

2024 03 18 EMCTC Meeting - Zoom Transcript

Zoom transcripts are software generated and may contain incomplete information, for the most accurate information please refer to the Zoom Meeting video recording for this meeting (located in Dropbox folder).

WEBVTT

1

00:00:00.260 --> 00:00:01.229

I'm all about.

2

00:00:03.480 --> 00:00:10.569

Lori Stegmann, Multco Comm, She/Her/Hers: We'll start over now that it's official. Oscar. Oscar, would you like to share the Zoom Meeting holdings?

3

00:00:10.880 --> 00:00:32.979

Oscar Rincones, He/Him - Multco Zoom Support: Thank you, Commissioner. Good afternoon, everyone. My name is Oscar. I use he him pronouns. I am here to provide Zoom Meeting support. Here is a quick review of the guidelines for today's meeting. It is a high priority for county transportation to provide the clearest path to equitable distribution. Equitable distribution and accessibility of all materials for this meeting

4

00:00:33.100 --> 00:00:44.139

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

5

00:00:44.800 --> 00:01:03.999

Oscar Rincones, He/Him - Multco Zoom Support: We do also provide. We are also available 30 min before a meeting begins. If you need to test access for a presentation. Today's meeting is being recorded and closed. Captioning is activated. We do ask everyone to wait until the end of a presentation for questions and comments unless otherwise directed.

6

00:01:04.140 --> 00:01:13.949

Oscar Rincones, He/Him - Multco Zoom Support: We are available via the chat feature, or I am available via the chat feature during the meeting. If you need Zoom Meeting assistance. Enjoy today's meeting back to you, Commissioner.

7

00:01:14.370 --> 00:01:15.750

Lori Stegmann, Multco Comm, She/Her/Hers: Thank you, Oscar.

8

00:01:15.820 --> 00:01:28.730

Lori Stegmann, Multco Comm, She/Her/Hers: Alright it looks like we've got some guests, so maybe we'll do a quick introduction. I'll just call on you as I as I see you and Councillor Clark. You're the first person in my left hand corner.

9

00:01:36.680 --> 00:01:48.190

Mark Clark: Yeah, sorry about that, I said, what's the question, Commissioner? Oh, if you would just introduce yourself, please. Oh, yeah, Mark Clark, and I'm a counselor in Wood Village.

10

00:01:48.430 --> 00:01:50.049

Lori Stegmann, Multco Comm, She/Her/Hers: Thank you, Sarah.

11

00:01:52.870 --> 00:01:56.600

Sarah Paulus - Multnomah County (she/her): Hi! Good afternoon, everyone. Sarah Paulus with Multnomah County.

12

00:01:57.310 --> 00:01:58.300

Lori Stegmann, Multco Comm, She/Her/Hers: Mary Jo.

13

00:02:00.750 --> 00:02:04.490

MaryJo Andersen, MultCo, (she/her): Good afternoon, Mary Jo. Anderson. Moloma county transportation.

14

00:02:05.090 --> 00:02:05.860

Lori Stegmann, Multco Comm, She/Her/Hers: Chet.

15

00:02:07.990 --> 00:02:16.050

Chet Hagen: Good afternoon, everyone. I'm Chad Hagen with Monomer County Department of community services, and I'm presenting a little later today on the street, lighting

16

00:02:16.430 --> 00:02:23.850

Sandy Glantz: great welcome, Councillor. Glance. Yup, Hi, Sandy! Glance.

17

00:02:24.300 --> 00:02:25.250

Lori Stegmann, Multco Comm, She/Her/Hers: Sarah

18

00:02:25.960 --> 00:02:28.650

Lori Stegmann, Multco Comm, She/Her/Hers: Sarah Selden. Sorry.

19

00:02:28.730 --> 00:02:32.800

Good afternoon. I'm Sarah Selden, the city of Fairview's planning manager.

20

00:02:33.340 --> 00:02:34.200

Lori Stegmann, Multco Comm, She/Her/Hers: Tom.

21

00:02:35.150 --> 00:02:39.929

Tom Bouillion, Port of Portland: Good afternoon, Tom Bullion. He him a planning manager at the port of Portland.

22

00:02:40.560 --> 00:02:41.800

Lori Stegmann, Multco Comm, She/Her/Hers: Mayor Stovall.

23

00:02:43.220 --> 00:02:45.289

Travis Stovall: Mayor Travis Stovall, Mayor Gresham.

24

00:02:45.960 --> 00:02:47.030

Lori Stegmann, Multco Comm, She/Her/Hers: and Jessica.

25

00:02:47.950 --> 00:02:53.339

Francesca Jones, she/her, PBOT: Hi, Francesca Jones City, Portland Bureau of Transportation, and I'm on the Macpac Tech

26

00:02:53.820 --> 00:02:56.030

Lori Stegmann, Multco Comm, She/Her/Hers: great welcome, John.

27

00:02:57.100 --> 00:02:59.420

John Serra, TriMet: I'm Sarah trying that regional government affair.

28

00:02:59.780 --> 00:03:00.560

Lori Stegmann, Multco Comm, She/Her/Hers: Eve.

29

00:03:01.850 --> 00:03:04.959

Eve Nilenders, Multnomah County (she/her): Hi Evely lenders at Molda. Mechanic transportation.

30

00:03:05.320 --> 00:03:06.330

Lori Stegmann, Multco Comm, She/Her/Hers: Oscar

31

00:03:08.060 --> 00:03:13.150

Oscar Rincones, He/Him - Multco Zoom Support: Oscar incorrect. He am pronounced, and I am with Oklahoma county transportation.

32

00:03:13.650 --> 00:03:14.610

Lori Stegmann, Multco Comm, She/Her/Hers: Erica.

33

00:03:16.100 --> 00:03:23.330

Erika Normine: Wood Village: Hi! I'm Eric Norman. I'm with the city of Wood Village, the Public Works Operations manager

34

00:03:23.960 --> 00:03:24.900

Lori Stegmann, Multco Comm, She/Her/Hers: Glenn.

35

00:03:25.310 --> 00:03:30.010

Glen Bolen (He/Him) ODOT: Hey? There! I'm Glenn Boland. I'm region one planner at Odot Brian's looking at him.

36

00:03:30.850 --> 00:03:31.720

Lori Stegmann, Multco Comm, She/Her/Hers: Greg.

37

00:03:32.990 --> 00:03:40.359

Greg Dirks: City of Wood Village: Hi. Greg, direct city manager for Wood Village. This will be my last meeting with you, as Eric will be taking over, but we'll still be here for this one.

38

00:03:41.400 --> 00:03:45.199

Lori Stegmann, Multco Comm, She/Her/Hers: Well, I'm sad to hear you're leaving, but we'll be in good hands with Erica

39

00:03:45.740 --> 00:03:46.730

Lori Stegmann, Multco Comm, She/Her/Hers: Allison

40

00:03:49.390 --> 00:03:54.080

Allison Boyd, Multnomah County: Allison void. She her pronouns. Transportation planning manager with Maltuma County

41

00:03:54.800 --> 00:03:55.670

Lori Stegmann, Multco Comm, She/Her/Hers: Jay.

42

00:03:58.000 --> 00:04:01.519

Jay Higgins, Gresham: where Higginshegan pronounced transportation, planning city of Gresham.

43

00:04:01.940 --> 00:04:03.180

Lori Stegmann, Multco Comm, She/Her/Hers: Councillor Todd

44

00:04:06.510 --> 00:04:07.659

Lori Stegmann, Multco Comm, She/Her/Hers: oh, you're on Mute

45

00:04:10.990 --> 00:04:14.789

E'an Todd: there we go ian Todd, Councillor City of Fairview.

46

00:04:15.540 --> 00:04:17.350

Lori Stegmann, Multco Comm, She/Her/Hers: Welcome, Max!

47

00:04:18.709 --> 00:04:23.460

Max Nonnamaker (MCHD): Hi, Max Nana Maker. He him pronouns. I'm with Multnima County environmental health.

48

00:04:24.710 --> 00:04:26.660

Lori Stegmann, Multco Comm, She/Her/Hers: great Brian

49

00:04:28.080 --> 00:04:34.220

Bryan Poole, PBOT (he/him): Hi everyone Brian Pool City, Portland Bureau Transportation. I'll be presenting on 120 s Avenue. A little bit later.

50

00:04:34.970 --> 00:04:36.779

Lori Stegmann, Multco Comm, She/Her/Hers: great welcome, Elliot!

51

00:04:37.920 --> 00:04:52.859

Eliot Rose, Metro (he/him): Hi! Elliot! Rose. He him senior transportation planner at Metro and liaison to emuck, tuck and emuck tuck tech. Also Councillor Simpson normally said Sony Muktuk had a conflict today and sends his regrets if he's not able to attend.

52

00:04:53.110 --> 00:04:55.390

Lori Stegmann, Multco Comm, She/Her/Hers: Okay, thank you, Frank.

53

00:05:03.180 --> 00:05:04.970

Lori Stegmann, Multco Comm, She/Her/Hers: Great. Can you hear us, Frank?

54

00:05:05.120 --> 00:05:10.199

Frank Stevens: Yeah. Frank Stevens Brownfield, Resident also on the Gresham planning commission.

55

00:05:10.620 --> 00:05:13.750

Lori Stegmann, Multco Comm, She/Her/Hers: Okay, welcome. and Dakota.

56

00:05:21.750 --> 00:05:25.120

Lori Stegmann, Multco Comm, She/Her/Hers: Well, we'll see if Dakota responds in a moment. Did I miss anyone?

57

00:05:28.320 --> 00:05:35.279

Lori Stegmann, Multco Comm, She/Her/Hers: Alright, and I'm Laurie Stigman Montloma County Commissioner for East Montloma County, and I am your current chair.

58

00:05:35.950 --> 00:05:41.059

Lori Stegmann, Multco Comm, She/Her/Hers: So thank you for joining us today. Now, Oscar, do we have any public comment?

59

00:05:41.280 --> 00:05:44.520

Oscar Rincones, He/Him - Multco Zoom Support: We do not have anything for public comment today.

60

00:05:44.630 --> 00:05:46.130

Okay, thank you.

61

00:05:46.260 --> 00:05:52.700

Lori Stegmann, Multco Comm, She/Her/Hers: Hopefully, you had a chance to look at the minutes from our January eighth and our February twelfth meeting.

62

00:05:52.830 --> 00:06:04.669

Lori Stegmann, Multco Comm, She/Her/Hers: They were in the dropbox, and I was asking Oscar where they were. But they're actually in our invite. So, Oscar, he he does a great job. So thank you for pointing that out to me, Oscar.

63

00:06:05.260 --> 00:06:12.710

Lori Stegmann, Multco Comm, She/Her/Hers: So I would entertain a motion to approve the January eighth and February twelfth meeting minutes

64

00:06:13.380 --> 00:06:14.610

Sandy Glantz: so moved.

65

00:06:15.760 --> 00:06:17.100

Lori Stegmann, Multco Comm, She/Her/Hers: And is there a second

66

00:06:17.690 --> 00:06:26.169

Lori Stegmann, Multco Comm, She/Her/Hers: Councillor? Glance has moved. Councillor Clark has seconded that we approve the January eighth and February twelfth meeting minutes

67

00:06:26.200 --> 00:06:30.380

Lori Stegmann, Multco Comm, She/Her/Hers: all those in favor please signify by saying, Aye.

68

00:06:30.680 --> 00:06:32.410

Tom Bouillion, Port of Portland: aye, aye.

69

00:06:32.640 --> 00:06:40.240

Lori Stegmann, Multco Comm, She/Her/Hers: any opposed any abstentions? I never asked that, but I wasn't here at one of the meetings, so I probably should abstain

70

00:06:41.390 --> 00:06:47.860

Lori Stegmann, Multco Comm, She/Her/Hers: alright. So it looks like the meeting. Minutes pass unanimously, with the exception of my

71

00:06:47.880 --> 00:06:49.030

extension.

72

00:06:49.500 --> 00:07:07.049

Lori Stegmann, Multco Comm, She/Her/Hers: Alright next up, although it's somewhat late in the year, we need to do elections for our chair and our vice chair. And I wanna thank Councillor Glance. Who stepped in. Because I couldn't be here last last week or last month. Actually, so thank you so much, Councillor. I heard you did a great job.

73

00:07:09.030 --> 00:07:12.910

Lori Stegmann, Multco Comm, She/Her/Hers: So why don't we start with the vice chair.

74

00:07:12.970 --> 00:07:21.270

Lori Stegmann, Multco Comm, She/Her/Hers: and I would entertain a nomination if anybody would like to nominate

75

00:07:21.580 --> 00:07:33.040

Lori Stegmann, Multco Comm, She/Her/Hers: someone for vice chair, and maybe I'll I'll preempt and say counselor glance, since you did such a great job, I would like to nominate you as our vice chair.

76

00:07:34.020 --> 00:07:35.890

Sandy Glantz: Thanks, sure.

77

00:07:37.800 --> 00:07:42.080

Lori Stegmann, Multco Comm, She/Her/Hers: and I'd entertain if there's any other nominations folks would like to make.

78

00:07:43.870 --> 00:07:46.360

Lori Stegmann, Multco Comm, She/Her/Hers: I'm not seeing any.

79

00:07:46.810 --> 00:07:55.679

Lori Stegmann, Multco Comm, She/Her/Hers: So what do we do? Do we make a motion? Does somebody have to make a motion, Sarah? So would would someone like to make a motion?

80

00:07:58.930 --> 00:08:00.620

Travis Stovall: Well, I move we

81

00:08:01.130 --> 00:08:06.300

Travis Stovall: we have counselor glance be the vice chair.

82

00:08:07.080 --> 00:08:08.619

Lori Stegmann, Multco Comm, She/Her/Hers: Alright. Is there a second?

83

00:08:09.860 --> 00:08:10.850

Tom Bouillion, Port of Portland: Second?

84

00:08:11.150 --> 00:08:22.680

Lori Stegmann, Multco Comm, She/Her/Hers: Okay, thank you. Mayor Stovall has moved that we select. Councillor glanced as our vice chair. Tom has seconded it. All those in favor please signify by saying, Aye.

85

00:08:22.900 --> 00:08:24.320

Tom Bouillion, Port of Portland: aye, aye.

86

00:08:24.370 --> 00:08:25.590

Lori Stegmann, Multco Comm, She/Her/Hers: any opposed

87

00:08:26.760 --> 00:08:31.400

Lori Stegmann, Multco Comm, She/Her/Hers: congratulations, counselor, thank you so much for stepping up. Appreciate it.

88

00:08:31.650 --> 00:08:32.500

Sandy Glantz: Thanks

89

00:08:33.240 --> 00:08:54.239

Lori Stegmann, Multco Comm, She/Her/Hers: alright. Next we need to vote on my current position as chair I am happy to serve for another. Actually, it only be like 9 months, because I turn out but I am certainly open to someone else sharing. So I'll open it up to see if there's any nominations from the floor for chair.

90

00:08:55.840 --> 00:08:57.539

Lori Stegmann, Multco Comm, She/Her/Hers: Count our mayor. So

91

00:08:58.920 --> 00:09:25.530

Travis Stovall: so, chair. I would like to nominate you as as continuing to be the chair. You have done an excellent job in shepherding us as a group along in this process. You've made these meetings in this organization, this mug tuck, I think more relevant more worthy of our time and attention, as you could see by the number of boxes that are filled in the meeting today that this is a pertinent meeting

92

00:09:25.530 --> 00:09:29.050

Travis Stovall: that essentially I think it when it comes to transportation.

93

00:09:29.050 --> 00:09:46.520

Travis Stovall: Folks want to attend. Folks want to contribute, and we also have had tremendous tremendous presentations that really have kept us informed, and so I wholeheartedly would like to nominate you to continue on as chair of this august group.

94

00:09:47.100 --> 00:09:48.300

Sandy Glantz: I'll second

95

00:09:49.060 --> 00:09:50.730

Lori Stegmann, Multco Comm, She/Her/Hers: thank you. Vice chair.

96

00:09:50.950 --> 00:09:54.139

Lori Stegmann, Multco Comm, She/Her/Hers: Are there any other nominations?

97

00:09:55.850 --> 00:10:08.240

Lori Stegmann, Multco Comm, She/Her/Hers: Alright, it has been moved that I continue as the chair which I would be honored to do so all those in favor on me being the chair. Please signify by saying I

98

00:10:08.650 --> 00:10:11.820

Tom Bouillion, Port of Portland: aye any opposed.

99

00:10:12.630 --> 00:10:16.590

and I love stain just because I don't think I should vote for myself.

100

00:10:16.610 --> 00:10:29.999

Lori Stegmann, Multco Comm, She/Her/Hers: Alright. Well, looks like I will be your chair for the next 9 ish months. Thank you so much for your vote of confidence. I appreciate it, and I do think that these meetings have

101

00:10:30.100 --> 00:10:56.620

Lori Stegmann, Multco Comm, She/Her/Hers: not that they were bad before, but they've been really really great and much, if not all, of that is due to our staff and our elected and I just think it, it's been really something that I look forward to. And we're really making a big difference around

transportation. And the topics that we discuss, I think, are so relevant and so, anyway, thank you to our staff for for keeping us on the straight and narrow.

102

00:10:57.760 --> 00:11:04.290

Alright next up, Mary Jo, I will turn it over to you to talk about our fatalities. Report

103

00:11:05.190 --> 00:11:15.350

MaryJo Andersen, MultCo, (she/her): congratulations. Oscar will be putting up our totality report. This, information is provided by Metro, specifically, Lake

104

00:11:15.400 --> 00:11:26.239

MaryJo Andersen, MultCo, (she/her): and it captures A a snapshot picture of the fatalities happened on our area roads over the past month.

105

00:11:26.830 --> 00:11:35.610

MaryJo Andersen, MultCo, (she/her): It's a this was our January report, which we had during the snowstorm, which was

106

00:11:35.700 --> 00:11:58.109

MaryJo Andersen, MultCo, (she/her): very noticeable that we had very few fatalities compared to previous months. We also have our February report which I can share, and I share my screen on that. There we go. Thanks, Oscar. So during the month of February, this past month.

107

00:11:58.110 --> 00:12:10.170

MaryJo Andersen, MultCo, (she/her): there were, you could see that compared to January. The fatalities unfortunately spiked back up again. And there were a total of 13 fatalities.

108

00:12:10.320 --> 00:12:25.879

MaryJo Andersen, MultCo, (she/her): You can see that some of them are unidentified, and that is the data that's collected at the time of the incident doesn't always identify the person they may not. The police may not know.

109

00:12:25.880 --> 00:12:42.529

MaryJo Andersen, MultCo, (she/her): or they may not have identified. Next of kin. Further information and data does go into other recording mechanisms. But this is just sort of like how we get our information. That's really quick turnover. The next month.

110

00:12:42.640 --> 00:12:50.930

MaryJo Andersen, MultCo, (she/her): This past month we had 13 fatalities. There were 3 pedestrians, 2 bicyclists.

111

00:12:51.080 --> 00:12:59.520

MaryJo Andersen, MultCo, (she/her): 7 people in vehicles and one motorcycle. so far as our East County roads are concerned.

112

00:12:59.600 --> 00:13:15.409

MaryJo Andersen, MultCo, (she/her): There was one Keith Ryan Van Horn, 24, driving on East large mountain road that's the gate is still closed. So that is the lower part of Orch mountain road.

113

00:13:16.220 --> 00:13:32.759

MaryJo Andersen, MultCo, (she/her): One thing I was really struck by in this month's report is how many very young people are on this report, as well as older people on this report, and that is pretty consistent with a lot of long term

114

00:13:32.860 --> 00:13:56.920

MaryJo Andersen, MultCo, (she/her): data throughout the country that those are often the groups of people who are affected the most by traffic fatalities. Also the teenagers on the second of February or tenth of February. Those were the young people who were killed during like a street racing type event out

115

00:13:57.070 --> 00:13:59.349

MaryJo Andersen, MultCo, (she/her): in North Portland.

116

00:13:59.390 --> 00:14:05.119

MaryJo Andersen, MultCo, (she/her): So we have a lot of work to do. We would like to acknowledge.

117

00:14:05.150 --> 00:14:33.179

MaryJo Andersen, MultCo, (she/her): the traffic fatalities on our roads, and that each of these people had someone who had people in their lives that were friends, family, loved ones, neighbors, coworkers, and we know that losing them is a big loss to our whole community. So

we'll take a moment to recognize them as we move forward in our work to create safe streets for everyone.

118

00:14:48.310 --> 00:14:50.830

Lori Stegmann, Multco Comm, She/Her/Hers: Thank you, Mary Jo, I appreciate

119

00:14:51.390 --> 00:14:58.629

Lori Stegmann, Multco Comm, She/Her/Hers: this. I don't. I appreciate the report, and it's incredibly heartbreaking to hear especially.

120

00:14:59.470 --> 00:15:05.269

Lori Stegmann, Multco Comm, She/Her/Hers: oh, doesn't matter what age. But you know, when you hear about street racing and young people.

121

00:15:05.650 --> 00:15:06.500

Lori Stegmann, Multco Comm, She/Her/Hers: Tom.

122

00:15:07.650 --> 00:15:13.230

Tom Bouillion, Port of Portland: yeah, I was just gonna mention that because it it popped up on the screen.

123

00:15:13.340 --> 00:15:20.980

Tom Bouillion, Port of Portland: There was the this mention of the 2 fatalities on the the tenth of February, at North Marine Drive.

124

00:15:21.230 --> 00:15:33.189

Tom Bouillion, Port of Portland: Recently, we at the port have had several discussions with city of Portland Vision, 0 staff and you know, they're looking at some

125

00:15:33.240 --> 00:15:40.469

Tom Bouillion, Port of Portland: physical modifications to a 2 mile stretch of marine drive. So it's kind of an early.

126

00:15:41.480 --> 00:15:46.219

Tom Bouillion, Port of Portland: early early days, I would say, but I think there's an acknowledgement that

127

00:15:46.480 --> 00:15:59.719

Tom Bouillion, Port of Portland: there's probably something that's needed beyond just police enforcement. So you know, I can keep keep folks surprised of how that develops. And if you know, if there's any lessons that could be learned that

128

00:15:59.860 --> 00:16:03.750

Tom Bouillion, Port of Portland: might be relevant to other stretches of road in East County

129

00:16:04.340 --> 00:16:09.659

Tom Bouillion, Port of Portland: Cause. in addition to the 2 that were just mentioned, I think there were.

130

00:16:10.140 --> 00:16:17.079

Tom Bouillion, Port of Portland: think, basically, during the pandemic, there have been 7 fatalities or serious injuries on a 2 mile stretch of road.

131

00:16:17.430 --> 00:16:18.980

Tom Bouillion, Port of Portland: So

132

00:16:20.210 --> 00:16:24.290

Tom Bouillion, Port of Portland: yeah, we're we're certainly interested in looking for some solutions to that.

133

00:16:25.680 --> 00:16:35.329

Lori Stegmann, Multco Comm, She/Her/Hers: Thank you, Tom, and I thought there was some legislation that was passed. Anybody know about that? Around street racing? I could be mistaken.

134

00:16:39.640 --> 00:16:42.010

Lori Stegmann, Multco Comm, She/Her/Hers: Well, we'll we'll look into

135

00:16:42.180 --> 00:16:54.320

Lori Stegmann, Multco Comm, She/Her/Hers: Mary Jo. Maybe that's something we could follow up with. Next time. I'd be curious to know. I thought that there were going to be. I don't know if it was a dis district attorney's office, or that there were going to be like more fines.

136

00:16:54.400 --> 00:16:56.610

Lori Stegmann, Multco Comm, She/Her/Hers: more

137

00:16:56.780 --> 00:17:02.050

Lori Stegmann, Multco Comm, She/Her/Hers: laws against street racing, but I think that might be helpful for this conversation.

138

00:17:03.610 --> 00:17:19.319

Lori Stegmann, Multco Comm, She/Her/Hers: Alright. Well, thank you all. You know UN aside. Yesterday I had the opportunity. Montland County planted 72 trees in memory of the individuals that lost their lives during the 2021 heat dome event.

139

00:17:19.500 --> 00:17:22.149

Lori Stegmann, Multco Comm, She/Her/Hers: and it was really

140

00:17:22.390 --> 00:17:25.850

Lori Stegmann, Multco Comm, She/Her/Hers: such a lovely event. We had 5 families come out.

141

00:17:26.300 --> 00:17:50.200

Lori Stegmann, Multco Comm, She/Her/Hers: and I'm just saying, you know, that sometimes, you know, we we say we hear 72 people. We don't think about the actual families, and they were so touched, and they were like, Oh, my gosh! Now we have a place where you know they didn't. Even it was held in a dock and Nature park. Thank you, Mayor. Stove all in in Gresham, and you know it was just really lovely to have people acknowledge

142

00:17:50.480 --> 00:17:52.980

Lori Stegmann, Multco Comm, She/Her/Hers: the loss of their loved ones, and they were just like.

143

00:17:53.030 --> 00:18:08.690

Lori Stegmann, Multco Comm, She/Her/Hers: Why are you guys doing this? And they were just like we didn't know what was going on and what the day would be like, but it was really, really just a really heartfelt, lovely memorial for friends and family to kind of call us around

144

00:18:08.830 --> 00:18:12.330

Lori Stegmann, Multco Comm, She/Her/Hers: these 5 families. So things like this do matter.

145

00:18:12.880 --> 00:18:18.129

Alright, Mary Jo, I think you're gonna give us a safety update. Now

146

00:18:18.540 --> 00:18:32.190

MaryJo Andersen, MultCo, (she/her): I will. Also, I want to note that lake put some links. Put a link in the chat regarding the street racing consequences. So she did my homework for me. Thank you. Lake.

147

00:18:32.420 --> 00:18:53.400

MaryJo Andersen, MultCo, (she/her): so you all can take a look at that. I did wanna give you a quick update on other safety endeavors. For safe rosta school. O dot infrastructure grants! The county will not apply for any improvements, but the city of Gresham will, so I'll let Jay cover that.

148

00:18:54.170 --> 00:18:55.550

Jay Higgins, Gresham: Okay, ready for me.

149

00:18:55.600 --> 00:19:16.900

Jay Higgins, Gresham: Yeah. So the question is, looking at 2 grants 2 applications. Right now, one is for some improvements near Hartley elementary which is on glee north, just north of Gleason Street. These would actually be improvements on 1 88 where a little side path comes out of the school property under 1 88, and we have some missing sidewalks. So to improve the crossing and sidewalk there

150

00:19:16.970 --> 00:19:27.350

Jay Higgins, Gresham: and then the other one we're looking at is a little bundle of projects that will be traffic calming, and that would be around Davis elementary. Which is in Rockwood and then around

151

00:19:27.530 --> 00:19:35.930

Jay Higgins, Gresham: Holydale elementary, which is down south of Powell. So those would be either speed humps or

152

00:19:35.980 --> 00:19:39.270

Jay Higgins, Gresham: curve extensions that would help slow traffic around schools.

153

00:19:42.260 --> 00:20:10.750

MaryJo Andersen, MultCo, (she/her): Kj, the other good news upbeat news with safe routes. School our partners at bike works are regularly out in classes at schools, and I believe this school year we will. They will hit every East County school for pedestrian safety lessons in their PE classes. So this is a huge achievement to be improving education for pedestrian safety.

154

00:20:10.820 --> 00:20:39.610

MaryJo Andersen, MultCo, (she/her): We've also been working closely with bike works and with city of Portland, and city of Gresham, working with having regular meetings with our school districts and centennial school district, is interested in applying for an education coordinator also for their whole school district. So some very great news with, say, school. And then a super fun thing that we're doing. Let me get my

155

00:20:40.100 --> 00:20:59.629

MaryJo Andersen, MultCo, (she/her): hopefully. You guys can see this we're gonna have in collaboration with save Gresham. We're going to be having a bike rodeo on Saturday, March thirtieth. We know it's a busy weekend and the day before Easter. But we really wanted to get our new bike fleet out. Bike works has a bike fleet and a bike trailer for them all which

156

00:20:59.630 --> 00:21:16.070

MaryJo Andersen, MultCo, (she/her): city of Gresham is helping us with storage, and we'll have our bike fleet out at Davis Park, which is just north of Davis elementary. And we'll have our obstacle course and a skills course. And here's where Davis elementary is.

157

00:21:16.150 --> 00:21:19.950

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

158

00:21:19.980 --> 00:21:45.139

MaryJo Andersen, MultCo, (she/her): Steve Gresham also got a grant to turn part of this park into a very small traffic playground. So we'll have thermo plastic things on the sidewalks at this

school. Hopefully, this during this year's construction season. So this is a great kick off to improving safety for all of our families that are close to Davis Park.

159

00:21:45.170 --> 00:21:54.169

In addition to Davis elementary. It's also very close to salish ponds and Hartley elementary schools. So we're pushing out

160

00:21:54.590 --> 00:22:02.380

MaryJo Andersen, MultCo, (she/her): pushing out information so that folks from those schools will come, join us. Learn how to ride. Practice writing

161

00:22:02.440 --> 00:22:07.169

MaryJo Andersen, MultCo, (she/her): all those good things. So making a lot of progress was safe route to school.

162

00:22:07.650 --> 00:22:11.029

Jay Higgins, Gresham: Mary Jo, can you answer a question from the chap? What is a bike feat?

163

00:22:11.470 --> 00:22:40.940

MaryJo Andersen, MultCo, (she/her): The bike fleet? Thank you. I didn't thank you for helping me with that. So a bike fleet is a set of bikes that go out to the community specifically, really intended to go to schools so that we could step up from teaching pedestrian safety, and also be teaching students how to ride and how to be safe riding, learning the rules of the road, learning how to be on a bike comfortably, and they practice their skills.

164

00:22:40.940 --> 00:22:48.799

MaryJo Andersen, MultCo, (she/her): So you can do little drills. There's dozens of little drills that have been developed to help kids with looking over their shoulder

165

00:22:48.800 --> 00:23:13.590

MaryJo Andersen, MultCo, (she/her): to see if there's anyone behind them without 3 getting their bike off the road looking for moving objects, all sorts of things. So the bike fleet is in a trailer city of Portland donated their bike fleet to bike works, and we spent last year getting it. We're getting those bikes repaired and getting a trailer and getting safe storage for the trailer. So the trailer will go out to an event or to a school.

166

00:23:13.720 --> 00:23:17.149

MaryJo Andersen, MultCo, (she/her): and we'll be able to teach

167

00:23:17.310 --> 00:23:33.019

MaryJo Andersen, MultCo, (she/her): bicycle safety throughout the State. I think Oda has several fleets that they deploy, and what they do is they send the bikes off to a town, and they do a program called Train the Trainer.

168

00:23:33.020 --> 00:23:53.090

MaryJo Andersen, MultCo, (she/her): where someone teaches the PE teachers to. Traditionally, it's PE teachers that learn how to teach the bicycle safety lessons. Our fleet is a little bit different. We recognize the needs of our schools and families in East County. So we actually have the instructor who will stay with that bike fleet

169

00:23:53.090 --> 00:24:06.380

MaryJo Andersen, MultCo, (she/her): and work with the folks on the ground and assist with all the bike safety things. So we can come to other city parks and do similar rodeos.

170

00:24:06.450 --> 00:24:11.529

MaryJo Andersen, MultCo, (she/her): We can come to other organizational events.

171

00:24:11.790 --> 00:24:17.209

MaryJo Andersen, MultCo, (she/her): So yeah, looking forward to this is gonna be our very first bike fleet event. So

172

00:24:17.370 --> 00:24:25.160

Lori Stegmann, Multco Comm, She/Her/Hers: come on out rain or Shawn. What time is that? Mary? Jo? 11 to 2, 11 to 2.

173

00:24:26.550 --> 00:24:56.019

Lori Stegmann, Multco Comm, She/Her/Hers: That's great. A bike. Rodeo. Love it. Yeah, I think we'll have the. We'll definitely have the blender bike there again, for sure. Oh, my gosh, I got to make a smoothie by riding a bike at the East County. What is it grow? Learn share? Yes, that's awesome. Yeah. So you also come out. We should have like a fun fun day there.

174

00:24:56.140 --> 00:25:10.349

Lori Stegmann, Multco Comm, She/Her/Hers: Alright, thank you. Thanks, Mary Joe. Appreciate it. Alright. We are going to continue our momentum around safe streets. And Brian from Pbot here is going to talk to us about 120 s Brian.

175

00:25:11.420 --> 00:25:13.399

Bryan Poole, PBOT (he/him): Yeah. Hi, thanks.

176

00:25:13.540 --> 00:25:16.959

Bryan Poole, PBOT (he/him): let me see. Do you want me to try to share my screen.

177

00:25:18.280 --> 00:25:20.310

Bryan Poole, PBOT (he/him): or you've got it. Okay, perfect.

178

00:25:22.080 --> 00:25:23.310

Bryan Poole, PBOT (he/him): And get out of that.

179

00:25:23.780 --> 00:25:33.560

Bryan Poole, PBOT (he/him): Well, great! Well, thanks everyone. For this opportunity. And yeah, excited to share sort of what we have happening on 120 s Avenue, and what you can expect to see in the coming years.

180

00:25:34.020 --> 00:25:36.089

Bryan Poole, PBOT (he/him): So feel free to go to the next slide.

181

00:25:38.140 --> 00:25:48.699

Bryan Poole, PBOT (he/him): And you, you probably know if you if you've been around East Portland, sure. What 100 Twenty-second Avenue looks like. But just to to sort of provide some context.

182

00:25:48.780 --> 00:26:03.520

Bryan Poole, PBOT (he/him): of what we're dealing with. There's a lot of places where we have there is continuous sidewalk from us to the corridor, but it's curved tight. It's a wide 76 Foot street with trying to do a lot of different things. So there's 5

183

00:26:03.750 --> 00:26:12.760

Bryan Poole, PBOT (he/him): 5 travel lanes per motor vehicles, a bike lane, parking lanes. and a lot of places. We have all of those things kind of converging it at these major intersections.

184

00:26:12.910 --> 00:26:23.340

Bryan Poole, PBOT (he/him): Where? Because we only need to accommodate a right turn. Lane, for example, on the pipelines, will end and have to merge in with vehicles. And just creates a lot of conflicts.

185

00:26:23.470 --> 00:26:30.080

Bryan Poole, PBOT (he/him): And we have also a lot of driveways along the corridor which makes things challenging for all users.

186

00:26:30.650 --> 00:26:31.880

Bryan Poole, PBOT (he/him): And next slide.

187

00:26:33.210 --> 00:26:40.059

Bryan Poole, PBOT (he/him): and those things you can see. some of the the impacts that we have with with all of those

188

00:26:40.410 --> 00:26:48.279

Bryan Poole, PBOT (he/him): issues on the corridor. just a staggering number of fatalities that we've experienced on this corridor.

189

00:26:48.750 --> 00:26:52.840

Bryan Poole, PBOT (he/him): 3 fatalities per year is the average over the last 7 years.

190

00:26:52.960 --> 00:26:59.170

Bryan Poole, PBOT (he/him): 10 of those involving pedestrians. We actually had 3 in one week at the end of 2023.

191

00:26:59.240 --> 00:27:00.310

Bryan Poole, PBOT (he/him): So this.

192

00:27:00.330 --> 00:27:09.609

Bryan Poole, PBOT (he/him): this is just a persistent problem that is not not improving and and so we, we recognize the need to make some serious changes.

193

00:27:10.060 --> 00:27:29.849

Bryan Poole, PBOT (he/him): We also have what we call 5 high crash intersections. 5 of those out of 30. We identify those in the city of Portland as sort of the places that I have the most prevalent serious and fatal crashes for motor vehicles as well as bicycle and pedestrian involved crashes.

194

00:27:30.320 --> 00:27:42.730

Bryan Poole, PBOT (he/him): So that map the the dots on the right. You can see the ones involving pedestrians and bicyclists. Those are all of the crashes that have that where we where we have instances with people

195

00:27:42.770 --> 00:27:53.160

Bryan Poole, PBOT (he/him): walking around bikes, and then serious and fatal crashes. For people driving. and there a lot of them are clustered around. Are

196

00:27:53.230 --> 00:28:03.979

Bryan Poole, PBOT (he/him): our major arterial intersections like Gleason and Division for inside. But you can also see, they're they're sporadic throughout the corridor, and and

197

00:28:04.010 --> 00:28:07.199

Bryan Poole, PBOT (he/him): and it's not clustered at at one particular location, for example.

198

00:28:08.580 --> 00:28:09.900

Bryan Poole, PBOT (he/him): next slide.

199

00:28:11.560 --> 00:28:24.000

Bryan Poole, PBOT (he/him): So as I mentioned. We've we've recognized. This is an issue for a long time. So it's it doesn't feel like 6 years ago. But 6 years ago we started working on a plan.

200

00:28:24.270 --> 00:28:34.790

Bryan Poole, PBOT (he/him): for this corridor. I really focused on looking at broad safety, comprehensive safety on the corridor and also allowing people to get better access to and across the corridor.

201

00:28:34.840 --> 00:28:43.259

Bryan Poole, PBOT (he/him): and improve transit, both reliability and access for people that using the bus.

202

00:28:43.650 --> 00:29:03.270

Bryan Poole, PBOT (he/him): and so that those were the goals of the project. We also wanted to focus on really helping this corridor transition into what we identify as a civic corridor. So this is a corridor that's identified to have and a zone for higher density housing more pedestrian activity. And

203

00:29:03.440 --> 00:29:18.870

Bryan Poole, PBOT (he/him): while we recognize that that might take a a while potentially a long time to to sort of be realized. We wanna make the investments on the front end and and make this a safer a more accessible place to to walk and bike and use transit

204

00:29:19.730 --> 00:29:20.809

Bryan Poole, PBOT (he/him): next slide.

205

00:29:22.470 --> 00:29:41.699

Bryan Poole, PBOT (he/him): So as we were developing that this plan. It took us a while to get to that sort of the finish line of the the planning process. So we've had a final drought, I believe, in 2022 so right around when the call for projects for the State streets for all, Grant came out.

206

00:29:41.980 --> 00:29:54.970

Bryan Poole, PBOT (he/him): and because we had some focused attention on this corridor had had done some of the preliminary planning. We felt like as a city, that this would be a really competitive and good fit that was responsive to

207

00:29:54.980 --> 00:30:02.249

Bryan Poole, PBOT (he/him): what this Federal Grant was asking asking for. And so a lot of

208

00:30:02.490 --> 00:30:12.439

Bryan Poole, PBOT (he/him): municipalities that did not have a vision 0 plan already. Applied for the planning grant with that first round of funding from Fha

209

00:30:12.710 --> 00:30:20.770

Bryan Poole, PBOT (he/him): but because we had a vision 0 plan we were able to apply for an implementation grant which is focused on infrastructure changes.

210

00:30:20.790 --> 00:30:29.450

Bryan Poole, PBOT (he/him): And we're in that 2022 cycle the only project awarded funding for this for that infrastructure grant

211

00:30:29.640 --> 00:30:33.869

Bryan Poole, PBOT (he/him): in in the State of Oregon, 37 were awarded nationwide.

212

00:30:34.530 --> 00:30:43.290

Bryan Poole, PBOT (he/him): And so we have a we use 5 million dollars as a local match, and the total project amount is 25 million dollars for safety improvements.

213

00:30:43.670 --> 00:30:44.669

Bryan Poole, PBOT (he/him): Next slide.

214

00:30:47.590 --> 00:30:56.659

Bryan Poole, PBOT (he/him): And what we've identified as part of the grant application process is this is what we wanted to focus on. For improving safety.

215

00:30:56.770 --> 00:30:59.940

Bryan Poole, PBOT (he/him): It's a fairly comprehensive

216

00:31:00.250 --> 00:31:12.660

Bryan Poole, PBOT (he/him): approach. Looking at the entirety of the the 6 Mile Corridor. We're not going all the way up to Marine Drive. So this is from Sandy Boulevard at the north down to Foster on the south.

217

00:31:12.880 --> 00:31:21.179

Bryan Poole, PBOT (he/him): but but a large proportion of the corridor, and what we want to look at is filling in gaps of street lighting

218

00:31:21.350 --> 00:31:25.190

Bryan Poole, PBOT (he/him): increasing pedestrian crossings across the corridor.

219

00:31:25.210 --> 00:31:35.629

Bryan Poole, PBOT (he/him): focusing on some higher tech items like signal upgrades to help with signal progression and and improving speeds through signal timing

220

00:31:36.190 --> 00:31:44.939

Bryan Poole, PBOT (he/him): infrastructure changes at those major intersections. So really focusing on the arterial intersections and what we can do to improve safety there.

221

00:31:45.540 --> 00:31:55.000

Bryan Poole, PBOT (he/him): some transit bus stop curve extensions, doing sort of transitioning, all the parking that we have on this corridor, or or a large majority of it.

222

00:31:55.160 --> 00:31:57.470

Bryan Poole, PBOT (he/him): to protected by plants

223

00:31:57.970 --> 00:32:05.529

Bryan Poole, PBOT (he/him): essentially swapping out where the bike lane is now in the parking, so swapping those and removing the parking and

224

00:32:05.550 --> 00:32:07.010

Bryan Poole, PBOT (he/him): making it protected.

225

00:32:07.730 --> 00:32:17.720

Bryan Poole, PBOT (he/him): and then also doing more trees and a road diet south of Powell. So that's probably the most significant change is from the section south of Powell to Foster, where we have lower

226

00:32:17.800 --> 00:32:27.399

Bryan Poole, PBOT (he/him): volumes is transitioning from a 5 to 3 Lane Cross section and doing a roundabout as well.

227

00:32:27.570 --> 00:32:35.990

Bryan Poole, PBOT (he/him): challenging time, finding a good spot and and really being able to test out a roundabout and something we are interested in doing more of

228

00:32:36.080 --> 00:32:40.899

Bryan Poole, PBOT (he/him): and so this we felt like was an opportunity where we could pursue that

229

00:32:41.720 --> 00:32:42.769

Bryan Poole, PBOT (he/him): next slide.

230

00:32:45.050 --> 00:32:58.320

Bryan Poole, PBOT (he/him): And so this is we, we. Those are the things we identified in the application. We recognize that there's a lot of work, both internally and with the community, we need to do if, as this project sort of moves into

231

00:32:58.570 --> 00:33:01.130

Bryan Poole, PBOT (he/him): final project development and design

232

00:33:01.490 --> 00:33:15.540

Bryan Poole, PBOT (he/him): with the major piece of that being this cross section, what we're gonna do south of Powell but also looking at what the type of exact type and treatment is going to be on those intersections where the Medians are going to go. For example.

233

00:33:15.600 --> 00:33:18.640

Bryan Poole, PBOT (he/him): if we need more crossings where those would go

234

00:33:18.840 --> 00:33:24.189

Bryan Poole, PBOT (he/him): and so those are items we're going to be working on in the next slide.

235

00:33:25.020 --> 00:33:36.819

Bryan Poole, PBOT (he/him): This this sort of shows at one of the options that we're looking at, and and would be probably the most transformative change to the corridor. So south of Powell. Because we have that extra space.

236

00:33:36.950 --> 00:33:50.749

Bryan Poole, PBOT (he/him): we there, there's an opportunity to do something fairly bold. This would be a 30 foot wide median, or a boulevard in the middle of the street. Something like Ainsworth, or 70 s

237

00:33:50.760 --> 00:33:54.009

Bryan Poole, PBOT (he/him): if you if you does sort of bring a bell for you.

238

00:33:54.160 --> 00:34:08.389

Bryan Poole, PBOT (he/him): But really being able to put in some large mature trees in the middle of the roadway. And really create a different feeling of the street than exist now where it's it's that wider, sort of more asphalt, dominant street.

239

00:34:08.770 --> 00:34:24.230

Bryan Poole, PBOT (he/him): But it's there is some trade-off. So we we recognize the need to do some engagement. Talk through all the those impacted about how this design could affect them. And also do some further design analysis.

240

00:34:24.389 --> 00:34:27.290

Bryan Poole, PBOT (he/him): for this type of approach next slide.

241

00:34:28.730 --> 00:34:40.219

Bryan Poole, PBOT (he/him): We. We also are looking at some more. So maybe traditional or or treatments that we've done before. In terms of parking protected bike lanes where we pull the parking away from the curb

242

00:34:40.500 --> 00:34:48.559

Bryan Poole, PBOT (he/him): or or just more buffered bike lanes. So we'll be working on that in that first phase of project development

243

00:34:48.920 --> 00:34:52.840

Bryan Poole, PBOT (he/him): and we also have some funding for we. We

244

00:34:53.030 --> 00:34:56.630

Bryan Poole, PBOT (he/him): named it in the application as equity focused outreach and research.

245

00:34:56.650 --> 00:35:07.449

Bryan Poole, PBOT (he/him): So working with community partners to focus on targeted safety messaging and working on an advertisement campaign. That's focused on

246

00:35:07.650 --> 00:35:18.350

Bryan Poole, PBOT (he/him): different communities that live along the corridor that might not necessarily have English as their first language or just traditionally don't respond to traditional marketing campaigns.

247

00:35:18.390 --> 00:35:23.779

Bryan Poole, PBOT (he/him): I'm trying to improve safety on the port worker and and sort of raise awareness of the issues on the corridor that way.

248

00:35:24.660 --> 00:35:34.500

Bryan Poole, PBOT (he/him): So that's what we're going to be sort of working on the very beginning of the project to get us to sort of initial concept design that we can then take to construction

249

00:35:35.290 --> 00:35:36.330

Bryan Poole, PBOT (he/him): next slide

250

00:35:38.570 --> 00:35:52.700

Bryan Poole, PBOT (he/him): and so we that the project's gonna be moving into design. Of course it takes time to to do those projects or move through design. But we do have some funded projects that we're hoping will make a difference in the short term.

251

00:35:52.710 --> 00:35:56.710

Bryan Poole, PBOT (he/him): We have 6 crossings that will be coming in

252

00:35:56.750 --> 00:36:01.279

Bryan Poole, PBOT (he/him): to this year, and then 4 additional ones like layer 2026

253

00:36:01.760 --> 00:36:07.770

Bryan Poole, PBOT (he/him): we have lighting upgrades, a project already. To do a large majority of lighting

254

00:36:07.950 --> 00:36:19.459

Bryan Poole, PBOT (he/him): and some resurfacing and intersection improvements that we'll be working on. One of those being delivered through the safer out of start Project that will be doing improvement to that intersection

255

00:36:19.640 --> 00:36:36.240

Bryan Poole, PBOT (he/him): and then also trying to take advantage of some opportunities. We're doing a transit island at Mill Park because that park is undergoing redevelopment right now. So we're not content, not waiting where we we don't have to but but recognizing that the bigger improvements are gonna come later

256

00:36:36.450 --> 00:36:37.340

Bryan Poole, PBOT (he/him): next slide

257

00:36:40.000 --> 00:36:57.629

Bryan Poole, PBOT (he/him): and just wanted to call out that this does not. Unfortunately, address all of the needs. Along the corridor. We were somewhat strategic because of the deadlines that the Federal grant has on it. We we didn't really wanna deal with working

258

00:36:57.670 --> 00:37:07.810

Bryan Poole, PBOT (he/him): with an Odot facility, and and in involving odot and coordination on that as well as the railroad. So that's why one of the reasons why we stopped at Sandy, or just short of Sandy.

259

00:37:07.940 --> 00:37:18.519

Bryan Poole, PBOT (he/him): There are significant improvements that need to happen at the same interchange and north of there. So we do recognize that we want to improve those in the future.

260

00:37:18.730 --> 00:37:25.470

Bryan Poole, PBOT (he/him): And then also additional crossing gaps. Improving transit. Those types of things need to

261

00:37:25.510 --> 00:37:28.649

Bryan Poole, PBOT (he/him): will happen in the future. and next up

262

00:37:31.370 --> 00:37:46.769

Bryan Poole, PBOT (he/him): so just to kind of help orient of the timeline we are. Still we. We're we've been hoping that this execute grant agreement would have been about 6 months ago. We keep working with Fwa on finalizing that

263

00:37:47.100 --> 00:37:58.459

Bryan Poole, PBOT (he/him): we think we're close. So we're hoping to get that to our city council in the next couple months, and then put out the rfp. For design consultancy.

264

00:37:58.630 --> 00:38:05.699

Bryan Poole, PBOT (he/him): and they'll help us with, do the design in the next 18 months after that, so late this year, through 2,027,

265

00:38:05.940 --> 00:38:14.480

Bryan Poole, PBOT (he/him): and then follow up with construction soon after we have. There's a 5 year deadline from Grant execution to project closeout on these. So

266

00:38:14.500 --> 00:38:20.369

Bryan Poole, PBOT (he/him): once we get that Grant executed like the clock starts and we'll need to to really get going.

267

00:38:20.400 --> 00:38:24.660

Bryan Poole, PBOT (he/him): Just 5 years is not a lot of time for a project this size

268

00:38:25.760 --> 00:38:26.600

Bryan Poole, PBOT (he/him): next slide.

269

00:38:29.280 --> 00:38:49.550

Bryan Poole, PBOT (he/him): So just yeah, just in summary, we, we are focusing on safety with this grant. That is the the primary focus and the primary need that we feel like we need to address and there'll be the biggest opportunity for for public engagement. Happening later this year. Unless we get that grant executed and finalize. The project elements

270

00:38:49.780 --> 00:39:00.439

Bryan Poole, PBOT (he/him): and we do hope that this this will sort of be a catalyst in some ways to jump. Start the transformation of the corridor. Even if it doesn't address all of the needs of the corridor.

271

00:39:00.710 --> 00:39:08.650

Bryan Poole, PBOT (he/him): And if you want to learn more, you can just type in Portland, Gov. Slash, Ss. Foura. And it'll take you to the project website.

272

00:39:09.950 --> 00:39:11.109

Bryan Poole, PBOT (he/him): I think that's it.

273

00:39:12.710 --> 00:39:20.920

Lori Stegmann, Multco Comm, She/Her/Hers: Great. Thank you so much, Brian. Anybody who's traveled down 120 s knows how needed. This is, Tom.

274

00:39:22.040 --> 00:39:29.340

Tom Bouillion, Port of Portland: Yeah, thanks, Brian. I just one comment on the design concept that you shared about the

275

00:39:29.530 --> 00:39:42.689

Tom Bouillion, Port of Portland: planted median with large mature trees. You know. There's a an example of that on if you if you're on Powell, if you're driving on Powell westbound at like 70. Fifth.

276

00:39:43.450 --> 00:39:44.840

Tom Bouillion, Port of Portland: There's a.

277

00:39:44.950 --> 00:39:52.659

Tom Bouillion, Port of Portland: you know, at Grade Crosswalk with mature trees. But the the problem is in you know, winter or darker months.

278

00:39:53.240 --> 00:39:58.279

Tom Bouillion, Port of Portland: People are sort of using that median as a refuge area.

279

00:39:58.460 --> 00:40:02.300

Tom Bouillion, Port of Portland: They can be kind of hidden behind those trees, and so

280

00:40:02.450 --> 00:40:05.579

Tom Bouillion, Port of Portland: can be a little bit dangerous if they're trying to

281

00:40:06.520 --> 00:40:11.869

Tom Bouillion, Port of Portland: continue their crossing of the of the street. So that may be something that you want to

282

00:40:11.960 --> 00:40:13.740

Tom Bouillion, Port of Portland: consider.

283

00:40:13.980 --> 00:40:20.349

Tom Bouillion, Port of Portland: you know, sort of the full maturity of of some of those trees in proximity to the the crosswalks.

284

00:40:21.440 --> 00:40:22.680

Bryan Poole, PBOT (he/him): Yeah, good point.

285

00:40:22.970 --> 00:40:23.680

thanks.

286

00:40:24.120 --> 00:40:31.509

Tom Bouillion, Port of Portland: Ju, and just one other question. And I don't know if this is beyond the scope of of the the grant of the project. But

287

00:40:32.260 --> 00:40:35.370

Tom Bouillion, Port of Portland: yeah, and I noticed there been some sort of

288

00:40:35.490 --> 00:40:37.060

Tom Bouillion, Port of Portland: I think there were like white

289

00:40:37.110 --> 00:40:42.619

Tom Bouillion, Port of Portland: portable vans or trailers that have photo radar and

290

00:40:42.870 --> 00:40:45.620

Tom Bouillion, Port of Portland: Those seem to have been pretty effective in

291

00:40:46.210 --> 00:40:54.839

Tom Bouillion, Port of Portland: my neighborhood, and I was just curious if there's any if that's a part of the suite of safety improvements for this for this corridor.

292

00:40:56.820 --> 00:41:07.560

Bryan Poole, PBOT (he/him): It is something we've looked at, or we talked about both the enforcement, and then just the the ones that will tell you what your the speed you're going is we do have enforcement cameras.

293

00:41:07.680 --> 00:41:11.469

Bryan Poole, PBOT (he/him): Along that sort of south of PAL already. And we're

294

00:41:11.550 --> 00:41:22.599

Bryan Poole, PBOT (he/him): the idea. What we're hoping is that if we do this transformation south to power, we won't need that anymore. That speeds will be reduced to the point where we could move that potentially elsewhere. Where it is needed.

295

00:41:22.900 --> 00:41:32.050

Bryan Poole, PBOT (he/him): but it but the the portable version. And and maybe it's something we need to think about more sort of in this interim period as well. So yeah, I appreciate your comment.

296

00:41:34.080 --> 00:41:35.330

Lori Stegmann, Multco Comm, She/Her/Hers: Councillor. Glance.

297

00:41:38.620 --> 00:41:44.480

Sandy Glantz: Was any is there any concern or consideration for

298

00:41:44.510 --> 00:41:52.600

Sandy Glantz: being able to get this done in that timeline? And the reason I mentioned that is, I know, on the Interstate Bridge Project

299

00:41:52.690 --> 00:41:56.730

Sandy Glantz: there, which starts in 2026. They're concerned

300

00:41:57.080 --> 00:42:05.369

Sandy Glantz: about getting enough, you know, construction type jobs filled. And we would also potentially have the rose quarter

301

00:42:05.680 --> 00:42:14.469

Sandy Glantz: redo going on. Is there any concern about making sure we have enough people and tools to get that done.

302

00:42:15.280 --> 00:42:25.979

Bryan Poole, PBOT (he/him): Yes, there's a lot of concern. Yeah. So both from the sort of the Annie. So the design side of things, and and really getting the design through the the design process in the

303

00:42:26.010 --> 00:42:32.129

Bryan Poole, PBOT (he/him): necessary timeline to even get to bidding out for construction. But then, also having construction workers. So.

304

00:42:32.510 --> 00:42:37.699

Bryan Poole, PBOT (he/him): you know, it's it's it's always hard to predict. You mentioned a number of

305

00:42:37.960 --> 00:42:48.950

Bryan Poole, PBOT (he/him): big projects that are me taking up a lot of sort of work capacity over the coming years. And it's something that our procurement teams looking at. Yeah. But yeah, it's a good. It's a good point. It's

306

00:42:49.200 --> 00:42:50.580

Bryan Poole, PBOT (he/him): it's it's gonna be a challenge.

307

00:42:51.460 --> 00:42:52.300

Sandy Glantz: Thanks.

308

00:42:52.650 --> 00:42:54.520

Lori Stegmann, Multco Comm, She/Her/Hers: Councillor Clark.

309

00:42:54.620 --> 00:42:59.639

Mark Clark: The rural mailboxes that I know that are along that

310

00:43:00.150 --> 00:43:02.560

Mark Clark: especially closer to

311

00:43:03.570 --> 00:43:19.410

Mark Clark: well, before you hit the freeway. Anyway, I had noticed that there's a lot of other mail boxes on other streets that have been done. Is the Post Office. Taking any consideration into how they deliver the mail around that.

312

00:43:21.010 --> 00:43:47.500

Bryan Poole, PBOT (he/him): Yeah, it's a good point, and it's something that we are dealing with on on Stark, for example, is another street where we're preparing, and protection and there's a lot of mailboxes on corridor and so what we can do is make it so that the the mail trucks can still pull up along the curve if we need to. We do work to consolidate those in places where we can but recognizing, you know, some of the residential homes that

313

00:43:47.620 --> 00:43:54.400

Bryan Poole, PBOT (he/him): that just have them along the the the current face we need to need to address and accommodate those. So

314

00:43:54.840 --> 00:43:56.040

Mark Clark: okay.

315

00:43:56.060 --> 00:44:03.569

Mark Clark: then, then the other thing is is that I always look at these things, and I go. I see that a lot of bicyclists, especially along

316

00:44:03.990 --> 00:44:20.989

Mark Clark: Gleason, where I'm closest to. They never use the bicycle lane. They're always up on the sidewalk, and I don't blame them for doing that. I'm just curious. If there was any thought to putting the bicycle or the parking closer to the

317

00:44:20.990 --> 00:44:34.760

Mark Clark: to where the cars are driving, and then put the bicyclists closer to the curb and have that parked car be more to protect the bicyclists and then have the walking on the sidewalk

318

00:44:34.760 --> 00:44:45.830

Mark Clark: closest to them. Have you studied that at all? And can you tell me why you don't have the cars parked there closest to the roadway.

319

00:44:47.270 --> 00:45:09.679

Bryan Poole, PBOT (he/him): Yeah, we do, we? So we have that design. I'm on Gleason, right? So if that is familiar, or if you can picture that where we have the bike, the cars out away from the curb, and then the bike lane gone along the curve. We, we hear mixed reactions about that. Some people don't feel comfortable parking when it the when the cars are sort of in between the travel lane and the

320

00:45:09.830 --> 00:45:12.830

Bryan Poole, PBOT (he/him): and and the curve. But it is.

321

00:45:12.860 --> 00:45:29.190

Bryan Poole, PBOT (he/him): It is safer, you know, we we do try to do that for people biking with this type of design we are proposing, and a large majority of the corridor to remove parking altogether. And so that is where we would be putting in unlikely concrete curving, except where we need to accommodate mailboxes.

322

00:45:29.220 --> 00:45:39.310

Mark Clark: to prevent some of that, you know, or if we driveways those types of things, cause you do it downtown. That's why I see it so successfully done. So you know.

323

00:45:39.690 --> 00:45:49.020

Bryan Poole, PBOT (he/him): Yeah. So we and so that section south of power, we are going to be maintaining some parking. That is something that will one of the options that we'll take a look at. And

324

00:45:49.170 --> 00:45:59.569

Bryan Poole, PBOT (he/him): interestingly, sort of you mentioned biking, I believe, 100 twenty-second. It has our highest scooter utilization. East of 80 s Avenue. So it is a

325

00:45:59.920 --> 00:46:06.369

Bryan Poole, PBOT (he/him): there's a there's a lot of bike activity and Bike Town is recently expanded to to 120. Second is the the limit.

326

00:46:06.420 --> 00:46:10.960

Bryan Poole, PBOT (he/him): But we also see a lot of scooters being used both on the sidewalk and the bike lane right now.

327

00:46:11.770 --> 00:46:14.579

Mark Clark: Oh, okay, thank you.

328

00:46:15.390 --> 00:46:21.369

Lori Stegmann, Multco Comm, She/Her/Hers: Brian. You mentioned that you're going to be removing. Some are all of the parking.

329

00:46:21.960 --> 00:46:27.260

Lori Stegmann, Multco Comm, She/Her/Hers: aren't there a lot of cars that park on 120? Second? And what kind of impact is that going to have?

330

00:46:27.920 --> 00:46:50.889

Bryan Poole, PBOT (he/him): Yeah? So I said, Yeah, some and majority. And we are. We still need to do a lot of the outreach that for for effective business owners, property owners. Some of the parking that happens there is, we realize this long term parking and also being used by businesses that do have alternative parking availability. They just don't like to use it. And so

331

00:46:50.910 --> 00:47:01.060

Bryan Poole, PBOT (he/him): it's gonna be have to be on a sort of case by case basis of where that parking is removed, and then where we can, we might need to accommodate some and and shift the bike lane over for a bit.

332

00:47:01.240 --> 00:47:03.980

Bryan Poole, PBOT (he/him): or do you? The parking protected option like

333

00:47:04.300 --> 00:47:05.650

Bryan Poole, PBOT (he/him): like we just heard. But

334

00:47:06.020 --> 00:47:16.700

Bryan Poole, PBOT (he/him): yeah, there's a lot of park. There is some parking utilization in certain spots. And then other places. There's very large surface parking lots that could accommodate that parking. So

335

00:47:16.870 --> 00:47:17.610

Bryan Poole, PBOT (he/him): yeah.

336

00:47:18.020 --> 00:47:41.179

Lori Stegmann, Multco Comm, She/Her/Hers: yeah, one thing kudos digression, because over on is a hundred ninetieth. I mean, they took the street parking out because there was a lot of criminal activity in where there's a lot of multi family housing. And I think that you know. So there's different reasons to to remove parking that that could have, you know, positive outcomes as well. So

337

00:47:41.490 --> 00:48:01.839

Lori Stegmann, Multco Comm, She/Her/Hers: alright well, Brian. Thank you so much. That was really interesting. Glad to hear that you got that Grant out of 37 other applications the good part is that y'all got the grant. The bad part is is that it tells me that 100 twenty-second is a very dangerous street. If we won

338

00:48:01.860 --> 00:48:12.690

Lori Stegmann, Multco Comm, She/Her/Hers: yeah. So I'm I'm excited that that you'll be able to work on that and hopefully make those safety improvements and find the workforce to to do all of that in 5 years.

339

00:48:12.990 --> 00:48:16.079

Lori Stegmann, Multco Comm, She/Her/Hers: Yeah, thank you. Yeah. Thanks for having me. Thank you, Brian.

340

00:48:16.990 --> 00:48:24.350

Lori Stegmann, Multco Comm, She/Her/Hers: All right. Next up we're gonna hear from Jay Higgins. Jay's gonna talk to us about street lighting in East County Jay.

341

00:48:30.360 --> 00:48:32.840

Jay Higgins, Gresham: Alright? Well, good afternoon, everybody.

342

00:48:32.980 --> 00:48:43.850

Jay Higgins, Gresham: So we're gonna talk about street lighting. And I wanted to start off first with just a little bit about You know how it's connected to safety.

343

00:48:44.710 --> 00:48:55.490

Jay Higgins, Gresham: yeah, and then and then I'll talk about how lighting is kind of administered in Gresham, and Chet is here to talk about how lighting is administered in the rest of the county East County

344

00:48:55.820 --> 00:48:57.540

Jay Higgins, Gresham: next slide, please.

345

00:48:59.760 --> 00:49:08.690

Jay Higgins, Gresham: So nationally, you know, there's recognition that we're seeing more fatal crashes at night with about 76% of all failed. Pedestrian crashes.

346

00:49:09.360 --> 00:49:20.009

Jay Higgins, Gresham: So that's a a very large difference from the daytime, and you know it's it's even more risky to, you know. Be a pedestrian who's involved in a fatality at night, because

347

00:49:20.160 --> 00:49:27.340

Jay Higgins, Gresham: only about 25% of our vehicle miles traveled occur at night. So you have a much higher risk factor going on there.

348

00:49:27.800 --> 00:49:38.190

Jay Higgins, Gresham: and then, Regionally, we're seeing that same pattern. So regionally, the same pattern for pedestrians is about 75% of fatal crashes occurring in the late.

349

00:49:38.460 --> 00:49:44.870

Jay Higgins, Gresham: And then you can see the other stats there on the screen is lower for motor vehicles, lower for bicyclists and lower motorcycle

350

00:49:45.990 --> 00:49:57.980

Jay Higgins, Gresham: and lighting is recognized by the Federal highway administration as a countermeasure, you know. Reduce these fatal crashes and countermeasure is an engineering engineering intervention

351

00:49:57.990 --> 00:50:04.789

Jay Higgins, Gresham: that's been studied, understand? So it's a proven reduction in transit from the from the studies.

352

00:50:04.860 --> 00:50:21.280

Jay Higgins, Gresham: And so the expected reduction for lighting is 42%. For night time injury, pedestrian crashes at intersections. So and there's a real positive impact to lighting. Of course, the point of lighting is that it helps. You know, drivers see farther, so they have more time to react.

353

00:50:21.800 --> 00:50:23.160

Jay Higgins, Gresham: And next slide, please

354

00:50:26.800 --> 00:50:33.269

Jay Higgins, Gresham: and have more visibility so they can see the hazards and vulnerable users out there in the dark.

355

00:50:33.960 --> 00:50:39.349

Jay Higgins, Gresham: So a little bit about Gresham's Street lighting. Gresham has about 8,000 street lights.

356

00:50:39.420 --> 00:50:47.909

Jay Higgins, Gresham: and we have a Street light fund that helps us maintain them, and we get about a million and a half dollars every year.

357

00:50:47.990 --> 00:50:53.040

Jay Higgins, Gresham: and that's all comes off of a portion of fees that are paid by the utilities right of way.

358

00:50:54.350 --> 00:50:59.909

Jay Higgins, Gresham: and that goes for everything that we do for our street lights, so that covers the cost of electricity.

359

00:51:00.110 --> 00:51:10.650

Jay Higgins, Gresham: It covers the cost. For staff. We we have. You know, staff person who does our signals and lighting. And so they do. Kind of front line maintenance, anything they could do as a small one person Job.

360

00:51:10.730 --> 00:51:30.120

Jay Higgins, Gresham: and then we do a contracted maintenance as well. So that's anything larger. If you were putting in several, if you're putting in larger street poles, or you'd be doing any maintenance on the existing street poles which are near the high voltage, you know, near all the power lines. Then you have to have a line truck and and different certified electricians

361

00:51:30.220 --> 00:51:34.020

Jay Higgins, Gresham: so pays for that. And then, of course, it replays for all the replacement.

362

00:51:36.560 --> 00:51:37.949

Jay Higgins, Gresham: Next slide, please.

363

00:51:39.470 --> 00:51:44.599

Jay Higgins, Gresham: So grassroom when we set up our street lights we created our own standards for them.

364

00:51:44.770 --> 00:52:02.620

Jay Higgins, Gresham: and we wanted it to really be plug and play for developers. Developers tend to install a lot more street lights than the city actually does, partly because of new subdivisions, but also any kind of infill they have to meet our standards so they might need to put in a new street light on in a big gap.

365

00:52:03.590 --> 00:52:15.629

Jay Higgins, Gresham: So to do that. We set the lighting levels that we wanted. And then our engineers use some performance software to really kind of figure out what are the exact fixtures and spacing that's needed on our streets to get that level of lighting.

366

00:52:15.920 --> 00:52:33.980

Jay Higgins, Gresham: And then this is all put into this beautiful table. You can see here on the right. So this is in our public works standards. And this tells, you know, a developer or anyone building a city project. What exactly they need to have the spacing type of light pole, and then the wattage level that we all have all specified.

367

00:52:34.830 --> 00:52:39.660

Jay Higgins, Gresham: So I guess the last thing I'll mention is that there's quite a few different types in here.

368

00:52:39.910 --> 00:53:05.710

Jay Higgins, Gresham: and that's mostly because Gresham does have some design standards. We use street lights as a piece of urban design. And so our 3 centers, our downtown, our civic and our Rockwood areas all have these acorn lights which are more focused. They're a decorative light pole brings it more. It's more of a pedestrian style lighting, although it does serve both pedestrians and the street just like our overhead. A

369

00:53:05.710 --> 00:53:13.340

Jay Higgins, Gresham: The pendant lights they all serve, and the cobra headlights. Everything gets lit by one light all right next. Thanks.

370

00:53:15.230 --> 00:53:26.599

Jay Higgins, Gresham: So what are our new street light projects. Well, so we're we're proudly the First Oregon City to replace all of our bulbs with led lights back in 2015 and that led to some

371

00:53:26.710 --> 00:53:35.919

Jay Higgins, Gresham: you know, savings on on our electricity bill, and we've been able to use that to kind of accrue small amounts of funding to put towards other streetlight projects.

372

00:53:36.130 --> 00:53:37.840

Jay Higgins, Gresham: So.

373

00:53:37.920 --> 00:53:51.359

Jay Higgins, Gresham: for example, Sandy Boulevard is a large capital project we completed a couple of years ago. The whole north side of the street was expanded. We put in a new travel lane. There was a planter strip with trees and the street lights. You can see here in the photograph.

374

00:53:51.430 --> 00:54:04.259

Jay Higgins, Gresham: So this, this was all done course to our standards. and the whole goal is that it's is that the Street Light fund helps to support that part of the capital project so that paid for all the street lights.

375

00:54:05.080 --> 00:54:14.649

Jay Higgins, Gresham: And one of the biggest issues in Gresham is that our arterials, while they have street lights. They are largely only lit on one side, so they're only on one side of the street.

376

00:54:15.030 --> 00:54:22.840

Jay Higgins, Gresham: and it's a very slow project to be able to install all of our street lights to get up to our standards, which is to have them on both sides of the street

377

00:54:23.160 --> 00:54:30.699

Jay Higgins, Gresham: and the cost, for light, unfortunately, can be quite high, because, we also have a standards for underground. So

378

00:54:30.710 --> 00:54:44.400

Jay Higgins, Gresham: just like you see here in Sandy Boulevard, there's no overhead wires. And that's because all the power is fed underground. So, combining all these things together, can can make for expensive projects and lead to a rather slow, based on our funding that we have.

379

00:54:45.210 --> 00:55:06.269

Jay Higgins, Gresham: Course. We do try to see grants to stretch our dollars where possible. We received a congressionally directed spending award from the Federal Government for the 1 80 First Avenue Safety Improvements Project. So that project's in Rockwood on 20 first and just a short stretch between Burnside and start, but it's going to reconfigure the sidewalks and add lighting where needed.

380

00:55:06.730 --> 00:55:24.779

Jay Higgins, Gresham: and then also, like in front of Centennial High School on 1 80 first and some nearby Rockwood neighborhoods that didn't have any street lights at all. Those were both eligible for community development block grants to install the street lights, and then, in those cases we use the Streetlight Fund as a source of magic.

381

00:55:26.630 --> 00:55:35.640

Jay Higgins, Gresham: So that's how streetlights work in Gresham, and I'll turn it over to Chet to talk about how things work in the rest of the county, and then we'll take questions at the end if you have it.

382

00:55:38.530 --> 00:55:53.439

Chet Hagen: Thanks, Jay. It's a really good presentation. Yeah. So she is right. We we compliment the city Gresham, in East County the Mid County Street Lighting district. Is administered by the county and, Oscar, if you wanna go to the next slide

383

00:55:53.770 --> 00:56:01.429

Chet Hagen: a little bit different service area. Most of our lights are in East County. You can see they're in the cities of Fairview and Troutdale and Maywood Park.

384

00:56:01.500 --> 00:56:19.559

Chet Hagen: But we also have some lights on the west side of the lamb at River 2 in. Unincorporated pockets. Of Multnomah County. So. But the vast majority of our lights are on the east side, and you'll notice Wood village is not included because Wood Village actually their lights are maintained by Portland. General Electric. Go ahead and go to the next slide.

385

00:56:20.530 --> 00:56:40.180

Chet Hagen: So it's a little bit more about the district. The Multnomah County Board is our board. We have a 1.5 million dollar budget, so a little different than Gresham, and we don't have a fund. We have a budget kind of more similar to like the county budget. And we're a service district under the

386

00:56:40.180 --> 00:57:04.839

Chet Hagen: so counties are. Are the governing bodies that administer these service districts. We have 2,800 Led Street lights. We we got done, and I think, 2016, after Gresham. So we learned some from them, and they helped us out. About 500 of our lights are decorative, so similar to those acorn pendant style lights. We don't have any full time. Staff we actually use the services of Gresham's

387

00:57:04.840 --> 00:57:21.719

Chet Hagen: signal electricians, and then we have contractors that do the work for us where it requires a line truck and the the circuits aren't grounded so that that that heavier high voltage work? And like, I said, Yeah, our all of our maintenance is kind of contracted out go ahead and go to the next slide.

388

00:57:22.770 --> 00:57:34.789

Chet Hagen: We have administrative rules instead of city code. And with that, we have some standard details for developers and contractors to use when they design and install street lighting facilities.

389

00:57:34.790 --> 00:57:54.499

Chet Hagen: And here we have standards. They're a little different than Gresham. So we're actually looking at the light on the pavement. This is the illuminance values. We don't have a standard spacing, but we, you know, we're we're coming at it from a very different very same perspective, actually, and then we pay close attention to where there's intersections as well. So

390

00:57:54.500 --> 00:58:18.239

Chet Hagen: we don't just look at what lights on the pavement. We look at 5 feet above the pavement to make sure that the lighting is better than what you would have whether just we have, like a normal through fare. We're looking at where the intersections happen and mid block crossings, and that at 5 feet. What is the illumination? Not just on the pavement. So so we're looking at?

391

00:58:18.360 --> 00:58:24.440

Chet Hagen: If there's you know how much lights at the human level in the vertical plane.

392

00:58:24.520 --> 00:58:26.479

Chet Hagen: Go ahead and go to the next slide.

393

00:58:27.710 --> 00:58:46.539

Chet Hagen: We have an app to report the outages in our in our system. Or if there's poll knockdowns and things like that, this is, see, click, fix we have a warehouse at the E on shop on 100 Ninetieth Avenue and then, like, I said, we use electrical service contractors for most of our works, and some we don't have full time staff to do that.

394

00:58:46.990 --> 00:58:49.080

Chet Hagen: Go ahead and go to the next slide.

395

00:58:50.750 --> 00:59:11.979

Chet Hagen: The vast majority of our capital, the new Lights comes from development much like Gresham. So whenever there's development happening, we try to bring up the street lighting systems to these standards, which are quite different than they used to be when the systems were initially built. We do, partner where we can with county or cities. So if they have a project

396

00:59:11.980 --> 00:59:24.920

Chet Hagen: we try to work with them, either to bring some additional funds to work on the street lights part of the project, or make sure we bring up the the stretch of road frontage to our current standards.

397

00:59:24.920 --> 00:59:42.869

Chet Hagen: And then we are trying to have a little bit of money set aside to do purely district funded projects. But we're not quite there yet. As Jay mentioned, it's kind of expensive to do street light infill. So we really try and partner with developers and with the cities and and counties where we provide service

398

00:59:42.930 --> 00:59:54.060

Chet Hagen: and go ahead and go to the next slide. We have 2 power utilities. We work with pacific core and with pge primarily. Pge. And there's this.

399

00:59:54.250 --> 01:00:20.580

Chet Hagen: these different options to the way that the utilities work with us. We're what's called an option C system. And that's where we own, operate and do everything with our street lights. And then the utility just sells us power. So Gresham was also like that, too. Wood Village is an option, a system where the utility owns, operates and provides the service to the community. So there's and there's an option B to but that's pretty common. Now, most of us are option C,

400

01:00:20.580 --> 01:00:31.619

Chet Hagen: and we're funded by an assessment on your property taxes. So if you live within the service area of the district, you'd see a charge every year. That's what pays for the operations of the district.

401

01:00:31.620 --> 01:00:53.050

Chet Hagen: And right now we have 18 different light fixture models. You'll see 3 of our decoratives up here. And there's 5 unique styles going on there. So we have a unique one on Hall Z. In Fairview Hall Z. In Troutdale, and then downtown. Right on historic Columbia Highway and Troutdale. We have all different unique fixtures there to help with the look and feel and aesthetic of the community.

402

01:00:53.050 --> 01:00:55.050

Chet Hagen: Go ahead and go to the next slide.

403

01:00:55.990 --> 01:00:58.670

Chet Hagen: And with that I think we're at the questions

404

01:01:00.860 --> 01:01:09.360

Lori Stegmann, Multco Comm, She/Her/Hers: that was amazing. I learned so much. I never knew about the different lighting districts. All right. Questions, comments.

405

01:01:17.970 --> 01:01:32.609

Mark Clark: I was gonna say that what village just ours is all automatic. But since it did come for us. I was pleased, so I thought it was pretty funny. I knew what ours was, but I'm glad he went all the way around us. But I'll save it at that.

406

01:01:35.310 --> 01:01:43.019

Lori Stegmann, Multco Comm, She/Her/Hers: Yeah. And Jake going back to the the issue of safety. That was an astounding number that 75%

407

01:01:43.190 --> 01:01:50.539

Lori Stegmann, Multco Comm, She/Her/Hers: of accidents, or I don't. What was it? Accidents or fatalities, that fatal pedestrian crashes?

408

01:01:51.030 --> 01:02:00.170

Lori Stegmann, Multco Comm, She/Her/Hers: Yeah, I mean, that's really I mean, like, it's something that I think I'd like kind of new, but to see 75

409

01:02:00.290 --> 01:02:06.099

Lori Stegmann, Multco Comm, She/Her/Hers: which makes me think a whole lot about, you know the the daylight savings time and

410

01:02:06.130 --> 01:02:21.730

Lori Stegmann, Multco Comm, She/Her/Hers: and and and all of that, and how important, you know, like I don't know. I think like I kind of take street lights for granted, you know. But after seeing this presentation, I'm like, Wow, they actually do save lives. And then I think you all talked about.

411

01:02:22.430 --> 01:02:30.640

Lori Stegmann, Multco Comm, She/Her/Hers: not only when the light hits the pavement. But is it illuminating from the pavement to see a person

412

01:02:30.640 --> 01:02:53.700

Lori Stegmann, Multco Comm, She/Her/Hers: 5 feet up? I think you were talking about that chat that was really really interesting. And yeah. And as Chet said, the Board of County Commissioners, we are the the lighting district, too. So we we vote on the annual budget but I I've never had as in depth of a presentation as this chat, so I really appreciated it. And I it wasn't really clear to me. Oh, that Gresham!

413

01:02:53.740 --> 01:03:06.879

Lori Stegmann, Multco Comm, She/Her/Hers: They do their own lighting, and I didn't really realize that Wood Village was kind of on their own, too. But anyway, so it's just kind of really interesting to see all of our uniqueness, even though you know, we're all cities out here in East County.

414

01:03:10.710 --> 01:03:25.009

Jay Higgins, Gresham: and I know I'll chime in briefly about safety again. I'm sure we'll be talking about this some more, as our safe streets grant progresses. You know that's not the you know the last word on safety. But you know there's lots more analysis that'll be coming, and we can revisit the topic when unnecessary.

415

01:03:25.830 --> 01:03:35.600

Lori Stegmann, Multco Comm, She/Her/Hers: Yeah, I mean, I think one of the things that I've really enjoyed about our Mctuck convenings is that we are all really moving to providing a safe

416

01:03:35.650 --> 01:03:57.059

Lori Stegmann, Multco Comm, She/Her/Hers: of a community when it comes to transportation. And you know, and you know, looking at it through lighting. You know, through improvements at

all these different multiple ways that we can make our community safe is really meaningful. So thank you so much. I really appreciate it, Jay and chat and so let's say, are we?

417

01:03:57.370 --> 01:04:07.310

Lori Stegmann, Multco Comm, She/Her/Hers: Are we done with your presentation, Jay? Do we cover? Are you doing the signal upgrade projects? I'm doing signals to you all right. I'll turn it back over to you all right. Well, thank you.

418

01:04:07.880 --> 01:04:20.290

Jay Higgins, Gresham: All right. Well, so I just this is a a brief you know. Good news about some safety infrastructure that we're putting in. So we have. Gresham received a grant from the the Signal Controller

419

01:04:20.490 --> 01:04:22.459

Jay Higgins, Gresham: project. I need next slide, please. There.

420

01:04:23.050 --> 01:04:27.850

Jay Higgins, Gresham: and it's really the the grand just to replace aging signal controllers

421

01:04:27.950 --> 01:04:34.369

Jay Higgins, Gresham: so signal controllers with that little black box you see there at the bottom, you know it's the brains that runs the traffic signals.

422

01:04:34.400 --> 01:04:43.320

Jay Higgins, Gresham: And then you can see here in this photo there's there's the gray signal cabinet on the edge of the signal that controls all 4 of the approaches to the intersection

423

01:04:43.830 --> 01:04:58.120

Jay Higgins, Gresham: So the grant was in partnership with Pbot, Portland Bureau of Transportation through the transportation system management operations program at Metro. So that's that ismo acronym there in the middle of the slide.

424

01:04:58.530 --> 01:05:07.760

Jay Higgins, Gresham: And the Tismo program works to better manage and operate existing roads and transit systems largely through coordination and improvement of a technology on the system.

425

01:05:07.870 --> 01:05:16.119

Jay Higgins, Gresham: So in this case the hardware is about \$6,000 for each of those controllers, and about 4 to 5,000 for installation and programming

426

01:05:16.490 --> 01:05:29.449

Jay Higgins, Gresham: and this grant will replace 84 signal controllers in East Monteman County. It'll take a couple of years to get all that done. But it replaces all the old controllers. That we still have out there?

427

01:05:29.720 --> 01:05:48.990

Jay Higgins, Gresham: So so why is this so important? Well, this technology that's out there now, and those 84 signals is is really based on technology from the seventies. You know, it's it's just a digital clock that controls the signal timing. And so what this grant will do is upgrade it to. It's got a full computer in there really can keep track of a second by second data.

428

01:05:49.370 --> 01:06:04.310

Jay Higgins, Gresham: and that helps to run the signals more efficiently and then the control new controllers can also keep track of things like performance measures such as you know. What are the traffic levels? How often are pedestrian buttons being pushed. How often are bicycles detected?

429

01:06:04.430 --> 01:06:20.439

Jay Higgins, Gresham: And then that data can then be fed into a central database base that could be queried by staff. and that sort of central database piece is something that was funded as a new regional system paid for by Metro and housed at Portland's Central signal system.

430

01:06:22.650 --> 01:06:33.259

Jay Higgins, Gresham: and then just a short talk. But one of the reasons we got this grant was, was the safety aspects of it. One of the things these controllers can do is we can program them with, Oh, next slide, please, Oscar.

431

01:06:33.540 --> 01:06:40.839

Jay Higgins, Gresham: I advanced my own slide, but not the other thing we can do with them is we can program them with a pedestrian head. Start.

432

01:06:40.870 --> 01:06:54.780

Jay Higgins, Gresham: We're also called a leading pedestrian interval, and that means that when a car or a pedestrian is waiting at a red light. The walk signal for the pedestrians goes first about 3 to 7 s before that new green light for the car.

433

01:06:54.810 --> 01:06:59.979

Jay Higgins, Gresham: And so that helps the pedestrians get out into the crosswalk, and then they're more visible to turning cars.

434

01:07:00.040 --> 01:07:10.779

Jay Higgins, Gresham: and national research has shown that pedestrian head starts have a crash reduction factor of up to about 13. So again, that's one of those countermeasures that can be put in place by engineers

435

01:07:11.970 --> 01:07:13.510

Jay Higgins, Gresham: and then next slide.

436

01:07:13.960 --> 01:07:26.760

Jay Higgins, Gresham: And then the other great thing it does is that with these new controllers they can be programmed to have transit signal priority. These, the old ones around East County can't. And so one of the reasons we.

437

01:07:26.800 --> 01:07:39.160

Jay Higgins, Gresham: we're able to get the grant again, as we have this nice dual benefit in the future. When a trim trimet is ready to turn on transit signal priority for a certain bus line, it'll be ready. It'll be ready for them in East County.

438

01:07:39.520 --> 01:07:41.930

Jay Higgins, Gresham: and then next slide, please.

439

01:07:42.380 --> 01:07:56.559

Jay Higgins, Gresham: And then this really quickly. These are just all the places that it's going to be put in place. So again, it was in partnership with pivot. So we we focused on the start corridor because it's got the line 20, our frequent one of our buses that's going to be frequent service.

440

01:07:56.620 --> 01:07:58.730

Jay Higgins, Gresham: and then next slide.

441

01:07:59.630 --> 01:08:08.759

Jay Higgins, Gresham: And we focused on Burnside because of the Max line. And then the fact that we have all these crossing bus lines going north, south in places. and then next slide

442

01:08:09.760 --> 01:08:21.279

Jay Higgins, Gresham: our last one. This just shows again the reach of all those signals, upgrading everything that wasn't on those 2 previous slides all across east counting. So which aggression helps with all the signals.

443

01:08:22.550 --> 01:08:25.460

Jay Higgins, Gresham: And that's what I've got happy to answer any questions. If there's so.

444

01:08:26.910 --> 01:08:29.799

Lori Stegmann, Multco Comm, She/Her/Hers: thank you, Jay. Questions or comments.

445

01:08:33.830 --> 01:08:51.200

Lori Stegmann, Multco Comm, She/Her/Hers: Well, I gotta say one of my favorite things is a pedestrian head start. I can't. I know we've all been there where, you know, you're just like walking around. And then like, I always try to stop whenever I see pedestrians and I think the losses that you're supposed to wait until they're like

446

01:08:51.200 --> 01:09:14.269

Lori Stegmann, Multco Comm, She/Her/Hers: 70% or 60% across the sidewalk, even though, like I can go. But I don't know that the car behind me knows that there's a pedestrian crossing and so I love those th that new technology. And being an original member of the whatever committee for the the division buses

447

01:09:14.520 --> 01:09:39.249

Lori Stegmann, Multco Comm, She/Her/Hers: 10 years ago, having transit signal priority that is awesome and then, really love the kind of the the quote big data of where you're able to collect the data about how often people are using different signals. So that's like, yeah, I think I'm becoming a transportation nerd like this is stuff is like really exciting. Cast a glance.

448

01:09:39.850 --> 01:09:44.359

Sandy Glantz: Yeah, what did you say? The timing on. This was for getting the work started.

449

01:09:44.520 --> 01:09:58.200

Jay Higgins, Gresham: Well, we just got the grant awarded. So it's gonna take another year or 2. So right now we're working through contracting to get the actual funds, and then we'll be working to get a contractor out there to do some of the replacements, and do as many as we can with. Internal staff as well.

450

01:09:58.760 --> 01:09:59.840

Sandy Glantz: Perfect. Thanks.

451

01:10:00.320 --> 01:10:01.750

Lori Stegmann, Multco Comm, She/Her/Hers: Lynn, did you have something?

452

01:10:02.870 --> 01:10:06.630

Glen Bolen (He/Him) ODOT: Oh, thank you, Commissioner. I had something very, very

453

01:10:06.680 --> 01:10:24.520

Glen Bolen (He/Him) ODOT: not important. But I'm just curious. I don't know if you know this jade I remember years ago there was a debate over what format we were going to use for car to car communication or card to cloud communication. And your chart, your diagram was a bus to Cloud. Do you know if there's like a national protocol that was adopted.

454

01:10:25.070 --> 01:10:49.990

Jay Higgins, Gresham: I would not be surprised if you don't, because I mean, it's a weird topic. Yeah, all I know talking with our signals, engineer, is that that does seem to be the way the future I mean, that was something that. Yeah, here's the. Here's a little bit of down and dirty details, you know, for the division transit. They were piloting that system with the provider and trying to seem to like it enough. But you know again, this is hearsay from the signals, engineer, that that's what they're gonna stick with. So

455

01:10:49.990 --> 01:11:04.230

Jay Higgins, Gresham: China will be sticking with it. And as far as I know, that's what we use across the region, because that's just, you know, they're the ones who end up actually paying for it right? So they have to pay the third party provider to turn on Tsp sort of keep that whole cloud system in the background, running.

456

01:11:04.620 --> 01:11:05.770

Glen Bolen (He/Him) ODOT: Fascinating.

457

01:11:06.950 --> 01:11:07.790

Glen Bolen (He/Him) ODOT: Thanks.

458

01:11:09.220 --> 01:11:24.699

Lori Stegmann, Multco Comm, She/Her/Hers: Alright. Well, Jay, thank you so much. This was, quote an illuminating conversation. Sorry I can help myself alright. Well, thank you both. Thank you. Chat. Thank you. Jay. Next up, Sarah.

459

01:11:24.900 --> 01:11:28.449

Lori Stegmann, Multco Comm, She/Her/Hers: So exciting. What is happening in the tolling world?

460

01:11:29.640 --> 01:11:35.590

Sarah Paulus - Multnomah County (she/her): Yes, thank you. Hi, good afternoon. And everyone. So I typically provide

461

01:11:35.620 --> 01:11:58.160

Sarah Paulus - Multnomah County (she/her): polling updates at this meeting. Mine will be a little bit different today. I'm not sure. To what extent all of you have been tracking what's going on. I have been following it as closely as possible. So here to update you. So just last Monday, a really big shift happened in the polling world.

462

01:11:58.160 --> 01:12:17.750

Sarah Paulus - Multnomah County (she/her): The Governor Kotex, sent a letter to the Otc. That I'll probably be looking at when I talk to you. And that essentially said she believed it was time for Odotop to bring their work on the Rmpp. To an end, and as a reminder that was the project that

463

01:12:17.750 --> 01:12:29.269

Sarah Paulus - Multnomah County (she/her): we told all of i. 5 and I 205, and wasn't directly tied to funding a specific project with the tolling revenue. It was more focused on congestion management.

464

01:12:29.530 --> 01:12:49.759

Sarah Paulus - Multnomah County (she/her): so that work has halted, and she also asks to delay any additional expenditures for the implementation of tolling on i. 205, which the I. 205 toll project was sort of a separate but adjacent toll project, and that work is being halted as well.

That

465

01:12:49.760 --> 01:13:15.139

Sarah Paulus - Multnomah County (she/her): work on i. 205 was tied more to a specific project that has not found all of its funding yet. So Odot has mentioned that they're planning on going back and redoing some of their finance plans that had included tolling revenue, and they will take that piece out, and they will redo their finance plans with the revenue streams that they still do have. And the

466

01:13:15.150 --> 01:13:36.869

Sarah Paulus - Multnomah County (she/her): Governor also notes that she's really looking forward to more conversations, and during the legislative session in 2025, about kind of more broader revenue sources for the region, and also worth noting that she calls out specifically that any delay, or

467

01:13:36.910 --> 01:14:02.280

Sarah Paulus - Multnomah County (she/her): stopping of building tolling infrastructure in Oregon will not impact the ability for the Ivr. The Interstate Bridge replacement project to collect tolls. But they are gonna work. O, Dot and Otc. Are going to work with the partners that we have on that project in the State of Washington. To kind of shift over towards the Washington State

468

01:14:02.490 --> 01:14:30.979

Sarah Paulus - Multnomah County (she/her): Department of transportation to kind of continue the tolling infrastructure for the Ivr project, and kind of take the lead on that. So again this letter came out last Monday. I think that there's a lot of questions. That everybody still has, and I think that tolling was revenue, that the region was generally expecting to have. So I think that

469

01:14:31.360 --> 01:14:55.539

Sarah Paulus - Multnomah County (she/her): knowing that this revenue will not exist as of now, is definitely shifting a lot of the funding and revenue expectations that we had, and there will definitely need to be some changes there, and I don't think all of those answers have been worked out. But I just wanted to make sure all of you were aware that the 2 major tolling projects are as of now halting

470

01:14:55.570 --> 01:14:57.940

Sarah Paulus - Multnomah County (she/her): and I wanted to

471

01:14:57.980 --> 01:15:17.530

Sarah Paulus - Multnomah County (she/her): start with that, and then just leave some time to take any questions that you all might have, and if I don't have the answer, I can know that you're curious about that, and make sure to get back to you, as more information kind of trickles out from Odot. So I'll start with that and see if there's any questions I can attempt to answer.

472

01:15:17.860 --> 01:15:18.700

Lori Stegmann, Multco Comm, She/Her/Hers: Tom.

473

01:15:19.740 --> 01:15:32.639

Tom Bouillion, Port of Portland: Yeah, thanks, Sarah. I was curious about the Abernathy Bridge project. It seems like it's quite far along as far as construction. So is there now a

474

01:15:32.850 --> 01:15:43.349

Tom Bouillion, Port of Portland: unfunded gap that Odot's facing in that project? And is that maybe follow up question? Does that suggest there's going to be any delays on the project.

475

01:15:44.010 --> 01:15:45.879

Sarah Paulus - Multnomah County (she/her): and those are great questions.

476

01:15:45.900 --> 01:15:54.230

Sarah Paulus - Multnomah County (she/her): I there is a funding gap I think it's like 400 million. But I could be very wrong about that. And

477

01:15:54.250 --> 01:16:22.500

Sarah Paulus - Multnomah County (she/her): so I can kind of answer this in different parts, and I know Glenn is here from Odoton, but essentially all of the tolling meetings that from a technical standpoint up to the our tech meeting. That was more an elected level body meeting. We're kind of cancelled but they did host the emac meeting in the middle of last week, which is the group of people that was really focused on the equity aspects of implementing and designing toll programs. And

478

01:16:22.500 --> 01:16:41.410

Sarah Paulus - Multnomah County (she/her): in that short kind of brief virtual meeting they did a little bit of a QA. And somebody asked a similar question about Abernathy funding and the folks at Odot didn't really have a specific answer. At this point they mentioned going back and looking at their finance plans and seeing where it leaves them. And I think

479

01:16:41.410 --> 01:17:00.299

Sarah Paulus - Multnomah County (she/her): both Odot and the Governor are definitely assuming that there'll be some pretty big conversations about tolling, and some of those revenue gaps during the legislative session. But that's that's about all I know. Glenn, I saw you unmuted. If you have anything else to add, but if not, I don't need to throw you on spot

480

01:17:00.560 --> 01:17:15.740

Glen Bolen (He/Him) ODOT: at first, Sarah. Amazing. You have done better research, and I'm able to do on all of this. So you're helping me, I appreciate it. Tom, I heard. I what I've heard, you know, from more, from news stories and everything else. Is that

481

01:17:15.760 --> 01:17:43.469

Glen Bolen (He/Him) ODOT: my understanding is that that is a project that has gone to bid. So it's it's it's moving forward. I believe they had secured some of the funding from Hospital 2017 money for the projects that they had just. There was some movement around the steps. I think it. It leaves an overall whole, but it won't stop construction, just so like Sarah mentioned. They gotta figure out the bigger picture game plan because they've made they've committed and they they can stop stop construction. So

482

01:17:43.930 --> 01:17:48.780

Glen Bolen (He/Him) ODOT: that's about what I know. Kinda like, I say, Sarah knows more than I do.

483

01:17:49.520 --> 01:17:52.799

Sarah Paulus - Multnomah County (she/her): No, thank you for adding that I appreciate it.

484

01:17:54.020 --> 01:18:14.349

Lori Stegmann, Multco Comm, She/Her/Hers: Well, thank you for the update. I don't know. I think. Some of us are, you know. Glad to hear this news. Some of us who've worked on this issue you know, through through your professions maybe taken aback. I know that there's been a lot of time and effort by people that work

485

01:18:14.350 --> 01:18:26.340

Lori Stegmann, Multco Comm, She/Her/Hers: in our transportation departments. So it does seem for better or for worse, like there is a new and different direction, and I think we we all have a little bit of whiplash

486

01:18:26.460 --> 01:18:46.460

Lori Stegmann, Multco Comm, She/Her/Hers: and just trying to figure out, what does that mean for these major infrastructure projects that that we have on the table. So Sarah, I don't know if that means that our future updates will be shorter or longer. But I really appreciate you going into depth and sharing with us.

487

01:18:46.920 --> 01:18:54.480

Sarah Paulus - Multnomah County (she/her): Yeah, of course. And that's a good point. I was going to add that like, I said, I've been doing these tolling updates. And I think they're

488

01:18:54.510 --> 01:19:06.650

Sarah Paulus - Multnomah County (she/her): will inherently be some more conversations at a region wide level about funding and revenue, maybe just more broadly than specifically tolling as a source, and Multimilla County will, of course, keep

489

01:19:06.650 --> 01:19:29.759

Sarah Paulus - Multnomah County (she/her): tracking all of those conversations through the 2025 session and beyond, and I will definitely still work to keep you all updated on those conversations as I did with Tolling. I think we'll just see what ends up playing out in the format of all that and the frequency. But yeah, we'll still make sure that is tracking those important funding and revenue conversations moving forward. So thank you.

490

01:19:29.840 --> 01:19:37.090

Lori Stegmann, Multco Comm, She/Her/Hers: Great. Thank you, Sarah. Alright. Next up Jpac. Report. Mayor Stovall, do you have a report for us?

491

01:19:40.350 --> 01:19:44.530

Travis Stovall: I was unable to attend a Jpeg last month.

492

01:19:44.680 --> 01:19:47.849

Travis Stovall: and neither was

493

01:19:47.870 --> 01:19:58.970

Travis Stovall: Mayor minor, so we were both out of town and unable to attend, so wouldn't I? Don't have an Update, and but I will be there this Thursday, for sure.

494

01:19:59.660 --> 01:20:10.619

Lori Stegmann, Multco Comm, She/Her/Hers: Alright, no worries. We'll move on to Elliott, and I don't know Elliot, if you attended, but if you want to give us your report out on the Jp. Packet agenda metro updates.

495

01:20:10.850 --> 01:20:39.830

Eliot Rose, Metro (he/him): and if you went to the Jpac meeting I always listen to Jpac whenever I can. I'm not going to attempt to give Mayor, still, balls excellent gloss on what actually happened there. But I'll I'll go through the agenda by the numbers, and then happily follow up with anyone who wants to. Dig into any any one of these items that that we did discuss. And you know, see if I can follow up with the notes or other materials on that. So at the last Jpac, in February,

496

01:20:40.170 --> 01:20:45.199

Eliot Rose, Metro (he/him): the main things that we ended up discussing were,

497

01:20:45.710 --> 01:20:46.830

Eliot Rose, Metro (he/him): the

498

01:20:48.240 --> 01:21:12.249

Eliot Rose, Metro (he/him): yeah, there's an initial presentation on the process of updating the Metropolitan Transportation Improvement program, which is where projects in our 20 Year Regional Transportation Plan come when they need funding over the next 5 years. And we describe which specific funds are going toward which specific projects of the State and Federal funding that Metro helps to administer and so

499

01:21:12.250 --> 01:21:27.370

Eliot Rose, Metro (he/him): this is a very early in the cycle. But we but Staff came to Jpac to collect to provide some initial information and collect some additional direction on how we, how we do that process, this time around. And then we had a discussion of

500

01:21:27.530 --> 01:21:48.860

Eliot Rose, Metro (he/him): the implementation of the Regional transportation plan. Metro adopted the Regional Transportation plan with support from Jpac to Metro Council in November and there were as part of the final adoption conversations. There were a number of actions that

501

01:21:48.950 --> 01:22:11.919

Eliot Rose, Metro (he/him): folks requested, saying, Hey, we're we're we're adopting this Rtp. But we would like to see some follow up on certain items here that we think are particularly pressing. And so Staff brought back a conversation with, what implementation of the regional transportation plan is, gonna look like moving forward, and particularly what you know. What accountability?

502

01:22:12.210 --> 01:22:14.879

Eliot Rose, Metro (he/him): So what, what what a

503

01:22:15.790 --> 01:22:36.669

Eliot Rose, Metro (he/him): what accountability Metro has for advancing and other our agency partners for advancing the different steps that are called out in the Rtp as well as how we track the implementation of toll projects. So there's a lot to figure out there. But you know the implementation of toll projects and tracking those and making sure those were meeting

504

01:22:36.670 --> 01:22:50.319

Eliot Rose, Metro (he/him): the values that you know the region agreed to around Tolling. We're a big part of the conversation around the Rtp. And that will continue to be, you know, a rich conversation moving forward, I imagine, given especially given what Sarah just shared with the group.

505

01:22:51.860 --> 01:23:00.619

Eliot Rose, Metro (he/him): Alright, I'm gonna move on to the next Jp. Which is scheduled for this. Thursday, March twenty-first, 7, 30.

506

01:23:00.710 --> 01:23:04.380

Eliot Rose, Metro (he/him): and we have

507

01:23:05.060 --> 01:23:28.039

Eliot Rose, Metro (he/him): for with our bundle of usual mtip amendments for the transportation improvement program. The main thing we're talking about. There is, an addition of a lot more

transit signal priority projects of the type that we just heard about through funding provided by the State and Federal. The State Federally funded State administered carbon

508

01:23:28.040 --> 01:23:38.049

Eliot Rose, Metro (he/him): carbon reduction program. Sorry I'm trying to keep all my acronyms straight. So there's more money coming into the program for signal time for signal priority projects.

509

01:23:38.070 --> 01:23:51.889

Eliot Rose, Metro (he/him): And then the we only have one information and discussion presentation scheduled, and that's on regional transportation priorities and funding, especially as it relates to

510

01:23:52.290 --> 01:24:07.400

Eliot Rose, Metro (he/him): funding operations and maintenance of the transportation system, so that that presentation is a is going to be jointly delivered by both Metro and and Odotop, because Odot obviously plays a large role in in operating and maintaining the system here in the region.

511

01:24:07.710 --> 01:24:10.530

Eliot Rose, Metro (he/him): So that's the j-pact agenda for this coming Thursday.

512

01:24:12.860 --> 01:24:19.950

Lori Stegmann, Multco Comm, She/Her/Hers: All right, thank you. Glynn, what are you saying in yours. if you want to learn?

513

01:24:19.970 --> 01:24:48.470

Glen Bolen (He/Him) ODOT: Oh, I was gonna mention this later. I put a link in. Sorry not, interrupt Elliot. I place the link in the in the chat to the Organ Transportation Commission meeting. Is follow up to like this conversation about budgets. Lindsay, Baker, government affairs, specialists or directors. Director made a presentation. It starts around 3 h, 5 min if you want to scroll to that point a little bit about what happened in the session. But then she goes on, talk about 2025 session and has a little video on expenditures that is interesting.

514

01:24:48.530 --> 01:24:58.859

Lori Stegmann, Multco Comm, She/Her/Hers: Great, thank you. Alright. Well, now, we can move to just general agency updates. Elliott, did you have any other updates from Metro?

515

01:24:59.370 --> 01:25:00.769

Eliot Rose, Metro (he/him): Not right now. Thank you.

516

01:25:00.780 --> 01:25:04.419

Lori Stegmann, Multco Comm, She/Her/Hers: Okay. Oda Glenn, do you have any Updates?

517

01:25:05.540 --> 01:25:15.909

Glen Bolen (He/Him) ODOT: That's what I have for today.

518

01:25:17.410 --> 01:25:20.300

Tom Bouillion, Port of Portland: Yeah. No updates for me today. Thanks.

519

01:25:20.430 --> 01:25:22.560

Lori Stegmann, Multco Comm, She/Her/Hers: Okay, try, Matt. John

520

01:25:25.680 --> 01:25:27.250

Lori Stegmann, Multco Comm, She/Her/Hers: is John still with this.

521

01:25:28.520 --> 01:25:29.780

Lori Stegmann, Multco Comm, She/Her/Hers: maybe John left

522

01:25:30.510 --> 01:25:41.410

Lori Stegmann, Multco Comm, She/Her/Hers: alright Fairview. Counselor Todd, did did we get an opportunity to to welcome you. I know I wasn't here at the last meeting.

523

01:25:41.420 --> 01:25:45.809

Lori Stegmann, Multco Comm, She/Her/Hers: anyway, I did want to officially welcome you to our group.

524

01:25:48.760 --> 01:25:51.980

Lori Stegmann, Multco Comm, She/Her/Hers: And, Sarah, do you have anything?

525

01:25:54.940 --> 01:26:09.340

Lori Stegmann, Multco Comm, She/Her/Hers: I do not have any updates from Fairview today? Thank you. Okay. Great and Councillor Todd, I see you. Did we have an opportunity to like officially welcome you? I was not. I was not at the this is my first meeting.

526

01:26:09.420 --> 01:26:12.260

Lori Stegmann, Multco Comm, She/Her/Hers: Okay? So I'm taking notes

527

01:26:12.630 --> 01:26:18.030

E'an Todd: and looking at maps and appreciating the all of the great staff

528

01:26:18.140 --> 01:26:20.890

E'an Todd: presentations and information.

529

01:26:21.260 --> 01:26:36.380

E'an Todd: so. But yeah. would you like to say a few words about your your position on. Sure. Just give me one sec. I had to move from where I was set up because the sun came around and I started boiling. So I just had to move.

530

01:26:37.820 --> 01:26:46.280

E'an Todd: Yeah. So my name is Ian Todd. I was appointed to Council Position number 3 in October of last year.

531

01:26:46.480 --> 01:26:53.390

E'an Todd: I've live in Fairview. I'm also of the privilege to be on the board of the Portland Rose Festival.

532

01:26:54.120 --> 01:27:05.210

E'an Todd: I have lived in the Portland region for most of my life with some sojourns and some other places. I've been involved in

533

01:27:05.570 --> 01:27:07.650

E'an Todd: city and county

534

01:27:07.850 --> 01:27:17.400

E'an Todd: things going back to the first design shoreat that my parents took me to in 1,980 so which was the

535

01:27:17.540 --> 01:27:23.959

E'an Todd: Fred Meyer at Hyster. which is now the the Holly, the West, Hollywood, Fred Meyer.

536

01:27:24.480 --> 01:27:29.929

E'an Todd: because I grew up in that neighborhood, and also a proud graduate of Lincoln high school.

537

01:27:30.710 --> 01:27:42.730

Lori Stegmann, Multco Comm, She/Her/Hers: Well, great we are so glad to have you join us, and I'm sure if they haven't already multnimit county staff has like an orientation, I see.

538

01:27:43.040 --> 01:27:47.429

E'an Todd: Yeah, I had that just last week, and it was very helpful and formative.

539

01:27:47.520 --> 01:27:55.999

Lori Stegmann, Multco Comm, She/Her/Hers: Awesome, good, good, good, good. I know. So is transportation. Is that an area that you have experience in?

540

01:27:56.050 --> 01:27:58.460

E'an Todd: I have been on

541

01:27:58.690 --> 01:28:01.910

E'an Todd: planning

542

01:28:02.930 --> 01:28:05.029

E'an Todd: committees for

543

01:28:05.070 --> 01:28:16.230

E'an Todd: some transportation stuff going back to northeast coalition of neighborhoods in a city of Portland. with the Albina plan, and then neighborhood plans and

544

01:28:16.250 --> 01:28:19.509

Lori Stegmann, Multco Comm, She/Her/Hers: and some regional stuff. So

545

01:28:19.540 --> 01:28:24.180

E'an Todd: but I it's something I pay attention to here in Fairview with the

546

01:28:24.430 --> 01:28:32.059

E'an Todd: you know, with the interaction between the county and Fairview, because our main streets happen to all be county roads. So

547

01:28:32.320 --> 01:28:48.650

Lori Stegmann, Multco Comm, She/Her/Hers: yes. Well, I'm really excited that you you've joined our committee, and so just wanted to make sure that you you felt welcomed, and you know from the county staff as well as you know all of our cities out here. So it's great to have you.

548

01:28:48.780 --> 01:28:49.830

Lori Stegmann, Multco Comm, She/Her/Hers: Martha?

549

01:28:50.100 --> 01:28:54.170

Lori Stegmann, Multco Comm, She/Her/Hers: Grecian, Mayor Stovall or Jay anything for you?

550

01:28:54.920 --> 01:29:03.839

Lori Stegmann, Multco Comm, She/Her/Hers: I don't have anything additional to report out, and Jay's nodding. No, okay. Portland.

551

01:29:04.050 --> 01:29:07.700

Lori Stegmann, Multco Comm, She/Her/Hers: What do we have from? Do we have anybody from Portland?

552

01:29:08.530 --> 01:29:13.090

Lori Stegmann, Multco Comm, She/Her/Hers: No. all right, Councillor, glance, Chartdale.

553

01:29:14.100 --> 01:29:16.060

Sandy Glantz: I see Dakota just came on.

554

01:29:18.360 --> 01:29:27.270

Dakota Meyer (He/Him) - City of Troutdale Associate Planner: Everyone sorry I was taking a pod call earlier. No. Updates for the city of Chat. There that I have. I'm not sure if you have any counselor plans.

555

01:29:27.390 --> 01:29:35.529

Sandy Glantz: No, I was just gonna mention. I know we've been working with the county on 200 and Fifty-seventh, and some of those changes.

556

01:29:38.120 --> 01:29:44.700

Lori Stegmann, Multco Comm, She/Her/Hers: Great, that's gonna be exciting all of that work. Are we scheduled to have an update.

557

01:29:44.950 --> 01:29:47.969

Lori Stegmann, Multco Comm, She/Her/Hers: Sarah, on 250 seventh? I know that they're

558

01:29:48.190 --> 01:29:51.309

that we've received some updates. I don't know if it's time yet.

559

01:29:53.600 --> 01:30:00.040

Lori Stegmann, Multco Comm, She/Her/Hers: Yes, I believe so. I will double check the work plan. But we'll make sure.

560

01:30:00.580 --> 01:30:04.280

Lori Stegmann, Multco Comm, She/Her/Hers: Let's see here, Wood Village. Councillor Clark.

561

01:30:05.000 --> 01:30:07.990

Mark Clark: I'll defer to Greg or Eric Erica.

562

01:30:08.460 --> 01:30:11.830

Lori Stegmann, Multco Comm, She/Her/Hers: All, all is well in the village.

563

01:30:12.740 --> 01:30:14.169

and Maltlyn Mccann.

564

01:30:18.080 --> 01:30:21.730

Sarah Paulus - Multnomah County (she/her): I do not have any updates anybody else from the county.

565

01:30:21.860 --> 01:30:24.140

Sarah Paulus - Multnomah County (she/her): No, okay, thanks.

566

01:30:24.320 --> 01:30:27.450

Lori Stegmann, Multco Comm, She/Her/Hers: Oscar. What did you put in the chat?

567

01:30:27.920 --> 01:30:33.900

Oscar Rincones, He/Him - Multco Zoom Support: I put the bike rodeo flyer in there, which will also is also

568

01:30:34.690 --> 01:30:38.879

Oscar Rincones, He/Him - Multco Zoom Support: already in Dropbox and already on the Mctuck website.

569

01:30:39.400 --> 01:30:40.340

Excellent!

570

01:30:41.160 --> 01:30:42.310

Lori Stegmann, Multco Comm, She/Her/Hers: Very good.

571

01:30:42.530 --> 01:30:48.899

Lori Stegmann, Multco Comm, She/Her/Hers: Alright, so we've got through. Did I? Did I miss anybody else? Have any other updates or announcements.

572

01:30:49.080 --> 01:30:50.240

Lori Stegmann, Multco Comm, She/Her/Hers: Anything.

573

01:30:51.130 --> 01:31:00.880

Lori Stegmann, Multco Comm, She/Her/Hers: Okay? Well, we are at the end of our meeting our next meeting is Wow, April fifteenth tax day. I think that's tax day.

574

01:31:00.940 --> 01:31:05.170

Lori Stegmann, Multco Comm, She/Her/Hers: So if there's not any other business.

575

01:31:05.510 --> 01:31:11.509

Lori Stegmann, Multco Comm, She/Her/Hers: I will adjourn the meeting, and you all get go playing the sunshine for the next 20

576

01:31:11.890 --> 01:31:15.220

Lori Stegmann, Multco Comm, She/Her/Hers: 7 min until you end your workday.

577

01:31:15.380 --> 01:31:20.950

Lori Stegmann, Multco Comm, She/Her/Hers: Thank you all. Great meeting. Appreciate it. Bye, thank you.