June

312

00:46:32.690 --> 00:46:37.980

MaryJo Andersen, MultCo (she/her): 30, th 2026, all right. Next slide.

313

00:46:41.220 --> 00:46:58.709

MaryJo Andersen, MultCo (she/her): All right. So an update for our safer sandy project, you can find this on our on our website. This is a screen save from our website again, this was the project that Areni is working on out on northeast, Sandy, between 201st and 230.th

314

00:46:58.850 --> 00:47:13.420

MaryJo Andersen, MultCo (she/her): And right now we have a survey that is live, and we would love it if you could fill out our survey. It looks like a pretty short survey. So please go to the survey and fill it out

315

00:47:14.400 --> 00:47:15.830

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

316

00:47:18.101 --> 00:47:31.188

MaryJo Andersen, MultCo (she/her): and then finally, just that final reminder. We will be in person next month, June 11th at the Multnomah Building. So that is my staff updates and

317

00:47:31.940 --> 00:47:38.300

MaryJo Andersen, MultCo (she/her): maybe, Bob, you could come on camera and give us a quick Update about what you did last week.

318

00:47:40.310 --> 00:47:42.001

MaryJo Andersen, MultCo (she/her): You're on the spot. Sorry.

319

00:47:44.310 --> 00:47:46.169

Bob Thomas: There we go. I think I can do that.

320

00:47:46.340 --> 00:47:47.450

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

321

00:47:48.141 --> 00:47:50.950

Bob Thomas: Actually earlier this week, too. It was Monday.

322

00:47:50.950 --> 00:47:51.750

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

323

00:47:51.750 --> 00:47:55.440

Bob Thomas: Yeah, so I I got asked to go and

324

00:47:55.580 --> 00:48:00.110

Bob Thomas: be the only non mayor or county commissioner to talk at the

325

00:48:00.240 --> 00:48:05.960

Bob Thomas: little meeting they had asking to get some budget to fix the roads out in East Multnomah County.

326

00:48:06.150 --> 00:48:08.766

Bob Thomas: So kind of fun definitely an interesting

327

00:48:09.450 --> 00:48:14.470

Bob Thomas: interesting little thing to be a part of lots of big wigs there.

328

00:48:14.640 --> 00:48:17.650

MaryJo Andersen, MultCo (she/her): So were there TV cameras and stuff there.

329

00:48:18.350 --> 00:48:23.869

Bob Thomas: Yeah, they had a couple of new stations, and then Channel 12 asked me to do an interview afterwards.

330

00:48:23.870 --> 00:48:28.759

MaryJo Andersen, MultCo (she/her): Oh, I missed that. So what did they ask you about.

331

00:48:29.508 --> 00:48:34.281

Bob Thomas: Just what it's like being on the roads out there, you know. Why we need repairs.

332

00:48:35.810 --> 00:48:38.070

Bob Thomas: Apparently they hadn't driven out there very much.

333

00:48:39.630 --> 00:48:45.076

MaryJo Andersen, MultCo (she/her): Well, we appreciate your participation in a high level event like that.

334

00:48:45.910 --> 00:48:47.210

Bob Thomas: Yeah, it was a fun one.

335

00:48:48.720 --> 00:48:49.770

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

336

00:48:50.690 --> 00:48:57.340

Bob Thomas: Oh, and Frank, if you can hear me, they actually specifically called you out for a comment you made to the County Commissioner.

337

00:48:58.500 --> 00:49:01.379

Bob Thomas: Yeah, he was. He was quoting something you had written to him, too.

338

00:49:02.850 --> 00:49:03.730

Bob Thomas: That's kind of cool.

339

00:49:11.900 --> 00:49:18.940

MaryJo Andersen, MultCo (she/her): Alright while we, while we wait for Jay, are there any other updates or

340

00:49:19.440 --> 00:49:21.660

MaryJo Andersen, MultCo (she/her): things you want to share?

341

00:49:22.410 --> 00:49:32.770

MaryJo Andersen, MultCo (she/her): Maybe the folks, the members that are here. If, since we have the time maybe you could let me know we could, just I could just go one by one for each.

342

00:49:33.280 --> 00:49:35.340

Oscar Rincones, He/Him - Multco Support: I switched Frank on. If he has a.

343

00:49:35.340 --> 00:49:36.740

MaryJo Andersen, MultCo (she/her): Oh, okay, thank you.

344

00:49:39.940 --> 00:49:40.850

Frank Stevens: Can you hear me?

345

00:49:41.110 --> 00:49:41.730

Oscar Rincones, He/Him - Multco Support: Yep.

346

00:49:42.790 --> 00:49:51.130

Frank Stevens: Yeah, thanks, Bob. I just wanted to give a shout out representing East Multnomah County and I saw both the interview. And

347

00:49:51.340 --> 00:50:02.839

Frank Stevens: and yeah, I was down in Austin visiting my daughter. So thank you so much for stepping up. And I'm constantly bugging Multnomah County. So yeah, in a good way, I hope.

348

00:50:03.433 --> 00:50:15.019

Frank Stevens: Yeah. So just know. We're setting up some bike rides out here in Troutdale and Gresham, and looking forward to a busy summer and enjoying all the new trails and the new networks that we have out here. Thank you so much.

349

00:50:16.910 --> 00:50:25.879

MaryJo Andersen, MultCo (she/her): Thanks, Frank. Since we have the time I'm gonna go ahead and ask Valerie, are you available in July or August

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00:50:26.640 --> 00:50:28.470

MaryJo Andersen, MultCo (she/her): for bike pad meetings?

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00:50:28.920 --> 00:50:35.709

Valerie Schiller: I am not available at all. In July. I could be available in August if needed.

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00:50:35.710 --> 00:50:38.690

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

353

00:50:41.980 --> 00:50:44.140

John Russell, PE: Come back to me. I'm checking my calendar.

354

00:50:44.310 --> 00:50:46.780

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

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00:50:48.156 --> 00:50:51.830

Bob Thomas: July would be hard for me, but I am open on August.

356

00:50:56.065 --> 00:50:56.630

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

357

00:50:59.170 --> 00:51:04.162

Dean: Well, I'm not gonna be available June or July. I'll be on a bike trip, and and

358

00:51:05.570 --> 00:51:08.553

Dean: August is iffy if I'm done.

359

00:51:09.480 --> 00:51:10.860

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

360

00:51:11.340 --> 00:51:12.830

MaryJo Andersen, MultCo (she/her): And art.

361

00:51:14.590 --> 00:51:18.960

Art Graves: It. It really depends on the day, the time of the day, so.

362

00:51:23.240 --> 00:51:25.350

MaryJo Andersen, MultCo (she/her): And back to John.

363

00:51:25.350 --> 00:51:27.689

John Russell, PE: Looks like I should be available.

364

00:51:28.850 --> 00:51:30.050

MaryJo Andersen, MultCo (she/her): Yes, to both.

365

00:51:30.050 --> 00:51:30.820

John Russell, PE: Correct.

366

00:51:31.140 --> 00:51:32.120

MaryJo Andersen, MultCo (she/her): All right.

367

00:51:33.220 --> 00:51:43.389

MaryJo Andersen, MultCo (she/her): So with this group, it looks like we would have August, but maybe not July, which would be great for me, because I'll be doing a lot of outreach for the tsap in July.

368

00:51:43.620 --> 00:51:50.819

MaryJo Andersen, MultCo (she/her): So I'll send an email out to the other members and see what their availability is.

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00:51:52.030 --> 00:51:55.069

MaryJo Andersen, MultCo (she/her): Also I got a message from Steven.

370

00:51:55.280 --> 00:52:10.110

MaryJo Andersen, MultCo (she/her): and he wanted to let you all know if you can think of anything you can definitely reach out to me. And let me know, and I'll pass anything on to Steven regarding 2 57.

371

00:52:13.300 --> 00:52:15.200

MaryJo Andersen, MultCo (she/her): What else?

372

00:52:15.560 --> 00:52:23.169

MaryJo Andersen, MultCo (she/her): Alright! So Jay should be here any minute now, and looks like we'll have a early meeting tonight

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00:52:25.550 --> 00:52:34.200

MaryJo Andersen, MultCo (she/her): any other ramblings from anyone, Oscar, we can celebrate you for all your hard work and

374

00:52:35.120 --> 00:52:38.570

MaryJo Andersen, MultCo (she/her): if you have any anything to add.

375

00:52:39.080 --> 00:52:44.560

MaryJo Andersen, MultCo (she/her): as you explore the the wonders of retirement.

376

00:52:47.021 --> 00:52:51.843

Oscar Rincones, He/Him - Multco Support: No, I just. I never thought I'd make it this long. So

377

00:52:53.040 --> 00:52:56.802

Oscar Rincones, He/Him - Multco Support: it's kind of surreal. At this point.

378

00:52:57.700 --> 00:53:01.859

Oscar Rincones, He/Him - Multco Support: I have a trip to Amsterdam. I have to take in to lie.

379

00:53:02.020 --> 00:53:05.003

Oscar Rincones, He/Him - Multco Support: have to. Somebody bought it for me.

380

00:53:06.360 --> 00:53:08.609

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

381

00:53:10.260 --> 00:53:10.580

MaryJo Andersen, MultCo (she/her): Here we go!

382

00:53:10.580 --> 00:53:13.970

Oscar Rincones, He/Him - Multco Support: You have my E-, you have my email send pointers.

383

00:53:15.810 --> 00:53:17.620

Oscar Rincones, He/Him - Multco Support: I, yeah, because

384

00:53:17.870 --> 00:53:24.480

Oscar Rincones, He/Him - Multco Support: I'm thinking while I'm there. And since I'm retired and in no hurry to get back. I might as well go to Spain, too. So

385

00:53:26.370 --> 00:53:27.150

Oscar Rincones, He/Him - Multco Support: let's see.

386

00:53:27.940 --> 00:53:30.360

MaryJo Andersen, MultCo (she/her): You'll have to. You'll have to do all the biking.

387

00:53:33.050 --> 00:53:36.270

Dean: Yeah bicycle bicycle in the Netherlands. It's wonderful.

388

00:53:38.030 --> 00:53:39.350

Oscar Rincones, He/Him - Multco Support: Yeah, I've seen that.

389

00:53:40.220 --> 00:53:53.379

John Russell, PE: I've been. I've been to both multiple times, and and you're gonna have a great time. You really can't go wrong in Amsterdam depends on where you go in Spain, but I also really love biking around Spain, but it can be a little warmer.

390

00:53:54.060 --> 00:53:55.680

Oscar Rincones, He/Him - Multco Support: It depends on. When you go.

391

00:53:56.810 --> 00:53:57.530

Oscar Rincones, He/Him - Multco Support: I do one.

392

00:53:57.530 --> 00:53:58.320

John Russell, PE: Beautiful.

393

00:53:58.460 --> 00:54:02.830

Oscar Rincones, He/Him - Multco Support: I was. I was born in South Texas and the tropical valley so.

394

00:54:03.720 --> 00:54:12.240

John Russell, PE: Case you may particularly find yourself at home down towards, like Almeria and places in the southeast of Spain. A lot of Spain is

395

00:54:12.610 --> 00:54:19.879

John Russell, PE: dry deserts most of Andalusia. But once you get down to Mercia, and that area, the

396

00:54:20.350 --> 00:54:27.809

John Russell, PE: moisture from the Mediterranean actually makes it probably more similar to a little more humid like you might expect. I hated it.

397

00:54:27.810 --> 00:54:28.440

Oscar Rincones, He/Him - Multco Support: Yes.

398

00:54:28.440 --> 00:54:31.239

John Russell, PE: I'm not used to the Midi growing up here, but you might enjoy it.

399

00:54:31.240 --> 00:54:36.520

Oscar Rincones, He/Him - Multco Support: Okay, thanks. Looks like Jay's here. Oh, at the end. Hold on.

400

00:54:49.440 --> 00:54:54.083

MaryJo Andersen, MultCo (she/her): Thank you, Jay. We are definitely running ahead of schedule. So we've

401

00:54:54.830 --> 00:54:59.200

MaryJo Andersen, MultCo (she/her): rounded out our meeting, and you will be able to bring us into the home stretch.

402

00:54:59.649 --> 00:55:00.549

Jay Higgins, Gresham: Okay. Great!

403

00:55:01.530 --> 00:55:04.480

Jay Higgins, Gresham: That's right. I'm glad glad you guys are sticking with it. Here, let's see how it goes.

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00:55:05.975 --> 00:55:22.829

Jay Higgins, Gresham: Alright. Well, so good evening committee. My name is Jay Higgins. I'm a senior transportation planner at the city of Gresham, and we, you know, talked a couple of months back about our transportation system plan and our multi use paths was kind of the main thing I was talking with you guys about.

405

00:55:23.143 --> 00:55:36.036

Jay Higgins, Gresham: So I just wanted to kind of bring you an update tonight. We are approaching our final round of engagement because we have basically a draft plan that's gonna come out in June to share with people. So this is a little bit of a preview for you.

406

00:55:36.600 --> 00:55:45.369

Jay Higgins, Gresham: you know. Yeah, I mean, obviously, you can't fit all the new into a slideshow, so we'll I'll just talk about some of the broader concepts. As we go along here. Yeah, next slide, please.

407

00:55:47.775 --> 00:56:15.429

Jay Higgins, Gresham: So if you remember, the last time I was here, this plan is all about. We're updating our policies really to, you know. Bring them. Our. Our plan is about 10 years old, so really kind of trying to bring them up into the 21st century, and, and, you know, align them with national best practice. So we're focusing on equity and climate and and safety, especially safety. And then we're looking at emerging technologies and things like bikes and scooters for that.

408

00:56:16.060 --> 00:56:44.199

Jay Higgins, Gresham: and a big effort has been, of course, to update and reprioritize our project list. We did an active transportation plan about 4 years ago 5 years ago, and we want to make sure that all of those are kind of reintegrated, you know, like, what have we accomplished since then? What kinds of projects. Can we take off the list? And then we're, of course, updating all of our costs and thinking about how much money are we actually going to have to spend in the next 20 years. What can we really build to change our transportation system

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00:56:44.980 --> 00:56:46.229

Jay Higgins, Gresham: on next slide?

410

00:56:48.758 --> 00:56:54.279

Jay Higgins, Gresham: As I mentioned, we're closing in on the final round of engagement and

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00:56:54.690 --> 00:57:12.630

Jay Higgins, Gresham: really getting close to our final blue dot there, which ends our project with adoption at our council. Probably this this fall is the plan, so I guess it still, says Spring 25. Really, engagement starting in like I said in June. So it's kind of a it's kind of the spring still.

412

00:57:13.728 --> 00:57:33.409

Jay Higgins, Gresham: But as as I mentioned, we've been through, we've talked about, you know, goals and and values. We've talked about different priorities and policies that support those priorities. We've, you know, read, we've sorted all of our project lists. And so we're really closing in on the finishing line here. Can you go to the next slide?

413

00:57:36.250 --> 00:57:46.970

Jay Higgins, Gresham: So that's mostly what I wanted to talk about, because I think that's the part that people are really usually interested in for for plans is what what's actually on the list. What do you think can actually be built?

414

00:57:47.372 --> 00:57:54.450

Jay Higgins, Gresham: If you're we have, you know, these 4 categories. We've been talking about things with our corridors, which are a lot of our bigger street projects.

415

00:57:54.680 --> 00:57:59.409

Jay Higgins, Gresham: our pedestrian projects, our bicycle projects and then our intersection projects.

416

00:57:59.970 --> 00:58:11.250

Jay Higgins, Gresham: And you know we had these, a bunch of different lists. I mentioned the active transportation plan from a couple of years ago. We have our old Tsp project list, and we really had to kind of sort out. Well, what's already been built

417

00:58:11.360 --> 00:58:32.900

Jay Higgins, Gresham: and clear that off the list. You know what's what's already funded, because we do have some pretty big projects that are funded right now that we're just kind of waiting through that construction period to get them designed and get them built. For example, the Gresham Fairview Trail phase 4 between Halsey and Sandy is under, you know, so we can design right now. It'll be probably constructed next year

418

00:58:33.110 --> 00:58:52.949

Jay Higgins, Gresham: and 1 60 second. We got a big grant to build a chunk of 1 60 second to build with, you know, sidewalks and bike lanes and a 3 Lane Cross section, and we're just waiting for our engineers to have time to design and build that. So those kinds of things all come off the project list. So we don't have to worry about those. We don't have to think about those for future funding.

419

00:58:53.570 --> 00:58:56.792

Jay Higgins, Gresham: And then we go through a big prioritization process,

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00:58:57.330 --> 00:59:07.397

Jay Higgins, Gresham: and we prioritize, really focusing in on values that are similar to our regional transportation plan. And and part of this is to do with

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00:59:07.990 --> 00:59:24.740

Jay Higgins, Gresham: we need to be in alignment with our regional transportation plan. But also there's new rules around when you're updating your Tsp, the kinds of things you can choose for prioritization. And so, following these state rules, they all kind of bring all of our plans closer together. We're all kind of starting to. You know.

422

00:59:25.960 --> 00:59:37.549

Jay Higgins, Gresham: what am I gonna say? Prioritize and build the same things right? Which is which is good because they they do have some good values. There's there's safety. There's equity, there's economic development.

423

00:59:38.570 --> 00:59:51.820

Jay Higgins, Gresham: oh, I'm gonna oh, connectivity, of course. So those kinds of things. So so very, you know good things for prioritization. And then, of course, we're going to compare our funding. So we look at how much funding we think we have, and then how much we're going to

424

00:59:52.080 --> 00:59:54.940

Jay Higgins, Gresham: be able to. You know how much our projects cost.

425

00:59:55.220 --> 01:00:03.279

Jay Higgins, Gresham: and that really gives leaves us with 2 buckets. We have what's called constrained, which is our, you know, projects that are all planned for funding.

426

01:00:03.530 --> 01:00:11.640

Jay Higgins, Gresham: We don't know when, in the 20 year period, we're necessarily going to build them. But we think over that horizon. We have a chance to to fund them and and then build them.

427

01:00:11.800 --> 01:00:29.949

Jay Higgins, Gresham: And then there's another group that unconstrained, where we're really unlikely to have enough money to be able to build these if we build everything on our prioritized, constrained list. Everything else is really a little bit beyond our reach, which is unfortunate to see. So let's go share some of those next slide, please.

428

01:00:34.260 --> 01:00:41.596

Jay Higgins, Gresham: This is our corridors and intersections. And I put them all in one map. So it's a, it's really a busy map.

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01:00:42.490 --> 01:00:43.900

Jay Higgins, Gresham: yeah, this is.

430

01:00:44.580 --> 01:00:51.090

Jay Higgins, Gresham: you can see there in the dark red is our constrained corridor project. So this is what we think we will have money to build.

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01:00:51.320 --> 01:00:58.290

Jay Higgins, Gresham: and then our dark red dots are all of the intersections that we are going to be able to do improvements to

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01:00:59.313 --> 01:01:04.256

Jay Higgins, Gresham: and a lot of those are signalized intersections. But that doesn't mean we're necessarily

433

01:01:04.690 --> 01:01:29.050

Jay Higgins, Gresham: you know, doing something different to them. Sometimes it's about just small improvements, like putting in a center left turn Lane. Or maybe it's about, you know, increasing a right turn. Lane, queue capacity, something like that. So many of these are existing intersections that need a little bit of help, and we look at our things like crossings in our pedestrian area.

434

01:01:29.800 --> 01:01:44.120

Jay Higgins, Gresham: And then you can see the couple of these blue lines. This is actually an older version of this map. So some of these blue lines represent things that we feel are completed. There was a big blue line there on Division Street for the you know, to consider a transit project.

435

01:01:44.210 --> 01:01:54.590

Jay Higgins, Gresham: Obviously, the Fx transit project is there, and we've completed that one oops. So don't pull that off the map. And then 1 81st still represents, you know.

436

01:01:54.590 --> 01:02:16.130

Jay Higgins, Gresham: kind of a study to look at safety and crossings on 181, st and we've mostly tallied that through the Metro Grant from 2020. Sorry the metro bond that was attempted to be passed in 2020 that didn't succeed. So we've really done a bunch of work on 1 81, st to tabulate what projects we think are needed there, so that'll also come off the list.

437

01:02:17.361 --> 01:02:23.240

Jay Higgins, Gresham: Let's see anything else on this one. Alright. Well, let's go to the next picture next slide.

438

01:02:24.040 --> 01:02:53.749

Jay Higgins, Gresham: So just to remind you the types of things on those corridors. Right? So you know, we identified, like Burnside through the Rockwood area and Burnside, as you move further down, like Cleveland and Hogan, and the types of things that those streets really need are things like they need to build out their full sidewalks. Or maybe they need planter strips. They need Medians in the middle that would help them for safety as well as for, you know, sort of beautification and shade, and then sometimes they often need bike lanes and sidewalks.

439

01:02:54.950 --> 01:02:56.450

Jay Higgins, Gresham: With the

440

01:02:56.810 --> 01:03:03.640

Jay Higgins, Gresham: because they're just. It's a curb type configuration. So that's the reason that those corridor improvements all get identified

441

01:03:03.820 --> 01:03:09.196

Jay Higgins, Gresham: in Gresham. A lot of our roads are. They don't have sidewalks and

442

01:03:09.940 --> 01:03:28.560

Jay Higgins, Gresham: bicycle lanes, but they're supposed to, because that's what our. That's what our cross sections call for. So that's what we typically, do when we have those red lines. A lot of corridor improvements in other cities are really focused on like widening the streets. It's not usually the case for all of our projects. It is in some cases.

443

01:03:28.760 --> 01:03:33.079

Jay Higgins, Gresham: So that's that's a little bit about corridors. And then if you flip to the next one, please.

444

01:03:36.000 --> 01:03:53.940

Jay Higgins, Gresham: and then just a reminder. So I talked a little bit about those intersection dots, you know. Sometimes it's a signal and timing phasing type of project. Maybe it's about lengthening turn lanes. Sometimes it's about adding curb extensions and kind of safety to the intersection where we know there's issues. And occasionally

445

01:03:54.060 --> 01:04:00.123

Jay Higgins, Gresham: there's raised crosswalks. That's a very ambitious one. But we know that something that art is a safety

446

01:04:00.940 --> 01:04:03.940

Jay Higgins, Gresham: a safety mitigation factor that's been identified. So

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01:04:04.600 --> 01:04:08.819

Jay Higgins, Gresham: it's a possibility for those. All right. Let's move on to the next category

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01:04:10.640 --> 01:04:18.779

Jay Higgins, Gresham: next slide, please. Thank you. All right. So our pedestrian projects. So again, the red dots are all the crossings.

449

01:04:18.950 --> 01:04:43.910

Jay Higgins, Gresham: So these are ones that may be at an intersection where we feel that there needs to be some safety improvements. But it also might just be, you know, along a street like you can see just south of Vance Park. We have an identified crossing at C 14. There on 181, st and what we want to be able to do is, you know, build more crossings there. We know that there's long stretches between our crossings makes it difficult for people to reach their local destinations.

450

01:04:44.210 --> 01:05:03.330

Jay Higgins, Gresham: and these are, you know, largely on arterial streets. And so it's really hard. It's really hard to. It's hard. But it's also unsafe to be dashing across your 5 Lane Street just to get to the other side for your bus. Stop because you're leaving school. So we want to make sure that these crossings on our major arterials are prioritized.

451

01:05:04.485 --> 01:05:08.679

Jay Higgins, Gresham: And then you can see some sidewalk gaps we have As

452

01:05:09.070 --> 01:05:14.982

Jay Higgins, Gresham: these sidewalk gaps were prioritized largely because there's some of the largest ones, and they're closest to

453

01:05:15.880 --> 01:05:38.359

Jay Higgins, Gresham: places with the most crashes. So a lot of them are on these minor arterials, major arterials you can see out in southeast Gresham. There's it dips down towards 26. You got some large chunks of Orient drive that has big sidewalk gaps. So we really wanted to make sure that as we're focusing on building things along our streets.

454

01:05:38.480 --> 01:05:51.309

Jay Higgins, Gresham: there's many neighborhoods that don't have sidewalks, but we're prioritizing our main streets, because that's where the highest speeds are. That's where the most crashes occur, and that's where people will be the safest if we can install those sidewalks

455

01:05:52.570 --> 01:06:21.560

Jay Higgins, Gresham: all right. Next example. These are example, pedestrian projects, sidewalk infill. I think you all know what that is, and then our crossings. All those most of those crossings that are not at an intersection are really slated for some kind of an enhanced crosswalk. So a rapid flash beacon. We're interested in getting hybrid beacons in in the city, not sure how we how we're doing that yet, but it's definitely on our mind because they're identified as again a crash reduction factor pretty high.

456

01:06:21.680 --> 01:06:23.949

Jay Higgins, Gresham: So next slide, please.

457

01:06:27.710 --> 01:06:46.496

Jay Higgins, Gresham: All right. And turning to bicycle projects. So you can see here all of our red lines. The majority of the lines on this map are the Gresham Greenways. So this is our local bicycle network we talked about this last time. I'm not sure, if you remember, but I'm sure you guys have all ridden on Greenways, in Portland and in other cities.

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01:06:47.030 --> 01:06:54.590

Jay Higgins, Gresham: the they're red here because we want them. They're they're constrained. So we think that we can actually build all of these Greenways, which is exciting.

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01:06:55.070 --> 01:06:59.680

Jay Higgins, Gresham: the I think the let's see? How am I gonna say this

460

01:06:59.820 --> 01:07:24.780

Jay Higgins, Gresham: most of our Greenways are, you know. It's pretty simple to put down shares and some signage. That part's not that hard. The hardest part is really building the crossings so like you can see right at the kind of crook at 174th and Stark Street, where Br. One on the west side of town there, you know, makes this turn, you know that's the challenging part is, how do you make? How do you get your route, your local street route to go from

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01:07:24.780 --> 01:07:31.689

Jay Higgins, Gresham: across an arterial for 2 blocks. So that's really where the expense starts to come in with our Greenways.

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01:07:31.690 --> 01:07:56.909

Jay Higgins, Gresham: and similarly, like we have a crossing on, we go right through the heart of Rockwood, which is wonderful. We've got some nice signals, light, nice, low speed street on 188th. But then you get to Gleason Street, and you have to cross 5 Lane arterial again. And that's really again. You need to have those enhanced crossings to be able to get people to their other local destinations. Otherwise, your network is really cut off

463

01:07:57.315 --> 01:08:01.589

Jay Higgins, Gresham: by your arterials. So that's that's our challenge. There with the our bike projects.

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01:08:02.980 --> 01:08:04.200

Jay Higgins, Gresham: Let's see

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01:08:04.360 --> 01:08:31.969

Jay Higgins, Gresham: the we talked last time about multi-use paths, and a couple of those are highlighted here. So, for example, br. 2, in the very north of Gresham is that one along 185th goes between Marine Drive and Sandy, so part of that will be complete and and maybe taken off the list. But we'll still have this little chunk that hasn't been built yet. And where's another good one that we talked about.

466

01:08:32.210 --> 01:08:59.669

Jay Higgins, Gresham: Well, we did talk about the extension of the West way along Burnside when you get to 197th right there at Ruby Junction all of a sudden. You know it. Really, there's no more path. You're on Burnside, and so you can choose to take Yamhill Street, which is br. 5. But we also did put in our project list an extension of that that would connect the triangle, basically. And you have a nice little bicycle triangle there on Yam Hill and Burnside, and 1 88.th

467

01:08:59.990 --> 01:09:04.510

Jay Higgins, Gresham: So those are 2 things we talked about. And let's go to the next one.

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01:09:05.890 --> 01:09:10.870

Jay Higgins, Gresham: Yeah, all right. Well, we already talked about shadows and and wayfinding signs. And next one, please.

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01:09:14.069 --> 01:09:16.084

Jay Higgins, Gresham: So I think one of the

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01:09:16.550 --> 01:09:38.419

Jay Higgins, Gresham: one of the newest things we're doing with the plan is we did a bunch of planning work in Pleasant Valley, so Pleasant Valley is our growth area to the south of the city, and you can see here it's got Portland kind of to to the the west on the left side there and then you know this Gresham, where you can see all these little yellow boxes of the the subdivisions kind of filling in Pleasant Valley.

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01:09:38.569 --> 01:09:56.870

Jay Higgins, Gresham: and we we did some planning work out there adjusted our street network very slightly. But really what it stirred us to do up with the Tsp is. Start thinking about our bicycle network out there. You know we have Greenways in lots of parts of town which work well. And

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01:09:57.190 --> 01:10:19.719

Jay Higgins, Gresham: what's great about Pleasant Valley is, you can see those big purple lines that crisscross it. And that's our multi-use paths. So we're really hoping to be able to capitalize on that. So that as development expands and we start building these multi-use paths. We also then have a network along the streets that lets people really get around. You know, we have our arterials in many parts of our city.

473

01:10:19.730 --> 01:10:43.910

Jay Higgins, Gresham: and it's just a high volume, a high speed. Nobody likes to ride on them. So we're trying something different with these arterials, and you can see they're outlined in red because we want to do separated cycle tracks on them. So that's really bringing that cycle track all the way away from the curb. You can see the little diagram in the corner there, so we'd still keep our planter strip and our curb on the car side, and then really have more of a shared environment for bicycles and pedestrians.

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01:10:44.223 --> 01:10:50.180

Jay Higgins, Gresham: On, you know again, farther away, closer to the houses or the the backs of houses in this case.

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01:10:50.180 --> 01:10:59.940

Jay Higgins, Gresham: So that'd be all the red lines there, which is our minor arterials. That's a 3 Lane Street. So it's got that center turn lane, and it's got the one travel lane in each direction.

476

01:11:00.020 --> 01:11:18.000

Jay Higgins, Gresham: And then so you've got the multi-use path network. You've got this kind of cycle track network. And then we've kind of filled in with where we can have buffered bike bicycle lanes in the blue which are our collector streets. And then, like 1 90th is our biggest street. That'll be a that'll be an arterial

477

01:11:18.410 --> 01:11:28.080

Jay Higgins, Gresham: standard. R. 2. And then we do have some Gresham Greenways, the kind of green lines that kind of fill that in to help people kind of navigate and get to different parts of the protected network

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01:11:29.740 --> 01:11:31.629

Jay Higgins, Gresham: all right next slide.

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01:11:33.520 --> 01:11:55.960

Jay Higgins, Gresham: All right? Well, so this has been a pretty brief preview but I guess what I wanted to ask you guys tonight. And of course you may have other questions. But what I want to ask you tonight is, what gets you excited about this Tsp, and where do you think the Tsp needs more work. So that's my questions for you. But you know, to get things started. I'm happy, of course, to answer questions from you as well.

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01:11:59.318 --> 01:12:03.201

Valerie Schiller: That was really cool to hear that you're doing work in Pleasant Valley.

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01:12:03.610 --> 01:12:09.850

Valerie Schiller: since that is a spot where I've tried to be a bicyclist and pedestrian. It's rough.

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01:12:10.200 --> 01:12:11.159

Valerie Schiller: It's gonna be.

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01:12:11.590 --> 01:12:12.860

Valerie Schiller: It's gonna be really helpful.

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01:12:16.460 --> 01:12:22.820

Jay Higgins, Gresham: Yeah, I know is Greg on tonight. I I know he's been. He's been complaining about Pleasant Valley bicycle challenges for years.

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01:12:25.490 --> 01:12:34.000

MaryJo Andersen, MultCo (she/her): Question, Jay, how will the Tsp. And the Transportation Safety Action Plan get woven together?

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01:12:36.524 --> 01:12:37.900

Jay Higgins, Gresham: Well, we're using the

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01:12:38.100 --> 01:12:49.863

Jay Higgins, Gresham: act, the safety action plan it largely in our existing conditions. So it kind of outlines for us, like, you know, here's the problem areas. Here's our high injury corridors. You know, it's it's

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01:12:51.600 --> 01:12:54.420

Jay Higgins, Gresham: it. And then the

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01:12:55.270 --> 01:13:00.249

Jay Higgins, Gresham: you know, crashes, as it were, was a safety factor in the prioritization of product projects.

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01:13:00.708 --> 01:13:15.611

Jay Higgins, Gresham: And I think what we've got right now is, we've got a pretty good list of sort of projects in general. But we haven't. I think what we still need to do is work on how like identifying which ones are really focused on safety measures and which ones are

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01:13:16.680 --> 01:13:22.351

Jay Higgins, Gresham: you know. Maybe more like, Hey, this one's really important for connectivity, or this one is really important for

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01:13:23.070 --> 01:13:25.240

Jay Higgins, Gresham: I'm trying to think what else is. Another thing.

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01:13:26.040 --> 01:13:44.890

Jay Higgins, Gresham: you know, completeness of the network, or something like that. So I feel like we need to go through still and kind of identify. It's probably not color coding. It might just be in our chart, you know, like our spreadsheet of projects, but it really kind of calls out like, why are we doing this one? Well, this one's a safety one. We know that this is a high crash area. We need to be able to respond with these kinds of projects.

494

01:13:49.880 --> 01:13:53.640

Jay Higgins, Gresham: You want me to call on John? Or is there a chair that runs things.

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01:13:54.860 --> 01:14:03.651

John Russell, PE: I can go. Yeah. Thanks for explaining this. I I deal with some of this stuff. I mean, we might have been in in some meetings. I don't typically cover Gresham. But

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01:14:05.490 --> 01:14:12.530

John Russell, PE: This is great, helpful explaining. I always just like to explain. The constrained and unconstrained is if I had an unconstrained

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01:14:12.630 --> 01:14:34.530

John Russell, PE: pot of money to build all this stuff. And so it is. It is kind of fun to dream. I'm looking back at this slide that had all the the bicycle projects. And I guess I'm just kind of thinking out loud. I see. I think it makes sense to focus on if we can call it, you know more towards Rockwood kind of the western

498

01:14:34.620 --> 01:14:54.468

John Russell, PE: side of of Gresham. The parts that are gonna connect into to Portland's got, you know the existing network? And then as well, focusing more along kind of the downtown spine between, you know Burnside and and I'll say the the spring water.

499

01:14:55.530 --> 01:14:56.640

John Russell, PE: You want to go.

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01:14:56.640 --> 01:14:59.470

Jay Higgins, Gresham: Go back all the way to the bicycle projects map.

501

01:15:02.140 --> 01:15:09.089

John Russell, PE: Anyway, I think this is a reasonable way to focus on. I agree with

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01:15:09.440 --> 01:15:25.861

John Russell, PE: the focus here, I guess kind of my question is, as I heard you talking about. What was it, Br. One, and having to spend a lot of that money is focusing on? You know the the Rtl. Crossings, and I'm just wondering if there's anywhere where there's an opportunity

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01:15:26.790 --> 01:15:28.670

John Russell, PE: to kind of weigh

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01:15:29.060 --> 01:15:55.309

John Russell, PE: that question of, do we spend a bunch of money on this one arterial crossing. How much more of an of a I don't say a low quality. But when you're talking about really making a high quality crossing versus a more complete network. Just kind of a question of balancing that. And I'm just imagining. I guess my concern is there's some places further east where folks aren't going to have

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01:15:56.020 --> 01:16:04.620

John Russell, PE: any route at all. And on the West side they're getting fairly good coverage, and so just being able to balance that I would

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01:16:05.450 --> 01:16:11.330

John Russell, PE: probably try and and give everyone a little bit of something and try to have a

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01:16:12.210 --> 01:16:29.639

John Russell, PE: I don't want to call it a bare bones network, but really focusing on the network and the connectivity. And really the pinch points, because once you get onto some of the low traffic streets, even without the signage. It's really wild to look at heat maps and some of the things people who are biking through

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01:16:29.640 --> 01:16:47.290

John Russell, PE: already know how to find kind of the low stress neighborhood streets. And so I would just be curious if you're able to take that money and rather than focusing on building out, you know this entire low stress network on the west side being able to focus on, you know, some of those pain points

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01:16:47.470 --> 01:16:53.300

John Russell, PE: throughout the network. I don't know. Just just kind of thinking out loud. There.

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01:16:53.530 --> 01:17:23.469

Jay Higgins, Gresham: Yeah, yeah, no. I think that's I think that's an interesting idea. I mean, it is, it's yeah. It's definitely a trade off to consider right is is, what's yeah, what's your spread versus your your maybe quality, or or, you know, like, with that last really difficult connection point? I'll just say that one of the reasons that there is so much really focused on the west side, and then sort of towards downtown is that those also score really high in our equity areas. And so that's it just really boosts those scores up and that. And they get prioritized first, st that definitely changes changes the positioning across the whole map.

511

01:17:24.190 --> 01:17:37.289

John Russell, PE: Well, and especially once you start to look at the topography to the south a bunch of other things. I think this this looks great. It's just kind of a question. Just wanted to make sure that in the best bang for the buck. And I'm excited to see these projects come through.

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01:17:38.810 --> 01:17:39.540

Jay Higgins, Gresham: Thanks.

513

01:17:42.190 --> 01:17:45.840

Valerie Schiller: Looks like we have a question in the chat from Ej.

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01:17:46.630 --> 01:17:51.489

Valerie Schiller: are you able to reduce vehicular speed to 30 or less on these?

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01:17:52.280 --> 01:17:53.469

Valerie Schiller: A, BR.

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01:17:53.470 --> 01:18:04.029

Jay Higgins, Gresham: The bike routes. Oh, you know, most of the bike routes are on a local streets, so those already have a 25 mile an hour speed limit the

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01:18:04.490 --> 01:18:24.965

Jay Higgins, Gresham: and then our our arterial network is 35 so most of them, I think we have finally gotten rid of our. There might be one or 2 streets left that are 40 in Gresham. But we've been that cause. That is, that's something that came up you know, out of the safety work from the tsap was just how the importance of speeds. So it's definitely something we're considering.

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01:18:25.550 --> 01:18:26.350

Jay Higgins, Gresham: I think

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01:18:26.710 --> 01:18:40.349

Jay Higgins, Gresham: I think I might be leaning on the tsap to really help us. Kind of bring that political emphasis of like, Hey, let's really get. Let's get in there and talk about this and think about reducing speeds, because it is. You know, it's a big

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01:18:40.670 --> 01:19:04.959

Jay Higgins, Gresham: There's a lot of assumptions out in Gresham about. We've been driving on these 5 Lane roads for 50 years, and I want to go 35 all the time. And so you know, just changing that mindset is gonna take more than just changing the signs. It's really gonna take a more focused, I think, campaign around, why are we doing this? What? Here's the safety rationale, you know. Let's all do this together as a community. We can all keep each other safe, right like I think it has to be some good messaging around it.

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01:19:13.320 --> 01:19:16.360

Valerie Schiller: Any other questions or comments.

522

01:19:23.570 --> 01:19:33.660

Valerie Schiller: or it sounds like you also wanted areas of potential projects and the name. Yet.

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01:19:36.650 --> 01:19:38.009

Jay Higgins, Gresham: Oh, say it again, Valerie.

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01:19:38.821 --> 01:19:44.550

Valerie Schiller: It. It sounds like you also wanted suggestions for areas that maybe hadn't been considered.

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01:19:46.940 --> 01:19:52.600

Jay Higgins, Gresham: Yeah, definitely. I mean, that would be part. Yeah. People are always welcome to, you know, put in put in chime in with their ideas.

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01:20:17.420 --> 01:20:21.910

Valerie Schiller: I I will just say I'm I'm very excited that there's such a focus in Gresham and

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01:20:22.240 --> 01:20:32.350

Valerie Schiller: East County is. There's just so many areas of opportunity. And I think this is definitely an area that people feel less comfortable biking. If you look at the

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01:20:32.950 --> 01:20:35.350

Valerie Schiller: her areas overall.

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01:20:37.870 --> 01:20:38.970

Jay Higgins, Gresham: Well, thank you.

530

01:20:39.400 --> 01:20:48.621

Jay Higgins, Gresham: Yeah. And thanks for your thanks for your time tonight. Thanks for sticking around to hear my spiel. So I'll you know I'll send over to Mary Jo when our

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01:20:49.520 --> 01:21:01.669

Jay Higgins, Gresham: our online platform and stuff does open up in June it might be right around the time of your June meeting, so you can look for so we'll kind of start around then mid June, and then and then go on from there. So thanks so much. Have a good evening.

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01:21:02.140 --> 01:21:02.920

Valerie Schiller: Thank you.

533

01:21:05.320 --> 01:21:06.439

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

534

01:21:06.610 --> 01:21:07.700

Jay Higgins, Gresham: Alright, bye.

535

01:21:11.580 --> 01:21:15.709

Valerie Schiller: Just open share. If anybody has last, words

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01:21:16.470 --> 01:21:20.410

Valerie Schiller: can end a whole 34 min early.

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01:21:24.680 --> 01:21:31.460

MaryJo Andersen, MultCo (she/her): Still daylight out, more walking, more more bike riding, more pulling of weeds.

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01:21:37.560 --> 01:21:41.799

Valerie Schiller: I'll just say I'm really excited to meet in person next month. I hope we can do more. But.

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01:21:44.580 --> 01:21:49.300

MaryJo Andersen, MultCo (she/her): I'm excited about it as well, even though we'll be missing. Oscar.

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01:21:52.710 --> 01:21:55.960

Oscar Rincones, He/Him - Multco Support: Again the last line. When I was saying.

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01:21:56.900 --> 01:21:59.440

Oscar Rincones, He/Him - Multco Support: maybe I'll just show up. I'll pop in.

542

01:21:59.630 --> 01:22:02.046

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

543

01:22:09.590 --> 01:22:13.899

Valerie Schiller: All right. Looks like we're good to end our meeting.

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01:22:14.250 --> 01:22:19.849

Valerie Schiller: Thank you. Everybody for being here and being part of our discussion, and we'll see you in person in June.

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01:22:20.990 --> 01:22:22.070

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

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01:22:22.070 --> 01:22:23.179

John Russell, PE: Sarah and June.

547

01:22:24.280 --> 01:22:25.399

MaryJo Andersen, MultCo (she/her): See you next month.