

2024 12 11 BPCAC Meeting - Zoom Transcript

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WEBVTT

1

00:00:02.740 --> 00:00:10.400

transportation.admin@multco.us: Great. Thank you. So welcome again, everyone and why don't we just go around the room? I think we all know each other, but it's kind of fun.

2

00:00:10.430 --> 00:00:14.500

transportation.admin@multco.us: anyway. We've got some staff here that don't know all of you. So

3

00:00:18.359 --> 00:00:32.360

transportation.admin@multco.us: Portland's representative, I guess one of the Portland reps long time cyclist

4

00:00:33.710 --> 00:00:40.090

transportation.admin@multco.us: Andrew Holtz, Committee, Member Chair live in Selwood, but specialize in the West Hills.

5

00:00:41.280 --> 00:00:49.980

transportation.admin@multco.us: Joel Huffman, living in Gresham, Greg Wilson from Hogan Butte area in Gresham, Bob Thomas from Truckdale.

6

00:00:51.120 --> 00:00:54.870

transportation.admin@multco.us: I'm Jessica Berry. I'm the deputy director of the Transportation Division.

7

00:00:55.490 --> 00:00:58.960

transportation.admin@multco.us: Mary Jo Anderson Multnomah County Transportation planner.

8

00:00:59.340 --> 00:01:03.090

transportation.admin@multco.us: I'm John Henrikson, i'm the director of the Transportation Division.

9

00:01:03.410 --> 00:01:06.689

transportation.admin@multco.us: Hi, Sarah Jeffrey, I'm a project manager in

10

00:01:07.350 --> 00:01:11.100

transportation.admin@multco.us: that's covered. I am the roads engineering services manager.

11

00:01:12.940 --> 00:01:23.189

transportation.admin@multco.us: One second, any member from anyone Attorney Leslie admin support Supervisor.

12

00:01:23.500 --> 00:01:25.865

transportation.admin@multco.us: and you wanna go through it.

13

00:01:27.640 --> 00:01:30.930

transportation.admin@multco.us: She went for Michael.

14

00:01:32.656 --> 00:01:34.040

Michael Rubenstein: Is my mic on.

15

00:01:34.130 --> 00:01:35.610

Michael Rubenstein: It's having some problems with it.

16

00:01:36.020 --> 00:01:36.980

transportation.admin@multco.us: There you go!

17

00:01:36.980 --> 00:01:40.549

Michael Rubenstein: Hi there! Mike Rivenstein, rural West Multnomah County.

18

00:01:42.280 --> 00:01:50.288

transportation.admin@multco.us: And Allison Boyd's at the door, so she'll be coming in any minute now. She gives up waiting.

19

00:01:51.420 --> 00:01:54.729

transportation.admin@multco.us: All right. I'm gonna go ahead and give the land acknowledgement.

20

00:01:55.680 --> 00:02:03.099

transportation.admin@multco.us: Multnomah County rests on the stolen lands of the Multnomah, Kathlama, and Clackamas, Fans of the Chinook, Indian nation.

21

00:02:03.110 --> 00:02:08.199

transportation.admin@multco.us: the Tualatin Kayaupulia, the Malala, and many others along the Columbia River.

22

00:02:08.229 --> 00:02:25.800

transportation.admin@multco.us: 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 peoples were enslaved by white settlers who had government support.

23

00:02:26.290 --> 00:02:46.930

transportation.admin@multco.us: We want to honor the members of over 400 tribal communities who live in Multnomah County. Many of these people and their cultures still survive and resist, despite the intentional and ongoing attempts to destroy them. Let us take a moment of silence to acknowledge the history of how we are here in this place, and to honor these people

24

00:02:58.180 --> 00:03:03.270

transportation.admin@multco.us: over to you, Andrew, that didn't bring the agenda.

25

00:03:04.590 --> 00:03:11.999

transportation.admin@multco.us: So it's a chair. Report time. Public comment. Okay?

26

00:03:17.860 --> 00:03:19.990

transportation.admin@multco.us: 2 pages, yeah. 3.

27

00:03:20.580 --> 00:03:22.949

transportation.admin@multco.us: So do we have any public comment, Greg.

28

00:03:24.150 --> 00:03:26.171

transportation.admin@multco.us: We got more than what we want.

29

00:03:27.731 --> 00:03:31.029

transportation.admin@multco.us: Add some more stuff to our Gresham

30

00:03:34.300 --> 00:03:40.219

transportation.admin@multco.us: message we had for their transportation system. And what's going on, and some clarifications

31

00:03:40.580 --> 00:03:44.900

transportation.admin@multco.us: with a few things there. I'll just start out with the Gresham Troutdale.

32

00:03:45.280 --> 00:03:52.550

transportation.admin@multco.us: or Spring Spring Water to Troutdale. Multi use path that's with Metro Troutdale's pretty well dropped it.

33

00:03:52.590 --> 00:03:57.100

transportation.admin@multco.us: however, still on the Gresham transportation system plan.

34

00:03:57.400 --> 00:04:00.699

transportation.admin@multco.us: and at Mustard Road in 2 80. Second.

35

00:04:00.960 --> 00:04:05.690

transportation.admin@multco.us: they have about a 20 foot wide path built through that little commercial center there.

36

00:04:05.770 --> 00:04:16.380

transportation.admin@multco.us: It's been there for several years ago. They put that in. In the meantime they have continued the path from Salkless down to Chase road on a new development. I'm like

37

00:04:16.440 --> 00:04:22.180

transportation.admin@multco.us: what they're doing in Pleasant Valley. They actually put that in because it was part of the original plan.

38

00:04:22.350 --> 00:04:23.360

transportation.admin@multco.us: and so

39

00:04:23.480 --> 00:04:33.030

transportation.admin@multco.us: chase it may go. We never have figured out. We have figured out several alternatives to get that thing over to the Spring Water Corridor.

40

00:04:33.370 --> 00:04:38.229

transportation.admin@multco.us: and one of the problems that they're the the Powell Valley

41

00:04:38.470 --> 00:04:42.450

transportation.admin@multco.us: Neighborhood Association, the Kelly Creek Neighborhood Association.

42

00:04:42.460 --> 00:04:45.630

transportation.admin@multco.us: When I was chair of the Gresham Transportation

43

00:04:45.970 --> 00:04:53.610

transportation.admin@multco.us: Committee. They would always have concerns, because there's no way for that group to get over to the Spring Water Trail.

44

00:04:53.720 --> 00:05:01.580

transportation.admin@multco.us: and the city has yet to build something over there. The idea was they would go over when the Spring Water Corridor

45

00:05:02.160 --> 00:05:13.320

transportation.admin@multco.us: development was built out as a business center which is in total, yes or no, whether it's going to be housing or a business center. But Odot was going to put

46

00:05:13.400 --> 00:05:16.350

transportation.admin@multco.us: a bridge off of 26

47

00:05:16.870 --> 00:05:21.369

transportation.admin@multco.us: over to spring water at that time, and that way the trail would continue.

48

00:05:21.610 --> 00:05:27.940

transportation.admin@multco.us: And so we have that ability. So when I hear we don't want to deal anymore in Gresham.

49

00:05:28.030 --> 00:05:35.779

transportation.admin@multco.us: That's not true. We want those people from those neighborhood associations to be able to get over to spring water.

50

00:05:35.830 --> 00:05:41.824

transportation.admin@multco.us: Still, right now, there's still this an island over there, and they can go stark, or they can go

51

00:05:42.300 --> 00:05:46.260

transportation.admin@multco.us: power, valley, road, or whatever. But it's not safe

52

00:05:46.650 --> 00:05:52.850

transportation.admin@multco.us: for families the next thing was that the 185th

53

00:05:53.080 --> 00:05:56.440

transportation.admin@multco.us: section of the Gresham to Fairview Trail

54

00:05:58.460 --> 00:06:04.649

transportation.admin@multco.us: is type one riders. We said that it's okay. We'll just ride down the Bike lane.

55

00:06:04.810 --> 00:06:12.209

transportation.admin@multco.us: However, when we designed that that was Aggresham to Fairview Marine Drive, and it's been

56

00:06:12.440 --> 00:06:21.860

transportation.admin@multco.us: at least early on 15 years ago we had 6 or 7 different versions of that. But right now it stopped at a hundred 85, th

57

00:06:22.050 --> 00:06:28.350

transportation.admin@multco.us: and it needs to continue for type 3 riders and type 2 riders

58

00:06:28.470 --> 00:06:31.970

transportation.admin@multco.us: as type, one riders. We need to consider

59

00:06:32.060 --> 00:06:41.189

transportation.admin@multco.us: mama and her babies older senior citizens that don't want to ride in a bike lane, and there's plenty of room going down the east side of a hundred and

60

00:06:41.350 --> 00:06:45.750

transportation.admin@multco.us: 85th to extend that trail all the way to Moraine Drive.

61

00:06:46.540 --> 00:06:51.080

transportation.admin@multco.us: 15 years ago Gresham and the city of Portland were talking

62

00:06:51.130 --> 00:06:54.449

transportation.admin@multco.us: about doing something there between the 2 of them.

63

00:06:54.600 --> 00:07:01.799

transportation.admin@multco.us: and it would actually be better if it went down the Portland side. But then it wouldn't be the Gresham Fairwood trail anymore.

64

00:07:01.830 --> 00:07:18.580

transportation.admin@multco.us: But it does intersect the Marine drive trail without having to cross the busy truck traffic on 185th into Marine drive both ways. You wouldn't have to take little kids and worry about that. The trail would be over there. So that's another alternative that could still be explored there.

65

00:07:19.290 --> 00:07:20.330

transportation.admin@multco.us: Oh.

66

00:07:31.110 --> 00:07:38.299

transportation.admin@multco.us: also, when I gave my long dissertation on the problems of Pleasant Valley.

67

00:07:40.370 --> 00:07:45.830

transportation.admin@multco.us: it's this tragedy that's been built there. But what's funny is

68

00:07:46.040 --> 00:07:48.940

transportation.admin@multco.us: on Redland Road there are 6 houses

69

00:07:49.130 --> 00:07:53.690

transportation.admin@multco.us: that the city required them to build a 12 foot wide multi-use path

70

00:07:53.820 --> 00:07:55.799

transportation.admin@multco.us: in front of their 6 houses

71

00:07:56.070 --> 00:08:01.810

transportation.admin@multco.us: and everything else in Pleasant Valley just disappeared.

72

00:08:02.100 --> 00:08:07.500

transportation.admin@multco.us: and so I don't trust Gresham when it comes to the spring water development.

73

00:08:07.740 --> 00:08:13.569

transportation.admin@multco.us: I don't trust them for messing with the brain, drive the springwater trail

74

00:08:15.300 --> 00:08:26.500

transportation.admin@multco.us: politically and technically for doing that. But with that, I would say, represent because commitment, or represent

75

00:08:27.270 --> 00:08:31.300

transportation.admin@multco.us: the people that are type 3 riders with

76

00:08:31.730 --> 00:08:41.639

transportation.admin@multco.us: mama and her babies and little children, and how they're getting around. And just because we can do it doesn't mean anybody else wants to do it.

77

00:08:41.970 --> 00:08:48.810

transportation.admin@multco.us: So anyway, consider as members everybody that would be a user of our facilities.

78

00:08:51.270 --> 00:08:55.110

transportation.admin@multco.us: So I have a question on a hundred 85, th which is mostly

79

00:08:55.370 --> 00:08:58.949

transportation.admin@multco.us: big rigs and warehouses and things like that. You're saying

80

00:08:59.250 --> 00:09:17.200

transportation.admin@multco.us: that there is a section that's set aside on one of the other sides of 185, th if you go to Marine, drive right now, going this way, and you turn on 185th and go down the hill. There's a piece of concrete that's put in there as a mup

81

00:09:18.080 --> 00:09:21.160

transportation.admin@multco.us: on which side be on the Gresham side.

82

00:09:21.690 --> 00:09:29.139

transportation.admin@multco.us: Well, they're both Gresham side, because the city is like 160 something, or whatever Portland is over there.

83

00:09:29.240 --> 00:09:38.500

transportation.admin@multco.us: Wow! It really jogs around. Yeah. So it's on the east side of it. So the East Side it's only like 20 feet long.

84

00:09:38.730 --> 00:10:00.170

transportation.admin@multco.us: But they made the developer put that in. I'm not that fast. A writer. I don't last right through that thing. But my problem is not that section. It's the section that goes under the bridge, the freeway and the rail. I mean, that's like death defying. Well, they've got that. I haven't seen the final version, but I have seen that done

85

00:10:00.180 --> 00:10:05.329

transportation.admin@multco.us: in California, where they have that in the 12 foot wide trail.

86

00:10:05.510 --> 00:10:09.419

transportation.admin@multco.us: We'll narrow down to 10 feet. They sign up with 4 feet.

87

00:10:09.889 --> 00:10:14.919

transportation.admin@multco.us: They sign it, and it's I've seen it done all over Orange County, California.

88

00:10:15.380 --> 00:10:19.839

transportation.admin@multco.us: and it can be done. Odot just had a hard time

89

00:10:20.030 --> 00:10:34.020

transportation.admin@multco.us: being convinced that yeah, it could be done and still work. Yeah, well, anything would help. Yeah. And that doesn't mind going down the hill. It's going up the hill. Yeah. And that's the that's the part that's big

90

00:10:34.970 --> 00:10:38.540

transportation.admin@multco.us: put in now. And the next section will be from 180.

91

00:10:38.550 --> 00:10:46.749

transportation.admin@multco.us: 5th going down to Marine Drive. So don't give up on a multi use path there, or demand a multi use path because that is

92

00:10:46.870 --> 00:10:54.400

transportation.admin@multco.us: Progression Fairview trail. I'll see it before I'm 80. I'll be happy when I'm riding slow.

93

00:10:56.180 --> 00:10:57.924

transportation.admin@multco.us: So anyway, that's enough.

94

00:10:59.030 --> 00:11:04.470

transportation.admin@multco.us: Okay, that's great. Any other public comment. Hi, Frank, welcome

95

00:11:07.475 --> 00:11:11.733

transportation.admin@multco.us: kind of a response. So, Greg.

96

00:11:12.490 --> 00:11:17.369

transportation.admin@multco.us: I'm I'm learning about higher policy to the rest of Multnomah county.

97

00:11:17.400 --> 00:11:20.790

transportation.admin@multco.us: You alluded to Roger Geller's type 4

98

00:11:20.820 --> 00:11:32.090

transportation.admin@multco.us: sort of cyclists, and I've added another one. The the people that I call back to cycles a lot of the E-bike people that haven't ridden bikes for 20 years or 30 years, and are back in

99

00:11:32.140 --> 00:11:38.719

transportation.admin@multco.us: the groove of using an e-bike, and much more prevalent on all streets and all State parks.

100

00:11:40.240 --> 00:11:43.260

transportation.admin@multco.us: Do you think this committee should maybe

101

00:11:44.290 --> 00:11:49.880

transportation.admin@multco.us: make a mandate and and sort of inform the rest of Multnomah County that that this

102

00:11:50.010 --> 00:12:09.430

transportation.admin@multco.us: is happening, and we may need to do some things like education classes, awareness of really the different abilities I know in the medical literature children are seeing are being seen in the emergency departments much more than they were 5 years ago.

103

00:12:09.470 --> 00:12:17.390

transportation.admin@multco.us: and the issues aren't broken wrists or clavicles or scraped up skin. But now concussions are appearing.

104

00:12:17.680 --> 00:12:20.819

transportation.admin@multco.us: And so emt people that are.

105

00:12:20.970 --> 00:12:27.920

transportation.admin@multco.us: you know, in our transportation world, treating people with crashes

106

00:12:28.050 --> 00:12:32.900

transportation.admin@multco.us: all all of a sudden. They need to be thinking about concussions that may not happen

107

00:12:33.000 --> 00:12:35.469

transportation.admin@multco.us: at the accident or the crash.

108

00:12:35.590 --> 00:12:40.550

transportation.admin@multco.us: but may happen 8 h, 36 h, 50 h later.

109

00:12:40.570 --> 00:12:46.060

transportation.admin@multco.us: It's a different animal. Well, I but do you think that I've talked with

110

00:12:46.660 --> 00:13:00.169

transportation.admin@multco.us: nurses in emergency rooms, with cycling? And they'll tell us they can give you all kinds of horror stories, but I think, as a committee that might be a good idea in the best place to present that would be to mug talk

111

00:13:00.840 --> 00:13:04.880

transportation.admin@multco.us: and have a regular presentation to go down there in their monthly.

112

00:13:05.150 --> 00:13:07.360

transportation.admin@multco.us: When do you meet the 3rd Tuesday.

113

00:13:08.630 --> 00:13:22.019

transportation.admin@multco.us: second, Tuesday, second Monday? Some. They have a monthly meeting, and we should be more proactive and really say, Hey, the the world of cycling is not the same as it was 5 years ago, right and and really begin to discuss

114

00:13:22.210 --> 00:13:28.829

transportation.admin@multco.us: where the impact is on the changes. And it sounds like those trails are in the perfect place. As a great example.

115

00:13:29.190 --> 00:13:32.150

transportation.admin@multco.us: Yeah, but I think the political

116

00:13:32.540 --> 00:13:40.590

transportation.admin@multco.us: movement for anything that's done will come through a mug tuck, because it's the 3 cities

117

00:13:40.890 --> 00:13:46.627

transportation.admin@multco.us: in East County are all involved with it. They're politically, and they'll have members of

118

00:13:47.940 --> 00:13:51.790

transportation.admin@multco.us: their leadership, either a mayor or a counselor attending those

119

00:13:52.640 --> 00:13:55.479

transportation.admin@multco.us: meetings, and if we, as a group, could organize

120

00:13:55.740 --> 00:14:04.050

transportation.admin@multco.us: a list of like medical problems that are occurring changes anywhere. We're having trouble with this.

121

00:14:04.500 --> 00:14:05.960

transportation.admin@multco.us: You could go out and film

122

00:14:06.140 --> 00:14:12.500

transportation.admin@multco.us: road problems with traffic all day long and present that. But

123

00:14:13.230 --> 00:14:15.939

transportation.admin@multco.us: if we don't go, do that, it won't happen.

124

00:14:16.650 --> 00:14:19.240

transportation.admin@multco.us: and it would probably be this group

125

00:14:21.690 --> 00:14:25.550

transportation.admin@multco.us: to do that, even though we're assigned just to talk to the chairman of the

126

00:14:25.580 --> 00:14:28.719

transportation.admin@multco.us: county, I would think we could go also on

127

00:14:29.460 --> 00:14:37.190

transportation.admin@multco.us: as a committee and and show them what we think and where we're thinking, think we we could correct things and make them better.

128

00:14:39.600 --> 00:14:49.290

transportation.admin@multco.us: We can have that as a possible discussion in the early part of 2025, when we're kind of reevaluating what the role of the committee is.

129

00:14:49.703 --> 00:14:56.559

transportation.admin@multco.us: I will say that mock tuck. We're going to be getting new representatives because of election changes.

130

00:14:56.750 --> 00:15:02.529

transportation.admin@multco.us: and they are also involved in the Safety Action plan.

131

00:15:02.750 --> 00:15:05.680

transportation.admin@multco.us: And we do the Fatality report

132

00:15:05.710 --> 00:15:09.919

transportation.admin@multco.us: every every month as well like we do here. And Metro is also at the meeting

133

00:15:10.120 --> 00:15:14.269

transportation.admin@multco.us: with the marked up meetings. So they have a representative.

134

00:15:19.290 --> 00:15:21.321

transportation.admin@multco.us: Yeah. So, Greg, maybe write something

135

00:15:21.710 --> 00:15:27.897

transportation.admin@multco.us: and anybody else, you know, as far as defining an agenda item in your future.

136

00:15:29.100 --> 00:15:30.340

transportation.admin@multco.us: No, we go all right.

137

00:15:30.810 --> 00:15:37.420

transportation.admin@multco.us: Something of it, and condense it and poof into probably 20 min presentation or so.

138

00:15:37.880 --> 00:15:39.119

transportation.admin@multco.us: Well, thanks for that.

139

00:15:43.950 --> 00:15:46.350

transportation.admin@multco.us: I'm done with losing it.

140

00:15:48.700 --> 00:15:55.603

transportation.admin@multco.us: Probably have a chair report other than amazing to be back.

141

00:15:57.880 --> 00:16:02.820

transportation.admin@multco.us: Let's move on to the meeting minutes from November.

142

00:16:04.210 --> 00:16:07.060

transportation.admin@multco.us: anybody have any comments or corrections

143

00:16:11.680 --> 00:16:17.620

transportation.admin@multco.us: to adopt the November 24. Meeting minutes.

144

00:16:17.700 --> 00:16:21.530

transportation.admin@multco.us: Second, all right.

145

00:16:21.790 --> 00:16:24.219

transportation.admin@multco.us: Those in favor raise your hands.

146

00:16:26.510 --> 00:16:27.759

transportation.admin@multco.us: Are you opposed?

147

00:16:29.050 --> 00:16:32.410

transportation.admin@multco.us: Okay, they are adopted

148

00:16:34.740 --> 00:16:51.590

transportation.admin@multco.us: back to Mary Jo for the fatalities fatalities report. Carol put up the fatalities report for this month. This is a report that we received from Metro every month, and it is a summary of all of the fatal crashes of the month before.

149

00:16:51.710 --> 00:16:55.630

transportation.admin@multco.us: And so this is for November traffic deaths.

150

00:16:55.790 --> 00:17:02.799

transportation.admin@multco.us: and there were a total of 16 fatalities in November, and that's 6 more than the previous month.

151

00:17:03.050 --> 00:17:24.492

transportation.admin@multco.us: Also, what's interesting is our recent safety analysis, where the fatalities were looked at across the Re. Actually, in East Multnomah County there is a spike in November, and a spike in March, and the only correlation we could really come up with is the time change? And that's really really interesting.

152

00:17:25.210 --> 00:17:29.410

transportation.admin@multco.us: for this month there were 11 people who died driving

153

00:17:29.460 --> 00:17:39.069

transportation.admin@multco.us: 3 pedestrians and 2 motorized scooters. Which it's interesting that you know a few years ago that wasn't even a category.

154

00:17:39.896 --> 00:17:46.310

transportation.admin@multco.us: One of the fatalities was on our East County roads, and that was James Navarro. On November 12th

155

00:17:46.470 --> 00:17:56.170

transportation.admin@multco.us: this crash was reported to be a single vehicle, Rollover, at the welcome to Wood Village sign, and the driver was potentially not wearing a seatbelt.

156

00:17:56.770 --> 00:18:06.669

transportation.admin@multco.us: So we want to take time to acknowledge the people that who have lost their lives on our roads. Each person had family, friends, neighbors, and coworkers.

157

00:18:06.830 --> 00:18:16.880

transportation.admin@multco.us: We want to take a moment to recognize the loss of their lives and keep them in our hearts and our minds as we move forward to create safe roads for everyone in our community.

158

00:18:29.950 --> 00:18:33.238

transportation.admin@multco.us: Thanks, Kara. We can move to. Staff updates.

159

00:18:38.168 --> 00:18:48.379

transportation.admin@multco.us: On our staff updates, there is a slide for that. It's just a quick review. You can check it out when you get home of our

160

00:18:48.900 --> 00:18:54.680

transportation.admin@multco.us: what we've done this year, all of the presentations that we've done this year. So yep, next slide.

161

00:18:58.960 --> 00:19:04.426

transportation.admin@multco.us: So here's all the things that we've done, and we're all the way down at December.

162

00:19:05.950 --> 00:19:11.470

transportation.admin@multco.us: it's kind of cool to see all of our meeting topics over the year.

163

00:19:11.560 --> 00:19:14.326

transportation.admin@multco.us: and what's coming up is

164

00:19:15.210 --> 00:19:27.449

transportation.admin@multco.us: Tonight. We've got the Hawthorne Bike Lane and the Stark Street bridge, and we'll be moving forward in the year looking at the sandy safety improvements and our committee evaluation next slide

165

00:19:28.190 --> 00:19:32.899

transportation.admin@multco.us: and so in January we'll have our work plan session, and we can

166

00:19:32.990 --> 00:19:36.820

transportation.admin@multco.us: talk about what we wanna what's gonna happen in the year ahead.

167

00:19:36.930 --> 00:19:43.979

transportation.admin@multco.us: And our committee evaluation with Jla, we're still in progress with that. But it is moving along. So thank you.

168

00:19:47.820 --> 00:19:55.480

transportation.admin@multco.us: What we're really here for right? So Stark Street Bridge now.

169

00:19:56.790 --> 00:20:17.250

transportation.admin@multco.us: Yep. And so tonight we have a news new to folks in the room is Lance, who is who will tell? Tell us all about himself, and what's going on with what he does? Take it away, Lance.

170

00:20:18.160 --> 00:20:23.100

transportation.admin@multco.us: Yeah, use it, you know. It's got it.

171

00:20:27.030 --> 00:20:29.929

transportation.admin@multco.us: You got it. Thank you.

172

00:20:30.951 --> 00:20:53.458

transportation.admin@multco.us: Next slide. This is pretty straightforward. And again my name is Lance Calward. He him pronouns. I am the new roads engineering services manager for the county I've been here just under 3 months so forgive me if I don't know absolutely every location that you guys speak about

173

00:20:53.960 --> 00:20:59.829

transportation.admin@multco.us: But I have spent many years in the Portland Metro area as the city engineer for

174

00:20:59.900 --> 00:21:05.259

transportation.admin@multco.us: City of Westland. For over over a decade before coming here.

175

00:21:06.270 --> 00:21:11.370

transportation.admin@multco.us: and built a lot of bike bed projects there, including some

176

00:21:11.938 --> 00:21:24.911

transportation.admin@multco.us: it award winning separated bike pet projects. So if you ever get a chance to get down to 10th Street, and i 2 0. 5, and the Willamette Falls drive corridor

177

00:21:25.800 --> 00:21:29.117

transportation.admin@multco.us: is, I think, a really nice

178

00:21:30.120 --> 00:21:44.690

transportation.admin@multco.us: a bike Ped corridor through a sort of a downtown style area there. So anyway, it's a little background on me overview for today's presentation. And before I really get started I'd like to

179

00:21:44.950 --> 00:21:49.004

transportation.admin@multco.us: sort of say a shout out to Sarah and to

180

00:21:49.920 --> 00:22:07.170

transportation.admin@multco.us: for helping put this together. My schedule has been packed since I've started here and without the support of people like Sarah, I would be totally lost so I appreciate everything that she's put into this and

181

00:22:07.190 --> 00:22:09.089

transportation.admin@multco.us: we'll head to the next slide.

182

00:22:10.940 --> 00:22:22.997

transportation.admin@multco.us: So like I said, gave you my introduction road product program. And there's links built into this. But we'll skip those. And

183

00:22:23.820 --> 00:22:42.890

transportation.admin@multco.us: I'm assuming this will be available so hopefully, links will work. But really it's about my role is primarily on the roadside of county transportation and including our road capital improvement program and projects

184

00:22:43.511 --> 00:22:49.638

transportation.admin@multco.us: oversight coordination with maintenance and operations on road maintenance work as well as

185

00:22:50.670 --> 00:22:55.120

transportation.admin@multco.us: working with our clean water staff on our water quality program.

186

00:22:56.510 --> 00:23:07.569

transportation.admin@multco.us: And of course, you can always look at county website and look at this weekend roads to see what's happening and what we're currently actively working on next slide

187

00:23:09.280 --> 00:23:33.710

transportation.admin@multco.us: current and future projects. The Gordon Creek Road cohort replacement is underway. We just opened bids for 257th corridor safety improvements. Hopefully, you all are aware of that one where that'd be resurfacing of a significant portion of that corridor, as well as adding street lighting.

188

00:23:33.710 --> 00:23:45.900

transportation.admin@multco.us: handicap, accessible ramps Ada accessibility ramps as well as a new pet crossing adjacent to Reynolds High School.

189

00:23:46.600 --> 00:23:59.858

transportation.admin@multco.us: That project like I said, just came in under under our engineers estimate. So we're happy about that. And we're going through procurement right now, and we'll be planning on a

190

00:24:00.600 --> 00:24:08.690

transportation.admin@multco.us: reconstruction meeting shortly says, start January 2025. But there's a lot of

191

00:24:09.040 --> 00:24:15.270

transportation.admin@multco.us: build up. Majority of the work will really be in

192

00:24:15.340 --> 00:24:20.195

transportation.admin@multco.us: towards particularly paving work will be towards the summer.

193

00:24:21.680 --> 00:24:27.870

transportation.admin@multco.us: another project currently underway is our accessibility. Sidewalk ramp project in

194

00:24:29.090 --> 00:24:33.734

transportation.admin@multco.us: sort of all over different locations in East County

195

00:24:34.370 --> 00:24:40.829

transportation.admin@multco.us: a lot of locations in the Troutdale area. That project is currently under construction.

196

00:24:41.274 --> 00:24:45.486

transportation.admin@multco.us: And those are what we call what we refer to as phase one

197

00:24:46.580 --> 00:24:51.270

transportation.admin@multco.us: improvements which are really locations that were identified in prior work

198

00:24:51.640 --> 00:24:59.610

transportation.admin@multco.us: as project project locations where there's a priority for those. But they also

199

00:24:59.730 --> 00:25:20.179

transportation.admin@multco.us: aren't bound with a lot of constraints so less right away. Acquisition allowed them to, and utility conflicts allowed those locations to move forward faster.

And we're also currently under design for the next phase, which includes more locations of ramp and accessibility spots.

200

00:25:20.800 --> 00:25:24.819

transportation.admin@multco.us: but maybe with a little bit more challenge associated with them.

201

00:25:24.910 --> 00:25:32.889

transportation.admin@multco.us: Whether it's a temporary construction easement or a utility vault conflict, or something like that. That's gonna delay those into the next phase of construction

202

00:25:33.650 --> 00:25:43.330

transportation.admin@multco.us: so that projects underway traffic signal upgrades is really about signage. I think, primarily on some of the signals and

203

00:25:43.820 --> 00:25:46.080

transportation.admin@multco.us: single corridors that the county

204

00:25:46.360 --> 00:25:54.329

transportation.admin@multco.us: owns and operates. And that's work that's in coordination with city of Gresham, who maintains a lot of our signals and

205

00:25:55.050 --> 00:26:03.980

transportation.admin@multco.us: Germantown road. We're currently working on really sign speed feedback signs and some curve areas on that rural corridor

206

00:26:04.980 --> 00:26:11.309

transportation.admin@multco.us: and curb signage there for safety improvements.

207

00:26:11.670 --> 00:26:16.099

transportation.admin@multco.us: 223rd is a safe routes to school project. That one is

208

00:26:16.470 --> 00:26:21.569

transportation.admin@multco.us: little bit more in the future, as far as timing goes, for construction.

209

00:26:21.680 --> 00:26:37.129

transportation.admin@multco.us: and same with signal replacements. We have, I think, 2 locations that are currently span wire traffic signals that will be converted to mast arm style signals with improved ramps and corners and push buttons. Those kinds of features

210

00:26:37.756 --> 00:26:38.343

transportation.admin@multco.us: in

211

00:26:39.450 --> 00:26:46.910

transportation.admin@multco.us: I can't remember now, off the top of my head, what those 2 locations are, Stark and Evans and Buxton and Cherry Park.

212

00:26:46.970 --> 00:26:51.002

transportation.admin@multco.us: and you just signed a a consulting Cherry Park.

213

00:26:51.450 --> 00:27:19.459

transportation.admin@multco.us: the one that has the it kind of like jogs up and then moves like one block up and then keeps going in Cherry Park. Yeah, it has been a challenge for me, because, like every project, says Stark, or, you know, like there's like these key corridors. And I'm like

214

00:27:19.520 --> 00:27:25.380

transportation.admin@multco.us: they're all named the same, but I will get it next slide

215

00:27:27.438 --> 00:27:31.621

transportation.admin@multco.us: so Stark Street bridge. So my second day the bridge

216

00:27:32.890 --> 00:27:43.732

transportation.admin@multco.us: collapsed, so that was great timing, and John said, Welcome to the county, take this project and

217

00:27:44.480 --> 00:27:53.559

transportation.admin@multco.us: perfect timing. These are sort of historical photos that I think are pretty interesting, that we got from Chippenham, the state historic preservation

218

00:27:54.348 --> 00:28:07.500

transportation.admin@multco.us: that show when basically, particularly the bottom picture shows when the bridge was built and predates the actual road of the Columbia

219

00:28:08.040 --> 00:28:18.329

transportation.admin@multco.us: Historic Columbia River highway that was still under construction further to the north, towards the what is now the I-eighty 4 corridor so.

220

00:28:18.550 --> 00:28:21.379

transportation.admin@multco.us: and Sandy Bridge. So

221

00:28:21.610 --> 00:28:31.640

transportation.admin@multco.us: a key critical link across the Sandy river, particularly for those folks that live in the Corbett and Springdale areas.

222

00:28:31.910 --> 00:28:37.170

transportation.admin@multco.us: And just a very

223

00:28:37.210 --> 00:28:44.650

transportation.admin@multco.us: complicated location to work in, due to the nature and the history of that location next slide.

224

00:28:46.050 --> 00:28:58.770

transportation.admin@multco.us: And for anybody that doesn't know this sort of just a general map showing the location right next to the restaurant there as well at the where Start meets with Columbia

225

00:28:59.120 --> 00:29:00.449

transportation.admin@multco.us: highway.

226

00:29:03.012 --> 00:29:10.580

transportation.admin@multco.us: So damage history of that location there's been, several, I think, times over the

227

00:29:10.810 --> 00:29:13.200

transportation.admin@multco.us: long lifespan of that bridge.

228

00:29:13.350 --> 00:29:16.689

transportation.admin@multco.us: Bottom photo, I think, was taken in 1915,

229

00:29:16.700 --> 00:29:22.600

transportation.admin@multco.us: so they can show, show you the sort of the history of that location. And what's been there?

230

00:29:23.770 --> 00:29:50.080

transportation.admin@multco.us: There's very historic elements to this corridor, particularly the road bridge itself, the abutments, the the even the rails, and the railings are all designated historic, including the stonework at the end, and, as is evident from the prior picture, you can see that this bridge was really not designed for modern

231

00:29:50.520 --> 00:30:08.540

transportation.admin@multco.us: traffic. It was designed for traffic when vehicles had wooden spokes and not modern semi truck traffic that we encounter today, and certainly not speeds that we encounter today. I think this particular abutment location

232

00:30:08.780 --> 00:30:23.319

transportation.admin@multco.us: and the barriers there the stone barrier walls have been hit several times over their lifespan, I'm sure, attempted to be repaired several times, and to the point where you can see some of the old

233

00:30:24.062 --> 00:30:33.709

transportation.admin@multco.us: concrete temporary barriers and such that were put into place finally had enough and

234

00:30:33.930 --> 00:30:36.249

transportation.admin@multco.us: collapsed underneath next slide.

235

00:30:37.220 --> 00:30:44.350

transportation.admin@multco.us: And you can see in this picture sort of the scope and scale of that failure. That

236

00:30:44.630 --> 00:30:56.130

transportation.admin@multco.us: whole face at 1 point before was all solid stone masonry, and then they backfilled that stone basalt with

237

00:30:56.860 --> 00:31:01.769

transportation.admin@multco.us: which are very large blocks, heavy grounded in place the

238

00:31:02.218 --> 00:31:11.460

transportation.admin@multco.us: with these large round river rocks, and stack those behind the bridge appear itself.

239

00:31:12.560 --> 00:31:26.590

transportation.admin@multco.us: All of that gave way, and all of those spilling out. And and so that's really why one of the big reasons why we had to close the bridge. It really is not safe for vehicle travel.

240

00:31:26.640 --> 00:31:28.340

transportation.admin@multco.us: or really any travel.

241

00:31:28.360 --> 00:31:41.140

transportation.admin@multco.us: There's a lot of material there that's sort of teetering on the edge, even in the time that we've had the closure we've seen more rock fall and additional

242

00:31:41.570 --> 00:31:48.419

transportation.admin@multco.us: a slope failure there, even without traffic traveling over that bridge. So

243

00:31:48.610 --> 00:32:03.980

transportation.admin@multco.us: it really the way it was designed was not really intended to take that kind of physical abuse. And and so now our goal is to fix and repair so we can get the bridge open again.

244

00:32:04.030 --> 00:32:13.019

transportation.admin@multco.us: And I think this is a great picture, because you can see the sort of the scale of the person and and really the size of what we're tasked with

245

00:32:13.380 --> 00:32:14.290

transportation.admin@multco.us: next slide

246

00:32:17.505 --> 00:32:29.954

transportation.admin@multco.us: so you know, to summarize really a little bit right after the bridge collapse we were, or the sorry. The the wall collapse adjacent to the bridge. The bridge itself is fine the

247

00:32:31.200 --> 00:32:42.150

transportation.admin@multco.us: county staff was called the scene, and immediately began work on solutions, temporary traffic control to block the area

248

00:32:42.200 --> 00:32:49.730

transportation.admin@multco.us: and set up detours, notify the public also, with our

249

00:32:49.810 --> 00:32:55.090

transportation.admin@multco.us: emergency declaration and procurement process to get

250

00:32:55.570 --> 00:33:06.160

transportation.admin@multco.us: our consultant, David Evans, and associates immediately on board for engineering design and assistance to get

251

00:33:07.000 --> 00:33:09.300

transportation.admin@multco.us: a good solution for the

252

00:33:09.550 --> 00:33:20.279

transportation.admin@multco.us: current condition put in place also immediately we're able to work to acquire Goodfellow Brothers, who was available to begin

253

00:33:20.390 --> 00:33:24.300

transportation.admin@multco.us: partnering with us on the construction work there.

254

00:33:24.998 --> 00:33:29.660

transportation.admin@multco.us: So in the time that the bridge has been closed. We've

255

00:33:30.126 --> 00:33:34.883

transportation.admin@multco.us: taken all of our prior work and data that was previously done

256

00:33:35.770 --> 00:33:40.250

transportation.admin@multco.us: augmented that with additional review engineering

257

00:33:40.840 --> 00:33:50.880

transportation.admin@multco.us: a lot of work with our historic resource experts coordination with Oregon. Dot, who is the owner of the historic Columbia River highway.

258

00:33:51.190 --> 00:33:56.310

transportation.admin@multco.us: and as well as biologists

259

00:33:56.330 --> 00:34:08.219

transportation.admin@multco.us: part, as well as working with several other agencies. Our own land use process as well as Odf. And W. Fish and Wildlife

260

00:34:08.310 --> 00:34:23.459

transportation.admin@multco.us: Shippo. As I mentioned before the State historic preservation organization that also oversees this entire quarter. This is a very unique location. Even the road itself is subject to historic review and

261

00:34:23.830 --> 00:34:25.383

transportation.admin@multco.us: comment so

262

00:34:26.199 --> 00:34:55.589

transportation.admin@multco.us: and so it really, I guess the point of all this is that very complicated. I I equate it to like somebody handing me a knotted ball of Christmas lights the second day that I started, and it's my job to unravel them and put them all back together in working order again, which we have been working on every day since. The failure occurred next slide

263

00:34:58.203 --> 00:35:17.259

transportation.admin@multco.us: so this, you know, additional slides on. Why we closed in these pictures sort of help illustrate that. It was really unsafe for everybody in that corridor. There's some utility conflicts there as well. There's power, natural gas communications.

264

00:35:17.930 --> 00:35:29.580

transportation.admin@multco.us: There's a water line that crosses the bridge there. So we have been working with all those utility partners as well to address those

265

00:35:29.660 --> 00:35:38.780

transportation.admin@multco.us: both to secure them in a safe way, temporarily as well as relocate and coordinate permanent placement of those

266

00:35:39.230 --> 00:35:47.990

transportation.admin@multco.us: to work in coordination with the actual construction work of restoring and repairing the approach.

267

00:35:48.160 --> 00:35:49.450

transportation.admin@multco.us: Next slide.

268

00:35:51.310 --> 00:35:54.949

transportation.admin@multco.us: Again, like, I said, permitting is a big part of this.

269

00:35:55.820 --> 00:36:05.090

transportation.admin@multco.us: I would say hats off to state historic preservation, and Odot and partnering with us on this work as well as our own land use.

270

00:36:05.674 --> 00:36:15.220

transportation.admin@multco.us: Group. Normally, it would take literally years to get through those groups with this location and this type of work.

271

00:36:15.560 --> 00:36:36.509

transportation.admin@multco.us: but because of the emergency nature of it, they really helped expedite and move things along and worked in sync with us, which I greatly appreciate, and we just recently also got our traffic control permit from Odot for the work alongside the Columbia

272

00:36:37.030 --> 00:36:45.850

transportation.admin@multco.us: River highway, and a lot of work is required there, because their right-of-way actually extends almost to the actual bridge itself.

273

00:36:46.010 --> 00:36:49.279

transportation.admin@multco.us: and then they also own parts of

274

00:36:50.750 --> 00:36:54.740

transportation.admin@multco.us: land directly adjacent to the bridge.

275

00:36:55.420 --> 00:37:03.391

transportation.admin@multco.us: The State parks actually owns another part of land directly adjacent to the bridge that we're working

276

00:37:04.360 --> 00:37:07.829

transportation.admin@multco.us: with, and we just got permitting from them, as well

277

00:37:07.920 --> 00:37:22.569

transportation.admin@multco.us: to access their property. So a lot of a lot of work to allow all of that permitting into getting this to move to construction in the appropriate way

278

00:37:22.710 --> 00:37:24.300

transportation.admin@multco.us: next slide

279

00:37:25.038 --> 00:37:29.091

transportation.admin@multco.us: one of the things that come in will come out of this is, we will also be

280

00:37:29.960 --> 00:37:46.310

transportation.admin@multco.us: working throughout construction with an archaeologist. So we'll be observing and monitoring everything that we dig out as we go through to make sure that anything that's archaeologically significant is appropriately

281

00:37:46.390 --> 00:37:47.450

transportation.admin@multco.us: handled.

282

00:37:47.510 --> 00:37:59.090

transportation.admin@multco.us: Utility relocation is another like I said, big part of this. There's there's literally like you can see in that 1st picture. There's stormwater piping that's

283

00:37:59.100 --> 00:38:05.179

transportation.admin@multco.us: actually metal that is outside of the original wall face. There's

284

00:38:05.220 --> 00:38:34.920

transportation.admin@multco.us: the utility lines that were anchored to the wall face. Most of that in this repair will be relocated. So it would not be visible anymore. Once the work is complete, but really trying to coordinate, to minimize our footprint, we're also obviously adjacent and working next to the Sandy River. There's floodplain permitting involved there as well.

285

00:38:35.090 --> 00:38:39.739

transportation.admin@multco.us: So we're trying to match the footprint of what was there

286

00:38:39.810 --> 00:38:54.720

transportation.admin@multco.us: as well as match the historic nature of what was there? And and, by the way, none of that historic, those historic items meet any current Odot standard or requirements. So we're also in sync with Odot.

287

00:38:54.800 --> 00:39:06.080

transportation.admin@multco.us: because we need design exceptions from them for everything we do here, basically because it doesn't meet their modern code standards as well. So a lot of history there.

288

00:39:06.120 --> 00:39:14.249

transportation.admin@multco.us: But getting addressed. And you can see there in the one picture they've already done some temporary

289

00:39:14.280 --> 00:39:21.020

transportation.admin@multco.us: work getting the communications line out of the way the

290

00:39:21.707 --> 00:39:40.889

transportation.admin@multco.us: in in a very creative way. One of the things I would mention here, too, is like with the overhead utilities in this location, we're actually having to raise those up so that our equipment can get in from the Columbia. I'll just say

291

00:39:41.500 --> 00:39:49.623

transportation.admin@multco.us: historic Columbia River highway. I don't know if there's a way to Hcr. H. But to say that quickly. But

292

00:39:50.500 --> 00:40:00.259

transportation.admin@multco.us: Part of the process is really digging down to get to everything, while simultaneously keeping the historic Columbia River highway intact

293

00:40:00.270 --> 00:40:07.820

transportation.admin@multco.us: and the water line intact. That's directly adjacent to the bridge that runs parallel to Columbia River highway. So

294

00:40:08.210 --> 00:40:13.760

transportation.admin@multco.us: we're actually using, we'll excavate down part of the distance down

295

00:40:13.920 --> 00:40:19.370

transportation.admin@multco.us: install what's known as a soil nail wall to keep the

296

00:40:19.820 --> 00:40:23.570

transportation.admin@multco.us: road itself intact, so that people can continue to travel

297

00:40:23.690 --> 00:40:36.849

transportation.admin@multco.us: through the historic Columbia River Highway corridor, but also give us enough working space so that a big some of the bigger equipment can get and reach those lower levels

298

00:40:37.280 --> 00:40:45.299

transportation.admin@multco.us: of of the area. So really had to raise the power lines and street light to.

299

00:40:45.350 --> 00:40:52.769

transportation.admin@multco.us: I'd be able to get basically a large track hoe to be able to reach underneath there and install those soil nails.

300

00:40:53.440 --> 00:41:01.040

transportation.admin@multco.us: And the nails basically are like, basically, they're just like big nails that just bang straight into the.

301

00:41:01.880 --> 00:41:09.170

transportation.admin@multco.us: But also avoid any impact to the existing water line that's in that corridor

302

00:41:09.940 --> 00:41:16.290

transportation.admin@multco.us: as well as the rock face that's directly adjacent there as well, which is also an item of concern

303

00:41:16.620 --> 00:41:17.609

transportation.admin@multco.us: next slide.

304

00:41:21.580 --> 00:41:29.284

transportation.admin@multco.us: So schedule a a lot of work, like I said, has already been into the project. There's been

305

00:41:30.920 --> 00:41:51.550

transportation.admin@multco.us: like, I said, all the coordination with all the other agencies, and folks are getting the contractor on board getting the design completed. We're starting this week on actual construction contractors mobilizing to the site basically as we speak, and today delivering

306

00:41:52.173 --> 00:42:04.836

transportation.admin@multco.us: some temporary traffic lights out there one of the challenges is working in such a tight and constrained location so we were able to work with Odot to set up essentially

307

00:42:05.770 --> 00:42:08.639

transportation.admin@multco.us: a 1 lane road for Columbia River highway.

308

00:42:09.730 --> 00:42:17.429

transportation.admin@multco.us: and that will be controlled by traffic lights at each end of the one lane section, so the traffic signal temporarily will allow

309

00:42:17.470 --> 00:42:31.099

transportation.admin@multco.us: cars to move vehicles to move through the corridor in southbound direction switch allow cars to move back to the northbound direction, and it'll be 24, 7 traffic control

310

00:42:31.340 --> 00:42:34.249

transportation.admin@multco.us: using that system.

311

00:42:34.290 --> 00:42:46.220

transportation.admin@multco.us: and that gives the contractor one lane to work on while they are digging as well as any work that they can do from the bridge itself.

312

00:42:47.536 --> 00:42:53.109

transportation.admin@multco.us: So excavation should start next week, and

313

00:42:54.410 --> 00:42:58.570

transportation.admin@multco.us: our goal is to really, hopefully have the are

314

00:42:59.500 --> 00:43:14.830

transportation.admin@multco.us: assuming. Weather is not an issue, and hopefully, we don't have a big flood event, but our goal is to get the bridge back and open to a single lane of traffic, as well as bike and pet traffic

315

00:43:15.380 --> 00:43:20.119

transportation.admin@multco.us: in February, and then continue to work on

316

00:43:20.840 --> 00:43:26.139

transportation.admin@multco.us: what I call more the decorative elements of the railing and

317

00:43:29.740 --> 00:43:37.750

transportation.admin@multco.us: the wall faces in that timeline as well. So that hopefully, a majority of the work is done

318

00:43:38.050 --> 00:43:41.020

transportation.admin@multco.us: by March. Yeah, but the the whole

319

00:43:41.780 --> 00:43:49.360

transportation.admin@multco.us: getting back to the original statement. The the goal is really to hit February for opening the bridge back up to traffic again.

320

00:43:50.050 --> 00:43:59.349

transportation.admin@multco.us: In the meantime we also did a little bit of repair work on the bridge itself while it was closed, so took advantage of that opportunity there as well.

321

00:44:03.340 --> 00:44:29.673

transportation.admin@multco.us: yeah. So that's basically it for the summary next slide. I don't know if there's anything. Oh, future. Yeah. So you won't see any of these pictures when the future Stark Street Bridge is built. But you know they're fun to look at. We will most likely look

322

00:44:30.440 --> 00:44:41.169

transportation.admin@multco.us: as the rest of the historic highway corridor looks today. And in fact, one of the things we're working on right now is working with State historic preservation office

323

00:44:41.200 --> 00:44:47.060

transportation.admin@multco.us: on the finish of the retaining walls and the railings.

324

00:44:47.801 --> 00:44:56.840

transportation.admin@multco.us: So, yeah, so don't anticipate to see anything like these even in the future project.

325

00:44:57.327 --> 00:45:01.390

transportation.admin@multco.us: But hopefully, what we're doing now will

326

00:45:01.860 --> 00:45:06.489

transportation.admin@multco.us: leave Stark Street Bridge in a position to be stable and sound

327

00:45:06.530 --> 00:45:24.940

transportation.admin@multco.us: for traffic for the next several years, while we start work on a long term plan for that bridge. Replacement work has already started on preliminary permitting review as well as some preliminary con.

328

00:45:25.440 --> 00:45:33.979

transportation.admin@multco.us: not really concepting, but just discussions about design, and how to proceed with that once.

329

00:45:35.530 --> 00:45:52.339

transportation.admin@multco.us: I think this work is done. This sort of the immediate emergency work. Next, steps are to really begin work on a permanent fix and a permanent review of that location. Obviously, we still have issues. Once we're done with our current work of vehicles.

330

00:45:52.410 --> 00:45:55.910

transportation.admin@multco.us: not just having enough space to

331

00:45:56.830 --> 00:46:07.580

transportation.admin@multco.us: through that area because of the nature of large vehicles today. And really the speeds of that corridor, a lot of cars come around that corner pretty fast, and

332

00:46:07.630 --> 00:46:14.610

transportation.admin@multco.us: even speed is a regulated thing through Odot on that corridor relative to history. So

333

00:46:15.050 --> 00:46:17.270

transportation.admin@multco.us: we're trying to work with them right now.

334

00:46:17.490 --> 00:46:25.310

transportation.admin@multco.us: One of the big challenges was just getting the speed limit lowered during the work of the construction so

335

00:46:26.180 --> 00:46:33.149

transportation.admin@multco.us: long term. I believe speed is going to be a concern that will need to be addressed in the permanent design

336

00:46:33.320 --> 00:46:42.410

transportation.admin@multco.us: as well as width, of any new bridge, as well as the historic nature of the location, and meeting any of the historic

337

00:46:42.600 --> 00:46:45.640

transportation.admin@multco.us: visuals of what that

338

00:46:45.720 --> 00:47:10.509

transportation.admin@multco.us: would look like in aesthetics so long term. I don't see any of these as the aesthetics that we're probably gunning for in that corridor, but something to be looking forward to in the future as funding becomes available to do something more with that location

339

00:47:10.750 --> 00:47:11.670

transportation.admin@multco.us: next slide.

340

00:47:15.070 --> 00:47:24.379

transportation.admin@multco.us: and that's it. So happy to answer any questions that Sarah can answer, because I probably won't.

341

00:47:24.900 --> 00:47:31.430

transportation.admin@multco.us: from my experience when you put this this time lights up on there.

342

00:47:32.180 --> 00:47:40.889

transportation.admin@multco.us: I know from experience that cyclists and there's quite a few using that route rather than going up over

343

00:47:41.600 --> 00:47:43.440

transportation.admin@multco.us: would like to get through there

344

00:47:44.657 --> 00:47:56.790

transportation.admin@multco.us: and so I don't know if you can put signage up there, for cyclists. Wait for the green light, or if you already have a predetermined 5 min or 3 min, or 10 min, however long, that

345

00:47:56.990 --> 00:48:00.300

transportation.admin@multco.us: would normally B. If you could put that

346

00:48:00.350 --> 00:48:05.160

transportation.admin@multco.us: to let the cyclist know. Just stop and sit here and base your timing

347

00:48:05.470 --> 00:48:09.520

transportation.admin@multco.us: on them, going probably 8 to 10 miles an hour

348

00:48:09.600 --> 00:48:12.530

transportation.admin@multco.us: through there, because quite often on a longer

349

00:48:12.760 --> 00:48:19.469

transportation.admin@multco.us: ones. You don't quite get to the end before the light turns green, coming this way.

350

00:48:19.690 --> 00:48:22.559

transportation.admin@multco.us: so that that timing becomes kind of critical

351

00:48:23.150 --> 00:48:32.799

transportation.admin@multco.us: in there, because as you go up this hill there to Corbett, they absolutely hate you for the cyclists going up there. You've probably heard from them already.

352

00:48:33.360 --> 00:48:37.540

transportation.admin@multco.us: So that's 1 thing to to consider on there. Another thing, as you mentioned

353

00:48:37.720 --> 00:48:45.090

transportation.admin@multco.us: replacing these, and I've seen all over the countryside where jurisdictions have bought

354

00:48:46.040 --> 00:48:51.019

transportation.admin@multco.us: bridges from other jurisdictions. I think we did that in the Soviet Island, didn't we?

355

00:48:51.610 --> 00:48:55.539

transportation.admin@multco.us: Didn't that come from downtown or somewhere? We're gonna put it someplace.

356

00:48:55.930 --> 00:49:05.059

transportation.admin@multco.us: And anyway, there's opportunities to. They use the old Burnside bridge to up in Clackamas, and those need to be replaced now.

357

00:49:05.960 --> 00:49:31.270

transportation.admin@multco.us: so you might be able to find a bridge laying around in Washington, get a bigger one, a small one, and make the big one for traffic. 2 lane traffic and another little bit narrower, one, such as Stark Street for

358

00:49:31.280 --> 00:49:37.349

transportation.admin@multco.us: bikes and peds to get across on there, and you have 2, and you might be thinking of that down in Troutdale

359

00:49:37.390 --> 00:49:40.340

transportation.admin@multco.us: at that bridge, because we have the same problems

360

00:49:40.590 --> 00:49:44.879

transportation.admin@multco.us: with Semis trying to get through there, and they just don't

361

00:49:45.210 --> 00:49:47.309

transportation.admin@multco.us: quite make it off the freeway.

362

00:49:47.480 --> 00:49:53.120

transportation.admin@multco.us: And maybe you're expanding that out to a bigger bike.

363

00:49:53.800 --> 00:49:59.179

transportation.admin@multco.us: right? So there are. Maybe when we put that bike bridge across there with Crowddale is

364

00:49:59.490 --> 00:50:01.100

transportation.admin@multco.us: still working on that

365

00:50:01.690 --> 00:50:07.330

transportation.admin@multco.us: county, worked on it years ago through the Pig farm to get across by the railroad tracks there.

366

00:50:07.830 --> 00:50:11.470

transportation.admin@multco.us: So there are. There's our opportunities out there.

367

00:50:11.790 --> 00:50:14.359

transportation.admin@multco.us: And next thing I had on

368

00:50:15.590 --> 00:50:19.282

transportation.admin@multco.us: the idea of your traffic signals. Replacement

369

00:50:19.820 --> 00:50:22.180

transportation.admin@multco.us: in 2026. There's plenty of time

370

00:50:22.720 --> 00:50:27.630

transportation.admin@multco.us: now to start looking, because my experience with what's happening around the nation.

371

00:50:29.600 --> 00:50:34.080

transportation.admin@multco.us: It was getting far ahead of what we're even looking at here.

372

00:50:34.620 --> 00:50:47.040

transportation.admin@multco.us: and the way the traffic is managed through timing through signal, who gets priority and traffic speeds in between.

373

00:50:47.330 --> 00:50:55.450

transportation.admin@multco.us: Because I know in Orange County they'll say 45 miles an hour. That's a 55 mile an hour area.

374

00:50:55.500 --> 00:51:00.569

transportation.admin@multco.us: and I know everybody's going. 70, except a few of us, are going 45, and so

375

00:51:00.590 --> 00:51:02.189

transportation.admin@multco.us: we just catch them with the red light.

376

00:51:02.590 --> 00:51:10.280

transportation.admin@multco.us: and then we go through the same thing again, and that can also help remove.

377

00:51:10.590 --> 00:51:15.500

transportation.admin@multco.us: And last thing was on the safe route to school. Is that going from

378

00:51:17.410 --> 00:51:28.800

transportation.admin@multco.us: Halsey down to Sandy or the Gleason down to Sandy. It's just the grant that we had a presentation on recently from Halsey to bridge.

379

00:51:29.310 --> 00:51:35.550

transportation.admin@multco.us: It's a very small grant, so that area is horrible to get around.

380

00:51:38.010 --> 00:51:49.549

transportation.admin@multco.us: Yeah, it's in the. It's in the right away as well as a house.

381

00:51:49.580 --> 00:52:00.690

transportation.admin@multco.us: And Oda did have that same note about the bikes getting through the temporary traffic signal. We don't have any signs that say anything for cyclists, but they do have the timing for that, for cyclists to get there.

382

00:52:01.250 --> 00:52:01.720

transportation.admin@multco.us: Alright.

383

00:52:02.480 --> 00:52:03.310

transportation.admin@multco.us: Okay.

384

00:52:03.690 --> 00:52:06.349

transportation.admin@multco.us: Recycling. I know the corporate residents.

385

00:52:06.870 --> 00:52:14.310

transportation.admin@multco.us: They're using wooded road and cramming down there as fast as speed will go about rolling over a curve.

386

00:52:14.720 --> 00:52:18.430

transportation.admin@multco.us: And so they're the local guys. And they are going to be

387

00:52:18.650 --> 00:52:24.786

transportation.admin@multco.us: other complaints of the county. They're not the guys using historic highway down there, but the

388

00:52:25.300 --> 00:52:27.460

transportation.admin@multco.us: visitors are ones are gonna be

389

00:52:28.230 --> 00:52:36.179

transportation.admin@multco.us: more likely to use that. Yeah. Luckily, the signals here are not too far apart. So there.

390

00:52:36.840 --> 00:52:42.000

transportation.admin@multco.us: Well, I mean because of the transition from 2 lanes to one lane there.

391

00:52:42.090 --> 00:52:56.580

transportation.admin@multco.us: you know, still a decent distance, but where it's not visual, but at least I think it's manageable, and not one of those long, extensive one lane corridors like you'd see in other locations.

392

00:52:57.770 --> 00:52:58.840

transportation.admin@multco.us: And

393

00:52:59.678 --> 00:53:18.139

transportation.admin@multco.us: yeah, we'll certainly be working with timing on that. And you know that corridor is really theirs, not ours. So we're we we suggest, and we work with them. But it's really partly their

394

00:53:18.230 --> 00:53:22.950

transportation.admin@multco.us: coordinating. I've known one of our favorite rides on Redwood Highway, down

395

00:53:23.440 --> 00:53:29.249

transportation.admin@multco.us: between Oakland and Castro Valley had a major slide 3 years ago.

396

00:53:29.670 --> 00:53:33.770

transportation.admin@multco.us: and it would take probably 3 months to fill the road in

397

00:53:33.780 --> 00:53:39.110

transportation.admin@multco.us: to go through. But there's literally 20 jurisdictions that have to buy off on it, and

398

00:53:39.160 --> 00:53:42.230

transportation.admin@multco.us: in 3 years they haven't agreed on anything. Yeah.

399

00:53:42.240 --> 00:53:46.180

transportation.admin@multco.us: Well, and then, yeah, just like the design challenges of

400

00:53:46.190 --> 00:53:54.460

transportation.admin@multco.us: replacement bridge. There's going to be a lot of engagement and opportunity for feedback. I know one of the goals of the project is to

401

00:53:55.000 --> 00:54:02.620

transportation.admin@multco.us: remove a pier that's in the in the water, so that we can get a longer span there at the Sandy River, and so

402

00:54:04.150 --> 00:54:10.830

transportation.admin@multco.us: you know, I mean scale wise. I actually measured it myself, and the current oh, span is.

403

00:54:11.300 --> 00:54:22.180

transportation.admin@multco.us: I think, a little less than the span of the Wakato Bridge for Savi Island, so that sort of gives you a scale of you know what a new bridge would look like

404

00:54:22.250 --> 00:54:25.320

transportation.admin@multco.us: in in this location. Now

405

00:54:25.400 --> 00:54:37.039

transportation.admin@multco.us: the aesthetics of the bridge would be something that would be highly regulated as well. And and you know any opportunity to incorporate historic elements. Historic.

406

00:54:37.060 --> 00:54:41.287

transportation.admin@multco.us: You know, things are great when we have those available to us.

407

00:54:42.741 --> 00:54:50.560

transportation.admin@multco.us: but you know, as engineers. We love new stuff so that we know it's good questions on chat.

408

00:54:51.260 --> 00:54:56.819

transportation.admin@multco.us: You can read one of the little can you get?

409

00:54:59.510 --> 00:55:05.509

transportation.admin@multco.us: So the 1st one says, Michael, motor vehicles are getting

410

00:55:05.670 --> 00:55:21.640

transportation.admin@multco.us: larger, heavier. I've seen more cyclist 1st pickups. That was from the earlier discussion about yeah. So future appreciate all the work on a complicated project during the Start Street construction. How are we

411

00:55:21.770 --> 00:55:24.674

transportation.admin@multco.us: providing safety for the bike and pet?

412

00:55:25.150 --> 00:55:29.329

transportation.admin@multco.us: start Columbia River highway intersection, especially during summer months

413

00:55:29.610 --> 00:55:34.010

transportation.admin@multco.us: and Bike Ped still cross on the brute sidewalk area.

414

00:55:34.150 --> 00:55:40.009

transportation.admin@multco.us: our speeds going to be reduced in the Stark Street bridge area, stark, and

415

00:55:40.590 --> 00:55:46.110

transportation.admin@multco.us: the sort of Columbia River highway for safety of all users, does county still allow large freight trucks

416

00:55:46.460 --> 00:55:50.300

transportation.admin@multco.us: on the bridge? Historic Columbia highway during construction?

417

00:55:50.450 --> 00:55:53.739

transportation.admin@multco.us: How long will the temporary repair last.

418

00:55:54.566 --> 00:55:59.700

transportation.admin@multco.us: What is the potential impact on Troutdale Bridge? Due to the

419

00:55:59.910 --> 00:56:02.790

transportation.admin@multco.us: increased user traffic flow in the area?

420

00:56:03.420 --> 00:56:07.070

transportation.admin@multco.us: Is the County Odot Metro, collecting all user data

421

00:56:07.430 --> 00:56:09.489

transportation.admin@multco.us: in the area during this process.

422

00:56:10.110 --> 00:56:11.876

transportation.admin@multco.us: He's frank.

423

00:56:13.510 --> 00:56:23.790

transportation.admin@multco.us: Thanks, Frank. I like that. Like, that's like the Faqs for our web page right there, like. But for sure, I think you know.

424

00:56:23.830 --> 00:56:26.279

transportation.admin@multco.us: you know, it is complicated.

425

00:56:27.362 --> 00:56:35.049

transportation.admin@multco.us: during construction everything is closed so the bridge there's really we. We have to remove

426

00:56:35.250 --> 00:56:38.430

transportation.admin@multco.us: the way the the pedestrian.

427

00:56:41.330 --> 00:56:45.920

transportation.admin@multco.us: I guess. Walkway, that sort of hangs on the side of the bridge is built. It's sort of. It's

428

00:56:46.010 --> 00:56:52.610

transportation.admin@multco.us: really mostly wooden underneath. And so we have to take that apart because it's resting on the

429

00:56:53.100 --> 00:56:58.670

transportation.admin@multco.us: part of it is resting on the existing blocks that are getting removed and replaced.

430

00:56:58.720 --> 00:57:06.530

transportation.admin@multco.us: And so really, the entire thing is closed. The bridge itself is closed to bike bed and vehicles all

431

00:57:06.580 --> 00:57:08.463

transportation.admin@multco.us: we're under the emergency construction.

432

00:57:09.423 --> 00:57:18.746

transportation.admin@multco.us: When we get everything completed and back open it will be as good or better than what was currently there.

433

00:57:19.260 --> 00:57:27.989

transportation.admin@multco.us: and so it'll be back once done back open to vehicle like in pet traffic.

434

00:57:30.790 --> 00:57:33.309

transportation.admin@multco.us: You know, as far as

435

00:57:33.846 --> 00:57:47.069

transportation.admin@multco.us: safety, and what I call sort of longer term items like speed. We are currently coordinating with Odot. On that, too. We have made a request to Odot to review

436

00:57:47.070 --> 00:58:06.880

transportation.admin@multco.us: speed the way they do speed Review. It takes pretty much at least a year to get through that process because they take speed counts. At certain times of the year. They review historical data. They do very extensive process to try and set speeds at an appropriate level.

437

00:58:07.090 --> 00:58:13.989

transportation.admin@multco.us: and we have made that request with a request to lower the speed in and around the immediate area of

438

00:58:14.080 --> 00:58:24.910

transportation.admin@multco.us: the Stark Street bridge, based on the history of accidents at that location, including the current damage to the bridge abutment. But

439

00:58:25.808 --> 00:58:32.450

transportation.admin@multco.us: that will take some time but we'll see what comes out of that process. As we

440

00:58:32.560 --> 00:58:37.140

transportation.admin@multco.us: partner with Odot on that concern.

441

00:58:37.180 --> 00:58:55.359

transportation.admin@multco.us: you know. Freight trucks, I think, are always an issue in the historic Columbia River Highway corridor, including both the sandy and stark bridges. Just because of the nature of the history. There is already truck limitations on all of that corridor and areas. However.

442

00:58:55.700 --> 00:59:02.999

transportation.admin@multco.us: not everybody follows those. So I think there's at some point going to have to be a bigger discussion on how?

443

00:59:03.270 --> 00:59:09.500

transportation.admin@multco.us: How? That, you know, is either enforced? Or is there something else that can be done?

444

00:59:09.880 --> 00:59:13.209

transportation.admin@multco.us: You know people in corporate still need, you know.

445

00:59:14.150 --> 00:59:30.289

transportation.admin@multco.us: you know, delivery. So like, you know, there's still local freight deliveries that have to occur. So we have to understand that. But long term, the way freight works and the way everything works. We really need a replacement bridge. We really need wider spans. We need safer spaces.

446

00:59:30.300 --> 00:59:31.620

transportation.admin@multco.us: a better lighting.

447

00:59:32.050 --> 00:59:44.820

transportation.admin@multco.us: Those are all things that also are an impact to the historic Columbia River highway scenic area and the nature of that corridor. So a lot of permitting and a lot of regulatory work.

448

00:59:45.420 --> 00:59:57.200

transportation.admin@multco.us: One of the reasons we're able to expedite the work for this emergency is our goal of basically trying to put back what was there, but in a safe, modern way?

449

00:59:58.140 --> 01:00:00.549

transportation.admin@multco.us: to the maximum extent practical

450

01:00:00.790 --> 01:00:10.989

transportation.admin@multco.us: to match what was there? I think long term there will need to be more, and beyond that, and and that is where it opens up to that bigger, permitting discussion and

451

01:00:11.380 --> 01:00:12.420

transportation.admin@multco.us: work.

452

01:00:14.390 --> 01:00:17.150

transportation.admin@multco.us: You know, how long will the temporary repair last.

453

01:00:17.654 --> 01:00:33.640

transportation.admin@multco.us: It's really designed to last. In in my opinion, as long as we need it to. it's I think, a good design that both meets immediate needs and long term needs

454

01:00:33.780 --> 01:00:40.359

transportation.admin@multco.us: as not designed to last forever. And so we need to continue to work on

455

01:00:40.810 --> 01:00:53.314

transportation.admin@multco.us: a replacement at a somewhat reasonable, but you know acceptable pace. Let's see what else

456

01:00:55.180 --> 01:01:03.940

transportation.admin@multco.us: We are well over time. So I think that's quite a bit for now. But is it gonna be repaved? The bridge.

457

01:01:04.380 --> 01:01:22.329

transportation.admin@multco.us: the paving on there is real bad before it was shut down. Is it going to get like at least touched up while you guys are there. The bridge itself. No, there's a couple spots like, I said that Staff was able to address so hopefully those will suffice, for now

458

01:01:22.370 --> 01:01:34.800

transportation.admin@multco.us: most of the paving will just be in the intersection itself. So from the bridge pier to the Columbia River Highway, and then part of the highway itself as well, and then that will be done.

459

01:01:35.130 --> 01:01:41.570

transportation.admin@multco.us: obviously in the winter to get cars and vehicles back on the corridor. But we will have to come back

460

01:01:41.630 --> 01:01:47.759

transportation.admin@multco.us: to meet Odot regulations and requirements, because we will be outside of their normal paving window.

461

01:01:47.960 --> 01:01:56.790

transportation.admin@multco.us: so we'll probably be coming back when the weather is appropriate to do final surface lift paving as well as final striping.

462

01:01:57.140 --> 01:02:00.402

transportation.admin@multco.us: So it'll be a little better but

463

01:02:01.420 --> 01:02:06.920

transportation.admin@multco.us: you know, okay, real quick, so real quick. Do you know.

464

01:02:07.280 --> 01:02:10.510

transportation.admin@multco.us: Sarah, do you know about how far

465

01:02:10.930 --> 01:02:15.330

transportation.admin@multco.us: from each end of the bridge that the traffic control signals be set?

466

01:02:16.010 --> 01:02:22.867

transportation.admin@multco.us: About 200 people 100 feet. So you're about 470 feet, or whatever total

467

01:02:23.740 --> 01:02:38.539

transportation.admin@multco.us: can you see that far? So if you're pedaling through there, a car is going to see if you're coming out. Yeah, and only you know, like there's the tapers are in there, too, so they could, you know, have a little room to get out of the way.

468

01:02:39.890 --> 01:02:40.770

transportation.admin@multco.us: Thank you.

469

01:02:41.700 --> 01:02:43.319

transportation.admin@multco.us: Alright. Quick interjection.

470

01:02:43.960 --> 01:02:50.760

transportation.admin@multco.us: A lot of times people call at the historic highway after you recognize that it's a historic Columbia River highway.

471

01:02:50.980 --> 01:02:56.920

transportation.admin@multco.us: if that's easier for everybody, any chance, we could get a no right on Red

472

01:02:58.260 --> 01:03:00.889

transportation.admin@multco.us: at the Western, at the eastern end of the bridge.

473

01:03:03.410 --> 01:03:06.569

transportation.admin@multco.us: There's no traffic.

474

01:03:07.010 --> 01:03:12.639

transportation.admin@multco.us: Yeah. The traffic light's not going to be permanent. It's just going to be during the stop sign.

475

01:03:13.300 --> 01:03:23.069

transportation.admin@multco.us: Only a stop sign on the bridge side, because there's no stop sign allowed on the historic highway. Yeah. But you're yeah. It depends on jurisdiction.

476

01:03:23.180 --> 01:03:25.509

transportation.admin@multco.us: Okay, I can.

477

01:03:26.280 --> 01:03:52.009

transportation.admin@multco.us: There is one at Odot's Bridge. Yeah, yeah, that stop sign is actually just on the edge of the scenic area. And so that's technically exempt from their regulatory requirement. Nobody stops there anyway.

478

01:03:54.916 --> 01:03:57.543

transportation.admin@multco.us: Time.

479

01:04:02.630 --> 01:04:13.280

transportation.admin@multco.us: Well, it's really exciting that we've got Lance and John here. It's been a long time since we've had you at one of our meetings, so

480

01:04:13.720 --> 01:04:14.680

transportation.admin@multco.us: really appreciate it.

481

01:04:16.930 --> 01:04:21.159

transportation.admin@multco.us: Alright. So I'm happy to come anytime you want to hear from.

482

01:04:25.020 --> 01:04:30.820

transportation.admin@multco.us: I don't know if this I made an update to this just a quick update. I don't know if it got included in this, but if it didn't.

483

01:04:31.100 --> 01:04:35.859

transportation.admin@multco.us: maybe we can update it and send it out to everybody afterwards. But

484

01:04:36.964 --> 01:04:47.335

transportation.admin@multco.us: I'm John Hendrickson. I'm the transportation Division director for Multnomous county. I'm gonna talk about a kind of weird situation that we had last year, and go through a little bit.

485

01:04:47.720 --> 01:04:57.693

transportation.admin@multco.us: maybe some things you don't know about the Willamette River bridges between the county and the city of Portland and our various jurisdictions. Talk a little bit about

486

01:04:58.310 --> 01:05:10.630

transportation.admin@multco.us: a project that we worked on together, and that didn't turn out exactly the way that we would have liked it to and the history of that project. And then maybe some things we learned from that.

487

01:05:10.680 --> 01:05:15.239

transportation.admin@multco.us: Maybe some things we can learn going forward for future projects next slide, please.

488

01:05:16.500 --> 01:05:21.860

transportation.admin@multco.us: Oh, that's just kind of what I said right next slide

489

01:05:23.053 --> 01:05:47.669

transportation.admin@multco.us: so, oh, this is the updated one. So. Ors 382, 305. Talks a little bit about who's responsible for what on the Willamette River bridges way back in about. I don't remember exactly what year it was, but it was around 19 0, 9, 1910. Something like that something happened with the city of Portland. The commission was so corrupt that the State Legislature took the

490

01:05:47.930 --> 01:05:55.409

transportation.admin@multco.us: bridges in downtown Portland, away from the city, and they said that the county was now going to be responsible for taking care of them.

491

01:05:55.580 --> 01:06:10.509

transportation.admin@multco.us: They didn't give us ownership of the bridges that the count that the city had built, but they just said we'd be responsible for operating and maintaining them,

and they use words like shell. So board of county Commissioners shell like that's a legal term like we have to.

492

01:06:11.088 --> 01:06:18.259

transportation.admin@multco.us: We're legally obligated to, and that also, like means that other people can interfere with that legal obligation.

493

01:06:18.600 --> 01:06:20.410

transportation.admin@multco.us: At least that's what our attorneys tell us.

494

01:06:20.440 --> 01:06:35.339

transportation.admin@multco.us: maintain, keep in good condition, repair, operate the bridges and their approaches, and kind of goes on. It's weird that it calls out lighting. But I think that's because lighting at this time was, you know, a fairly kind of new concept. Electricity was becoming, you know, more common

495

01:06:36.570 --> 01:06:37.580

transportation.admin@multco.us: vehicles

496

01:06:37.590 --> 01:06:48.799

transportation.admin@multco.us: were becoming were kind of new. The bridges, as they were kind of coming into existence at this time, were often more for horses and things pulled by horses.

497

01:06:49.306 --> 01:06:55.000

transportation.admin@multco.us: Then they were for cars, but that gradually changed, obviously over time, until it changed quite a bit.

498

01:06:57.290 --> 01:07:00.120

transportation.admin@multco.us: So this, then, if you can go to the next slide.

499

01:07:00.440 --> 01:07:03.968

transportation.admin@multco.us: It also says the county can have servants.

500

01:07:04.550 --> 01:07:14.859

transportation.admin@multco.us: That's I think I am. So then this Hawks city of Portland also still retains some rights, because the city of Portland has the road that goes over the bridge still.

501

01:07:15.180 --> 01:07:33.000

transportation.admin@multco.us: so it says, the city of Portland, May. It doesn't say shell like with us. It says they may like, if they feel like it, they can regulate traffic upon and across the bridges and their approaches that were constructed by the city of Portland, so the bridges that were constructed by the city of Portland is the Hawthorne

502

01:07:33.090 --> 01:07:46.889

transportation.admin@multco.us: and the Broadway. The Broadway was constructed after these laws were made, so they built the Broadway bridge in 19. They opened it in 1912. They turned it over to the county to take care of on opening day.

503

01:07:47.160 --> 01:07:49.680

transportation.admin@multco.us: We've been taking care of it ever since.

504

01:07:50.175 --> 01:07:57.514

transportation.admin@multco.us: It also says that on those bridges they built they can lay and maintain streetcar tracks and all that kind of thing.

505

01:07:57.960 --> 01:08:02.869

transportation.admin@multco.us: so kind of what these these 2 things mean, taken together is that

506

01:08:02.900 --> 01:08:32.630

transportation.admin@multco.us: we have to figure out our relationship between the 2 of us as to how to figure. You know what's traffic going to look like on top of the bridges, like we know that we're responsible for maintaining the structures for fixing the bridge decks, for making sure the bridges open and close for river traffic, for doing all the electrical stuff for keeping the steel in good order, and we generally think that we're responsible for replacing the bridges. If you know it comes to that

507

01:08:33.268 --> 01:08:44.649

transportation.admin@multco.us: but really the streets, you know that go over the bridges are the city of Portland. So you know, the street coming down to the bridge is one way. It wouldn't make sense for the county to say, well, on the on the bridge is going to be a 2 way street.

508

01:08:45.010 --> 01:08:52.470

transportation.admin@multco.us: or if the street that comes onto the bridge has, you know, 2 lanes and a bike lane. It doesn't make sense for it to have like 4 lanes on the bridge and no bike lane.

509

01:08:52.640 --> 01:08:55.090

transportation.admin@multco.us: So we have to work with the city to kind of figure out

510

01:08:55.529 --> 01:09:01.419

transportation.admin@multco.us: what it's gonna look like in that short space of a couple 1,000 feet that go over the river.

511

01:09:02.312 --> 01:09:04.150

transportation.admin@multco.us: And that's where

512

01:09:04.392 --> 01:09:08.810

transportation.admin@multco.us: you know. That's what we've been doing as long as I've been here 33, some odd years.

513

01:09:09.559 --> 01:09:10.619

transportation.admin@multco.us: Next slide

514

01:09:13.038 --> 01:09:31.230

transportation.admin@multco.us: so when the city was doing some work on the Central City plan the Central City in motion and thinking about how they wanted to improve cycling and transit in the central city. They included the Willamette River bridges in that plan. Because

515

01:09:32.060 --> 01:09:41.020

transportation.admin@multco.us: we work together to figure out what bike and transit should look like on the bridges, just like they do their plans on their streets.

516

01:09:41.684 --> 01:09:55.895

transportation.admin@multco.us: So in 2017 and 2018, they were developing this plan. The county was some of the county bridge staff were technical advisors on the plan committees. So that we could participate in

517

01:09:57.170 --> 01:10:10.280

transportation.admin@multco.us: helping develop the concepts that were going on on the you know where they thought they might want to put things on the bridges, and we could say, Oh, yeah, that kind of thing would probably work, or that kind of thing might be technically difficult to construct that sort of thing

518

01:10:10.340 --> 01:10:13.759

transportation.admin@multco.us: out of that whole process 2 projects

519

01:10:13.890 --> 01:10:18.759

transportation.admin@multco.us: kind of rose to the top. One was the rose lanes on the Burnside Bridge

520

01:10:19.336 --> 01:10:28.579

transportation.admin@multco.us: which has been installed, and the other was the development on the hawthorn bridge of the

521

01:10:28.780 --> 01:10:31.814

transportation.admin@multco.us: Bus island and improvements to the

522

01:10:32.350 --> 01:10:37.100

transportation.admin@multco.us: The bike lanes on the west side next slide.

523

01:10:39.140 --> 01:10:40.090

transportation.admin@multco.us: So

524

01:10:41.300 --> 01:11:01.969

transportation.admin@multco.us: also part of the central city in motion. Plan was the creation of Bus Island, in front of the Loma Buildings parking garage, which is across the street over here.

So the improvements that were happening on the viaduct, we're going to continue off the viaduct and continue on a pathway.

525

01:11:02.330 --> 01:11:12.176

transportation.admin@multco.us: So it's all, you know, like one kind of continuous plan. So that's why you need the the coordination on the bridge and off the bridge. And the same thing was happening on Madison on the

526

01:11:12.700 --> 01:11:14.590

transportation.admin@multco.us: other side of the you know the

527

01:11:14.870 --> 01:11:18.469

transportation.admin@multco.us: mating couplet Street that goes the opposite direction into town.

528

01:11:18.620 --> 01:11:22.299

transportation.admin@multco.us: But you didn't need as much work on the bridge with that one

529

01:11:24.610 --> 01:11:29.231

transportation.admin@multco.us: So the 1st when we 1st started talking about this with the city of Portland.

530

01:11:30.740 --> 01:11:34.250

transportation.admin@multco.us: they it was back in 2020 and

531

01:11:35.030 --> 01:11:41.779

transportation.admin@multco.us: They were going to do all the physical work, and they were asking if we would do the striping work for it.

532

01:11:43.470 --> 01:11:49.799

transportation.admin@multco.us: And they sent over some kind of concept plans for us. They had developed them somewhat.

533

01:11:49.980 --> 01:11:58.669

transportation.admin@multco.us: and those plans included shifting the angle of the bike crossing it, clay ramp, which eventually was included in the

534

01:11:58.940 --> 01:12:00.380

transportation.admin@multco.us: the final plan,

535

01:12:03.130 --> 01:12:09.589

transportation.admin@multco.us: and included, you know, the bus island and some other stuff. So this was the the very 1st time that we kind of saw the

536

01:12:09.630 --> 01:12:12.630

transportation.admin@multco.us: this version of the plan next slide.

537

01:12:15.570 --> 01:12:18.349

transportation.admin@multco.us: I I saw that I said.

538

01:12:18.390 --> 01:12:23.460

transportation.admin@multco.us: Great you should go talk to the bike bed committee and see what they think.

539

01:12:23.540 --> 01:12:25.710

transportation.admin@multco.us: So the city

540

01:12:25.810 --> 01:12:30.534

transportation.admin@multco.us: a couple of the project managers or project people. I think it was Gabe Graph and

541

01:12:31.010 --> 01:12:39.549

transportation.admin@multco.us: I just remember and Brianna. I don't remember the other person, but or from the city came here in September 2021,

542

01:12:39.710 --> 01:12:48.928

transportation.admin@multco.us: and I don't know what they talked about, because I wasn't here. I don't know if any of you were here. But they had some conversation. This is a slide from the

543

01:12:49.967 --> 01:12:57.270

transportation.admin@multco.us: presentation that they had, and they talked, I think, about the bus island, and they might have talked about the off rack changes.

544

01:12:57.540 --> 01:13:05.400

transportation.admin@multco.us: and I think they talked about the added bike lane protection next one.

545

01:13:06.650 --> 01:13:31.026

transportation.admin@multco.us: And then after that they started communicating with me again, and they also went to the city's bike, bed committee and I wasn't at that, either, and had, I think similar conversations. And you know, they were focused on the viaduct on these 3 kind of areas of work the bus island increasing space for bikes. So they made a

546

01:13:31.460 --> 01:13:38.800

transportation.admin@multco.us: bike passing lane on the that. Didn't used to be there. They kind of moved out the

547

01:13:39.700 --> 01:13:44.219

transportation.admin@multco.us: plastic pollard things. I don't know what to call the things.

548

01:13:45.990 --> 01:13:57.090

transportation.admin@multco.us: yeah, to give a little bit more space and improve separation from the cars. And then they made that change to the play street ramp.

549

01:13:57.530 --> 01:13:59.827

transportation.admin@multco.us: One of the reasons that the

550

01:14:00.771 --> 01:14:08.858

transportation.admin@multco.us: they said that they wanted to make the change to the Clay Street ramp was that they had been getting some claim complaints to their

551

01:14:09.800 --> 01:14:34.379

transportation.admin@multco.us: their tracking system from people who said that when you go down there. It was too sharp to look back over your shoulder and see the cars coming along, and they were having conflicts, and the cars weren't recognizing the bikes when the bikes and cars were coming there together, and it was too dangerous, so they wanted to make it so that the bikes could see the cars better.

552

01:14:34.570 --> 01:14:37.350

transportation.admin@multco.us: and I felt like it'd be safer if it was a

553

01:14:37.440 --> 01:14:39.699

transportation.admin@multco.us: more of a kind of a 90 degree crossing.

554

01:14:40.710 --> 01:14:45.380

transportation.admin@multco.us: So that was their proposed solution to that next slide.

555

01:14:47.761 --> 01:14:54.979

transportation.admin@multco.us: So in October 2021, after they had done their outreach and gone to the various committees.

556

01:14:55.220 --> 01:15:03.720

transportation.admin@multco.us: they sent us a updated set of plans, but included all of those things.

557

01:15:03.910 --> 01:15:04.710

transportation.admin@multco.us: Hmm,

558

01:15:06.920 --> 01:15:09.420

transportation.admin@multco.us: Near the vehicle lanes a bit.

559

01:15:09.430 --> 01:15:16.049

transportation.admin@multco.us: added. The bus lane widened out. The bike lanes, made the clay street off ramp change.

560

01:15:16.520 --> 01:15:18.450

transportation.admin@multco.us: Oh, next one

561

01:15:22.267 --> 01:15:27.832

transportation.admin@multco.us: and then everything kind of went silent for a while. I think that was because of

562

01:15:28.939 --> 01:15:37.620

transportation.admin@multco.us: changes because of things that were going on with Covid and stuff. And then in June 2022, they came back with another updated set of draft plans

563

01:15:38.224 --> 01:15:44.830

transportation.admin@multco.us: they were looking for a contractor to do work on the bridge, on both on and off the bridge.

564

01:15:46.722 --> 01:15:52.040

transportation.admin@multco.us: At that time. No, we had just gotten a new updated what I was going through and

565

01:15:52.424 --> 01:15:57.659

transportation.admin@multco.us: providing load ratings for all the owners of bridges, large and small.

566

01:15:57.740 --> 01:16:04.429

transportation.admin@multco.us: and they had just done ours and based on that load rating, the new silent was gonna overload the deck

567

01:16:04.510 --> 01:16:07.400

transportation.admin@multco.us: just based on a cursory look at it.

568

01:16:07.777 --> 01:16:15.200

transportation.admin@multco.us: So we decided, that it would need a more detailed look to make sure that that was true or not true, and see if we could still do it.

569

01:16:15.250 --> 01:16:22.439

transportation.admin@multco.us: So that was when we kind of transitioned it off of it, being a city of Portland project, and moved it into our overlay project that we just completed

570

01:16:23.106 --> 01:16:29.469

transportation.admin@multco.us: when we added it to the overlay project, the engineers took a more detailed look at it. They found that it was okay.

571

01:16:29.530 --> 01:16:38.160

transportation.admin@multco.us: that it was spread out enough that it wasn't going to overlay the deck, and the city just gave us the funds that they were going to spend on it that we incorporated

572

01:16:40.520 --> 01:16:42.250

transportation.admin@multco.us: next slide.

573

01:16:47.200 --> 01:17:01.608

transportation.admin@multco.us: so now it's January 2023 are part of the decking project. We sent. So now the county project. Managers are responsible for the project. So they came back here to

574

01:17:02.160 --> 01:17:10.650

transportation.admin@multco.us: Talk to the bike, that group again. But I don't think that they really talked about the off ramp. I think they just talked about the bus island

575

01:17:12.670 --> 01:17:16.649

transportation.admin@multco.us: although I think they showed the off ramp changes

576

01:17:16.950 --> 01:17:26.413

transportation.admin@multco.us: and then came back again in October 2023, with the the final plans, just for one more kind of check in on what the changes were going to be to the

577

01:17:27.940 --> 01:17:37.719

transportation.admin@multco.us: the bridge, and showed everything again. And but I don't think again, the video should like any real discussion of the changes of the play street. Offer

578

01:17:38.700 --> 01:17:40.200

transportation.admin@multco.us: next slide, please.

579

01:17:47.030 --> 01:17:53.254

transportation.admin@multco.us: So I guess before we go to the future work. You know, I think that.

580

01:17:53.920 --> 01:17:59.269

transportation.admin@multco.us: The the project happened, and we installed it as as designed

581

01:17:59.661 --> 01:18:04.929

transportation.admin@multco.us: we had some conflicts and a whole bunch of complaints about the new installation.

582

01:18:05.040 --> 01:18:09.629

transportation.admin@multco.us: and then we pretty quickly put it back to the way it was before the project.

583

01:18:10.096 --> 01:18:12.790

transportation.admin@multco.us: We haven't really heard any complaints since then.

584

01:18:14.740 --> 01:18:23.552

transportation.admin@multco.us: But it was. It was kind of I guess, and and I have a slide at the end. That was, that's a little bit of a kind of a lessons learned slide

585

01:18:24.640 --> 01:18:31.849

transportation.admin@multco.us: and I don't. I don't know if it was because we drew this project out so long. But you know it does seem like you know, we brought the project

586

01:18:32.154 --> 01:18:39.039

transportation.admin@multco.us: like my goal for is to have these projects like come to this committee, have people talk about them like, you know. Try to identify problems.

587

01:18:39.472 --> 01:18:44.050

transportation.admin@multco.us: You know, work through those problems. And then, like, you know, not like.

588

01:18:44.770 --> 01:18:48.399

transportation.admin@multco.us: put anything out in the field that will be dangerous for people.

589

01:18:51.060 --> 01:18:58.058

transportation.admin@multco.us: but I don't know if we just didn't get people to like bring the right things up at the in the committee or

590

01:18:58.610 --> 01:18:59.729

transportation.admin@multco.us: or if it

591

01:18:59.740 --> 01:19:04.720

transportation.admin@multco.us: just wasn't obviously apparent, like how much of a problem it was going to be once it was out in the field

592

01:19:05.020 --> 01:19:13.623

transportation.admin@multco.us: or you know what? What we could do? Different in the future. Both with our staff or how we, you know, talk about it here at the committee.

593

01:19:14.140 --> 01:19:17.180

transportation.admin@multco.us: that would, you know, maybe hopefully help us identify.

594

01:19:17.290 --> 01:19:19.780

transportation.admin@multco.us: You know, something like this so that we didn't do it again.

595

01:19:23.570 --> 01:19:25.703

transportation.admin@multco.us: Oh, yeah, Michael.

596

01:19:27.690 --> 01:19:30.600

Michael Rubenstein: I think, for motorists going northbound

597

01:19:31.510 --> 01:19:34.849

Michael Rubenstein: on NATO. As they approach the Hawthorne Bridge

598

01:19:36.050 --> 01:19:38.969

Michael Rubenstein: the traffic veers into 3 different directions.

599

01:19:39.190 --> 01:19:46.730

Michael Rubenstein: and just as a motorist I could see other motorists. It's very confusing as they try and determine to go onto the bridge. So they go under the bridge.

600

01:19:47.410 --> 01:19:53.409

Michael Rubenstein: I would say signal versus signage, because I think signage is just something that's not gonna be seen

601

01:19:53.550 --> 01:19:57.690

Michael Rubenstein: and might add additional confusion. So I would really go for signal.

602

01:20:03.810 --> 01:20:09.150

transportation.admin@multco.us: This is the next subject. But yeah, okay, so

603

01:20:10.010 --> 01:20:14.779

transportation.admin@multco.us: one of the things that's interesting in terms of using more thermal plastic signs.

604

01:20:15.205 --> 01:20:24.940

transportation.admin@multco.us: So like a a bike signal that's in the lane and the bus lane as well as the travel lane for other vehicles. The other thing is in England. They use these crazy

605

01:20:25.280 --> 01:20:38.370

transportation.admin@multco.us: kind of zigzag that certainly gets a driver's attention, that this is a cautious area, I mean, that's the intention, I mean. Is it possible to borrow something from Europe?

606

01:20:38.816 --> 01:20:42.020

transportation.admin@multco.us: Yeah, I think we can. You know we can seal things from anywhere.

607

01:20:42.610 --> 01:20:56.389

transportation.admin@multco.us: I don't see why we can. I'm not. I'm not quite as rigid as maybe some people are. Yeah, we don't have to be. As Joel said. We don't have to be on the other side of the road. Yeah, we're not moving to the other side.

608

01:20:57.650 --> 01:21:00.339

transportation.admin@multco.us: Little bars that get people to

609

01:21:00.600 --> 01:21:02.839

transportation.admin@multco.us: basically scare them enough to slow down.

610

01:21:03.040 --> 01:21:08.849

transportation.admin@multco.us: They're not so many script bars. No, just paint. Yeah, it's paint. It's just they look

611

01:21:09.050 --> 01:21:19.310

transportation.admin@multco.us: almost like longitudinal rumble strips. But it's just on the edge of the lane is 12 feet wide. It's just the last foot, and it's just enough. And they're spaced such

612

01:21:19.360 --> 01:21:33.779

transportation.admin@multco.us: that they actually get closer, so that as you're driving at a constant speed. They actually come at you slightly faster. And they make you feel like you need to slow down. Yeah, that's like downhill on the 200. Did you do? 230 and 238. Yeah.

613

01:21:33.880 --> 01:21:37.389

transportation.admin@multco.us: yeah, we're they're coming around the corner. And it's like these.

614

01:21:38.430 --> 01:21:49.420

transportation.admin@multco.us: I mean, I don't know, 18 inches or whatever they are, into the lane, but something like that. And I think, at the the Clay Street ramp one of the big problems is a lot of people that are going off that ramp don't

615

01:21:49.550 --> 01:21:59.270

transportation.admin@multco.us: even. There's nothing to tell them that there's I mean, there's a little sign that kind of tells them that there's a possible conflict. But there's not much to like really warn them. And I think one thing that will

616

01:21:59.450 --> 01:22:04.989

transportation.admin@multco.us: put up there is a big sign that says, like, you know, yield to bikes.

617

01:22:05.659 --> 01:22:08.170

transportation.admin@multco.us: Crossing them so it's like super clear that, like

618

01:22:08.200 --> 01:22:10.579

transportation.admin@multco.us: the car is supposed to yield, not the bike.

619

01:22:11.470 --> 01:22:19.540

transportation.admin@multco.us: I brought this up a couple months ago in July, I think, but down in

620

01:22:20.020 --> 01:22:27.800

transportation.admin@multco.us: Orange County they have these all over on, mostly minor collectors, but they're a sensor.

621

01:22:28.210 --> 01:22:34.500

transportation.admin@multco.us: There's consents cyclist coming up from maybe from here to the door.

622

01:22:34.870 --> 01:22:36.709

transportation.admin@multco.us: and they have their sensors app.

623

01:22:36.760 --> 01:22:40.350

transportation.admin@multco.us: And while I was doing that there's this

624

01:22:41.190 --> 01:22:49.339

transportation.admin@multco.us: redstangular stop sign will sign red to let cyclists know that. But while that's going on

625

01:22:49.510 --> 01:22:56.250

transportation.admin@multco.us: we have the yellow flashers for vehicles out on there roadway.

626

01:22:56.530 --> 01:23:04.470

transportation.admin@multco.us: and they're like 20 feet 30 feet down. So there's a big distance between that and stopping right on the trail crossing.

627

01:23:04.750 --> 01:23:12.410

transportation.admin@multco.us: And people all know that that's and they'll come up there and and stop way ahead of time before you even approach that.

628

01:23:12.530 --> 01:23:18.160

transportation.admin@multco.us: But the same system could easily be adapted into the end of that

629

01:23:19.497 --> 01:23:26.490

transportation.admin@multco.us: Hawthorne bridge over there. So, as your cyclist is approaching, it can be aimed at.

630

01:23:26.590 --> 01:23:30.589

transportation.admin@multco.us: We do this all the time. We take counts of where cyclists on the bridges

631

01:23:30.700 --> 01:23:34.100

transportation.admin@multco.us: we can do that. That will send off a signal

632

01:23:34.390 --> 01:23:38.980

transportation.admin@multco.us: which will occur, maybe at the curb right there where we go down or

633

01:23:38.990 --> 01:23:46.680

transportation.admin@multco.us: and or up on the bridge that signage up above, we could have flashing yellow.

634

01:23:46.780 --> 01:23:52.529

transportation.admin@multco.us: Why, it's a safe cycling cyclists approaching

635

01:23:52.650 --> 01:23:56.069

transportation.admin@multco.us: yield to cyclists the yield of pedestrians.

636

01:23:56.100 --> 01:23:59.230

transportation.admin@multco.us: and that can be flashing. There can be one on the road.

637

01:23:59.310 --> 01:24:02.130

transportation.admin@multco.us: The problem is, somebody's got to stop.

638

01:24:02.730 --> 01:24:06.649

transportation.admin@multco.us: and it's either gonna be the ped bike, or it's gonna be the car.

639

01:24:06.710 --> 01:24:18.310

transportation.admin@multco.us: the problem with us trying to figure out if that guy's really going to yield to us or not. We have no clue, so we stop. Well, if this guy stops all of a sudden to yield to us.

640

01:24:18.590 --> 01:24:23.950

transportation.admin@multco.us: then the cars are backing up, going there 45 miles an hour, and they're causing a

641

01:24:24.170 --> 01:24:26.479

transportation.admin@multco.us: rear end type of situation.

642

01:24:26.640 --> 01:24:28.100

transportation.admin@multco.us: So I think if we

643

01:24:28.240 --> 01:24:36.260

transportation.admin@multco.us: can come up with that, it's it's not. It's not something that's magically developed. Just for Orange County.

644

01:24:36.570 --> 01:24:38.850

transportation.admin@multco.us: It's gotta be able to be adaptable

645

01:24:39.280 --> 01:24:44.140

transportation.admin@multco.us: to what we're doing at the end of that street to say, vehicles yield

646

01:24:44.570 --> 01:24:47.450

transportation.admin@multco.us: yeah, signage and all that other stuff

647

01:24:47.520 --> 01:24:55.660

transportation.admin@multco.us: isn't really gonna work that well, because we're still looking too far. And I think, as members committee. When we saw that

648

01:24:56.080 --> 01:24:59.500

transportation.admin@multco.us: new design, we just took it that that was

649

01:25:00.410 --> 01:25:07.839

transportation.admin@multco.us: just really like what we had before, and didn't realize that it was actually rather than going that way. It went

650

01:25:08.370 --> 01:25:12.880

transportation.admin@multco.us: the sharper lot sharper and cause and cause a problem. Yeah.

651

01:25:13.070 --> 01:25:16.660

transportation.admin@multco.us: But I think there's solutions to that.

652

01:25:16.770 --> 01:25:21.270

transportation.admin@multco.us: Besides just putting some sign on where we actually get somebody to stop.

653

01:25:22.160 --> 01:25:25.510

transportation.admin@multco.us: I do have a question about those detector things. So

654

01:25:27.000 --> 01:25:29.820

transportation.admin@multco.us: one of my bikes all carbon fiber, you know, I mean.

655

01:25:30.240 --> 01:25:37.189

transportation.admin@multco.us: except for the chain and that sort of thing, and I write up to those things, and it doesn't even acknowledge I'm there. No, it's movement.

656

01:25:37.520 --> 01:25:45.890

transportation.admin@multco.us: It's movement. Well, there's, you know, like, if you're crossing at the spring water and some of the crossings, and you're right after the

657

01:25:45.890 --> 01:26:08.590

transportation.admin@multco.us: I wouldn't imagine you're going to want to put thing, and it doesn't do anything for me, because the city wants you to push the button now, because all those sensors are gone. But what I'm talking about is something sitting up there on that screen

658

01:26:09.074 --> 01:26:11.010

transportation.admin@multco.us: picking up movement. John.

659

01:26:11.540 --> 01:26:15.591

transportation.admin@multco.us: He's he's already, you know. He already knows the answer.
So

660

01:26:15.990 --> 01:26:17.959

transportation.admin@multco.us: what was the question? Oh, just

661

01:26:18.110 --> 01:26:23.043

transportation.admin@multco.us: about using. There's there's a way to go.

662

01:26:24.040 --> 01:26:32.220

transportation.admin@multco.us: But my pacemaker only a little. Yeah, no, I think in terms of

663

01:26:32.260 --> 01:26:38.660

transportation.admin@multco.us: if we're looking at. I don't want to call them Band-aid solutions, but you know they are being stuck on the top without

664

01:26:39.440 --> 01:26:44.339

transportation.admin@multco.us: mentally changing the structure, and I understand, with the the redecking

665

01:26:44.690 --> 01:26:48.100

transportation.admin@multco.us: it feel like the larger issue is just

666

01:26:49.180 --> 01:26:56.949

transportation.admin@multco.us: a lot of real solutions would have been outside the scope of what we were able to do.

667

01:26:57.340 --> 01:27:04.810

transportation.admin@multco.us: The county I mean, just essentially cost prohibitive. It's largely, I mean, I think, fifties design.

668

01:27:04.930 --> 01:27:13.980

transportation.admin@multco.us: you know very much in the early interstate era, and this is a slip ramp, essentially designed, kind of like an exit lane. And so

669

01:27:14.750 --> 01:27:19.819

transportation.admin@multco.us: so long as those geometries are maintained, cars are going to go reasonably fast, and

670

01:27:19.940 --> 01:27:24.020

transportation.admin@multco.us: unless something can be done to majorly alter that.

671

01:27:24.460 --> 01:27:33.369

transportation.admin@multco.us: we can put up all the flashing lights and posts and stuff, and there's nothing necessarily to physically stop a negligent driver from speeding through.

672

01:27:33.380 --> 01:27:35.970

transportation.admin@multco.us: even when they don't have the right of way. And so I think

673

01:27:36.050 --> 01:27:39.680

transportation.admin@multco.us: there's longer term conversations about what could we not see

674

01:27:40.220 --> 01:27:42.470

transportation.admin@multco.us: some folks that even done mock ups of

675

01:27:44.290 --> 01:27:47.810

transportation.admin@multco.us: doing some sort of raised crosswalk and stuff that

676

01:27:47.840 --> 01:27:52.750

transportation.admin@multco.us: I could imagine, as difficult as it was to get folks to sign off on

677

01:27:52.940 --> 01:28:02.139

transportation.admin@multco.us: adding a little bit of concrete for the bus island. It's probably another difficult discussion. It's many years down the road, but

678

01:28:02.370 --> 01:28:08.400

transportation.admin@multco.us: that's probably the scale of something that would need to happen to really solve the problem.

679

01:28:09.528 --> 01:28:16.179

transportation.admin@multco.us: True, like engineering standpoint, anything else, even signs and stuff. I feel like really end up being

680

01:28:16.650 --> 01:28:29.629

transportation.admin@multco.us: more of an education and enforcement sort of issue. And so you could potentially get, you know, a flashing yield sign. You could potentially have signs warning that there are bikes and pets. But

681

01:28:30.070 --> 01:28:35.290

transportation.admin@multco.us: I'm going to hazard. Guess most folks that are driving over the Hawthorne Bridge if it's not their 1st time.

682

01:28:35.650 --> 01:28:40.219

transportation.admin@multco.us: probably seen someone biking on the bridge, and they know that people are going to be biking there.

683

01:28:44.760 --> 01:28:47.190

transportation.admin@multco.us: gun it and get around faster. And

684

01:28:47.470 --> 01:28:54.120

transportation.admin@multco.us: I think one of the issues that I heard from just the change in the angle is that basically

685

01:28:54.820 --> 01:28:59.960

transportation.admin@multco.us: I think we were well intentioned in thinking that we're gonna have an opportunity for people on bikes to slow down and

686

01:29:00.010 --> 01:29:01.340

transportation.admin@multco.us: and look around.

687

01:29:01.370 --> 01:29:07.360

transportation.admin@multco.us: And if anything that may have given drivers the false impression that bikes were slowing down

688

01:29:07.400 --> 01:29:08.740

transportation.admin@multco.us: and potentially going to yield

689

01:29:10.020 --> 01:29:13.600

transportation.admin@multco.us: And then there's also just the question of change management, where

690

01:29:13.620 --> 01:29:19.019

transportation.admin@multco.us: it's entirely possible that the new solution may have actually been safer, and I like to be

691

01:29:19.120 --> 01:29:37.839

transportation.admin@multco.us: generous and assume that the things that we were presented on that. We, you know, trusted. It's like we looked at us like this. This seems reasonable. Nothing. There were no red flags even looking back at the the striping plan that was up there. I can see the slight difference in angle, and even someone who looks at engineering plans all day long

692

01:29:38.230 --> 01:29:44.360

transportation.admin@multco.us: that still doesn't jump out at me to the level that this jumped out on, you know, like Portland, all the complaints and stuff.

693

01:29:45.200 --> 01:29:51.750

transportation.admin@multco.us: And so it does raise some questions of like, what is the county's ability to do more change management sort of stuff

694

01:29:53.050 --> 01:29:57.000

transportation.admin@multco.us: with, you know, we're not talking employees. We're talking about people that are interacting. And

695

01:29:57.240 --> 01:30:01.540

transportation.admin@multco.us: some folks might have just been excited, that everything was new and they're speeding through and

696

01:30:01.720 --> 01:30:03.060

transportation.admin@multco.us: and those sorts of things.

697

01:30:04.150 --> 01:30:06.300

transportation.admin@multco.us: So when it comes to actual lessons learned.

698

01:30:07.420 --> 01:30:13.590

transportation.admin@multco.us: it really doesn't feel like any one group or person really dropped the ball. And so that's why it's kind of hard to look at all this, and like.

699

01:30:13.840 --> 01:30:17.459

transportation.admin@multco.us: I don't feel like there's a lot of finger pointing, but there's also not a lot

700

01:30:17.490 --> 01:30:23.610

transportation.admin@multco.us: that we, as the committee, or even just within the budget of the county, are necessarily going to wave a magic wand.

701

01:30:24.390 --> 01:30:25.320

transportation.admin@multco.us: Fix it.

702

01:30:26.440 --> 01:30:29.660

transportation.admin@multco.us: It's not a very satisfying answer, but

703

01:30:30.710 --> 01:30:37.500

transportation.admin@multco.us: the paint looks nice. It's an interesting story. Every time I I can see the little bit that's been ground out

704

01:30:37.770 --> 01:30:40.559

transportation.admin@multco.us: I should. I should have noticed that when I looked at the plans.

705

01:30:40.880 --> 01:30:52.580

transportation.admin@multco.us: But even seeing the plans now, I don't particularly feel all that different seemed like, yeah, less of an angle. Less of a turn of the head makes sense.

706

01:30:53.090 --> 01:30:57.839

transportation.admin@multco.us: It's 1 thing to look at it on paper. It's another thing to be out there on your bike, riding in like oh.

707

01:30:57.940 --> 01:31:04.397

transportation.admin@multco.us: like, you know, overhead view, this looks totally normal and fine, and then, like, Oh, wait a minute. I'm on the bike, though like this does not look fine.

708

01:31:06.770 --> 01:31:09.900

transportation.admin@multco.us: Virtual reality. I know. I think

709

01:31:09.960 --> 01:31:17.989

transportation.admin@multco.us: Osu has like a virtual driving simulator, get- get some students to design it. So we can go in.

710

01:31:20.520 --> 01:31:36.629

transportation.admin@multco.us: So just as a big, big concept. Is there ever a time where you would just simply eliminate the ramp and have everybody go straight and one more block to make a right, and then to come back to Hamilton K. Or Grand. Is there a tipping point for that?

711

01:31:36.720 --> 01:31:41.010

transportation.admin@multco.us: Does it take a certain number of fatalities or injuries.

712

01:31:41.330 --> 01:31:50.307

transportation.admin@multco.us: Well, we haven't really had any injuries or fatalities that I'm aware of, except for that one that's good. Great but just to let you know

713

01:31:50.650 --> 01:32:00.649

transportation.admin@multco.us: I've not seen poor interaction between vehicles and cycles there, and I probably go over that bridge once a week, but I have seen motorists

714

01:32:00.700 --> 01:32:05.900

transportation.admin@multco.us: race each other to get to the right and to go south. Yeah.

715

01:32:05.990 --> 01:32:09.679

transportation.admin@multco.us: and that I'm I probably see that once a month.

716

01:32:09.750 --> 01:32:12.649

transportation.admin@multco.us: one out of 4 times that I'm there. So

717

01:32:13.130 --> 01:32:20.770

transportation.admin@multco.us: maybe maybe it's those folks that are the real issue. No, no matter who's in that lane

718

01:32:21.230 --> 01:32:22.590

transportation.admin@multco.us: adjacent lane.

719

01:32:23.300 --> 01:32:31.859

transportation.admin@multco.us: But I mean just to to keep going with the the question you were asking, so those things wouldn't like necessarily cause a tipping point, because we weren't really seeing those things.

720

01:32:33.370 --> 01:32:44.771

transportation.admin@multco.us: I don't know what the I've asked for updated traffic counts on the bridge to see like where people are going, because, like Covid definitely changed the way people are using the bridges. And

721

01:32:45.270 --> 01:32:52.148

transportation.admin@multco.us: I haven't. We haven't finished this yet, so that might inform decisions that we make

722

01:32:52.860 --> 01:33:08.509

transportation.admin@multco.us: I know that people use that way to go to Milwaukee, you know, from downtown. I don't know if the city streets can handle that volume if we send them 2 blocks up. You know the way the city is redesigned that way. There's not much of a queue that you can go to turn right onto 7th

723

01:33:08.530 --> 01:33:15.270

transportation.admin@multco.us: and then go around the block, and then, you know, come back down through the the city streets to I don't know if that that would

724

01:33:15.970 --> 01:33:23.729

transportation.admin@multco.us: That would be like following. But that's like a narrow

725

01:33:23.910 --> 01:33:34.020

transportation.admin@multco.us: industrial area street, too. So just as a confession. When I go on clay down to the spring water or to the Esplanade.

726

01:33:34.050 --> 01:33:37.539

transportation.admin@multco.us: If I see a train, I take that ramp

727

01:33:37.640 --> 01:33:41.889

transportation.admin@multco.us: on the south side, you know

728

01:33:42.580 --> 01:33:56.289

transportation.admin@multco.us: I don't know how many people do that a century they're forever. I've been trapped by those trains, for bikes are in cars, you know both.

729

01:33:56.627 --> 01:34:03.689

transportation.admin@multco.us: Thank you. Thank you. Yeah. So I was just thinking, because you had mentioned something about the the signals, and I was just

730

01:34:04.590 --> 01:34:06.639

transportation.admin@multco.us: daydreaming and and brainstorming.

731

01:34:08.610 --> 01:34:14.590

transportation.admin@multco.us: I recall randomly biking through as a bike tour through Portugal over a decade ago, and they had.

732

01:34:15.750 --> 01:34:22.589

transportation.admin@multco.us: We couldn't do this generally, but they would have in the middle of nowhere. They would have a signal.

733

01:34:24.130 --> 01:34:26.640

transportation.admin@multco.us: I don't speak Portuguese, but it's like

734

01:34:27.100 --> 01:34:29.700

transportation.admin@multco.us: Portuguese for velocity control speed control

735

01:34:30.020 --> 01:34:35.269

transportation.admin@multco.us: traffic signal, and you'd be driving through and essentially told you if you kept to the speed.

736

01:34:36.040 --> 01:34:49.310

transportation.admin@multco.us: The light will stay green, but if you're speeding you're going to get a red light. And so I just want to posit an idea that maybe one of the county's traffic engineers could noodle on as you're looking at

737

01:34:49.330 --> 01:34:54.030

transportation.admin@multco.us: signal timing is, I would be curious if I were to

738

01:34:54.440 --> 01:35:03.210

transportation.admin@multco.us: sit out in a spot, maybe, you know, under the Markham Bridge, where I could sit with binoculars, I could see the cars coming across the bridge. I could see him continue on the viaduct

739

01:35:03.580 --> 01:35:06.260

transportation.admin@multco.us: have a feeling just from my own experience, biking that

740

01:35:06.570 --> 01:35:09.400

transportation.admin@multco.us: cars tend to platoon at a certain speed.

741

01:35:09.570 --> 01:35:16.429

transportation.admin@multco.us: and then obviously, once they get the viaduct they speed up, and then the bikes tend to go at a fairly consistent speed relative to at least the grade.

742

01:35:17.220 --> 01:35:21.019

transportation.admin@multco.us: and it probably wouldn't work for everyone, but for.

743

01:35:21.430 --> 01:35:25.380

transportation.admin@multco.us: you know, 85% of the folks that are ideally going within

744

01:35:25.530 --> 01:35:28.700

transportation.admin@multco.us: the pace, the speed that you you want folks to be going.

745

01:35:29.060 --> 01:35:33.249

transportation.admin@multco.us: Be curious if you might just be able to to adjust the signals on the

746

01:35:33.280 --> 01:35:38.720

transportation.admin@multco.us: west side of the bridge, in the hopes that you might find that

747

01:35:38.870 --> 01:35:45.326

transportation.admin@multco.us: turns out the cars have already passed, and when the bikes are going through there's not as many cars. It might be

748

01:35:46.050 --> 01:35:55.550

transportation.admin@multco.us: too far out there that at that point it's it's effectively back to random vehicle traffic. But

749

01:35:56.160 --> 01:36:05.630

transportation.admin@multco.us: I know they've been mentioned of possibility of having a signal to control the right turn on the viaduct, and I don't think there's really queuing space to hold

750

01:36:06.110 --> 01:36:08.409

transportation.admin@multco.us: the vehicles that wouldn't interfere with

751

01:36:09.260 --> 01:36:24.859

transportation.admin@multco.us: the bike lane or buses, or the traffic. So I know it's probably one reason it has been considered. But just somewhere we discussed that with the city. It wasn't. There wasn't anything about queuing space. It was like, it's more you know, we would have to put it on the capital plan, and

752

01:36:25.010 --> 01:36:29.700

transportation.admin@multco.us: you know, say for it, the viaduct is very long.

753

01:36:29.710 --> 01:36:31.869

transportation.admin@multco.us: you know. It's more than a thousand feet long.

754

01:36:31.890 --> 01:36:36.670

transportation.admin@multco.us: There's you could stack a lot of vehicles on there. Yeah. Central City motion plan

755

01:36:37.130 --> 01:36:45.470

transportation.admin@multco.us: says there should be a signal there, right? I don't remember if it did or not, but it might have. I don't. I don't remember that specifically.

756

01:36:45.773 --> 01:36:54.196

transportation.admin@multco.us: I don't have any particular objection to it, you know we worked with the city to put a signal on the other side where there didn't used to be one at the end of the bridge.

757

01:36:54.670 --> 01:36:56.309

transportation.admin@multco.us: you know. That was

758

01:36:56.920 --> 01:37:12.609

transportation.admin@multco.us: when we 1st started talking about it. We weren't totally sure how that was going to work, you know, to have both lanes signalized differently. What is that tied in with the downtown progression?

759

01:37:13.100 --> 01:37:18.379

transportation.admin@multco.us: With the one coming up from downtown? It works with ones that do run NATO.

760

01:37:18.668 --> 01:37:22.889

transportation.admin@multco.us: You know the bottom of the NATO ramp coming up, and then the ones further down. And

761

01:37:22.900 --> 01:37:27.650

transportation.admin@multco.us: you know part of the goal was to control traffic, so they didn't back it up across the Max line.

762

01:37:27.830 --> 01:37:31.760

transportation.admin@multco.us: Also during this evening traffic

763

01:37:32.520 --> 01:37:37.749

transportation.admin@multco.us: and then, to help, you know, just regulate all the different modes that we're going through that area.

764

01:37:37.760 --> 01:37:41.229

transportation.admin@multco.us: It's actually worked really. Well, I was. I was concerned about having.

765

01:37:41.260 --> 01:37:46.920

transportation.admin@multco.us: you know, reds and greens like right next to each other in the same in those 2 lanes. But that works fine.

766

01:37:47.030 --> 01:37:53.829

transportation.admin@multco.us: People don't get confused. Yeah, I feel like I've actually seen more people take the left lane

767

01:37:54.050 --> 01:38:04.220

transportation.admin@multco.us: and they're the inside lane. Yeah. More previously, people wouldn't bother because they didn't. It's uncomfortable. Yeah. But the little bit of the fact that they're like, Oh, well.

768

01:38:04.310 --> 01:38:09.829

transportation.admin@multco.us: I'm much less likely to get red light. Yeah, people have seemed to prefer that a little more.

769

01:38:10.200 --> 01:38:11.260

transportation.admin@multco.us: But anyway, just

770

01:38:11.340 --> 01:38:16.190

transportation.admin@multco.us: as you're talking with. I guess it would probably end up being the city's traffic engineers. Then, if that's their signal.

771

01:38:16.450 --> 01:38:21.799

transportation.admin@multco.us: yeah. So it's something we work together on. But you know, it's a possibility. I mean, there's stuff that we

772

01:38:22.170 --> 01:38:26.699

transportation.admin@multco.us: we hadn't considered in the past that you know. I think we would consider that

773

01:38:29.140 --> 01:38:34.400

transportation.admin@multco.us: it's just a matter of could you make it worse? And could you make it safe for everyone?

774

01:38:34.698 --> 01:38:39.070

transportation.admin@multco.us: You know, I think that if you are going to do something there. You just want to make sure that

775

01:38:39.290 --> 01:38:45.039

transportation.admin@multco.us: when you get the cars to stop like that they don't all run into each other, you know. I mean, that's that's a good point that you're making.

776

01:38:45.080 --> 01:38:56.359

transportation.admin@multco.us: Well, because then one of the other issues give them a red light, and it's not obvious why they're stopping. I have seen people just decide they're like, Oh, well, I guess there's no reason I'm stopping, and then they

777

01:38:56.870 --> 01:38:57.660

transportation.admin@multco.us: go

778

01:38:58.730 --> 01:39:01.600

transportation.admin@multco.us: And then this isn't really.

779

01:39:01.760 --> 01:39:07.120

transportation.admin@multco.us: This is second to just the fact that it's on the other bridge. But I have seen people

780

01:39:07.230 --> 01:39:10.330

transportation.admin@multco.us: just miss one light, and then there's the bridge lights.

781

01:39:12.070 --> 01:39:17.980

transportation.admin@multco.us: That are, you know, Green, unless the bridge is opening right? So have seen people mistake that.

782

01:39:18.420 --> 01:39:22.269

transportation.admin@multco.us: Don't think that has anything to do with people definitely get confused.

783

01:39:25.290 --> 01:39:32.539

transportation.admin@multco.us: Most people don't understand. The default is to stop at a light unless it is green, and you're 100% sure that you're allowed to go through. But

784

01:39:32.550 --> 01:39:35.009

transportation.admin@multco.us: it's just me as a traffic engineer

785

01:39:38.767 --> 01:39:45.302

transportation.admin@multco.us: has been taken care of.

786

01:39:48.760 --> 01:39:54.800

transportation.admin@multco.us: So I think we covered my whole presentation. Yeah, yeah, no thanks for coming.

787

01:39:56.480 --> 01:40:00.993

transportation.admin@multco.us: We missed you on the last good.

788

01:40:02.310 --> 01:40:05.570

transportation.admin@multco.us: You did the 1st one multiple years ago.

789

01:40:06.479 --> 01:40:09.315

transportation.admin@multco.us: I'm happy to come on any bridge tour.

790

01:40:10.235 --> 01:40:13.069

transportation.admin@multco.us: Put you back in your old code.

791

01:40:14.890 --> 01:40:16.350

transportation.admin@multco.us: Thanks. Thanks, Jeff.

792

01:40:17.440 --> 01:40:23.390

transportation.admin@multco.us: all right. So the main reason why we had an In person meeting was to give you guys some food

793

01:40:23.460 --> 01:40:39.370

transportation.admin@multco.us: and to recognize your time as being volunteers for us, and to thank you for your volunteer time. So we have some prizes for you guys. So we have. I'm going to read out. And I came up with so

794

01:40:39.620 --> 01:40:52.649

transportation.admin@multco.us: Andrew Holtz, and then I have nothing.

795

01:40:55.092 --> 01:41:14.670

transportation.admin@multco.us: as our chairman is the most charitable. And then Joel Huffman.

796

01:41:15.230 --> 01:41:24.863

transportation.admin@multco.us: who we know, is like looking towards being a bend person. So you're the most bed.

797

01:41:32.690 --> 01:41:43.778

transportation.admin@multco.us: And John Russell he came to a meeting while he was bicycling through Thailand.

798

01:41:50.297 --> 01:42:00.239

transportation.admin@multco.us: 5G. On the most remote.

799

01:42:01.430 --> 01:42:04.050

transportation.admin@multco.us: How many miles do you ride a year?

800

01:42:04.160 --> 01:42:04.960

transportation.admin@multco.us: Okay.

801

01:42:05.500 --> 01:42:13.939

transportation.admin@multco.us: right now my age is about 9 to 10,000. I used to ride 13 and 12,000. So you get the price for the most distance.

802

01:42:14.827 --> 01:42:16.542

transportation.admin@multco.us: I'm fine.

803

01:42:19.570 --> 01:42:24.800

transportation.admin@multco.us: Bob Thomas, you we want to thank you for serving on the 257.th

804

01:42:24.890 --> 01:42:40.624

transportation.admin@multco.us: And you are. We know you also like cars. So you're coming to the middle, and Valerie, who served the Committee on Bridging the Gap.

805

01:42:42.590 --> 01:42:46.836

transportation.admin@multco.us: The art did not make it, but he is the art recycling.

806

01:42:47.920 --> 01:42:49.730

transportation.admin@multco.us: That's Aj.

807

01:42:49.850 --> 01:43:04.184

transportation.admin@multco.us: And we know that your heart is in the gorge. So you are the most gorgeous

808

01:43:10.617 --> 01:43:22.430

transportation.admin@multco.us: we know. He like got derailed for a year of his bicycle trip, where he was trained and and biking across the continent, so he was the most derailed.

809

01:43:22.820 --> 01:43:26.400

transportation.admin@multco.us: And, Michael, are you still out there?

810

01:43:26.850 --> 01:43:33.219

transportation.admin@multco.us: You are the most savvy or sobby up there on Savi Island, savviest.

811

01:43:33.380 --> 01:43:49.289

transportation.admin@multco.us: and Megan, who is sick tonight, our safe routes to school representative. She has the most routes. So we want to thank you all very much, both staff and members. This was really great to have you all here for the whole time.

812

01:43:49.370 --> 01:43:51.330

transportation.admin@multco.us: Please eat. We have takeout conclusions.

813

01:43:51.897 --> 01:43:59.200

transportation.admin@multco.us: so fill up your take out containers, and now we get free time for a whole fucking like 5 min or something.

