

2024 04 10 BPCAC Meeting - Zoom Transcript

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WEBVTT

1

00:00:04.310 --> 00:00:10.789

Oscar Rincones, He/Him - Multco Zoom Support: Good afternoon, everyone. My name is Oscar. I use Heham pronouns, and I am here to provide Zoom Meeting support.

2

00:00:11.370 --> 00:00:20.170

Oscar Rincones, He/Him - Multco Zoom Support: Here's a quick review of the guidelines for today's meeting. It's a high priority for multimedia transport transportation to provide the clearest path to

3

00:00:20.260 --> 00:00:25.070

Oscar Rincones, He/Him - Multco Zoom Support: equitable distribution and accessibility of all materials for this meeting.

4

00:00:25.210 --> 00:00:44.139

Oscar Rincones, He/Him - Multco Zoom Support: Along with the monthly agenda, we provide a zoom, quick reference, guide and links to other resources to prepare you for this meeting, as well as access to any materials available before the meeting closed. Captioning is activated. We ask everyone to wait until the end of a presentation for questions and comments

5

00:00:44.170 --> 00:00:49.319

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

6

00:00:49.890 --> 00:00:51.230

Oscar Rincones, He/Him - Multco Zoom Support: needing assistance.

7

00:00:51.890 --> 00:00:54.809

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

8

00:00:59.320 --> 00:01:07.309

Arini Farrell, Multnomah County Transportation: Thanks, Oscar. Hi, everybody! I'm a rainy Farrell. I'm gonna sit in for Mary Joe. She's out on vacation enjoying.

9

00:01:07.970 --> 00:01:12.950

Arini Farrell, Multnomah County Transportation: Well, it's not the eclipse anymore. But she was enjoying the eclipse, and she'll be back next month.

10

00:01:13.000 --> 00:01:20.519

Arini Farrell, Multnomah County Transportation: But I think that since I'm sitting in and we have a few guests. We can do a little round of introductions.

11

00:01:21.050 --> 00:01:25.009

Arini Farrell, Multnomah County Transportation: So if everybody can put their raise their hand

12

00:01:25.620 --> 00:01:33.279

Arini Farrell, Multnomah County Transportation: through the function. So we know who's spoken and who hasn't, and we can start kind of like a nice baker.

13

00:01:33.817 --> 00:01:38.410

Arini Farrell, Multnomah County Transportation: What are you looking forward to with the sunny days ahead?

14

00:01:38.500 --> 00:01:47.040

Arini Farrell, Multnomah County Transportation: So I'm looking forward to gardening in my backyard, and hopefully there's going to be more sense to put some more tomatoes

15

00:01:47.786 --> 00:01:50.900

Arini Farrell, Multnomah County Transportation: to my batch and add more for the summer.

16

00:01:51.485 --> 00:02:00.340

Arini Farrell, Multnomah County Transportation: And then we can go around the circle and every after you've talked about your icebreaker you can put your hand down

17

00:02:00.440 --> 00:02:02.120

Arini Farrell, Multnomah County Transportation: so I'll pass it on to

18

00:02:02.546 --> 00:02:05.240

Arini Farrell, Multnomah County Transportation: Alison, if you'd like to. Also talk about.

19

00:02:05.390 --> 00:02:08.759

Arini Farrell, Multnomah County Transportation: Introduce yourself and talk about your summer plans.

20

00:02:11.660 --> 00:02:18.970

Allison Boyd, Multnomah County: Thanks, Sereni. Alison Boyd to her pronouns. I'm the transportation planning manager with Omnima County.

21

00:02:18.980 --> 00:02:32.300

Allison Boyd, Multnomah County: And yeah, I'm just really enjoying seeing the sun more often, and hoping to do some more paddling out on the river, and just all the outdoor things

22

00:02:33.430 --> 00:02:38.219

Allison Boyd, Multnomah County: I will. Am I passing it on, or are you doing that.

23

00:02:38.870 --> 00:02:41.230

Arini Farrell, Multnomah County Transportation: If you don't mind, we can. Yeah, kind of go around.

24

00:02:41.530 --> 00:02:44.130

Allison Boyd, Multnomah County: I'll pass it on to Valerie.

25

00:02:47.360 --> 00:02:54.310

Valerie Schiller: Yes, Hi! Valerie Schiller, I am a teacher at real high school. I live in Gresham, and

26

00:02:54.420 --> 00:03:00.080

Valerie Schiller: I am looking forward to being able to bike more often to it from

27

00:03:00.570 --> 00:03:01.300

Valerie Schiller: Reynolds.

28

00:03:02.500 --> 00:03:06.439

Valerie Schiller: and I will pass it on to John Russell.

29

00:03:08.200 --> 00:03:11.420

John Russell, PE: Yeah, thank you, Valerie. Can you hear me?

30

00:03:12.696 --> 00:03:26.960

John Russell, PE: Howdy, John Russell? He him as you can see. I might be out on the bike card right now. But I'm specifically looking forward to my parents and I are heading out to Taiwan next week to go bike around for

31

00:03:27.080 --> 00:03:28.619

John Russell, PE: about a month.

32

00:03:28.990 --> 00:03:32.470

John Russell, PE: So, looking forward to sunny days in Taiwan.

33

00:03:35.280 --> 00:03:39.539

John Russell, PE: let's see if I can see participants. Let's go with Joel.

34

00:03:46.310 --> 00:03:51.617

joelhuffman: Hi! Joel Huffman, I'm retired. I live in Gresham, and

35

00:03:52.830 --> 00:03:57.959

joelhuffman: sure I'm looking forward to the sunny weather, but I also like the snow, too, so I'm kinda

36

00:03:58.040 --> 00:04:02.800

joelhuffman: sad to see seas ski season winding down, but I guess

37

00:04:02.920 --> 00:04:05.189

joelhuffman: you know there's other things to do. So.

38

00:04:05.620 --> 00:04:08.560

joelhuffman: Anyway, I'll pass it to Klaus.

39

00:04:14.550 --> 00:04:16.079

Klaus: Okay, can you hear me?

40

00:04:18.019 --> 00:04:30.590

Klaus: Yeah, you can. Okay. What am I, Claus Heiner Corbett? What am I looking forward to for the stress of spring to disappear if spring, when you're on the farm, is always an incredible

41

00:04:31.657 --> 00:04:33.779

Klaus: compact time! Endless

42

00:04:33.900 --> 00:04:37.450

Klaus: days of rain. Suddenly you're late with pruning.

43

00:04:37.480 --> 00:04:41.700

Klaus: So that's literally my job for the next few weeks is pruning

44

00:04:41.840 --> 00:04:51.100

Klaus: barn, barn fence repairs. Tractor doesn't work. Tiller doesn't work all that kind of stuff. So that's what I'm looking forward to.

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00:04:52.510 --> 00:04:56.480

Klaus: Passing it on to my good old friend from Corbett. Michael.

46

00:05:01.950 --> 00:05:03.989

Michael : Well, my pruning is all done.

47

00:05:04.695 --> 00:05:09.739

Michael : I got all my blueberries prunes, so I cloud I'm ahead of Klaus on that front.

48

00:05:11.150 --> 00:05:11.750

Michael : But

49

00:05:12.520 --> 00:05:16.390

Michael : It has been absolutely gorgeous in the gorge

50

00:05:16.690 --> 00:05:19.640

Michael : this month, and

51

00:05:19.830 --> 00:05:22.812

Michael : the bike riding has been incredible.

52

00:05:23.900 --> 00:05:32.580

Michael : We have a little group that Klaus is part of called the Corbett cranks. That meet. There's this 4 of us that meet at the Women's Forum on Thursday mornings.

53

00:05:33.160 --> 00:05:37.360

Michael : and ride out of Melnoma Falls and back, so I'm

54

00:05:38.470 --> 00:05:47.279

Michael : hopefully will take place tomorrow. And looking forward to that, and other than that, I have a trip, a wrapping trip on, hoping to wrap the Hawaii this next month.

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00:05:47.640 --> 00:05:53.039

Michael : It's only run certain years. It's in extreme southeast Oregon, and

56

00:05:53.180 --> 00:05:58.610

Michael : it's an incredible canyon, but it it this year has with a high snow pack.

57

00:05:58.710 --> 00:06:02.090

Michael : It's likely we'll we'll be able to get a trip in. So I'm really looking forward to that.

58

00:06:03.330 --> 00:06:08.310

Michael : and I will pass it to. Who else needs to go here?

59

00:06:14.880 --> 00:06:19.549

Michael : I don't know who. I can't really tell who who hasn't gone yet. Aj.

60

00:06:23.440 --> 00:06:26.659

AJZ: Oh, the Hawaii country that is just

61

00:06:27.140 --> 00:06:28.880

AJZ: a heartthrob of mine.

62

00:06:29.770 --> 00:06:36.278

AJZ: anyway. A jc, Armando Aj Portland and

63

00:06:37.480 --> 00:06:45.145

AJZ: you know I'm I'm just sort of a day to day person, and always happy to be awake tomorrow, so

64

00:06:45.600 --> 00:06:48.120

AJZ: I'll pass it on to Oscar.

65

00:06:50.340 --> 00:06:58.580

Oscar Rincones, He/Him - Multco Zoom Support: Thanks. Aj, I am looking forward to doing some hiking or getting into hiking with a group

66

00:07:01.150 --> 00:07:05.850

Oscar Rincones, He/Him - Multco Zoom Support: has done more hiking than I have and a trip to Albuquerque.

67

00:07:06.760 --> 00:07:07.390

joelhuffman: Hmm.

68

00:07:08.210 --> 00:07:09.989

Oscar Rincones, He/Him - Multco Zoom Support: Pass it on to chat.

69

00:07:11.690 --> 00:07:31.419

Chet Hagen: Thanks, Oscar. So I'm Chad Hagen. with community services at the county. I'm the asset manager and I'm looking forward to several camping trips cascades and on hood and chasing pro jam a little bit this summer there's several concerts I'm going to. So I'm looking forward to that.

70

00:07:31.840 --> 00:07:34.670

Chet Hagen: and let's see, I'll pass it on to Peyton.

71

00:07:37.541 --> 00:07:53.700

Peyton Blackwell: She her pronouns. I work with bike works. I'm a safe routist, will coordinator in East County with Megan, and I work with Mary Joe. And I've got a bike tour in the San Juan in June. So I'm really looking forward to that.

72

00:07:54.880 --> 00:07:57.569

Peyton Blackwell: and I will pass it to.

73

00:07:58.548 --> 00:08:03.460

Peyton Blackwell: Let's see, your first names aren't on there so sorry that I don't know them. But Aly.

74

00:08:10.140 --> 00:08:11.339

Chet Hagen: Muted a young.

75

00:08:12.290 --> 00:08:13.947

A.Lee - MultCo Transportation: Alright, thank you.

76

00:08:16.120 --> 00:08:31.142

A.Lee - MultCo Transportation: My name is a young Lee, and I'm an engineer in the multimedia Transportation group. And I am actually a fan of cooler weather, so I'm looking forward to summer passing through to fall.

77

00:08:32.950 --> 00:08:36.130

A.Lee - MultCo Transportation: and I will pass it to Arthur. I believe

78

00:08:36.470 --> 00:08:37.240

A.Lee - MultCo Transportation: Graves.

79

00:08:37.470 --> 00:08:45.584

Arthur Graves: Yes, thanks. Yeah. Art graves and I'm in southeast Portland and Solwood, and I'm just looking forward to

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00:08:46.480 --> 00:08:47.590

Arthur Graves: more light.

81

00:08:53.110 --> 00:08:54.390

Arini Farrell, Multnomah County Transportation: Thanks everybody.

82

00:08:55.672 --> 00:09:01.979

Arini Farrell, Multnomah County Transportation: we can move on to the next item. But before that I'd like to do our land acknowledgement.

83

00:09:02.610 --> 00:09:14.030

Arini Farrell, Multnomah County Transportation: Montnema county rests on stolen lands of Multnimet, Clackamas, bands of Chinook, Indian nation, Tualatin, Kalapuya, Malala, and many others along Columbia river

84

00:09:14.870 --> 00:09:22.390

Arini Farrell, Multnomah County Transportation: the country is built on stolen indigenous land and built by stolen African people. The sign was not stolen, and people were

85

00:09:22.900 --> 00:09:28.209

Arini Farrell, Multnomah County Transportation: not enslaved by ambiguous entities or actors. The land was stolen by.

86

00:09:28.500 --> 00:09:29.440

Arini Farrell, Multnomah County Transportation: and

87

00:09:29.550 --> 00:09:34.139

Arini Farrell, Multnomah County Transportation: African people were enslaved by white settlers who had government support.

88

00:09:34.770 --> 00:09:40.479

Arini Farrell, Multnomah County Transportation: We also want to honor the members of over 400 tribal communities who live in Moloma County.

89

00:09:40.620 --> 00:09:47.369

Arini Farrell, Multnomah County Transportation: Many of these people and their culture still survive and resist, despite intentional and ongoing attempts to destroy them.

90

00:09:47.650 --> 00:09:54.329

Arini Farrell, Multnomah County Transportation: Please take a moment of silence and acknowledge the history of how we are here and displaced, and to honor the people.

91

00:10:06.610 --> 00:10:10.580

Arini Farrell, Multnomah County Transportation: Okay. With that we could move on to the next item.

92

00:10:10.690 --> 00:10:13.280

Arini Farrell, Multnomah County Transportation: which is an opportunity for public comments.

93

00:10:13.700 --> 00:10:15.810

Arini Farrell, Multnomah County Transportation: If anybody would like to

94

00:10:17.520 --> 00:10:21.269

Arini Farrell, Multnomah County Transportation: anybody from the public want to speak, or Aj.

95

00:10:22.280 --> 00:10:28.650

AJZ: So just to let everybody know mitchell Point Tunnel is hoping to open in June

96

00:10:28.760 --> 00:10:30.019

AJZ: of this year.

97

00:10:30.634 --> 00:10:38.490

AJZ: It has a moat of inaccessibility around it. You can't get to Mitchell

98

00:10:38.660 --> 00:10:56.600

AJZ: Tunnel from Hood River. There's no exit. The exit will be closed from Portland for a celebration. So you will have to take it. A transit scenario. O.is it? And the gorge express is attempting to put together

99

00:10:56.600 --> 00:11:26.430

AJZ: a program. There's no date yet for the celebration, but they're hoping to have buses from a variety of places such as a Halsey Street perhaps Mooma falls, perhaps. Rooster Rock. It's all very up in the air. Part of that is, there's a little bit of rock fall mitigation that's just slowing down the end of the contract. The end of the contract was to be June fourth.

100

00:11:27.043 --> 00:11:32.479

AJZ: That might be extended by some days. But not a lot.

101

00:11:33.920 --> 00:11:37.319

AJZ: Wayne Stewart and I have sort of bushwack

102

00:11:37.580 --> 00:11:46.670

AJZ: a trail going from Viento to Mitchell Point. That's opd. And O. Dot has agreed to

103

00:11:46.720 --> 00:11:49.939

AJZ: help provide so that you could

104

00:11:52.190 --> 00:11:56.089

AJZ: Drive to Viento or to Wyeth

105

00:11:56.120 --> 00:11:59.770

AJZ: Park, and then either bike to viento.

106

00:11:59.900 --> 00:12:04.930

AJZ: walk up your bike and then walk this this temporary trail.

107

00:12:05.345 --> 00:12:15.370

AJZ: That we designated that connects into the old Wygant trail. It's about 2 miles and really a lo! A lovely walk. It's not difficult.

108

00:12:15.810 --> 00:12:23.970

AJZ: So that's going to be the sort of the active transportation spur, if you will. That will get you to Mitchell Point.

109

00:12:24.170 --> 00:12:27.727

AJZ: there will be 18 parking spots.

110

00:12:28.460 --> 00:12:36.250

AJZ: and one Ada parking spot at Mitchell Point when it does open so it's going to be very cramped.

111

00:12:37.680 --> 00:12:53.140

AJZ: and the next section that connects Viento to Mitchell Point has money for it, but the money is not going to be available until the end of 2025, or 26,

112

00:12:53.500 --> 00:13:00.779

AJZ: and it will probably take 2 years to reconnect the existing highway to the western portal

113

00:13:00.870 --> 00:13:04.440

AJZ: of Mitchell. So

114

00:13:04.720 --> 00:13:09.649

AJZ: it's it's a passive, aggressive sort of

115

00:13:09.840 --> 00:13:13.909

AJZ: welcome to this incredible Mitchell tunnel.

116

00:13:14.302 --> 00:13:20.797

AJZ: But you can't get there from here. Sort of event. Anyway. Having having seen it.

117

00:13:21.270 --> 00:13:32.840

AJZ: it's really a wonderful dedication of restoration to the tunnel that was torn down in the 1950s. In order to make I 84.

118

00:13:32.950 --> 00:13:33.720

AJZ: happen

119

00:13:33.920 --> 00:13:34.770

AJZ: so.

120

00:13:36.150 --> 00:13:41.697

AJZ: If you have any questions send me a note in the chat, and and happy to get back to you and

121

00:13:43.170 --> 00:13:45.090

AJZ: or any questions. Now, if we have time.

122

00:13:46.080 --> 00:13:46.920

AJZ: thank you.

123

00:13:48.510 --> 00:13:52.930

Arini Farrell, Multnomah County Transportation: Thank you for sharing that Valerie. I noticed you have your hand up.

124

00:13:54.480 --> 00:14:01.989

Valerie Schiller: Yes, so like, I said in the introduction. But many of you already know about me as I work at Reynolds High School.

125

00:14:02.110 --> 00:14:14.780

Valerie Schiller: and a street that maybe you bike down, which is right. Next to Reynolds High School is Cherry Park Road, that runs perpendicular to 250 Seventh, which we currently have a project for right now.

126

00:14:15.381 --> 00:14:27.129

Valerie Schiller: My colleague and I for a long time we thought that Cherry Park Road was part of the city of Troutdale jurisdiction because they have the Imagination Station Park

127

00:14:27.150 --> 00:14:30.269

Valerie Schiller: right there, and a street that runs next to the Park.

128

00:14:30.709 --> 00:14:47.190

Valerie Schiller: But then his son works for city of Troutdale, and said, like, no, that's not a city of Troutdale Road that's actually a county road, and we looked it up together, and we saw. Yes, Cherry Park Road is a county road that's part of the county jurisdiction. So I just wanted to bring to this committee

129

00:14:47.530 --> 00:15:06.749

Valerie Schiller: just a wondering of what to do for a next step. We at Reynolds High School have a lot of congestion and traffic on Cherry Park Road, and it affects our students because they have to cross it. There's a crosswalk right there. There's no like stop signs or

130

00:15:07.338 --> 00:15:17.939

Valerie Schiller: stop lights at the intersection between where Imagination station goes out and Cherry Park Road crosses it perpendicular.

131

00:15:18.040 --> 00:15:23.770

Valerie Schiller: and it's created a safety hazard for students that are crossing because there's no

132

00:15:23.910 --> 00:15:35.280

Valerie Schiller: I mean other than people following the law, which is unique, to stop for people at a crosswalk. There's no other sense of obligation for cars to stop, and then, when

133

00:15:35.470 --> 00:15:41.309

Valerie Schiller: cars are trying to get out of Reynolds High School, such as teachers. We have our staff parking lot

134

00:15:41.330 --> 00:15:43.200

Valerie Schiller: at the

135

00:15:43.390 --> 00:16:04.650

Valerie Schiller: Imagination Station Road. When we get out of there. It's usually so jammed that it takes like 30 min or more at the end of the day to get out, and we also have school buses that are crossing in multiple different directions. It becomes like both in the morning when students are coming in at the end of the day, and people are leaving, it just becomes a traffic nightmare.

136

00:16:04.760 --> 00:16:24.620

Valerie Schiller: and I wondered in terms of getting some sort of safety mechanism like a stop sign or a stoplight, or something that would help calm the traffic on Cherry Park Road to bring about more safety and more convenience. I wondered what a good next step would be.

137

00:16:25.120 --> 00:16:27.289

Valerie Schiller: I just wanted to bring that to this committee.

138

00:16:29.220 --> 00:16:36.379

Arini Farrell, Multnomah County Transportation: Thank you for sharing sharing that. I know the intersection fairly well. I used to work at Troutdale, so our city.

139

00:16:36.450 --> 00:16:40.830

Arini Farrell, Multnomah County Transportation: the planning division is comes out of that to Cherry Park Road.

140

00:16:41.305 --> 00:16:45.259

Arini Farrell, Multnomah County Transportation: Right before Reynolds High School. So I hear what you're

141

00:16:45.320 --> 00:16:46.910

Arini Farrell, Multnomah County Transportation: what you're sharing.

142

00:16:47.870 --> 00:16:56.529

Arini Farrell, Multnomah County Transportation: I just wanna note that the fun. Fact about Cherry Park Road is, you're not completely wrong. There are city roads that's also called Cherry Park Road.

143

00:16:56.600 --> 00:17:00.110

Arini Farrell, Multnomah County Transportation: There's multiple carry park roads in that area.

144

00:17:00.390 --> 00:17:04.747

Arini Farrell, Multnomah County Transportation: So there's one that's by the city. And then there's another one owned by the county.

145

00:17:06.270 --> 00:17:10.710

Valerie Schiller: You know which one is the one that's right. Next Reynolds High School. That's.

146

00:17:10.710 --> 00:17:11.839

Arini Farrell, Multnomah County Transportation: That's the county.

147

00:17:11.849 --> 00:17:13.119

Valerie Schiller: That's okay. That's what we thought.

148

00:17:13.119 --> 00:17:18.809

Arini Farrell, Multnomah County Transportation: You're right about that, but you are not completely wrong, that it's also a city road.

149

00:17:19.448 --> 00:17:22.929

Arini Farrell, Multnomah County Transportation: Any other comments before I move on to the chair.

150

00:17:23.170 --> 00:17:45.630

Allison Boyd, Multnomah County: Alrighty. I would just comment to Valerie. It might be a good idea we can set up a time for you to talk more with Mary Jo about this. I know she's mentioned it to me as part of her. Say for us the school kind of look at different issues that are happening in all the schools in East County. So we can talk more about like if you have ideas for solutions there and like what? What

151

00:17:45.630 --> 00:18:09.930

Allison Boyd, Multnomah County: types of things we can start getting ideas for. We're also doing a safety action plan for East County. That'll be starting very soon, and we'll be bringing more

information to this group on that. And so projects, like, you know, safe crossings at the school, and things like that? We can start looking at what? How those could be put into that safety action plan.

152

00:18:10.130 --> 00:18:11.520

Allison Boyd, Multnomah County: So hey.

153

00:18:11.520 --> 00:18:12.370

Valerie Schiller: Here, Alf.

154

00:18:19.210 --> 00:18:20.030

Arini Farrell, Multnomah County Transportation: I noticed

155

00:18:20.270 --> 00:18:25.619

Arini Farrell, Multnomah County Transportation: John had his hands up and A. J. 2 Aj. Did you have a comment, too?

156

00:18:25.630 --> 00:18:27.870

Arini Farrell, Multnomah County Transportation: Piggyback, on the discussion

157

00:18:28.470 --> 00:18:30.180

Arini Farrell, Multnomah County Transportation: before I move on to John.

158

00:18:30.620 --> 00:18:32.750

AJZ: Yeah, I think John had his hand up first.

159

00:18:32.750 --> 00:18:33.380

Arini Farrell, Multnomah County Transportation: Okay.

160

00:18:34.866 --> 00:18:37.050

Arini Farrell, Multnomah County Transportation: do you wanna share? Jan?

161

00:18:37.050 --> 00:18:53.509

John Russell, PE: Yeah, my comments, Unra unrelated. But just curious. I know we've got Burnside bridge updates. I was just curious. And maybe this is in the staff update later. If there are any updates about the Hawthorn bridge, I just know some folks may have seen there was a bike Portland article.

162

00:18:53.540 --> 00:18:58.901

John Russell, PE: I think the past week or so sharing out some of the stuff we had seen from Roger Deller.

163

00:18:59.180 --> 00:19:02.460

John Russell, PE: I forget how many months ago. Just curious if there's an update on that.

164

00:19:05.870 --> 00:19:10.799

Arini Farrell, Multnomah County Transportation: I'm not aware of an update but if there's anyone else in the

165

00:19:10.920 --> 00:19:14.920

Arini Farrell, Multnomah County Transportation: room who are aware of anything about hawthorn.

166

00:19:15.640 --> 00:19:22.390

Arini Farrell, Multnomah County Transportation: if not, I can table that and then bring back that back up to the next meeting until Mary Joe.

167

00:19:22.440 --> 00:19:24.080

Arini Farrell, Multnomah County Transportation: provide that update for you.

168

00:19:27.850 --> 00:19:32.480

John Russell, PE: Okay, thank you. Yeah. I'll drop the link in the in the chat for folks who haven't seen the article.

169

00:19:32.700 --> 00:19:35.117

Arini Farrell, Multnomah County Transportation: Thank you. I'll put that into my notes.

170

00:19:36.065 --> 00:19:38.090

Arini Farrell, Multnomah County Transportation: Aj, did you wanna share.

171

00:19:38.340 --> 00:19:50.385

AJZ: Yeah, I would just had a question for Alison. So has anyone from this committee been invited to the safety action plan? Do we have a voice at the table?

172

00:19:51.130 --> 00:19:52.929

AJZ: you know this is sort of

173

00:19:53.380 --> 00:19:58.867

AJZ: the same old story for many years. As you probably know

174

00:19:59.510 --> 00:20:05.800

AJZ: that we sort of get information later, or are not invited to the table.

175

00:20:06.380 --> 00:20:07.150

AJZ: and

176

00:20:08.680 --> 00:20:23.309

Allison Boyd, Multnomah County: Yeah, no, it hasn't started yet. So we are. We have been working on the Grant agreement for the longest time. And we have just contracted with Alta to be our consultant on it.

177

00:20:23.724 --> 00:20:46.515

Allison Boyd, Multnomah County: So we did a intro presentation to our East Multima County Transportation Committee. They will be overseeing as kind of the implementation advisory kind of high level committee. And we'll be doing a lot of the kind of coordination with that group. But we also have plans to bring

178

00:20:47.240 --> 00:21:11.749

Allison Boyd, Multnomah County: presentations to bike Ped. And I know Mary Joe has planned to to update you all every month as we get going on this. We, one of our first tasks, will be to work on the engagement plan, and so that'll better outline exactly when we'll be bringing things to this committee. But we just haven't gotten started yet. So it's been a slow process getting all of the Grant agreements and things in place. But.

179

00:21:11.750 --> 00:21:17.159

AJZ: And so are you. Are you the are you the point person on this particular committee?

180

00:21:18.770 --> 00:21:19.409

AJZ: Safety,

181

00:21:20.590 --> 00:21:22.480

AJZ: action plan, are you.

182

00:21:22.480 --> 00:21:23.100

Allison Boyd, Multnomah County: So.

183

00:21:23.100 --> 00:21:24.280

AJZ: Of that committee.

184

00:21:24.992 --> 00:21:35.879

Allison Boyd, Multnomah County: So so I'm the transportation planning manager for Multimedia. So I'll be overseeing the project. Mary Jo will be the project manager on it, so she'll be really tied in to be able to keep you guys up to date.

185

00:21:36.170 --> 00:21:46.560

AJZ: So so that that so that's sort of the issue is that it's great to be kept up to date after the meetings

186

00:21:46.944 --> 00:21:51.440

AJZ: but we sort of would love to have an elevation of the

187

00:21:52.113 --> 00:21:56.539

AJZ: people on this committee in particular to participate

188

00:21:57.393 --> 00:21:58.820

AJZ: in the

189

00:21:58.830 --> 00:22:06.800

AJZ: higher policy level discussion rather than just be oh, let us tell you about the updates. Does that make sense.

190

00:22:06.800 --> 00:22:20.180

Allison Boyd, Multnomah County: No, I mean, we'll we'll be pro. We'll be programming into your meetings different elements to be talking about and bringing directly to you to be engaging on. It's just also as things you know.

191

00:22:20.180 --> 00:22:43.420

Allison Boyd, Multnomah County: as as the process goes through, they'll also be just status updates on where we're at with things. So I think we do have a you know, a plan to to involve you all. And I think Mary Joe has probably mentioned this at previous meetings. So hopefully, this isn't news. But but yeah, we are just getting started. So we don't have the exact details of like

192

00:22:43.420 --> 00:22:44.913

Allison Boyd, Multnomah County: what meetings

193

00:22:45.660 --> 00:23:15.260

Allison Boyd, Multnomah County: will be coming to you all. But there'll be opportunities to to take a look at the safety analysis to you know, provide input on the different counter measures that we'd be looking to include in the plan. Also, you know all that sort of thing, and there'll be also public engagement opportunities that will be probably inviting you all to to attend as well if you want to, outside of your meetings, but we do have a plan to bring them to to some of your meetings, as well.

194

00:23:15.680 --> 00:23:19.100

AJZ: No, I I hear you loud and clear that you're going to be bringing us

195

00:23:19.110 --> 00:23:19.880

AJZ: things.

196

00:23:20.800 --> 00:23:36.019

AJZ: but there is a difference. You know. Like, if if you're working with disability plans or policies, it's nice to have people with disabilities at the table. That have that on the ground experience, and we have a wealth of people here that could be

197

00:23:36.120 --> 00:23:41.419

AJZ: just cutting to the chase and and bringing issues at the at the very heart

198

00:23:41.470 --> 00:23:48.590

AJZ: of the beginning of the plans and the initialization. And that's a very different role.

199

00:23:49.160 --> 00:23:49.990

AJZ: Then.

200

00:23:51.610 --> 00:23:56.580

AJZ: you know, being the receipt of the plans that were discussed

201

00:23:56.610 --> 00:23:57.760

AJZ: that make sense.

202

00:23:58.120 --> 00:24:22.610

Allison Boyd, Multnomah County: Yeah. I don't think there's any plan to bring it to you after the fact we'll be. Bring it to you as we're all working on it. We just also have the all the East County cities are are partners on this project, and we'll be also gathering public input from, you know, equity focused communities. So they'll they'll be a lot more details when we have the engagement plan to provide exactly how

203

00:24:23.085 --> 00:24:27.649

Allison Boyd, Multnomah County: different stakeholders are gonna be involved in the project. Okay.

204

00:24:27.650 --> 00:24:28.440

AJZ: Thank you.

205

00:24:29.360 --> 00:24:36.999

Klaus: May I ask you, as an uninitiated, what is this action, safety, action, plan all about? I never heard about this before. What is this.

206

00:24:38.115 --> 00:24:41.965

Allison Boyd, Multnomah County: I don't wanna derail the agenda, but I can give you a really quick.

207

00:24:42.240 --> 00:24:46.470

Klaus: Somebody brought it up. You've been discussing it for the last 8 min, so I would do.

208

00:24:46.670 --> 00:25:11.219

Allison Boyd, Multnomah County: Oh, I yeah, I I we do have other things to to get to. But so and and we were, I think, gonna have I think there's a little bit of an update. And Mary Jo staff report, too. So yeah, yeah. So so we received. So there, there was a new Grant program that was started by Usdot a couple of years ago. It's called the Safe Streets for all

209

00:25:11.682 --> 00:25:36.269

Allison Boyd, Multnomah County: program. And so we received a grant from that to do a a plan. And so that's kind of the first step is to develop a strategy for increasing traffic safety. And so we applied for all of the East County area and we the. So once you have one of these plans in place that meet all of the

210

00:25:36.270 --> 00:25:53.824

Allison Boyd, Multnomah County: requirements by Us. Co. Team that enables you to then be able to apply for implementation grants through this program as well. It's a 5 year program 5 billion dollars. And so it's a national program that we can compete for grants in and so we

211

00:25:54.190 --> 00:26:03.349

Allison Boyd, Multnomah County: yeah. So we'll be working on developing that plan over the next year so that we can then start working on getting some funding and to do some safety improvements.

212

00:26:04.130 --> 00:26:06.840

Klaus: Thank you, that's all I wanted. Thanks.

213

00:26:08.020 --> 00:26:17.659

Arini Farrell, Multnomah County Transportation: Yeah. And there's the staff update that if there's any more questions after this, we're also gonna it's gonna be including the staff update later in the meeting.

214

00:26:18.154 --> 00:26:24.519

Arini Farrell, Multnomah County Transportation: But I do. Wanna move on to the next item. I do have a chair report for

215

00:26:25.010 --> 00:26:27.629

Arini Farrell, Multnomah County Transportation: minutes. If there's anything to be shared.

216

00:26:31.560 --> 00:26:33.230

Andrew Holtz: Hey? There! Sorry I'm late.

217

00:26:33.510 --> 00:26:34.840

Arini Farrell, Multnomah County Transportation: Just in time. I just.

218

00:26:34.840 --> 00:26:43.350

Andrew Holtz: I was away from my desk, and I just had the old 6 30 time in my head. So too many years of 6 30,

219

00:26:44.210 --> 00:26:58.980

Andrew Holtz: nothing really to share, except, as I mentioned to Mary Joe in an email. We were in France a couple of weeks ago, and the town of Amiens. We got in there in the train station. They rent bicycles for €3 a day.

220

00:26:59.100 --> 00:27:03.779

Andrew Holtz: So that was a wonderful way to see the environs of the city.

221

00:27:05.120 --> 00:27:05.940

Andrew Holtz: That's it.

222

00:27:10.190 --> 00:27:16.390

Arini Farrell, Multnomah County Transportation: I should have known so in the in the beginning, I asked, what are we looking forward to for sunny days? And I'm in

223

00:27:16.600 --> 00:27:29.700

Arini Farrell, Multnomah County Transportation: a bike pad committee. Obviously everybody's gonna love biking. So I probably should have reverted the question a little bit different. But I'm glad we have sunny days. And the next step in our

224

00:27:29.740 --> 00:27:35.659

Arini Farrell, Multnomah County Transportation: next item in our agenda is to bring up the meeting minutes. If there's any comments or

225

00:27:36.040 --> 00:27:40.740

Arini Farrell, Multnomah County Transportation: any outstanding thoughts on the meeting minutes from March thirteenth.

226

00:27:47.050 --> 00:27:50.520

Arini Farrell, Multnomah County Transportation: Are we all good to approve the meeting? Minutes

227

00:27:56.190 --> 00:27:58.130

Arini Farrell, Multnomah County Transportation: by head nodding. I

228

00:27:58.610 --> 00:28:01.579

Arini Farrell, Multnomah County Transportation: I'm going to record that. Yes, we forgot that

229

00:28:02.641 --> 00:28:06.708

Arini Farrell, Multnomah County Transportation: unless we typically go by voting. I I'm fine.

230

00:28:07.160 --> 00:28:08.379

Valerie Schiller: We usually vote on it.

231

00:28:08.380 --> 00:28:12.760

Arini Farrell, Multnomah County Transportation: Okay, good. Sorry. I'm trying to step in for Mary Jo's role. So

232

00:28:14.750 --> 00:28:15.540

Arini Farrell, Multnomah County Transportation: at.

233

00:28:15.880 --> 00:28:20.210

Arini Farrell, Multnomah County Transportation: does everybody want to vote on approving the minutes? Say, aye.

234

00:28:23.280 --> 00:28:24.390

Arini Farrell, Multnomah County Transportation: yes, a. J.

235

00:28:27.970 --> 00:28:30.730

Valerie Schiller: Do you want to do like a hand raise? Would that be.

236

00:28:30.960 --> 00:28:31.920

Oscar Rincones, He/Him - Multco Zoom Support: You know motion and.

237

00:28:31.920 --> 00:28:37.960

joelhuffman: We should do a motion, so I'll move to. I'll move to approve the the minutes for March thirteenth.

238

00:28:38.240 --> 00:28:38.730

Valerie Schiller: And you know.

239

00:28:38.730 --> 00:28:39.530

Arini Farrell, Multnomah County Transportation: Second.

240

00:28:39.740 --> 00:28:41.260

Arini Farrell, Multnomah County Transportation: Valerie. Second.

241

00:28:41.330 --> 00:28:43.520

Arini Farrell, Multnomah County Transportation: I'll approve everybody. Approve.

242

00:28:43.880 --> 00:28:45.000

Arini Farrell, Multnomah County Transportation: Yes, perfect.

243

00:28:45.960 --> 00:28:47.080

Arini Farrell, Multnomah County Transportation: Thank you.

244

00:28:50.210 --> 00:28:53.020

Arini Farrell, Multnomah County Transportation: The next item on our agenda is, gonna be

245

00:28:53.732 --> 00:28:59.039

Arini Farrell, Multnomah County Transportation: the fatalities report, Oscar, would you mind bringing up the slides, please?

246

00:28:59.880 --> 00:29:00.960

Arini Farrell, Multnomah County Transportation: Thank you.

247

00:29:02.460 --> 00:29:09.430

Arini Farrell, Multnomah County Transportation: So this report now includes fatalities in Clark County and Vancouver to fully cover the region?

248

00:29:11.090 --> 00:29:22.450

Arini Farrell, Multnomah County Transportation: If there is a listing with unidentified, it's because the data on this report is collected at the time of the crash, and the victim may not be identified, or the next of kin has not been notified.

249

00:29:24.607 --> 00:29:25.950

Arini Farrell, Multnomah County Transportation: So if we.

250

00:29:26.180 --> 00:29:28.599

Arini Farrell, Multnomah County Transportation: when I look at this report.

251

00:29:28.720 --> 00:29:33.390

Arini Farrell, Multnomah County Transportation: there were 2 fatalities in February that wasn't captured in last month's report.

252

00:29:33.680 --> 00:29:39.790

Arini Farrell, Multnomah County Transportation: Eighth were in March, and one fatality recently, in April, on the second.

253

00:29:39.890 --> 00:29:42.384

Arini Farrell, Multnomah County Transportation: with a total of 11 people

254

00:29:42.980 --> 00:29:44.450

Arini Farrell, Multnomah County Transportation: losing their lives.

255

00:29:44.620 --> 00:29:45.850

Arini Farrell, Multnomah County Transportation: Darryl.

256

00:29:46.180 --> 00:29:52.359

Arini Farrell, Multnomah County Transportation: there are no fatalities in East County as part of this report, but there were 4 pedestrians.

257

00:29:52.650 --> 00:29:56.160

Arini Farrell, Multnomah County Transportation: 5 automobile related.

258

00:29:56.400 --> 00:29:59.390

Arini Farrell, Multnomah County Transportation: one scooter, driver, and one bicyclist.

259

00:30:01.177 --> 00:30:09.109

Arini Farrell, Multnomah County Transportation: We want to take the time to acknowledge the people who lost their lives on their all roads. Each person had family, friends, neighbors, coworkers.

260

00:30:09.320 --> 00:30:12.539

Arini Farrell, Multnomah County Transportation: They want to take a moment to recognize the loss of their life

261

00:30:12.840 --> 00:30:19.119

Arini Farrell, Multnomah County Transportation: and keep them in our hearts and minds as we move forward to create safe roads for everyone in our community.

262

00:30:32.150 --> 00:30:38.870

Arini Farrell, Multnomah County Transportation: Thank you. I did notice in there there was a 4 year old in one of the fatalities which

263

00:30:38.950 --> 00:30:43.947

Arini Farrell, Multnomah County Transportation: I have a 3 year old at home, so it kind of bring me a little

264

00:30:44.430 --> 00:30:45.829

Arini Farrell, Multnomah County Transportation: It's a little sobering.

265

00:30:46.810 --> 00:30:49.489

Arini Farrell, Multnomah County Transportation: Does anybody have any comments to share

266

00:30:51.110 --> 00:30:52.050

Arini Farrell, Multnomah County Transportation: entry?

267

00:30:52.750 --> 00:30:55.756

Andrew Holtz: Yeah, it's outside of our area. But I just

268

00:30:56.160 --> 00:31:02.929

Andrew Holtz: bring it up, because I think probably a lot of us ride through there in Milwaukee, along where the trolley trail

269

00:31:02.970 --> 00:31:05.510

Andrew Holtz: goes under the Max tracks.

270

00:31:05.856 --> 00:31:15.369

Andrew Holtz: There was a person killed just the other day, and I I don't know the details, but I know whenever I go through there I'm really worried about being hit by

271

00:31:15.460 --> 00:31:23.650

Andrew Holtz: behind from behind by drivers going south on the Glaughlin and turning right under river road, because there's no stop sign, no

272

00:31:24.045 --> 00:31:28.720

Andrew Holtz: and poor visibility. You have to look through the back of your head to see cars coming.

273

00:31:28.820 --> 00:31:33.888

Andrew Holtz: and that's where this person was killed again. I don't know the details, but

274

00:31:34.550 --> 00:31:44.349

Andrew Holtz: A warning that that intersection that I worry about every time I go through. It took a life just the other day, and I think it's also an example of how

275

00:31:44.870 --> 00:31:46.529

Andrew Holtz: or road design

276

00:31:46.810 --> 00:31:52.800

Andrew Holtz: can lead to deaths. I really, you know we'll see what actually happened. But it was in the middle of the day.

277

00:31:53.368 --> 00:32:01.730

Andrew Holtz: And I suspect, just from my experience there, that the poor design of that intersection at least contributed to a death.

278

00:32:02.190 --> 00:32:07.829

Andrew Holtz: So something to keep in mind as we look at the projects we have to do about the the stakes.

279

00:32:25.290 --> 00:32:26.640

Arini Farrell, Multnomah County Transportation: Any other comments.

280

00:32:28.950 --> 00:32:30.360

Arini Farrell, Multnomah County Transportation: If not, then

281

00:32:31.030 --> 00:32:32.120

Arini Farrell, Multnomah County Transportation: We can

282

00:32:32.330 --> 00:32:35.611

Arini Farrell, Multnomah County Transportation: pass a torch to Chet, who has

283

00:32:36.390 --> 00:32:39.880

Arini Farrell, Multnomah County Transportation: presentation about our mid county lighting district.

284

00:32:42.530 --> 00:32:48.602

Chet Hagen: Yeah, thanks, Agreni. I did want to start off. Well, first of all, thanks for having me

285

00:32:49.610 --> 00:33:04.274

Chet Hagen: and street lighting is not the most glamorous topic. But I hope that there's a few things that are learned today taken away. And I I like to present and take questions as they come up. So put your hand up if you're

286

00:33:04.580 --> 00:33:19.789

Chet Hagen: interested. I don't mind being interrupted. We got plenty of time. For what I want to present today. And I am going to present one slide from our partners at Gresham, because I think it really sets the stage on street lighting's importance.

287

00:33:20.052 --> 00:33:33.169

Chet Hagen: In our right of ways. So set that real quick, and then I'll hand it over to Oscar, and he'll he'll go into the rest of the slides which focus more on the Mid County Street lighting district, which is the lighting district that the county maintains and operates.

288

00:33:33.660 --> 00:33:34.920

Chet Hagen: Alright.

289

00:33:37.460 --> 00:33:39.962

Chet Hagen: Okay. Can everyone see that? Okay.

290

00:33:41.490 --> 00:33:42.470

Chet Hagen: okay. Great.

291

00:33:42.650 --> 00:34:00.053

Chet Hagen: Alright. So there's a pretty good body of research. And again, I wanna thank Jay Higgins at Gresham Gresham, for providing this slide on the impact when they're street lighting in the right away. How does that impact? traffic crashes? And as you can see right at the top here.

292

00:34:00.990 --> 00:34:15.750

Chet Hagen: nighttime fatalities in a right away is 3 times higher than the daytime rate, but only 25% of the vehicles miles traveled occur at night, so it is much more likely for someone to be injured or killed

293

00:34:15.790 --> 00:34:27.579

Chet Hagen: traveling at night. And on the right there. Nationally, you can see that 76% of pedestrian fatalities occurred during periods of darkness. So

294

00:34:27.679 --> 00:34:41.369

Chet Hagen: one of the things that street lighting can do. Susie. It's touch on the regional numbers as well, too. So in darker, dim conditions, they are. It's also a significant contributing factor to to fatal crashes.

295

00:34:42.889 --> 00:34:59.459

Chet Hagen: 75% of pedestrian fatal crashes, 57%. When I was a motorist occupant, 50% of bicycle and 44% of motorcycle. If street lighting is in the right away, it reduces crashes up to 42% at night

296

00:35:00.056 --> 00:35:02.940

Chet Hagen: and reduces injuries significantly. So

297

00:35:03.230 --> 00:35:24.549

Chet Hagen: this is a good body of research that Jay had brought forward. When we presented the last time. And you know, I'm gonna really get into like how a street lighting district, or how the county operates a street light and some of the philosophy behind it. But I did just wanna talk about this a little bit before we go into the kind of that nuts and bolts street lighting section

298

00:35:25.380 --> 00:35:28.620

Chet Hagen: alright. And I'm gonna go ahead and stop sharing.

299

00:35:29.840 --> 00:35:30.770

Chet Hagen: Okay.

300

00:35:31.250 --> 00:35:33.389

Chet Hagen: alright, Oscar, ready when you are.

301

00:35:38.466 --> 00:35:38.920

Chet Hagen: Thank you.

302

00:35:40.430 --> 00:35:55.489

Chet Hagen: Okay. you know already. Introduce myself. I'm the asset manager and community services, the Department of Transportations in but I also I. I am also the administrator for the Mid County Street lighting district, and Oscar go ahead and go to the next slide.

303

00:36:00.690 --> 00:36:16.550

Chet Hagen: And where is the Mid County Street lighting district? We are basically in areas that are not within the major cities of Multnomah County. We are in the smaller cities of Troutdale, Fairview, Maywood Park.

304

00:36:16.550 --> 00:36:41.369

Chet Hagen: and then some small pockets of unincorporated Multnomah County, west of the Willamar River. We do have a few lights in a in a pocket down south of Powell Butte as well, too. But we're really we support the smaller communities in Multnomah County, and they rely on us instead of having these the the utility within their their Public Works department. So

305

00:36:42.067 --> 00:37:00.489

Chet Hagen: and it's been this way since the seventies. I believe homeowners associations used to do this for a lot of residents, and they decided to kinda go to a different model. And so the county ended up starting up a service district to to do street lighting. Oscar, go ahead and go to the next slide

306

00:37:02.680 --> 00:37:24.479

Chet Hagen: right? Just a little bit more about the district and how we're governed. The county board is our board. So sometimes you have a service district, and they elect a board. In this case. Chair. Vega Peterson is our chair so, and all the commissioners that serve on our

commission. We have a 1.5 million dollar budget to operate the district, and it's separate from the county budget. So we present

307

00:37:24.766 --> 00:37:40.533

Chet Hagen: our budget in a similar fashion that the the county presents. It's it's large budget, although 1.5 million is a lot less than the 1 billion dollar county budget. But it's a similar process. We're a service district under chapter 4, 51 in the organ revised Statute. So there's a whole

308

00:37:40.820 --> 00:37:53.757

Chet Hagen: chunk of statute on how we run, and counties are the the default part of government that runs service districts. So it's that's that's the rules that I I work under.

309

00:37:54.150 --> 00:38:13.103

Chet Hagen: we have 2,800 Led street lights we converted from high pressure sodium in 2016 and 2017 and about 500 of those are those really nice decorative street lights that you see on shorter poles? Yeah, all over the place. So so a good chunk of our system is is

310

00:38:13.550 --> 00:38:39.819

Chet Hagen: 14 foot 16 foot poles with decorative lights on top. We don't have any full time. Staff. the the district is is administered by myself. You know, and I have a technician that does a lot of the of the work in the field, and we contract out the rest of the work. So we have electrical service contractors. The city aggression does some work for us.

311

00:38:40.087 --> 00:38:59.859

Chet Hagen: And so we're we're able to be kind of a shoestring operation, but keep 2,800 lights on most of the year. And yeah. And then here's a map of some of the different zones we have for where you would install street lights where we currently have street lights. And that's an important thing. We'll get into a little bit here. But, Oscar, go ahead and go to the next slide.

312

00:39:01.290 --> 00:39:21.649

Chet Hagen: Okay, so not only are we governed by State statute, we have administrative rules. The the county has road rules, and it talks about things that you can do in the right way we have. We have. I didn't call them the streetlighting rules. But they're basically the same. They're administrative rules. And then we have all these different engineering type things, standard drawings and details.

313

00:39:22.003 --> 00:39:35.449

Chet Hagen: And design standards. So our goal is is that when there's any development that's happening near within the cities that I mentioned is that we want to improve the street lighting to a modern standard.

314

00:39:35.710 --> 00:39:46.520

Chet Hagen: to have that impact that we saw on the first slide, which is to really reduce the risk of someone getting hurt, injured, injured, or killed in our right away. And so we really focus on

315

00:39:46.590 --> 00:40:15.680

Chet Hagen: at the bottom, we focus on at intersections or areas where people are more likely to cross, is that we want to know what how much light is at the height of a human visible at all of these intersections. And that's one of the more recent kind of innovations. And street lining is. It's not just what's hitting the pavement people don't. They're not on the pavement laying down. They're 5 6 feet up. So we really, at every intersection, wanna assess that and see if we can improve lighting levels at those intersections marked or not marked

316

00:40:16.294 --> 00:40:19.219

Chet Hagen: Oscar, go ahead and go to the next slide.

317

00:40:20.498 --> 00:40:44.129

Chet Hagen: For the operations and maintenance of the district. We have an app. You can use it on your computer, your tablet, your phone, whatever it may be. It's called C, click, fix some of you folks may have used it to report potholes. Unfortunately, on our roads it's the same app. You can report streetlights out, or a poll that was hit, or it's flashing, or it's coming on during the day, which we call a day burner

318

00:40:44.454 --> 00:41:07.139

Chet Hagen: and then we have a warehouse out at the Yan shop on a hundred ninetieth, where we have all of the materials that we need to go out and replace polls and lights and circuits and junction boxes and all that good stuff, and our electrical service contractor is able to access that uses our asset management system at the bottom. There. Open Gov asset management.

319

00:41:07.140 --> 00:41:14.603

Chet Hagen: and they use that to do the work. That gets reported through ccllc fix and other regular maintenance. We have in the street lighting district.

320

00:41:15.344 --> 00:41:17.940

Chet Hagen: Oscar, go ahead. Go to the next slide.

321

00:41:18.880 --> 00:41:47.409

Chet Hagen: Alright. Now. So we're kind of in the Om side of things now on the capital side of things. The district. Doesn't have a large budget. And we don't have any engineers or or anything of that nature. So most of the the capital work that we do is done in partnership with developers. So we have these rules that say, if the road, if there's not enough lighting on the road based on these modern standards, we need you to bring it up to that standard.

322

00:41:47.679 --> 00:42:14.079

Chet Hagen: And so that's where we build most of the things in the district. It's very similar to how the county would do when they're working with a developer. And the other the other big way that we will get something build, built, or upgraded is is that we partner with the county, and then the small cities that we operate within. So if they have a capital project going on, we're gonna make sure that we're tied in and the if there's an opportunity to upgrade the street lighting to that modern standard which is much

323

00:42:14.080 --> 00:42:37.040

Chet Hagen: more pedestrian. friendly. Lastly, we are trying to build up a small reserve where we can do some small capital projects ourselves, and that more would be adding a few lights here and there in certain high injury corridors, or where there's no lighting. And we really you know, wanna add lighting to those areas. So so we're working on that as well. But the top tour is generally how we would

324

00:42:37.040 --> 00:42:41.849

Chet Hagen: build or improve our street lighting and go ahead. Go to the next slide, Oscar.

325

00:42:45.156 --> 00:42:55.133

Chet Hagen: Alright. Couple of other weird fun facts. We work with 2 power utilities. We're mostly with PE, but we also worked with Pacific core.

326

00:42:55.650 --> 00:42:59.427

Chet Hagen: there's 3 different types of systems of streetlights.

327

00:43:00.110 --> 00:43:18.945

Chet Hagen: The the first one is called an option, a system. So if you're familiar with Wood village, they're they're an option a system that means that the utility owns and operates and

maintains the entire system. So the city doesn't own anything. They just pay a flat fee that it's just all taken care of for them, taken care of for them.

328

00:43:19.240 --> 00:43:33.129

Chet Hagen: Option B is where the municipality owns the lights and the poles, but the utility does all of the maintenance form takes care of everything and charges them for that option. C is like the mid county district, where we own.

329

00:43:33.220 --> 00:43:45.540

Chet Hagen: operate, maintain, build everything, and we just buy power from the utility. And so those are the 3 street lighting options. You'll find that most jurisdictions in Multnam County are option C.

330

00:43:45.786 --> 00:44:03.503

Chet Hagen: And Gresham was option C. Portland's option C. And we do this because we wanted to go to Led Street lighting, and at the time Pg. Wouldn't let us if we didn't go to option. C, so that's how we all ended up in these option C systems. And we worked together and kinda learned how to do this because this was a new business for local government at the time.

331

00:44:04.170 --> 00:44:16.400

Chet Hagen: We're funded by an assessment on property taxes. So if your property abuts an area that, or right away where there's street lighting. Then there'll be a yearly assessment on your property taxes from the lighting district.

332

00:44:16.939 --> 00:44:36.709

Chet Hagen: And right now we have 18 different models of lights. You'll see 3 of them up here. One of the things we really do is we work super closely with our partner jurisdictions up on the top left. That is a downtown Troutdale historic fix fixture. Along the historic Columbia highway. It's something that Troutdale really

333

00:44:36.965 --> 00:44:53.814

Chet Hagen: prides itself as having these unique street lights. One of the right is fair view on the Halsey corridor. So kind of that main street on Hallsee area. This is what the light we worked on with them, and then on the bottom. That's our standard, just like general decorative light we would have in a neighborhood outside of these certain corridors in the city.

334

00:44:54.954 --> 00:45:10.159

Chet Hagen: And so one of the things that, having a smaller district and working closely, is, we're able to kinda really work the communities for those aesthetic things that they wanna have to make their community unique go ahead and go to the next slide, Oscar.

335

00:45:10.920 --> 00:45:22.849

Chet Hagen: And lastly, here's some drawings from their standard details. But these are the things that go in for developers to to build new new street lighting. And at that point I'm open to any questions you may have.

336

00:45:29.160 --> 00:45:30.097

Chet Hagen: Yeah, go ahead.

337

00:45:31.040 --> 00:45:33.983

AJZ: So. A couple of questions. One is

338

00:45:34.700 --> 00:45:57.899

AJZ: When you think about lighting, do people ever discuss the reflective surface of the pavement? I I know I live in an old neighborhood, and we have some old streets that are concrete, white or gray or dirty. After, you know, multiple decades, and those are so reflective that the light is very efficient at being able to see somebody in a black hoodie.

339

00:45:58.000 --> 00:46:01.869

AJZ: whereas on the black macadam brand new avenues.

340

00:46:01.960 --> 00:46:10.110

AJZ: I the light doesn't light up black. It's sort of the the old physics question of a black cat in a box.

341

00:46:10.150 --> 00:46:19.700

AJZ: Schrodinger's question. But anyway, the so does the payment surface ever trickle up. And then I have one more question. After that.

342

00:46:20.180 --> 00:46:43.470

Chet Hagen: Yeah, yeah. So it's I will say, I'm not an engineer. But this albedo effect you're talking about is one of the calculations that goes into when you're designing a system, and there's something called a light loss factor as well. So first of all, depending on, if it's darker

asphalt. If it's Portland cement, or if it's, it does a different reflectivity, right? And so when you're designing something that's part of the calculations.

343

00:46:43.718 --> 00:46:56.660

Chet Hagen: That goes into it now over time also. Not only does the light get less bright right for an led. It's not much, it doesn't go down much over time. So all that goes into the initial calculations. And you, what you want to do is you want to make sure that

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00:46:56.740 --> 00:47:04.920

Chet Hagen: over the life of that light, right? So with the led. It's 20 years you're within a threshold where you should not have it should not significantly impact. Right?

345

00:47:05.190 --> 00:47:31.919

Chet Hagen: That's that's ideally what what you're looking at and but the reality is is that when it comes to areas that are darker with an led. If you have a wider type of a less warm light. Which is sometimes frustrating people cause. It's so very glory that does mitigate some of those contrast issues that you're talking about. So if you have a person with dark skin, or wearing a dark hoodie.

346

00:47:32.010 --> 00:47:55.480

Chet Hagen: if you have an led that's more white on the on the blue spectrum and the color temperature. There's more contrast between the background. So one of the reasons we went to Leds is because you can have more contrast from the background. It doesn't fix all of the issues with the the reflectivity of the pavement over time, but it does help a little bit with some of those issues, but it is totally it. All of that is, in the calculations.

347

00:47:55.760 --> 00:48:10.741

AJZ: Well, I just. I was always thinking that having the white stripes for pedestrians again make the person be a a figure against a ground, especially because people wear black all the time. My second question is that you know Odot has

348

00:48:11.340 --> 00:48:25.399

AJZ: what's called h sip money highway safety improvement program, and most of those dollars that go to communities. And I was wondering if Multnam County gets any of the H sip money.

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00:48:25.420 --> 00:48:29.139

AJZ: Most of those are really for lighting

350

00:48:29.290 --> 00:48:37.859

AJZ: at intersections, but they're disconnected from places that have frequent crashes or frequent fatalities.

351

00:48:37.920 --> 00:48:40.160

AJZ: And with the past

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00:48:40.350 --> 00:49:04.900

AJZ: 2 JA. The past Transportation Bill. States risk whose fatalities are increasing, of which Oregon is one of those. We're actually eligible for more safety improvement programs. And does this trickle down to you? Your your single department? Are you able to get this money from

353

00:49:05.080 --> 00:49:09.030

AJZ: the Federal Government through Odot to Multnomah County?

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00:49:09.700 --> 00:49:27.690

Chet Hagen: So this is definitely not my area of expertise. But what I will say is, I have not personally received any funding from that, but I don't know if Alison still on here. There are. There are certain things service districts. It's difficult for us to receive those funds, and maybe Alison knows the constraints on that, because I'm not familiar with that.

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00:49:30.060 --> 00:49:39.472

Allison Boyd, Multnomah County: No, I I'm not sure. I know exactly about the funds that you're mentioning. I mean, there are some of the Grant programs that Odot

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00:49:40.440 --> 00:49:47.249

Allison Boyd, Multnomah County: does like the arts. Which I cannot think of the entire acronym right now. But it's like

357

00:49:47.460 --> 00:49:50.549

Allison Boyd, Multnomah County: something transportation, safety. And those.

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00:49:50.550 --> 00:49:53.070

John Russell, PE: All road traffic, safety or transportation, safety.

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00:49:53.070 --> 00:50:18.520

Allison Boyd, Multnomah County: Thank you. And those dollar so that might be part of that funding, and how they distribute it down. So and then some of the you know odot funding. We may not be getting like out in the East County, because we don't have any odoc facilities out there? So so yeah, I can look into it more, though.

360

00:50:18.520 --> 00:50:34.489

AJZ: I I think it might be interesting, because it's it's I don't think all the funds from the last transportation bill are funneled through the the.is for each State, and I think there is eligibility

361

00:50:34.570 --> 00:50:35.630

AJZ: for

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00:50:35.930 --> 00:50:37.310

AJZ: jurisdictions.

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00:50:39.030 --> 00:50:43.000

AJZ: In each State I may be miss speaking, but

364

00:50:43.180 --> 00:50:49.602

AJZ: when I read the initial bill and the the part of that that this money goes towards.

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00:50:50.180 --> 00:51:14.070

AJZ: in in trying to mitigate the fatalities of a State, and it was written, so that if you have increasing fatalities, you are eligible for more dollars that go into the highway safety improvement fund. The hip, sip hips been around for a very long time. It's a very low, level program that's not utilized

366

00:51:14.220 --> 00:51:15.490

AJZ: by many

367

00:51:16.350 --> 00:51:23.489

AJZ: jurisdictions other than if a a highway construction is being built or rehabbed.

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00:51:23.760 --> 00:51:28.709

AJZ: So it's kind of as it's not secret. But it's just not

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00:51:29.050 --> 00:51:32.030

AJZ: sort of being used to mitigate

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00:51:32.150 --> 00:51:39.160

AJZ: crashes or fatalities. It's been used for many other things and lighting when you look down the list.

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00:51:39.230 --> 00:51:41.270

AJZ: Lighting is a huge

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00:51:41.380 --> 00:51:42.939

AJZ: number of

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00:51:43.444 --> 00:51:47.715

AJZ: expenses. It's a it's it's really significant and

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00:51:48.940 --> 00:51:52.230

AJZ: sort of not attached to fatalities and crashes.

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00:51:55.090 --> 00:51:57.291

Chet Hagen: Yeah, no, thanks. I I appreciate that.

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00:51:57.920 --> 00:52:00.970

AJZ: Thank you. Chat. Appreciate your the program. Thank you.

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00:52:00.970 --> 00:52:02.498

Chet Hagen: Yeah, no problem. Okay. So

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00:52:03.120 --> 00:52:07.760

Chet Hagen: Klaus and Andrew, I apologize. I didn't see who raised their hands first, but

379

00:52:08.070 --> 00:52:11.060

Chet Hagen: I'm sure your gentleman could figure out who could go first.

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00:52:11.060 --> 00:52:12.349

Andrew Holtz: Class, go first.

381

00:52:12.350 --> 00:52:12.943

Chet Hagen: No kidding.

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00:52:14.645 --> 00:52:15.909

Klaus: Can you hear me?

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00:52:17.940 --> 00:52:22.489

Klaus: Interesting statistic at the beginning of your presentation was the disproportionate

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00:52:22.750 --> 00:52:35.549

Klaus: amount of fatalities during nighttime, because of, I guess the correlation is not enough. Light lighting, of course, of communities is A

385

00:52:35.800 --> 00:52:46.030

Klaus: is is is a continuum, and is a competing values. You could probably eliminate even another 30 or 40% by lighting up

386

00:52:46.880 --> 00:52:53.180

Klaus: the night to day to daylight levels. But we all know that this is not how we want to live.

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00:52:53.380 --> 00:53:04.530

Klaus: And we also know that cities like Helsinki or Oslo, which have achieved vision 0 meaning 0 fatalities of pedestrians and

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00:53:04.670 --> 00:53:13.009

Klaus: bicyclists, they use other ways to do that, reducing speed on and on and on. So my question is.

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00:53:13.190 --> 00:53:14.460

Klaus: considering that

390

00:53:14.500 --> 00:53:20.089

Klaus: I live in a fairly still dark area where I can see the Milky Way

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00:53:20.200 --> 00:53:41.319

Klaus: have is is, does go into your consideration also some of the recommendations of the Dark Sky Society in terms of your lighting. And to what extent do these led lights, or particularly those ornamental lights that seem to be open to the top, help or hinder

392

00:53:41.500 --> 00:53:43.139

Klaus: a feeling of night.

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00:53:43.710 --> 00:53:47.579

Klaus: At the same time as a sense of safety.

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00:53:48.120 --> 00:53:54.275

Chet Hagen: Yeah, yeah, no, it's a great questions. We almost all of our lights are.

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00:53:55.090 --> 00:54:03.390

Chet Hagen: they have very little uplight, and that's what you're talking about. That's the urban glow that's what blots out the night, the dark night sky. So every

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00:54:03.870 --> 00:54:05.400

Chet Hagen: all, I think

397

00:54:06.200 --> 00:54:17.489

Chet Hagen: I'm trying to remember that there is one that has an O. There's an open lens, but it's called the the factor that we look at's called a bug factor. It's backlight uplight and glare.

398

00:54:17.650 --> 00:54:40.849

Chet Hagen: And so we try to have up light at 0, which is the lowest you can go it's not required in any of the cities, but especially in Trowdale. You know folks are, are. Are, you know, more concerned about how much light, how much glare and glow is is getting out. So my, my thought is that I work with the community

399

00:54:40.860 --> 00:54:43.569

Chet Hagen: really, closely to figure out

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00:54:43.770 --> 00:54:58.780

Chet Hagen: how I can minimize those things. And we put lights where it's wanted. And we put lights in areas where, especially in the urban areas where, you know, we, we want to try to reduce the potential of somebody getting hurt or killed?

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00:54:59.120 --> 00:55:10.930

Chet Hagen: In rural areas that may be completely different. It may be just key areas, key intersections and things like that. And you can do street lighting like, I said. That has very little backlight uplighting glare to it.

402

00:55:11.213 --> 00:55:29.650

Chet Hagen: But most of mine is kind of suburban lighting that I do, and I do occasionally get people that want hoods, or they want additional shielding around the light. That. You know, you don't want to getting into your you know, back behind your house and things like that, and we always work with people to do that. I install Shields

403

00:55:29.976 --> 00:55:33.410

Chet Hagen: all the time. So we work work as closely as we can.

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00:55:33.793 --> 00:56:00.739

Chet Hagen: And I, you know again I I grew up in rural Eastern Montana, where I saw the Milky Way every night. So I understand what that's like. And it's you know, it's it's really important, you know, and also to not disrupt animals and things of that nature. So we do. We do the best we can. To. You know, trying to minimize that our color temperature. I saw a question about color temperature. We use 3,000 kelvins, which is recommended by dark skies.

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00:56:01.016 --> 00:56:06.549

Chet Hagen: So that's another thing that we've done to try and, you know, minimize that impact. But very good question, Klaus.

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00:56:06.550 --> 00:56:23.319

Klaus: Let me just add, add one question to you. You said you replaced a lot of street lighting with Leds from the previous version. Are these leds better for the night sky than the previous one? So are in terms of what you call uplighting.

407

00:56:23.430 --> 00:56:24.820

Klaus: Yeah. Has that.

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00:56:25.080 --> 00:56:28.519

Chet Hagen: They? They have reduced the uplight considerably. Yeah.

409

00:56:28.830 --> 00:56:34.642

Chet Hagen: Yup, that that wasn't really consideration. Until more recently. So we did.

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00:56:35.190 --> 00:56:39.270

Chet Hagen: we we reduce that bug factor across our system.

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00:56:42.370 --> 00:56:44.689

Chet Hagen: And let's see, and Andrew.

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00:56:45.880 --> 00:56:51.070

Andrew Holtz: Yeah, exactly the same question. I was wondering about how you balance it with dark skies. So thanks for the answer.

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00:56:51.830 --> 00:56:57.235

Chet Hagen: Yeah. And and I think you know, we can do more like I I don't think this is done. I think you know.

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00:56:57.930 --> 00:57:06.110

Chet Hagen: it's something that I keep pay close attention to. And I'm always listening to the community on that. And it's it's important. So yeah.

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00:57:06.510 --> 00:57:09.950

Chet Hagen: very good questions. I think there was. Let's see.

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00:57:10.200 --> 00:57:12.470

Chet Hagen: I do feel. Yep.

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00:57:14.030 --> 00:57:14.810

Chet Hagen: Yep.

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00:57:15.350 --> 00:57:26.120

Chet Hagen: yeah. I see a couple of comments about trying to not direct. We're trying not to let the light go up. We're trying to just direct it down onto the surface of the roadway. And that's something we we try very hard to do

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00:57:35.910 --> 00:57:36.960

Chet Hagen: right.

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00:57:37.650 --> 00:57:45.139

Chet Hagen: Thanks for all the questions. Sometimes street lighting doesn't elicit many questions. So I do appreciate your engagement. And and very good questions

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00:57:53.840 --> 00:57:55.149

Chet Hagen: back to you, Irani.

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00:57:56.480 --> 00:58:04.359

Arini Farrell, Multnomah County Transportation: Thanks. Chat. If there's any other questions for chat that you think of. I'd be happy to also forward that along.

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00:58:04.762 --> 00:58:09.729

Arini Farrell, Multnomah County Transportation: Andrew, would you want to facilitate more, or can I? Should I keep.

424

00:58:10.180 --> 00:58:10.910

Andrew Holtz: Go ahead!

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00:58:10.910 --> 00:58:16.323

Arini Farrell, Multnomah County Transportation: Yeah, I you're the chair. So I I was just trying to fill in when I can.

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00:58:17.460 --> 00:58:18.629

Arini Farrell, Multnomah County Transportation: Well, the next

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00:58:19.150 --> 00:58:26.169

Arini Farrell, Multnomah County Transportation: item on the agenda. We have Megan and Beth in our meeting to talk about the updates to the Burnside bridge

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00:58:26.580 --> 00:58:27.270

Arini Farrell, Multnomah County Transportation: them.

429

00:58:27.440 --> 00:58:29.500

Arini Farrell, Multnomah County Transportation: Oh, and there's there's there also, Sarah.

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00:58:31.240 --> 00:58:45.170

Megan Neill (MultCo/EQRB): Thanks, Sereni. Yeah, we have a couple of folks here tonight. Good evening, everybody. Thank you for having us such a meeting tonight. My name is Megan Neil, and I am the design phase Project, manager

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00:58:45.180 --> 00:58:56.259

Megan Neill (MultCo/EQRB): for the EqrB Project with me today I have a few members of our project team to brief the group on set where we are with our work.

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00:58:56.746 --> 00:59:02.229

Megan Neill (MultCo/EQRB): How about we introduce Sarah? And then Beth, and then Steve.

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00:59:04.130 --> 00:59:10.639

Sarah Hurwitz, Multnomah County: Hey, everyone, Sarah Herwoods, transportation CIO. I have presented to this group before.

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00:59:10.710 --> 00:59:15.610

Sarah Hurwitz, Multnomah County: So know many of your faces and names, and I will pass it to Beth.

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00:59:16.520 --> 00:59:20.110

Beth Britell, Multnomah County: Thank you, Sarah. I'm Beth Patel. I'm an engineer at Miloma County.

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00:59:20.430 --> 00:59:22.229

Beth Britell, Multnomah County: and I will pass it to Steve.

437

00:59:23.420 --> 00:59:31.330

Steve Drahota: Good evening. I am Steve Jaota, with Hdr. Engineering. I am the project manager for the consultant team leading the design on behalf of the county.

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00:59:33.680 --> 00:59:39.650

Megan Neill (MultCo/EQRB): Great. And, Oscar, if you want to go ahead and share the Powerpoint or I can do it wherever you prefer.

439

00:59:40.345 --> 00:59:40.930

Megan Neill (MultCo/EQRB): Tonight.

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00:59:40.930 --> 00:59:41.450

Oscar Rincones, He/Him - Multco Zoom Support: Column.

441

00:59:41.450 --> 00:59:43.040

Megan Neill (MultCo/EQRB): Cool. Thank you.

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00:59:43.360 --> 00:59:53.160

Megan Neill (MultCo/EQRB): Tonight. We really just wanted to touch base with the advisory committee and just talk about where we are today with the project.

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00:59:53.200 --> 01:00:14.359

Megan Neill (MultCo/EQRB): It's we're at a really exciting time. We're transitioning from the environmental review phase to the design phase. We wanna share with you some key highlights

from the environmental review phase. And then what is what's to come in the design phase over the next year with a specific focus on our engagement moments.

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01:00:14.480 --> 01:00:23.660

Megan Neill (MultCo/EQRB): We also then wanted to share about some recent progress we've made on some elements of the project related to bicycle and pedestrian

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01:00:23.860 --> 01:00:25.260

Megan Neill (MultCo/EQRB): facilities.

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01:00:25.640 --> 01:00:40.529

Megan Neill (MultCo/EQRB): and then, talk a little bit about some opportunities to come back to the group on certain topics. We love to hear feedback on how often we come back, and topics that may be of interest.

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01:00:42.180 --> 01:00:45.369

Megan Neill (MultCo/EQRB): So on the next slide.

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01:00:45.440 --> 01:00:47.840

Megan Neill (MultCo/EQRB): and then and one more slide

449

01:00:49.430 --> 01:01:02.440

Megan Neill (MultCo/EQRB): first of all, before I dive in, I just want to say, thank you to this group for submitting a letter in response to our publication of our supplemental draft environmental impact statement, back in June

450

01:01:02.500 --> 01:01:22.830

Megan Neill (MultCo/EQRB): a 2022 seems like so long ago. Some highlights from the letter that we really appreciate hearing was that improvements for the active transportation community were highly valued, and that there's a very strong correlation between active transportation and health and environmental impacts.

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01:01:23.390 --> 01:01:45.170

Megan Neill (MultCo/EQRB): There was an acknowledgement of an endorsement of the city's bike and pedestrian advisory committee joint letter, and we also heard that there's a specific

interest in minimizing impacts during construction. As you know, we are closing the bridge, and at times the Esplanade during the project.

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01:01:46.500 --> 01:01:52.739

Megan Neill (MultCo/EQRB): So with that, I'll move into just a brief reminder of the purpose of the project on the next slide.

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01:01:54.310 --> 01:02:03.189

Megan Neill (MultCo/EQRB): Essentially what it comes down to is that we there really isn't a seismically resilient bridge in downtown Portland today.

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01:02:03.748 --> 01:02:19.170

Megan Neill (MultCo/EQRB): There's one in 3 chance that there could be a major Cascadia subductance on earthquake in the next 50 years, therefore, we really feel like we should have at least one bridge that carries vehicles. That's immediately usable actors a major event.

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01:02:20.210 --> 01:02:25.989

Megan Neill (MultCo/EQRB): and doing the math of the 9 downtown bridges carrying 41 lanes of vehicular traffic.

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01:02:26.510 --> 01:02:29.060

Megan Neill (MultCo/EQRB): None are expected to be usable

457

01:02:29.320 --> 01:02:34.160

Megan Neill (MultCo/EQRB): after a major earthquake. So it's a lot of people need to cross the river that won't be able to

458

01:02:34.950 --> 01:02:45.469

Megan Neill (MultCo/EQRB): so just to kind of underscore the need for a resilient crossing, especially right after an earthquake where we need our to support our community as we respond and recover

459

01:02:46.620 --> 01:02:48.160

Megan Neill (MultCo/EQRB): on the next sign

460

01:02:49.130 --> 01:02:55.659

Megan Neill (MultCo/EQRB): just a brief reminder of why the Burnside Bridge and not some other bridge across the river.

461

01:02:55.930 --> 01:03:13.079

Megan Neill (MultCo/EQRB): What's great about the Burnside crossing is that the bridges along an emergency transportation route that has been designated regionally since the nineties to be used by emergency responders after a major disaster.

462

01:03:13.330 --> 01:03:17.639

Megan Neill (MultCo/EQRB): What's also really great about this crossing in terms of investing

463

01:03:18.470 --> 01:03:31.320

Megan Neill (MultCo/EQRB): into the upgrades of this fridge is that there's relatively few vulnerable overpasses and structures along the corridor that would collapse in an earthquake and render the corridor impassable.

464

01:03:31.904 --> 01:03:39.580

Megan Neill (MultCo/EQRB): It's not perfect, but relative to the other emerging transportation routes. It's it's it's it's in good shape.

465

01:03:39.590 --> 01:03:44.760

Megan Neill (MultCo/EQRB): So this means, if we repair the weak link of the bridge across the river

466

01:03:45.416 --> 01:03:51.390

Megan Neill (MultCo/EQRB): You almost strengthen the entire route from Gresham to Washington to Washington county to

467

01:03:51.510 --> 01:03:54.460

Megan Neill (MultCo/EQRB): allow the quarter to serve its intended purpose

468

01:03:55.680 --> 01:03:57.270

Megan Neill (MultCo/EQRB): on the next side.

469

01:03:57.440 --> 01:04:00.800

Megan Neill (MultCo/EQRB): just a reminder of where we are with our overall schedule.

470

01:04:00.930 --> 01:04:08.549

Megan Neill (MultCo/EQRB): We began this project back in 2017 with a 2 year feasibility study that really just identified

471

01:04:08.700 --> 01:04:14.730

Megan Neill (MultCo/EQRB): the range of options that we should be considering to create a resilient crossing.

472

01:04:15.670 --> 01:04:25.660

Megan Neill (MultCo/EQRB): We also solidified the purpose and mean statement of the project. And which help us move into the environmental review phase.

473

01:04:26.167 --> 01:04:33.679

Megan Neill (MultCo/EQRB): With that purpose and need statement. We screen the range of options to a short list that was evaluated in detail

474

01:04:33.890 --> 01:04:40.970

Megan Neill (MultCo/EQRB): in the environmental review phase and based on that evaluation, we arrived at a preferred alternative

475

01:04:40.990 --> 01:04:44.260

Megan Neill (MultCo/EQRB): that we then advance into the design phase

476

01:04:44.480 --> 01:04:46.160

Megan Neill (MultCo/EQRB): in 2024.

477

01:04:46.310 --> 01:04:53.139

Megan Neill (MultCo/EQRB): So we are currently in the design phase, as of this year we anticipate being in the design phase through 2026.

478

01:04:53.220 --> 01:05:02.389

Megan Neill (MultCo/EQRB): And while we are funded through the design phase, we're still looking to fully fund the construction phase. But should we be successful in that funding strategy, we could have

479

01:05:02.856 --> 01:05:11.380

Megan Neill (MultCo/EQRB): the bridge construction, starting as early as 2026, with something open for the to the public in 2031.

480

01:05:13.270 --> 01:05:19.460

Megan Neill (MultCo/EQRB): So next, I just wanted to touch on some brief highlights of the environmental review phase.

481

01:05:19.710 --> 01:05:25.229

Megan Neill (MultCo/EQRB): So on the next slide. Actually, next 2 and one additional slide.

482

01:05:26.000 --> 01:05:30.319

Megan Neill (MultCo/EQRB): Just a reminder. I'm sorry. One slide

483

01:05:31.050 --> 01:05:32.390

Megan Neill (MultCo/EQRB): back. Thank you.

484

01:05:32.530 --> 01:05:48.790

Megan Neill (MultCo/EQRB): Just as a reminder. The environmental review phase. Cut what it is with the purpose. It's a federally required process that applies to all transportation projects authorized by F. Hwa. That was established in 1970.

485

01:05:49.490 --> 01:05:53.208

Megan Neill (MultCo/EQRB): The intention of the law is to really ensure that

486

01:05:53.750 --> 01:06:07.280

Megan Neill (MultCo/EQRB): If Hwa is taking a key transportation action, that there's a robust analysis of impacts and benefits to people the places and the planet of the range, alternatives being considered

487

01:06:07.590 --> 01:06:19.259

Megan Neill (MultCo/EQRB): to ensure that the option that best meets the purpose and need of the project, but also has the least amount of impact and harm is moved forward

488

01:06:19.832 --> 01:06:21.479

Megan Neill (MultCo/EQRB): into the design phase.

489

01:06:23.190 --> 01:06:28.769

Megan Neill (MultCo/EQRB): And that's where we are today with our preferred alternative advancing into the design phase

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01:06:29.580 --> 01:06:31.139

Megan Neill (MultCo/EQRB): on the next slide.

491

01:06:31.230 --> 01:06:36.599

Megan Neill (MultCo/EQRB): I wanna just share some details of the preferred alternative.

492

01:06:36.890 --> 01:06:49.249

Megan Neill (MultCo/EQRB): So up on the screen are 2 graphics that represent or prefer an alternative. We call this the replacement long span bridge option.

493

01:06:51.141 --> 01:07:01.750

Megan Neill (MultCo/EQRB): now that it's more or less a modern version of the existing Burnside bridge that's out there today. We have a low profile structure type on the west approach.

494

01:07:02.620 --> 01:07:18.719

Megan Neill (MultCo/EQRB): As we move into the river. We have a bascule style moveable span, similar to what's out there today. However, on the east side there's a dramatic difference compared to the existing bridge, and you see a very large structure over the deck

495

01:07:19.000 --> 01:07:23.510

Megan Neill (MultCo/EQRB): that is spanning from the moveable bascule span

496

01:07:23.650 --> 01:07:27.439

Megan Neill (MultCo/EQRB): deep into the east side, almost to the Burnside Skate Park.

497

01:07:27.550 --> 01:07:32.470

Megan Neill (MultCo/EQRB): We're evaluating currently either a tight arch or a cable stay option

498

01:07:32.842 --> 01:07:42.839

Megan Neill (MultCo/EQRB): Ted art similar to the Saudis Island bridge and the cable stay option similar to the telecom structure. And the reason why there's such a large structure over the East Side is that

499

01:07:42.850 --> 01:07:54.594

Megan Neill (MultCo/EQRB): we believe that in order to have the bridge perform well after earthquake, we wanna reduce the amount of supports in the highly liquefiable soils on the east bank of the Lambert River.

500

01:07:55.220 --> 01:08:00.590

Megan Neill (MultCo/EQRB): However, to achieve those longer spans that does result in this large structure above the deck

501

01:08:01.670 --> 01:08:24.430

Megan Neill (MultCo/EQRB): on the next slide. There's one additional detail, the preferred alternative. I just wanted to remind the group of. And it's that we will be closing the bridge. Crossing through the duration of the construction fee, which is about 4 to 5 years. We did evaluate installing a temporary moveable. 2 lane bridge to the south of the existing bridge

502

01:08:24.430 --> 01:08:48.459

Megan Neill (MultCo/EQRB): during construction, however, didn't really provide the same level of traffic flow as the existing bridge, and it did add cost and time to the schedule as well as there's some environmental impacts in the river. So given that we're so close to a variety of other crossings. We did opt to close the bridge so we can get the bridge to complete completed faster and try to stick within our budget.

503

01:08:50.930 --> 01:09:03.379

Megan Neill (MultCo/EQRB): So next up is I want to share a bit about our design phase. I'd like to ask Sarah to come and talk about some of the key engagement moments we plan on having during the design phase.

504

01:09:04.390 --> 01:09:06.340

Sarah Hurwitz, Multnomah County: Sure next slide, please.

505

01:09:07.385 --> 01:09:30.299

Sarah Hurwitz, Multnomah County: So here's just a a little bit of a snapshot of the timeline for public input and public involvement within our overall timeline and schedule. This year's a really big year for getting input from the public. So this summer we will be going out and asking the community that includes this group, you are part of our community

506

01:09:30.717 --> 01:09:39.482

Sarah Hurwitz, Multnomah County: to give us input on the bridge type. So that's what you just saw in the previous slides. Either the

507

01:09:40.069 --> 01:09:42.289

Sarah Hurwitz, Multnomah County: tied the

508

01:09:42.676 --> 01:09:45.610

Sarah Hurwitz, Multnomah County: arch or the cable. Stay those 2 options.

509

01:09:45.670 --> 01:09:51.899

Sarah Hurwitz, Multnomah County: so we'll have an online open house, and we'll be asking for community input on that. Then we'll go back

510

01:09:52.355 --> 01:09:55.760

Sarah Hurwitz, Multnomah County: to the public in early 2025,

511

01:09:56.189 --> 01:10:05.349

Sarah Hurwitz, Multnomah County: and ask for some more input on some other bridge aesthetics, and if I were to back up one little piece for you, too. So the

512

01:10:05.490 --> 01:10:23.620

Sarah Hurwitz, Multnomah County: the ultimate decision decider is our county board. So we're essentially gathering all of this public input this year. And then in the fall we'll go to the county board and say, Hey, here's what the community, said and they will make the final decision on bridge type

513

01:10:23.630 --> 01:10:25.069

Sarah Hurwitz, Multnomah County: next slide, please.

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01:10:26.450 --> 01:10:33.949

Sarah Hurwitz, Multnomah County: The community design Advisory Group, which we do have. Valerie Schiller, the lovely Valerie who sits on that group?

515

01:10:34.406 --> 01:10:54.750

Sarah Hurwitz, Multnomah County: They are a major component of the public input process. Through the design phase. So if you're not familiar. It's 21 community members that represent a diverse kind of swath of the community from people who have design backgrounds to a bartender, a teacher people who've never been a part of a committee before.

516

01:10:54.750 --> 01:11:13.820

Sarah Hurwitz, Multnomah County: and they're they're tasked with giving the county a recommendation on the bridge type and other aesthetics. So they've already been meeting several times, and they'll be meeting twice next month. As we get ready for this first major public input. Moment.

517

01:11:14.050 --> 01:11:16.690

Sarah Hurwitz, Multnomah County: And with that I will toss it back to Megan.

518

01:11:18.460 --> 01:11:19.560

Megan Neill (MultCo/EQRB): Thanks, Sarah.

519

01:11:20.290 --> 01:11:24.310

Megan Neill (MultCo/EQRB): So now I wanted to talk about a couple advancements in the

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01:11:24.760 --> 01:11:30.540

Megan Neill (MultCo/EQRB): project that are specific interest to the bicycle and pedestrian and Aba community.

521

01:11:31.174 --> 01:11:44.500

Megan Neill (MultCo/EQRB): So on the next slide, those 3 topics are the status update on the connection between the bridge and the spank esplanade, specifically looking into, possibly of a ramp connection.

522

01:11:45.690 --> 01:11:54.860

Megan Neill (MultCo/EQRB): Second, the we have landed on a bridge typical cross section, and we wanted to share what the outcome of that decision is.

523

01:11:54.930 --> 01:12:02.050

Megan Neill (MultCo/EQRB): and then also want to share with you decision. The project has made around the connection from the bridge to the skin more Max Station.

524

01:12:03.940 --> 01:12:13.110

Megan Neill (MultCo/EQRB): So on the next slide. Just some history about. The engagement of the project has had on around the East bank connection.

525

01:12:13.584 --> 01:12:21.035

Megan Neill (MultCo/EQRB): During the environmental review phase, we did look at a variety of ramp and ramp and elevator options.

526

01:12:22.242 --> 01:12:36.099

Megan Neill (MultCo/EQRB): We did ultimately propose installing an elevator option which we conducted in community engagement around back in 2022

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01:12:37.089 --> 01:12:47.870

Megan Neill (MultCo/EQRB): we reached out to a variety of groups, including this one. If folks from this group might have been there, remember some of the engagement we conducted

528

01:12:48.354 --> 01:13:02.170

Megan Neill (MultCo/EQRB): and however, the we heard very clearly that the use of an elevator to access the Esplanade really had a a lot of problems, more problems and benefits. There were a lot of concerns, and it did not meet

529

01:13:02.320 --> 01:13:12.840

Megan Neill (MultCo/EQRB): the community needs. So, as we concluded the environmental review phase, the project, decided to not move forward with an elevator as a connection to the Espanon

530

01:13:14.120 --> 01:13:15.199

Megan Neill (MultCo/EQRB): on the next

531

01:13:15.230 --> 01:13:24.989

Megan Neill (MultCo/EQRB): slide. At that point we we're coordinating with the city of Portland.

532

01:13:25.472 --> 01:13:31.619

Megan Neill (MultCo/EQRB): on the general approval of the preferred alternative in the environmental review phase

533

01:13:32.060 --> 01:13:38.910

Megan Neill (MultCo/EQRB): within their approval of the preferred alternative. The city did condition their approval.

534

01:13:40.411 --> 01:13:56.440

Megan Neill (MultCo/EQRB): with the request for a 17 foot minimum pen and bike facility on either side of bridge, in addition to an ad accessible ramp connection to the Espanol on both the north and south sides of the city.

535

01:13:57.960 --> 01:14:00.650

Megan Neill (MultCo/EQRB): That was in July of 2022,

536

01:14:00.800 --> 01:14:02.639

Megan Neill (MultCo/EQRB): and then on the next slide.

537

01:14:03.317 --> 01:14:18.240

Megan Neill (MultCo/EQRB): The city went even further, and actually conducted their own study of a proposed ramp option. In addition to evaluating a human access project proposal that was being presented

538

01:14:18.320 --> 01:14:23.380

Megan Neill (MultCo/EQRB): to both the city and the county. You can see a graphic of it here on the screen.

539

01:14:24.400 --> 01:14:31.019

Megan Neill (MultCo/EQRB): So there was so that continued the interest and exploration, the connections

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01:14:32.507 --> 01:14:33.850

Megan Neill (MultCo/EQRB): at that location.

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01:14:34.850 --> 01:14:40.420

Megan Neill (MultCo/EQRB): and then on the next slide, moving on into 2023

542

01:14:40.816 --> 01:14:50.869

Megan Neill (MultCo/EQRB): the city and the county jointly evaluated the proposed rab option that were that came out of the consultant study that was issued the year prior.

543

01:14:51.847 --> 01:15:05.812

Megan Neill (MultCo/EQRB): and Steve will talk a little bit in detail about the ramp geometry and some of the outcomes of our study. But in general, at the end of our study, the city and the county

544

01:15:06.360 --> 01:15:13.770

Megan Neill (MultCo/EQRB): jointly felt that the ramp would not be feasible for a variety of environmental and impacts and cost

545

01:15:14.990 --> 01:15:16.049

Megan Neill (MultCo/EQRB): implications.

546

01:15:16.110 --> 01:15:34.289

Megan Neill (MultCo/EQRB): We did, however, commit to continue to study opportunities to improve the connectivity from the bridge to the esplanade as we advance into the design phase, and this decision was jointly formalized between county's chair, Vega Peterson, and sake Mr. Maps.

547

01:15:34.806 --> 01:15:39.499

Megan Neill (MultCo/EQRB): And then so where we stand today is a ramp

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01:15:39.540 --> 01:15:44.250

Megan Neill (MultCo/EQRB): or a series of elevators are no longer being considered as part of the project.

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01:15:45.780 --> 01:15:53.870

Megan Neill (MultCo/EQRB): So with that, see if you share a little bit more details of the ramp. I'd like to ask you to share a little bit more details of the outcome of our ramp. Study.

550

01:15:54.670 --> 01:16:12.801

Steve Drahota: So if we go to the next slide. So one of the Givens to this study was that Kpf alternative. And what you're seeing in this graphic or 2 aerial view. So imagine you're in a helicopter flying straight over the Burnside bridge, looking down that 2 different ramp configurations.

551

01:16:13.150 --> 01:16:35.717

Steve Drahota: Option number one is the ramp on both the north and south sides actually has a connection underneath the bridge. Even in order to serve users on the bridge from either direction. And we looked at 2 different sub options, whether the ramp is structurally connected to the bridge or independently supported. And so that's what basically one, a one B is.

552

01:16:36.080 --> 01:16:43.639

Steve Drahota: and then option number 2 in an effort to reduce cost, because this turns out to be very expensive. Concept

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01:16:44.396 --> 01:16:51.760

Steve Drahota: the the concept was to shift so that the ramp is only on the north side or the left side of the Burnside bridge

554

01:16:52.156 --> 01:17:15.969

Steve Drahota: and modify the bridge slightly, so that there's a 2 way bike way on the north side of the bridge, and then still look at ways in which the bridge can support the ramp or the ramps stands on its own. So a lot of different permutations, in order to understand and assess both the cost and environmental feasibility of it.

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01:17:16.030 --> 01:17:37.558

Steve Drahota: So on the next slide presents a table of the outcomes of that cost estimating process. And we sliced and dice it number of different ways you can see the ramp options, one a, one b, 2, a 2 b. Again, whether the ramp is on the north side or the south side or whether it's partially supported by the bridge or stands independently.

556

01:17:37.880 --> 01:17:55.034

Steve Drahota: And we came up with these. These cost ranges for if it was constructed today, magically, money fell out of the sky, and magically the whole thing was totally designed. What would it? What would it cost to be in construction today, and that's what that range of 81 to 103 million dollars is.

557

01:17:55.633 --> 01:18:11.756

Steve Drahota: Frankly, it was a bit surprising to us when we when we came up with what those costs were and then we escalated them to get the reality of. We don't have the money in hand today, and we don't have the design done today. So where would it be if we had in a a process of

558

01:18:12.070 --> 01:18:40.185

Steve Drahota: construction in 2029, as a midpoint or 2031 as a midpoint, and those costs escalated. We spent quite a bit of time validating this work with the city staff to make sure that we didn't miss something. We worked with the city Bridge engineers and others, but in taking and looking across the board at all of the different a aspects of a project, whether it's construction or engineering, or escalation, or right of way, which there wasn't any

559

01:18:40.879 --> 01:19:05.310

Steve Drahota: we found. And and really, we tried to apply high and low risk values to make sure that we weren't over or underestimating items. This range fell out. So this really served the decision makers in making that call that Megan already talked about, about not including the ramp as part of this project, and yet at the same time making the Burnside Bridge the EqrB project

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01:19:05.670 --> 01:19:17.970

Steve Drahota: be able to receive a ramp at some point in the future, so be make it forward compatible with something else that might be designed when and if that ever does happen by whatever party is, is going to be responsible for that.

561

01:19:18.610 --> 01:19:21.219

Steve Drahota: So I think that's all I have for now.

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01:19:21.770 --> 01:19:27.629

Steve Drahota: There's some exciting news coming up about the bridge Cross section itself from Megan, and I'll be back a little bit later. Talk about something else.

563

01:19:29.130 --> 01:19:32.169

Megan Neill (MultCo/EQRB): Thank you, Steve. Next slide, please.

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01:19:33.720 --> 01:19:48.432

Megan Neill (MultCo/EQRB): So the next topic I wanted to talk about and share is that we have worked very closely with the city of Portland and finalized our bridge typical cross section which you can see on the screen here.

565

01:19:49.240 --> 01:20:04.780

Megan Neill (MultCo/EQRB): and so it includes a 17 foot wide bike and Ped multi use path on either side of the bridge. There will be a tactile strip buffer in between the bike and the pedestrian users.

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01:20:04.930 --> 01:20:18.200

Megan Neill (MultCo/EQRB): and then in between the multi use path and the roadway, the vehicle lanes. We have a physical barrier just to provide that extra sense of safety and comfort to promote you. Some of the multi use path.

567

01:20:18.740 --> 01:20:26.560

Megan Neill (MultCo/EQRB): And then in the roadway with we are moving forward with a 4 light option that you show that we show here.

568

01:20:26.600 --> 01:20:38.905

Megan Neill (MultCo/EQRB): You may recall. A few years ago we were proposing a 5 Lane Bridge option similar to what's out there today, however, as Covid hit and prices were escalating.

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01:20:39.758 --> 01:20:51.259

Megan Neill (MultCo/EQRB): the Board of County Commissioners asked us. Take a second look at ways. We can bring the overall cost of the project down so it can help it become funded and then built

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01:20:51.589 --> 01:20:57.769

Megan Neill (MultCo/EQRB): and taking a laid away, was the most cost of Mo. The biggest, the biggest way to reduce them.

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01:20:58.060 --> 01:21:00.039

Megan Neill (MultCo/EQRB): The cost of the project.

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01:21:00.220 --> 01:21:11.069

Megan Neill (MultCo/EQRB): however, with this 4 lane option we are, keeping an eye to the future needs of our transportation system. So we are preserving the eastbound bus only line that's out there today.

573

01:21:11.250 --> 01:21:23.000

Megan Neill (MultCo/EQRB): We are accommodating the implementation of a westbound bus Lane, Rose Lane. Should the tra, the city and the traffic modeling require it?

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01:21:23.626 --> 01:21:27.559

Megan Neill (MultCo/EQRB): And then we have a 2 interior, 10 foot

575

01:21:28.017 --> 01:21:46.380

Megan Neill (MultCo/EQRB): vehicular lanes that align to the lane wits identified in the National Association of City Transportation officials guidance. One additional feature, too, is that in those exterior lanes we are designed to bridge, to combat a future street car

576

01:21:46.380 --> 01:21:59.749

Megan Neill (MultCo/EQRB): of which there is. Should the city would feel like that's necessary. There is a a line in a con, a street car line in the concept plan that does go over the bridge and upstanding boulevard.

577

01:22:00.120 --> 01:22:05.199

Megan Neill (MultCo/EQRB): So we wanna ensure. We support that vision if that should happen.

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01:22:06.580 --> 01:22:07.600

Megan Neill (MultCo/EQRB): And

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01:22:09.710 --> 01:22:14.303

Megan Neill (MultCo/EQRB): And so this is the design. This is the cross section we are now currently

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01:22:14.750 --> 01:22:16.889

Megan Neill (MultCo/EQRB): detailing in our design phase.

581

01:22:19.850 --> 01:22:31.670

Megan Neill (MultCo/EQRB): So on the next slide is the last topic I wanted to talk about today. And it's the future of the connection between the bridge and Skidmore Max Station on the west side.

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01:22:32.420 --> 01:22:52.539

Megan Neill (MultCo/EQRB): So given that we do wanna ensure the new structure is accessible for all people, regardless how they get around. We have decided to remove the existing stairs and not reconstruct them as part of the new project. They are not any accessible however, we

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01:22:52.770 --> 01:22:54.860

Megan Neill (MultCo/EQRB): do. You feel like

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01:22:55.433 --> 01:23:01.080

Megan Neill (MultCo/EQRB): a a wise option given the investments. However, we are

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01:23:01.180 --> 01:23:24.160

Megan Neill (MultCo/EQRB): as a replacement looking at improving the sidewalk connection from the bridge around the block to the Max transit facility. We really really felt like this was a good investment of funds. It's investing in the existing system that's out there today. And it's actually not

586

01:23:24.460 --> 01:23:34.310

Megan Neill (MultCo/EQRB): too much farther. If you were to compare the travel distance and going around the block to constructing a ramp in the current location in the staircase.

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01:23:34.360 --> 01:23:38.899

Megan Neill (MultCo/EQRB): So just wanna share a few photos of some.

588

01:23:39.640 --> 01:23:41.290

Megan Neill (MultCo/EQRB): some additional

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01:23:41.380 --> 01:23:44.630

Megan Neill (MultCo/EQRB): details of the concepts on the next slide.

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01:23:45.880 --> 01:23:55.779

Megan Neill (MultCo/EQRB): So with these investments, we are improving the sidewalk around the block, however, also adding cross walks where there are none today, which is in that

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01:23:56.430 --> 01:23:59.970

Megan Neill (MultCo/EQRB): which you can kind of see in the black stripe

592

01:24:00.090 --> 01:24:10.039

Megan Neill (MultCo/EQRB): boxes, and we also do. We'll do a full rebuild of the intersection on West Second Avenue and Burnside, in conjunction with the city of Portland.

593

01:24:10.870 --> 01:24:12.872

Megan Neill (MultCo/EQRB): and ensure all

594

01:24:13.710 --> 01:24:19.859

Megan Neill (MultCo/EQRB): adjacent transit stops will also be brought up to Ada.

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01:24:20.290 --> 01:24:27.989

Megan Neill (MultCo/EQRB): and on the next slide just to kind of show a little bit of what the set current side what looks like today? It's not in the

596

01:24:28.340 --> 01:24:36.500

Megan Neill (MultCo/EQRB): best shape in a few areas. And so we're really, this project would bring those sidewalks up to current area code.

597

01:24:39.680 --> 01:24:41.480

Megan Neill (MultCo/EQRB): So finally.

598

01:24:41.500 --> 01:25:04.460

Megan Neill (MultCo/EQRB): on the next slide, we just wanna end. Today's briefing on some of the just share a little bit of what we're currently working on as well as some potential topics. We'd love to come back and brief the group on as the project advances. So like to Steve can come back and talk a little bit about the work we're doing around, detour out planning.

599

01:25:05.640 --> 01:25:34.223

Steve Drahota: And similar to what Megan just described, is all of those yellow lines that are wrapped around the north side, south side of Burnside bridge to Ankany and coach, and upgrading the sidewalks for 80 full Ada compliance, eliminating deficiencies, making sure there's enough width to move for different modes to coexist and re really improve that section around. We're thinking of the same thing as we contemplate detours for that 4 to 5 years.

600

01:25:34.880 --> 01:25:47.489

Steve Drahota: As the bridge is gonna be shut down. So we're going through a pretty extensive study with a number of working groups with the city of Portland and and various staff members from the city, the modal coordinators and a modal experts.

601

01:25:48.283 --> 01:26:06.060

Steve Drahota: To establish what is the the most appropriate approach to making sure there's pedestrian Ada and bike routes that are both convenient. Which means, you know, as much as we can shortest distance

602

01:26:06.060 --> 01:26:16.065

Steve Drahota: safe, reliable, and upgraded, so that the the detours themselves can support the kind of traffic that we're expecting for a number of years.

603

01:26:16.450 --> 01:26:39.840

Steve Drahota: So we have a whole slew of engineers working on this. And we've been doing this for a few months now, and we'll be doing this for a couple more months as we go forward. What's on the page. Here is just one example of how we're looking a different route for a

particular mode. In this case. Blue. There's a little symbol of of someone walking represents pedestrian routes. We're looking at pedestrian and Ada

604

01:26:39.900 --> 01:27:06.147

Steve Drahota: type of improvements along the same routes. As the bridge is shut down. And what are these different locations along the the detour corridor that would need to be improved as part of this process. So we're not early in the process. But we're kind of midway through it where we're right now starting to align to what are the the routes that we're contemplating? And then ultimately, what are the improvements that would need to be done

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01:27:06.811 --> 01:27:10.790

Steve Drahota: in tandem with the other modes and other improvements that are needed?

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01:27:11.080 --> 01:27:25.340

Steve Drahota: So that's that's the the process in general, more to come, as we are happy to come back and share some of our findings and get some solicit some. Input as we've reached the point where we're at a place where we can talk more definitively about something.

607

01:27:25.938 --> 01:27:43.361

Steve Drahota: On the next slide, though, you know, trying to make sure that we contemplate. As many scenarios as we can. Is this idea of what would happen if the east Bank Espanot is not usable? Again, you have a very large bridge over the top, the east bank Espanot there we times

608

01:27:43.690 --> 01:27:50.319

Steve Drahota: when we have to shut the espanod down, because we have a large bridge over the top of, we either have to demolish or reconstruct.

609

01:27:50.320 --> 01:28:15.160

Steve Drahota: whether it's through navigation or vessels or other equipment on top or below. So so really complicated construction activities. And so that means that there'll be times in which the espanot isn't gonna be open. So we're looking again at different modes. In this case, green is, is bicycle, and blue is pedestrian. And again, what are those routes that we would want to consider

610

01:28:15.160 --> 01:28:29.359

Steve Drahota: for the various modes as the esplanade is closed, thinking not just what happens if you get to a closure point, but also which is what the taller graphics are representing. The the different routes to the north or south.

611

01:28:29.360 --> 01:28:46.070

Steve Drahota: but also thinking of a destination coming from the East, which is what that sort of insect graphic is. And where is signing gonna go to route pedestrians or bicyclists in a direction that that makes sense for not just the closure of the bridge, but now also the closure of the esplanade.

612

01:28:46.380 --> 01:28:54.140

Steve Drahota: So we are contemplating those those features. And again, very preliminary, as we're working through these various topics. And when we are

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01:28:54.140 --> 01:29:14.079

Steve Drahota: have sort of wrapped up the the study. We wanted to bring somebody back, and we can share what our findings are at that point. So so not a lot to share today in terms of specifics of this, but more of the intent behind it and the hard work that's happening with some some participants between the engineering design team and the city staff and others.

614

01:29:14.970 --> 01:29:16.929

Steve Drahota: So with a minute we'll hand it back over to Megan.

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01:29:18.520 --> 01:29:25.710

Megan Neill (MultCo/EQRB): Okay, thank you. And then our last slide is just on the next slide is just a

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01:29:25.830 --> 01:29:40.810

Megan Neill (MultCo/EQRB): few topics that we'd be really interested in coming back to this group to talk about. As Steve mentioned, we wanted to share they can. Oh, some updates about our detour options and improvements that are.

617

01:29:40.840 --> 01:29:55.379

Megan Neill (MultCo/EQRB): we're currently considering right now and then, as Sarah mentioned, in the summer of 2024 and spring of 2025 we would like to brief this group on the range of

618

01:29:55.380 --> 01:30:12.196

Megan Neill (MultCo/EQRB): East Approach Bridge options that are under consideration prior to making a decision. And then some of the aesthetic details. That we're we'll be looking at such as the railing next to the bike and Ped multi use path. So just some

619

01:30:12.640 --> 01:30:24.369

Megan Neill (MultCo/EQRB): a couple of topics. We just love to hear feedback on how best to engage with this group moving forward, and with that we love to open the floor up to any questions the group may have.

620

01:30:25.560 --> 01:30:29.679

Megan Neill (MultCo/EQRB): and Oscar feel free to take down the Powerpoint. Thank you.

621

01:30:37.310 --> 01:30:38.412

Andrew Holtz: We'll go first.

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01:30:39.430 --> 01:30:46.620

Andrew Holtz: But my one thing that to throw in is, I know you. As you said, you're early in the detour

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01:30:46.700 --> 01:30:49.240

Andrew Holtz: options. I hope you'll

624

01:30:49.580 --> 01:30:55.991

Andrew Holtz: beef up or look look harder at the west side of the Morrison Bridge.

625

01:30:56.480 --> 01:31:03.189

Andrew Holtz: because right now there is no approved way for cyclists to go westbound

626

01:31:03.210 --> 01:31:05.960

Andrew Holtz: over the Morrison Bridge path

627

01:31:06.110 --> 01:31:11.440

Andrew Holtz: and connect to the street grid without going a few blocks out of the way, which

628

01:31:11.610 --> 01:31:18.110

Andrew Holtz: I don't, do, you know, and I don't think a lot of cyclists do. We just ride down the sidewalk where we're not supposed to ride.

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01:31:18.240 --> 01:31:20.299

Andrew Holtz: get to second.

630

01:31:20.330 --> 01:31:25.759

Andrew Holtz: and then look around and try to get back into the street grid.

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01:31:25.790 --> 01:31:37.510

Andrew Holtz: So if this project can include some improvements on the west side of the Morrison Bridge, so that that can be particularly a good westbound as well as eastbound

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01:31:37.650 --> 01:31:38.835

Andrew Holtz: detour.

633

01:31:40.130 --> 01:31:58.249

Andrew Holtz: then, that will not only be a benefit during construction, but it'll be a permanent benefit to the connectivity, and and I think enhance. You know, the Morrison Bridge path is under utilized these days, and I think part of the reason is because of the

634

01:31:58.360 --> 01:32:00.769

Andrew Holtz: the poor connectivity on the west side.

635

01:32:00.970 --> 01:32:04.280

Andrew Holtz: So I hope you'll really

636

01:32:04.310 --> 01:32:07.700

Andrew Holtz: think hard about how that might happen.

637

01:32:09.080 --> 01:32:15.639

Andrew Holtz: And then, also, as noticing on the other some of the other detours you're looking at

638

01:32:16.070 --> 01:32:18.120

Andrew Holtz: going all the way over to

639

01:32:18.330 --> 01:32:22.180

Andrew Holtz: like a seventh to connect to the bloomin hour bridge, which is great.

640

01:32:22.290 --> 01:32:27.040

Andrew Holtz: but an even shorter connection, and something I use several times a week

641

01:32:27.230 --> 01:32:28.045

Andrew Holtz: is

642

01:32:29.120 --> 01:32:31.679

Andrew Holtz: at Davis. Get on the sidewalk

643

01:32:31.790 --> 01:32:35.049

Andrew Holtz: of Milk. To go over 84

644

01:32:35.160 --> 01:32:35.870

Andrew Holtz: from

645

01:32:35.970 --> 01:32:42.570

Andrew Holtz: from Davis to between Davis and Lloyd. Those are nice wide sidewalks.

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01:32:43.890 --> 01:32:48.679

Andrew Holtz: I'm not sure, I mean. And actually the the curbs have just been improved

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01:32:48.710 --> 01:32:57.380

Andrew Holtz: throughout that mlk. Between Davis and Lloyd all 4 of the major intersections had their

648

01:32:57.420 --> 01:32:59.809

Andrew Holtz: curbs and ramps improved.

649

01:32:59.820 --> 01:33:12.790

Andrew Holtz: so take a look at that, and I don't know. With the streetcar right there. It there might not be an ability to add with, but there might be some some other things that could be done, so that that would be

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01:33:12.920 --> 01:33:15.870

Andrew Holtz: another detour option.

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01:33:17.666 --> 01:33:46.413

Steve Drahota: As you can imagine, as we're looking at the various modes, whether it's transit bus light rail like you're talking about street car like you're talking about pedestrians, bicyclists, 88 improvements by the city same time to capitalize on those improvements where there's there's a whole nest of different considerations for trying to factor in. So we appreciate those different perspectives that you brought, and we'll we'll pass this along so we can throw them into the mix, and see if we can

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01:33:47.023 --> 01:33:57.777

Steve Drahota: pick the best, the best outcome at overall. So appreciate that. And I I will say this, we are looking at where it makes sense. I mean, like we're talking about upgrades to the routes for Ada.

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01:33:58.060 --> 01:34:18.643

Steve Drahota: Those are just temporary upgrades. Those are upgrades. They're gonna be there permanently. Right? I mean. So so we are looking at. Where does it make sense to have a permanent improvement rather than a you know 4 year band aid that's ripped off. So we think it's prudent on where it's feasible to do that. It's not feasible everywhere. Some places.

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01:34:19.352 --> 01:34:31.690

Steve Drahota: It might be that we're looking to divert around. But in other places where we need to make so many improvements, the the county is committed to to doing that on those designated routes. So

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01:34:31.730 --> 01:34:52.749

Steve Drahota: you know, we don't know what that means exactly. Yet in terms of the expansion of the impact. Sometimes when you start creating or affecting and improving it. An Ada per ramp, it could lead to other things. So we're we haven't got to that level of detail yet. But but the intent of having fully compliant Ada accessible routes is is part of the design criteria. We're working at.

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01:34:57.610 --> 01:34:58.340

Megan Neill (MultCo/EQRB): John.

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01:35:00.600 --> 01:35:01.466

John Russell, PE: Thank you.

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01:35:02.110 --> 01:35:05.849

John Russell, PE: appreciate the updates, and I'm glad to hear that you'll

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01:35:06.311 --> 01:35:10.420

John Russell, PE: did I hear correctly? You'll be coming back in June to to talk more about the detours.

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01:35:11.220 --> 01:35:12.490

Megan Neill (MultCo/EQRB): Yes, that's correct.

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01:35:12.490 --> 01:35:17.007

John Russell, PE: That's good cause. Most of my questions and comments have to do with the the detours.

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01:35:17.490 --> 01:35:25.520

John Russell, PE: I've had conversations, I think, possibly with Sarah and and might even talk to you, Steve. When

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01:35:25.830 --> 01:35:31.089

John Russell, PE: think, were you there when we went inside the the bridge with the Asc.

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01:35:31.860 --> 01:35:37.920

John Russell, PE: Yeah. So I might have had a chance to to to talk with some of you about videos. And and my main concern is just

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01:35:38.140 --> 01:35:46.000

John Russell, PE: when traffic is is going to be diverted away from the bridge. How that's going to impact the entire network.

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01:35:46.340 --> 01:35:51.479

John Russell, PE: And after a couple of years people will figure it out. But really particularly

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01:35:52.130 --> 01:35:56.819

John Russell, PE: how it's gonna impact transit. And just what the county is

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01:35:56.980 --> 01:36:02.030

John Russell, PE: doing proactively to coordinate with Pbot with Trimet with Odot.

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01:36:04.140 --> 01:36:14.039

John Russell, PE: I'm sure people are, gonna figure it out. But if there's opportunities say, working with Pbot in terms of how to neck down traffic and and give people

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01:36:14.380 --> 01:36:21.586

John Russell, PE: opportunities ahead of time, whether you're coming on West Burnside, and you're gonna have a really easy turn to go down.

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01:36:22.220 --> 01:36:27.430

John Russell, PE: Say, alder to the Morrison Bridge? How Pbot could proactively kind of

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01:36:27.480 --> 01:36:29.680

John Russell, PE: neck down traffic in ways that

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01:36:29.920 --> 01:36:41.279

John Russell, PE: help people not get stuck, you know, at the the dead end, you know, Burnside Bridge, those sorts of things but I can already imagine as someone who works right on the the west side of the steel bridge.

674

01:36:41.920 --> 01:36:58.559

John Russell, PE: I watch, you know every Max train in the system. Go over the bridge. I watch buses get stuck in traffic for events at the rose quarter, and I can imagine, without properly coordinating with every single jurisdiction, because the steel, the steel bridges is pretty much everyone's involved with that.

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01:36:58.580 --> 01:37:00.270

John Russell, PE: including the railroad.

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01:37:00.280 --> 01:37:09.489

John Russell, PE: working properly with them to make sure that transit is able to get through that it's not if everyone who's going to northeast ends up diverting the seal bridge.

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01:37:09.690 --> 01:37:26.250

John Russell, PE: Now the buses are stuck. I can't get on pretty much any bus that goes to my neighborhood in north and and northeast Portland. And so I'm just gonna throw it out there if it were possible, even if just during rush hours, or whatever was operationally necessary, working with

678

01:37:26.677 --> 01:37:30.650

John Russell, PE: Odot and Pbot to make the Still bridge transit only

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01:37:30.700 --> 01:37:32.150

John Russell, PE: during this.

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01:37:32.160 --> 01:37:42.800

John Russell, PE: and then talking with Primate as well. I'm curious if there's any opportunities for say, a bus bridge, or like a a shuttle

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01:37:42.860 --> 01:37:45.510

John Russell, PE: that would say, just

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01:37:45.690 --> 01:38:02.230

John Russell, PE: circle, almost like you've got the streetcar loop and imagine a a bus bridge loop that could go up over the steel bridge, down an mlk over the the Morrison bridge, and you could have stops that could help folks get to either side of

683

01:38:02.760 --> 01:38:07.860

John Russell, PE: the Burnside bridge without having to to walk, you know, almost a mile out of your way. Kind of stuff.

684

01:38:08.293 --> 01:38:15.269

John Russell, PE: And then also, yeah, coordinating without. I'm I'm not sure the exact schedule. I'm not involved with the Rose Quarter project, but just

685

01:38:21.087 --> 01:38:35.479

John Russell, PE: there's a bridge in the Broadway while that's problematic. So I assume. You're aware of all this and working working with folks. But I'm I'm looking forward to hearing more in June about how to proactively work on these detour, coordination plan.

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01:38:37.600 --> 01:38:44.518

Steve Drahota: I will say this. You've named pretty much all the things that keep us up at night, as we're thinking about this.

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01:38:45.130 --> 01:39:12.268

Steve Drahota: So I mentioned those various working groups. We actually have a working group with Trimet to talk about bus as well as as light rail. We have a working group with Odot to talk about their system improvements for I 5 lid for the Rose Quarter project. What happens when the Rose Quarter project actually overlaps with this job or shuts down the freeway the same time it's overlapping with this job.

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01:39:12.670 --> 01:39:19.293

Steve Drahota: and those are stacked on top of all the multimodal working groups. We have the city to talk about these things right now.

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01:39:19.580 --> 01:39:41.442

Steve Drahota: So we we think we've identified the issues. I will say in June. We won't have solved all of them just because we have to take one bite of the apple at a time. But we're we're not. We're not close to shutting down the bridge or setting up the detours. Yet that happens.

Hopefully with funding in place sometime, and maybe early 2027. So there's some time to get there.

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01:39:42.096 --> 01:40:00.253

Steve Drahota: We are looking at ways to isolate modes. So, for example, we're looking at Steel Bridge as a key catalyst for transit. Well, but that means that the best vehicular detour, instead of going north, would you go south to try to maybe unlock to some degree the travel patterns

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01:40:00.942 --> 01:40:14.587

Steve Drahota: in separate modes if we can swing different uses for Lloyd Boulevard. Maybe that's a transit only street as opposed to a blended street. So even if we don't have a transit. Only bridge, we have a transit only access

692

01:40:14.940 --> 01:40:29.671

Steve Drahota: that that helps to get there. We're looking at other solutions like that with the city and eventually rose quarter as a partner once. That's kinda up and rolling again. So so I think you said it right. There's a lot of things that all have to be weave together.

693

01:40:29.960 --> 01:40:45.615

Steve Drahota: I think the good part is, we're also saying you know what there's no way to get it perfectly right. So let's set aside a fundering construction to say, Let's watch, and if there's something that needs to make a small adjustment, may maybe there's a set aside to make those small adjustments to improve.

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01:40:45.900 --> 01:41:10.502

Steve Drahota: based on what actually happens in the field. As an engineer, I'm here to say you can never trust a traffic analysis model to the point where you're gonna predict exactly what's gonna happen, no matter how well you try. So. But we're gonna do our best and sort of, you know. Put some things out there that we think are gonna help, and then set aside a little bit of a little bit of money and effort to improve. Once we see what's happening in real time during construction. So

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01:41:11.016 --> 01:41:37.439

Steve Drahota: we're gonna have a long journey in front of us to get to that place, and the good news is all the partners are fully aware of this. Not just the county because I think we're all looking at this at the same time going? Wow! We have some major projects all overlapping. How are you gonna make the system work and not have total current again, and everything

shutting down. That would be the worst of the worst. So the intent is there, and I think together we'll we'll do what we can to solve this over the next 2, 2 and a half years.

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01:41:38.580 --> 01:41:43.629

John Russell, PE: Yeah, I appreciate that. Glad to hear I'm looking forward to hearing more in June. I'm just throw one more

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01:41:44.001 --> 01:41:56.638

John Russell, PE: fun idea as you're talking with Odot and Rose quarter folks? Because they also are gonna be dealing with shutting down the esplanade for some of their construction and so looking at ways to

698

01:41:57.100 --> 01:42:11.130

John Russell, PE: kind of synergized there, and I don't know how much you've talked with Ted Miller and some of the maintenance folks, but there's a kind of a gravel maintenance path on the east side of the east bank freeway there on i. 5, and potentially

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01:42:11.660 --> 01:42:26.440

John Russell, PE: seeing if Od is is willing to to say, turn that into a paved path that could be used as a detour to to better kind of channelize the the detours depending on which side of the the bridge you're working on, and which side of the freeway is being worked on.

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01:42:29.060 --> 01:42:55.810

Steve Drahota: We've heard about some of these these ideas and concepts. And I think right now, we're always to be able to get those those real discussions with the Rose quarter project. Luckily the teams are working very well together. It's just a matter of getting to the place where we have concepts that we can all lay out and then see how best to make it work. So you know more to come more to come in June, and then more to come every other June for the next couple of June, as we, as we head towards where we're really going.

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01:43:02.170 --> 01:43:05.140

Megan Neill (MultCo/EQRB): Any other thoughts, comments, suggestions.

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01:43:05.250 --> 01:43:08.250

Megan Neill (MultCo/EQRB): I know we're over our time just a little bit.

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01:43:08.890 --> 01:43:10.759

Megan Neill (MultCo/EQRB): Thank you, everybody for

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01:43:10.930 --> 01:43:12.580

Megan Neill (MultCo/EQRB): being patient with us.

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01:43:16.890 --> 01:43:22.000

Megan Neill (MultCo/EQRB): Alright, Arnie, I'll hand it back over to you. Thank you, everybody, for your time and attention today.

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01:43:24.640 --> 01:43:25.550

Arini Farrell, Multnomah County Transportation: Thank you.

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01:43:27.030 --> 01:43:35.890

Arini Farrell, Multnomah County Transportation: Okay. So I think next in our agenda is, gonna be the staff update. I am happy to pass on

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01:43:37.030 --> 01:43:37.920

Arini Farrell, Multnomah County Transportation: M.

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01:43:40.016 --> 01:43:44.643

Arini Farrell, Multnomah County Transportation: Some of the things that Mary Joe left before she went on vacation.

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01:43:45.370 --> 01:43:47.980

Arini Farrell, Multnomah County Transportation: Oscar, would you mind sharing the slideshow, please?

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01:43:58.670 --> 01:44:00.129

Arini Farrell, Multnomah County Transportation: Okay. So

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01:44:01.250 --> 01:44:07.910

Arini Farrell, Multnomah County Transportation: I think we've mentioned before in the middle about the safe suits for all project, and we can go a little bit more about that.

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01:44:08.522 --> 01:44:14.989

Arini Farrell, Multnomah County Transportation: We are just finalizing that contract. Alison and Mary Jo are working on that

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01:44:15.562 --> 01:44:21.358

Arini Farrell, Multnomah County Transportation: getting that up and running. So then we can start working through it with you and being involved.

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01:44:21.940 --> 01:44:25.719

Arini Farrell, Multnomah County Transportation: to get some of the feedback that Alison mentioned earlier in the meeting.

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01:44:26.570 --> 01:44:48.909

Arini Farrell, Multnomah County Transportation: The other item that we're working on is also our partnership, or we've hired Jla to do an assessment on the bike ped committee. They've scheduled some interviews. I believe they had some informal meetings with us in a survey with some staff who has presented to the bike Ped committee.

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01:44:49.401 --> 01:45:18.230

Arini Farrell, Multnomah County Transportation: If you haven't gotten any emails from Jla, I know that some of their emails get sent to. Unfortunately, our spam folder or jump folder, so if you check your jump folder and it's still not there. Please let Mary Joe or copy me in it so we can make sure that you get that copy of the survey that daily are kind of rounding down, up to get an assessment their initial steps into their project with us

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01:45:18.860 --> 01:45:21.120

Arini Farrell, Multnomah County Transportation: think the other item

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01:45:21.200 --> 01:45:26.549

Arini Farrell, Multnomah County Transportation: is the membership renewals. Are you upcoming in May? So

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01:45:27.065 --> 01:45:38.030

Arini Farrell, Multnomah County Transportation: I believe you also got some email, you or you will get an email from Mary Joe about your renewal terms. Especially those who have served the 2 year.

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01:45:39.059 --> 01:45:39.779

Arini Farrell, Multnomah County Transportation: Marked

722

01:45:40.580 --> 01:45:43.059

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

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01:45:44.310 --> 01:45:56.719

Arini Farrell, Multnomah County Transportation: And then the last item is the safi to school. I think, Petan, if you want to add anything else other than what's mentioned here. There was an event that Davis Park, a.

724

01:45:57.450 --> 01:46:25.069

Peyton Blackwell: Yeah, I'm happy to talk about it. Briefly. So we have a bike fleet bike works does of about 40 bikes. And we finally activated it. A couple of weekends ago. It's kind of been a long time coming. So we had a bike rodeo at Davis park over Spring Break, and Greg was also there. He came and volunteered, and he actually was able to help teach a kid

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01:46:25.110 --> 01:46:37.260

Peyton Blackwell: to learn how to ride a bike which is really cool. And then moving forward, we are gonna be piloting a bike safety course at a couple of sun programs after school programs.

726

01:46:37.969 --> 01:46:43.000

Peyton Blackwell: This spring, and then hoping to be in PE

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01:46:43.200 --> 01:46:49.950

Peyton Blackwell: classes and schools. Spring break, or, excuse me, summer school, and then into the fall.

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01:46:50.060 --> 01:46:52.089

Peyton Blackwell: So we're looking forward to that.

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01:46:54.660 --> 01:46:56.909

Arini Farrell, Multnomah County Transportation: Thank you. That's so exciting.

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01:46:59.020 --> 01:47:05.099

Arini Farrell, Multnomah County Transportation: Anything else that I miss Alison or Oscar about staff updates

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01:47:05.880 --> 01:47:06.940

Arini Farrell, Multnomah County Transportation: or am

732

01:47:09.641 --> 01:47:17.689

Arini Farrell, Multnomah County Transportation: and if not, we can move on to just a general update from committee members in addition to the public comments that you guys gave

733

01:47:31.800 --> 01:47:32.920

Arini Farrell, Multnomah County Transportation: no updates.

734

01:47:35.260 --> 01:47:38.602

Arini Farrell, Multnomah County Transportation: Well, thank you. Then, for your time.

735

01:47:39.160 --> 01:47:44.109

Arini Farrell, Multnomah County Transportation: I thank you for making it easy for me to step into Mary Jo's role while she's out.

736

01:47:44.160 --> 01:47:51.420

Arini Farrell, Multnomah County Transportation: Hopefully that there was big shoes to fill. So thank you for being a great member

737

01:47:51.480 --> 01:47:56.389

Arini Farrell, Multnomah County Transportation: on this. Anything else that you have questions with, or if there's any outstanding

738

01:47:57.040 --> 01:48:07.920

Arini Farrell, Multnomah County Transportation: sometimes I questions come up in my head after meeting. When you get a lot of information, so feel free to email myself, Oscar or Mary Joe. If there's any other questions that came up.

739

01:48:07.930 --> 01:48:12.080

Arini Farrell, Multnomah County Transportation: especially about some of the updates that I kind of ran through pretty fast.

740

01:48:12.500 --> 01:48:17.749

Arini Farrell, Multnomah County Transportation: But other than that, then we can adjourn pretty early. I'll give you 10 min back and

741

01:48:18.100 --> 01:48:21.827

Arini Farrell, Multnomah County Transportation: have a good night, everybody, and see you next month.

742

01:48:22.580 --> 01:48:27.139

Arini Farrell, Multnomah County Transportation: I'll probably step in a little bit to to see how Mary Joe runs. Some things.

743

01:48:27.450 --> 01:48:28.440

Arini Farrell, Multnomah County Transportation: Think so.

744

01:48:29.860 --> 01:48:30.890

A.Lee - MultCo Transportation: Thanks. Amen.

745

01:48:31.030 --> 01:48:32.270

Arini Farrell, Multnomah County Transportation: Thanks. Have a good day.

746

01:48:32.450 --> 01:48:33.220

Arini Farrell, Multnomah County Transportation: Night.