

2024 06 12 BPCAC Meeting - Zoom Transcript

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WEBVTT

1

00:00:02.470 --> 00:00:03.330

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

2

00:00:03.330 --> 00:00:07.000

MaryJo Andersen, MultCo, (she/her): Thanks, Oscar, do you want to give the Zoom Meeting guidelines.

3

00:00:07.180 --> 00:00:07.960

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

4

00:00:09.410 --> 00:00:29.950

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

5

00:00:30.050 --> 00:00:42.769

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

6

00:00:43.210 --> 00:00:56.039

Oscar Rincones, He/Him - Multco Zoom Support: We are also available 30 min before a meeting begins. If you need to test access or a presentation. Today's meeting is being recorded and closed. Captioning is activated.

7

00:00:56.250 --> 00:01:14.109

Oscar Rincones, He/Him - Multco Zoom Support: We ask everyone to wait until the end of a presentation for questions and comments. Unless otherwise directed. We are available via the chat feature, or I am available via the chat feature during the meeting. If you need Zoom Meeting assistance, enjoy your meeting today. Back to you, Mary Joe.

8

00:01:14.470 --> 00:01:19.849

MaryJo Andersen, MultCo, (she/her): Thanks so much, Oscar. I'll go ahead and give the land acknowledgement.

9

00:01:20.460 --> 00:01:21.920

MaryJo Andersen, MultCo, (she/her): I can find it.

10

00:01:22.720 --> 00:01:36.500

MaryJo Andersen, MultCo, (she/her): Monoma County rests on the stolen lands of the Multnomah, Cla, Cathlamet, and Clackova, spans of the Chinook Indian nation, the Toalaton, Kalapuya, the Malala, and many others along the Columbia river

11

00:01:36.690 --> 00:01:42.060

MaryJo Andersen, MultCo, (she/her): this country is built on stolen, indigenous land, and built by stolen African people.

12

00:01:42.140 --> 00:01:54.909

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

13

00:01:55.400 --> 00:02:08.900

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

14

00:02:09.039 --> 00:02:11.159

MaryJo Andersen, MultCo, (she/her): Let us take a moment of silence

15

00:02:11.310 --> 00:02:16.480

MaryJo Andersen, MultCo, (she/her): to acknowledge the history of how we are here in this place, and to honor these people.

16

00:02:42.410 --> 00:02:43.700

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

17

00:02:43.850 --> 00:02:49.380

MaryJo Andersen, MultCo, (she/her): Andrew, are you here? Yes, do we wanna do quick introductions, or

18

00:02:49.590 --> 00:02:53.690

MaryJo Andersen, MultCo, (she/her): everybody feel like you know each other. Anybody wanna say anything?

19

00:02:54.760 --> 00:02:56.150

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

20

00:03:00.540 --> 00:03:03.586

Andrew Holtz: I don't know. I think everybody's been here before more than once.

21

00:03:03.840 --> 00:03:05.199

MaryJo Andersen, MultCo, (she/her): Like, that's true.

22

00:03:07.480 --> 00:03:11.551

MaryJo Andersen, MultCo, (she/her): Alright! I'll pass it over to you. Then.

23

00:03:12.060 --> 00:03:15.899

Andrew Holtz: Okay, anybody have any public comment?

24

00:03:17.960 --> 00:03:18.810

Andrew Holtz: Greg.

25

00:03:23.430 --> 00:03:24.575

Greg Olson: Yeah, I

26

00:03:25.780 --> 00:03:34.169

Greg Olson: the League of American Bicyclists. Just put out a good study on our favorite 85% speed limit

27

00:03:34.660 --> 00:03:36.200

Greg Olson: verifications.

28

00:03:36.550 --> 00:03:37.820

Greg Olson: And

29

00:03:38.520 --> 00:03:40.629

Greg Olson: they were. Very

30

00:03:40.690 --> 00:03:43.559

Greg Olson: has some very good points in there.

31

00:03:43.840 --> 00:03:47.800

Greg Olson: One thing that we could see was, that I've been noticing

32

00:03:48.480 --> 00:03:55.219

Greg Olson: on a skyline or 257, th when you start counting 85%.

33

00:03:55.280 --> 00:03:56.880

Greg Olson: There's a lot of

34

00:03:59.310 --> 00:04:06.869

Greg Olson: things that have to go into that study, whether it be daytime, night time, work, time.

35

00:04:07.110 --> 00:04:15.679

Greg Olson: peak, hour time. How many traffic lights are in between? And, for instance, on 2 57th I like to stop

36

00:04:15.710 --> 00:04:18.393

Greg Olson: in the right hand Lane.

37

00:04:19.959 --> 00:04:24.030

Greg Olson: and I always have my car on cruise control.

38

00:04:24.050 --> 00:04:27.769

Greg Olson: and I go 40 miles an hour through the Troutdale section.

39

00:04:28.310 --> 00:04:29.630

Greg Olson: and

40

00:04:30.370 --> 00:04:35.530

Greg Olson: I like to be the 1st one in line at the light, with 10 to 15 cars behind me.

41

00:04:35.870 --> 00:04:41.423

Greg Olson: and in the other lane next to me, and we'll what we'll do is find out that.

42

00:04:42.178 --> 00:04:44.759

Greg Olson: I'll be going 40 miles an hour

43

00:04:45.590 --> 00:04:47.813

Greg Olson: and within 3 blocks

44

00:04:48.920 --> 00:04:50.860

Greg Olson: everybody has passed me.

45

00:04:51.650 --> 00:04:56.419

Greg Olson: So it's obviously that they're going up in the 50 mile hour range

46

00:04:56.680 --> 00:04:57.869

Greg Olson: to get there.

47

00:04:58.330 --> 00:05:03.089

Greg Olson: And the nice thing is when we get to the next red light is

48

00:05:03.760 --> 00:05:07.490

Greg Olson: symbolizes the basic rule of bicycling

49

00:05:07.720 --> 00:05:13.920

Greg Olson: in that if you peddle real hard, you can be the 1st one at the red light.

50

00:05:14.400 --> 00:05:15.500

Greg Olson: And

51

00:05:16.000 --> 00:05:19.650

Greg Olson: and so that holds true with vehicles also.

52

00:05:20.000 --> 00:05:25.710

Greg Olson: But the point that the League made. Just 1 point that's really interesting is

53

00:05:26.710 --> 00:05:29.680

Greg Olson: what happens. What the 85% is

54

00:05:31.080 --> 00:05:40.920

Greg Olson: that cities or people they're using and not every city is using it. The 85% just wipes out any other user on on the roadway.

55

00:05:41.020 --> 00:05:48.579

Greg Olson: whether it be a bicyclists, a pedestrians, a dog walker on the sidewalk, somebody crossing to get to a bus.

56

00:05:49.110 --> 00:05:49.930

Greg Olson: good

57

00:05:50.220 --> 00:05:59.119

Greg Olson: negates, all those other users, and what happens is being that all the vehicles now are driving 50 miles an hour on 2 57.th

58

00:05:59.620 --> 00:06:00.420

Greg Olson: Well.

59

00:06:00.560 --> 00:06:01.690

Greg Olson: we should

60

00:06:01.700 --> 00:06:08.959

Greg Olson: up the speed limit to 50 miles an hour, and so what it does is by the League statements.

61

00:06:09.990 --> 00:06:11.430

Greg Olson: What it does is

62

00:06:12.280 --> 00:06:15.230

Greg Olson: help enforce. It

63

00:06:15.660 --> 00:06:16.670

Greg Olson: helps

64

00:06:16.850 --> 00:06:18.620

Greg Olson: bad drivers

65

00:06:19.130 --> 00:06:20.930

Greg Olson: who are breaking the law.

66

00:06:22.000 --> 00:06:23.389

Greg Olson: We're helping them

67

00:06:23.670 --> 00:06:27.870

Greg Olson: break the law and going up to the next step, and so we.

68

00:06:28.080 --> 00:06:29.879

Greg Olson: by breaking the laws

69

00:06:30.100 --> 00:06:32.600

Greg Olson: they are. They are.

70

00:06:33.910 --> 00:06:36.930

Greg Olson: I guess the word was being there.

71

00:06:37.030 --> 00:06:41.240

Greg Olson: They're benefited, but they're blessed or upgraded

72

00:06:41.330 --> 00:06:43.010

Greg Olson: by breaking a law.

73

00:06:43.160 --> 00:06:47.019

Greg Olson: And that's the basic problem with the 85%.

74

00:06:47.220 --> 00:06:55.910

Greg Olson: And so anyway, it's really in our frame of someday, maybe the county will stop. I know, in the East County, in Portland.

75

00:06:56.270 --> 00:07:01.510

Greg Olson: in Metro area, we're reducing the speed limit. So we're trying somehow to

76

00:07:02.110 --> 00:07:08.910

Greg Olson: get away from that. But anyway, it's I think it's still on the books with the county as their proper method of

77

00:07:08.940 --> 00:07:11.630

Greg Olson: setting a speed limit. But anyway, thank you.

78

00:07:18.250 --> 00:07:18.940

Greg Olson: thing.

79

00:07:20.510 --> 00:07:22.400

Andrew Holtz: Thanks, Greg, yeah.

80

00:07:24.150 --> 00:07:25.499

Andrew Holtz: Any other? Comments

81

00:07:31.270 --> 00:07:31.940

Andrew Holtz: the

82

00:07:32.640 --> 00:07:33.330

Andrew Holtz: Oh.

83

00:07:33.620 --> 00:07:34.870

Andrew Holtz: Michael, go ahead!

84

00:07:35.300 --> 00:07:38.420

Michael Rubenstein: Just patient of the choir. But I really want to say that the

85

00:07:39.110 --> 00:07:45.030

Michael Rubenstein: the county and the city have responded to residents who live along those non arterial

86

00:07:45.300 --> 00:07:51.360

Michael Rubenstein: and other types of roadways, because we've seen significant speed reductions both in the city of Portland

87

00:07:51.520 --> 00:07:56.519

Michael Rubenstein: and out here on Sylvia island we were able to get a it took us 3 years for able to get a 55 mile stretch

88

00:07:56.560 --> 00:07:58.359

Michael Rubenstein: reduced to 45. So

89

00:07:59.120 --> 00:08:04.990

Michael Rubenstein: I think just encouraging residents along those roadways. To to complain is is the way to go.

90

00:08:16.770 --> 00:08:17.700

Andrew Holtz: Okay.

91

00:08:18.710 --> 00:08:22.860

Andrew Holtz: yeah, it does seem like the 85, 85th percentile is not

92

00:08:23.500 --> 00:08:26.330

Andrew Holtz: as domineering as it used to be.

93

00:08:28.540 --> 00:08:31.020

Andrew Holtz: which is a step in the right direction.

94

00:08:31.360 --> 00:08:33.110

Andrew Holtz: I do not have

95

00:08:33.530 --> 00:08:34.960

Andrew Holtz: a chair report

96

00:08:35.039 --> 00:08:36.720

Andrew Holtz: tonight, so

97

00:08:36.799 --> 00:08:42.039

Andrew Holtz: we can move on to the meeting minutes those were emailed out to everyone.

98

00:08:43.970 --> 00:08:47.360

Andrew Holtz: And of course, these days it's just a

99

00:08:47.770 --> 00:08:50.199

Andrew Holtz: pointer to where you can find info on the

100

00:08:50.810 --> 00:08:52.120

Andrew Holtz: on the recording.

101

00:08:52.780 --> 00:08:55.404

Andrew Holtz: Anyone want to, any any

102

00:08:56.150 --> 00:09:01.750

Andrew Holtz: So we we want to see a motion to adopt the meeting. Minutes up the May 8th meeting.

103

00:09:05.320 --> 00:09:08.110

joelhuffman: I'll I'll make a motion to approve the meeting minutes.

104

00:09:08.110 --> 00:09:09.200

Andrew Holtz: Okay, Joel.

105

00:09:09.320 --> 00:09:09.890

Andrew Holtz: hey?

106

00:09:09.890 --> 00:09:10.480

Valerie Schiller: Second.

107

00:09:11.930 --> 00:09:12.779

Andrew Holtz: Who was that?

108

00:09:13.290 --> 00:09:14.220

Valerie Schiller: Me Valerie.

109

00:09:14.220 --> 00:09:18.019

Andrew Holtz: Oh, Valerie, hey? Any discussion or corrections?

110

00:09:19.290 --> 00:09:21.920

Andrew Holtz: Then all in favor.

111

00:09:21.950 --> 00:09:23.309

Andrew Holtz: Raise your hands.

112

00:09:25.010 --> 00:09:27.409

Andrew Holtz: Any any opposed

113

00:09:28.770 --> 00:09:31.370

Andrew Holtz: anyone want to register an extension?

114

00:09:33.170 --> 00:09:35.200

Andrew Holtz: It's unanimous.

115

00:09:37.120 --> 00:09:38.890

Andrew Holtz: and we're chugging right on.

116

00:09:40.210 --> 00:09:46.550

Andrew Holtz: See? Next is back back to you, Mary Jo, for the fatalities report.

117

00:09:54.950 --> 00:10:02.759

MaryJo Andersen, MultCo, (she/her): Thank you so much. This is this month's Fatality report, which has been provided by Lake at Metro.

118

00:10:03.200 --> 00:10:09.079

MaryJo Andersen, MultCo, (she/her): and for this month the fatalities from May

119

00:10:09.180 --> 00:10:12.100

MaryJo Andersen, MultCo, (she/her): are. There were 10 of them.

120

00:10:12.230 --> 00:10:16.027

MaryJo Andersen, MultCo, (she/her): and it's pretty interesting the way it

121

00:10:17.680 --> 00:10:20.200

MaryJo Andersen, MultCo, (she/her): kind of worked out, or

122

00:10:20.800 --> 00:10:25.530

MaryJo Andersen, MultCo, (she/her): what it shows. There's there aren't. There were not any that were on county roads.

123

00:10:25.560 --> 00:10:31.409

MaryJo Andersen, MultCo, (she/her): but there were 3 pedestrians, 5 motorcycles, and 2 people driving

124

00:10:32.780 --> 00:10:37.359

MaryJo Andersen, MultCo, (she/her): and there are 2 that are unidentified as of this report.

125

00:10:37.450 --> 00:10:41.819

MaryJo Andersen, MultCo, (she/her): And what happens is that from the preliminary

126

00:10:42.391 --> 00:11:09.289

MaryJo Andersen, MultCo, (she/her): reporting that the police take information. If those folks are unidentified, they either didn't know who they were at the time of the crash, or if they haven't notified the next of kin. So those those details do get worked out over time. But I thought it was really interesting, this big spike in motorcycle drivers, and of course, most of the names up here.

127

00:11:09.966 --> 00:11:13.299

MaryJo Andersen, MultCo, (she/her): Our mail names. So

128

00:11:13.410 --> 00:11:21.769

MaryJo Andersen, MultCo, (she/her): it's that time of year when folks wanna get out and go as fast as they can on motorcycles, or or at least put themselves in

129

00:11:21.910 --> 00:11:24.036

MaryJo Andersen, MultCo, (she/her): precarious positions.

130

00:11:25.820 --> 00:11:31.709

MaryJo Andersen, MultCo, (she/her): the the next slide on this presentation we've started adding

131

00:11:31.880 --> 00:11:51.270

MaryJo Andersen, MultCo, (she/her): to this presentation to show some positive things and things that we're trying to do region-wide to change this epidemic of traffic fatalities. So we're committing to systemic changes to prevent future traffic deaths, including safe streets.

132

00:11:51.590 --> 00:11:54.762

MaryJo Andersen, MultCo, (she/her): safe speeds. What you were just talking about Greg.

133

00:11:55.100 --> 00:12:01.960

MaryJo Andersen, MultCo, (she/her): Safe people so working on outreach and education engagement and safety campaigns.

134

00:12:02.040 --> 00:12:09.400

MaryJo Andersen, MultCo, (she/her): and also bubbling out there on the edges, are safe vehicles in the size of

135

00:12:09.640 --> 00:12:17.920

MaryJo Andersen, MultCo, (she/her): in the realms of vehicle size. Looking at that technology and post crash, care and response.

136

00:12:17.930 --> 00:12:20.029

MaryJo Andersen, MultCo, (she/her): The next slide on this

137

00:12:20.100 --> 00:12:29.400

MaryJo Andersen, MultCo, (she/her): is every month we're going to be presenting some positive actions that are actually happening right here in our region.

138

00:12:29.530 --> 00:12:32.310

MaryJo Andersen, MultCo, (she/her): And this month we actually

139

00:12:32.520 --> 00:12:42.870

MaryJo Andersen, MultCo, (she/her): got to put in some of our experiences. So you can see on this slide that the save actions are included with city of Portland.

140

00:12:43.000 --> 00:13:04.149

MaryJo Andersen, MultCo, (she/her): also Oregon walks, and then. We recently, with bike works by pair and the city of Gresham and Peabot safe for us to school. We're working on bicycle pedestrian bicycle safety, and you can see there's a picture there from our little rodeo that we did at Davis Park that Greg came and helped us

141

00:13:04.560 --> 00:13:09.239

MaryJo Andersen, MultCo, (she/her): with teaching a few folks to ride and teaching some skills.

142

00:13:09.500 --> 00:13:10.380

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

143

00:13:12.140 --> 00:13:15.974

MaryJo Andersen, MultCo, (she/her): that's what we are doing in terms of fatalities.

144

00:13:18.470 --> 00:13:19.719

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

145

00:13:24.150 --> 00:13:24.810

Andrew Holtz: Name.

146

00:13:25.620 --> 00:13:26.480

Andrew Holtz: Greg.

147

00:13:39.140 --> 00:13:40.759

Andrew Holtz: Still don't hear you, Greg.

148

00:13:42.840 --> 00:13:43.880

Greg Olson: I turned it off.

149

00:13:44.630 --> 00:13:46.339

Greg Olson: Okay, can you hear me now?

150

00:13:48.600 --> 00:13:50.169

Greg Olson: One thing I've noticed

151

00:13:50.340 --> 00:13:57.720

Greg Olson: in with traffic is lately and and over the years has increased.

152

00:13:58.660 --> 00:14:03.049

Greg Olson: All over the metro area and in the State also that

153

00:14:04.780 --> 00:14:09.570

Greg Olson: drivers have a hard time stopping at a stop sign.

154

00:14:10.220 --> 00:14:14.018

Greg Olson: And they seem to be using the cycling

155

00:14:14.960 --> 00:14:16.369

Greg Olson: stop rule

156

00:14:16.760 --> 00:14:21.089

Greg Olson: quite often. But they I've come to the point on there's

157

00:14:21.120 --> 00:14:23.590

Greg Olson: several intersections in

158

00:14:24.150 --> 00:14:27.449

Greg Olson: the Gresham Troutdale area where I

159

00:14:27.740 --> 00:14:31.380

Greg Olson: no traffic is coming to my right, and I have

160

00:14:31.440 --> 00:14:48.259

Greg Olson: the right away. I can go, but I always stop and slow down, because I hear a vehicle coming, and I know they're not gonna stop at the stop sign, or else they're gonna be 15 feet past the stop sign while I'm in the middle of the street, staring at them, saying, What

161

00:14:48.460 --> 00:14:51.910

Greg Olson: what are you doing? But that's an increasing problem.

162

00:14:52.470 --> 00:14:56.289

Greg Olson: Throughout the whole area is getting a vehicle to stop.

163

00:14:56.310 --> 00:14:58.790

Greg Olson: Add a stop sign, anyway. Thank you.

164

00:15:04.380 --> 00:15:05.380

Andrew Holtz: Thanks, Greg.

165

00:15:06.670 --> 00:15:08.561

Andrew Holtz: See any other hands up?

166

00:15:09.380 --> 00:15:15.999

Andrew Holtz: We are ahead of schedule, so I don't think I don't see Beth or Megan on yet.

167

00:15:16.620 --> 00:15:19.939

Andrew Holtz: Mary Joe, do you want to jump ahead to? Oh, there's Megan.

168

00:15:19.940 --> 00:15:20.880

Megan Neill (MultCo/EQRB): I'm here.

169

00:15:21.900 --> 00:15:22.780

Megan Neill (MultCo/EQRB): Yeah, I'm just, yeah.

170

00:15:22.780 --> 00:15:26.488

Andrew Holtz: So early, Megan, or should we do something else?

171

00:15:29.260 --> 00:15:30.210

Andrew Holtz: To show up.

172

00:15:30.760 --> 00:15:35.215

Megan Neill (MultCo/EQRB): Yeah, we're waiting for James Shamro to show up.

173

00:15:35.750 --> 00:15:38.799

Megan Neill (MultCo/EQRB): I don't see him yet. I did mention that we're

174

00:15:39.200 --> 00:15:41.512

Megan Neill (MultCo/EQRB): we're up right now.

175

00:15:42.700 --> 00:15:43.952

Oscar Rincones, He/Him - Multco Zoom Support: He's just arriving.

176

00:15:44.370 --> 00:15:45.100

Megan Neill (MultCo/EQRB): Okay?

177

00:15:46.340 --> 00:15:48.610

Megan Neill (MultCo/EQRB): Great. Yeah. I think we're ready.

178

00:15:49.160 --> 00:15:53.020

Andrew Holtz: Oh, yeah, if you wanna if you wanna if you're able to start early, that's great.

179

00:15:53.020 --> 00:15:53.600

Megan Neill (MultCo/EQRB): Yeah.

180

00:15:53.730 --> 00:15:57.379

Megan Neill (MultCo/EQRB): yeah. Oscar sounds like he's joining us now.

181

00:15:57.540 --> 00:15:58.989

Megan Neill (MultCo/EQRB): Yep, there he is.

182

00:15:59.580 --> 00:16:00.580

Megan Neill (MultCo/EQRB): Okay.

183

00:16:02.040 --> 00:16:19.639

Megan Neill (MultCo/EQRB): Alright. Well, thank you. Everybody for having the earthquake ready. Burnside Bridge project back. My name is Megan Neil, as she her pronouns. I'm with Multnomag County and the design phase project manager and for the earthquake ready Burnside Bridge Project.

184

00:16:19.710 --> 00:16:26.689

Megan Neill (MultCo/EQRB): and today with me, I have our roadway design lead from the

185

00:16:27.238 --> 00:16:31.560

Megan Neill (MultCo/EQRB): from the team. If James, if you want to come on and introduce yourself.

186

00:16:32.340 --> 00:16:40.129

James Shamrell (he/him): Yep, I'm here. Hello, everyone! James Shumroll, with parametrics on the Burnside bridge team working with Megyn Megan. Nice to meet you.

187

00:16:41.630 --> 00:16:47.289

Megan Neill (MultCo/EQRB): Yeah. So Oscar, if you wanna just advance the slides twice.

188

00:16:51.120 --> 00:16:57.709

Megan Neill (MultCo/EQRB): yeah. Just wanted to mention that the last time we were with this group. Back in April

189

00:16:58.190 --> 00:17:09.616

Megan Neill (MultCo/EQRB): we shared an overview of the community Design Advisory group and their role in the project. I know we have representation on the group from this

190

00:17:10.050 --> 00:17:13.890

Megan Neill (MultCo/EQRB): from our counties group. So we really appreciate that connection.

191

00:17:14.360 --> 00:17:17.510

Megan Neill (MultCo/EQRB): Between the project and this advisory group.

192

00:17:17.550 --> 00:17:25.760

Megan Neill (MultCo/EQRB): We also talk through. What are the public input opportunities that are coming up in regards to weighing in on the bridge aesthetics.

193

00:17:25.810 --> 00:17:37.930

Megan Neill (MultCo/EQRB): We also reviewed some recent design decisions. The project made in 2023, including the finalization of the typical cross section, which includes a 17 foot wide bike and ped space.

194

00:17:38.120 --> 00:17:44.475

Megan Neill (MultCo/EQRB): We also talked about the east bank connect East Bank Esplanade connection, and how?

195

00:17:45.280 --> 00:17:53.220

Megan Neill (MultCo/EQRB): that a ramp or an elevator would not be included as part of this particular project, and we're still working with the city on the

196

00:17:53.420 --> 00:17:56.460

Megan Neill (MultCo/EQRB): the future of the existing staircase.

197

00:17:56.490 --> 00:18:08.040

Megan Neill (MultCo/EQRB): We also talked about that the pro through the project will be removing this staircases on the west side of the bridge that currently connect the bridge down to the Mac station

198

00:18:08.502 --> 00:18:13.689

Megan Neill (MultCo/EQRB): and instead invest spending money to invest in the street network

199

00:18:14.500 --> 00:18:18.560

Megan Neill (MultCo/EQRB): to improve the sidewalks that take you from the end of the bridge around the block

200

00:18:18.730 --> 00:18:20.420

Megan Neill (MultCo/EQRB): to the Mac station.

201

00:18:20.900 --> 00:18:25.063

Megan Neill (MultCo/EQRB): So we appreciate having that opportunity to brief this group about those

202

00:18:25.470 --> 00:18:26.920

Megan Neill (MultCo/EQRB): advancements.

203

00:18:27.110 --> 00:18:31.329

Megan Neill (MultCo/EQRB): However, today on the next slide, wanted to

204

00:18:31.850 --> 00:18:43.600

Megan Neill (MultCo/EQRB): talk through what are share with you that there's an upcoming opportunity in July to provide input on the bridge types for the East approach

205

00:18:45.200 --> 00:18:55.230

Megan Neill (MultCo/EQRB): And so wanna share with you what that is going to look like and make sure that we just when it's live, that we can just share

206

00:18:55.500 --> 00:18:59.379

Megan Neill (MultCo/EQRB): all the information with this group so that everyone can participate.

207

00:18:59.680 --> 00:19:16.190

Megan Neill (MultCo/EQRB): And then also, we wanted to talk through some of the detour route options for bikes and pads that we're considering. The bridge will be closed for 4 to 5 years. So we're looking at where to send people

208

00:19:17.163 --> 00:19:22.610

Megan Neill (MultCo/EQRB): during that period of time. And James is going to walk through

209

00:19:22.640 --> 00:19:31.150

Megan Neill (MultCo/EQRB): what those are, and we just have a few questions for the groups so that we can take back to the team before we make a decision.

210

00:19:32.820 --> 00:19:35.060

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

211

00:19:35.430 --> 00:19:40.500

Megan Neill (MultCo/EQRB): there. I wanted to highlight that. The 1st box

212

00:19:40.510 --> 00:19:47.780

Megan Neill (MultCo/EQRB): icon with people is our 1st public input opportunity for the design phase of the project.

213

00:19:47.800 --> 00:19:56.249

Megan Neill (MultCo/EQRB): We are looking to make a decision about the East Approach Bridge type. By September of this year.

214

00:19:56.870 --> 00:19:58.519

Megan Neill (MultCo/EQRB): On the next slide

215

00:19:58.710 --> 00:20:05.540

Megan Neill (MultCo/EQRB): there is a range of 6 options that we are considering.

216

00:20:05.570 --> 00:20:08.970

Megan Neill (MultCo/EQRB): you may recall. We

217

00:20:09.220 --> 00:20:17.479

Megan Neill (MultCo/EQRB): ended the environmental review phase with 2 bridge types, a tight arch and a cable. Stay option that we wanted to look

218

00:20:17.530 --> 00:20:20.300

Megan Neill (MultCo/EQRB): in more detail in the design phase.

219

00:20:20.970 --> 00:20:28.739

Megan Neill (MultCo/EQRB): Over this past year we have worked with the architect, the bridge architect, and the structural engineers to develop a range

220

00:20:28.760 --> 00:20:35.659

Megan Neill (MultCo/EQRB): of options for each of those bridge types. And we've since narrowed that range down to this final 6,

221

00:20:35.700 --> 00:20:36.940

Megan Neill (MultCo/EQRB): we feel like

222

00:20:37.160 --> 00:20:41.700

Megan Neill (MultCo/EQRB): all of the 6 options you see here the county could afford.

223

00:20:41.840 --> 00:20:49.739

Megan Neill (MultCo/EQRB): and it would be reasonable we be reasonable to construct and meets the counties criteria, what we feel like we can support

224

00:20:50.700 --> 00:21:07.300

Megan Neill (MultCo/EQRB): and then on, then. So on the next slide, we are going to be launching an online open house and survey that will run from July 1st to July 31, st we'll be asking questions about how you what you think about these 6 options, and which ones you prefer.

225

00:21:07.700 --> 00:21:16.710

Megan Neill (MultCo/EQRB): And during that time we're gonna be trying to generate as much traffic to the online survey. And we're doing it. Oh, up

226

00:21:16.950 --> 00:21:39.250

Megan Neill (MultCo/EQRB): a lot of briefings. But some special events, such as webinars. What people can come learn about the project? We're gonna host an event at Omzee where we're gonna talk. Have a panel of members from the project team that will ask questions to. We are also going to do breakfast on the bridge on July 12, th so we'll have

227

00:21:39.370 --> 00:21:41.190

Megan Neill (MultCo/EQRB): donuts and coffee

228

00:21:41.710 --> 00:21:43.109

Megan Neill (MultCo/EQRB): for cyclists.

229

00:21:43.420 --> 00:21:54.493

Megan Neill (MultCo/EQRB): I don't know if you can hear my child screaming right now, but I'm so sorry. We're also be tabling at several events, one being Portland Saturday market. And this is in addition to

230

00:21:55.100 --> 00:22:02.359

Megan Neill (MultCo/EQRB): a number of oper ways. We're trying to get out in the community, so we'll send out that information

231

00:22:02.410 --> 00:22:08.550

Megan Neill (MultCo/EQRB): when it's ready. Thanks everybody for being patient with me. So

232

00:22:08.895 --> 00:22:19.959

Megan Neill (MultCo/EQRB): with that I'll hand it over to. I'll hand it over to James, and we'll get into the real meat of the presentation which is getting your feedback on the detour routes.

233

00:22:24.130 --> 00:22:25.860

James Shamrell (he/him): Alright! Thanks, Megan, and I

234

00:22:25.900 --> 00:22:32.879

James Shamrell (he/him): can't promise my kids won't scream either, but hopefully they won't. Fingers crossed for all of us. Right next slide, please.

235

00:22:34.220 --> 00:22:50.199

James Shamrell (he/him): Alright. So as Megan mentioned the bridge will be closed during construction. So we can demolish existing bridge and then build a new bridge in its existing place, and that period of time will be somewhere in the neighborhood of 4 to 5 years.

236

00:22:50.210 --> 00:23:11.159

James Shamrell (he/him): So we've designed design team and the county have been working really hard to try to understand, along with the city to understand what the deter routes will be for each mode whether we talking about vehicles and buses or bicycles and pedestrians. You know, really, everyone who uses the bridge today.

237

00:23:11.180 --> 00:23:17.379

James Shamrell (he/him): So we wanted particularly to to meet with you today and talk a little bit about these bike and detour routes that we've been studying.

238

00:23:19.360 --> 00:23:33.273

James Shamrell (he/him): want. I think 1st I can review the selection that we've made for what we think is the primary feature route. So review that with you, and that would be a route that is, using the lower deck of the steel bridge to get around

239

00:23:33.770 --> 00:23:40.430

James Shamrell (he/him): the Burnside Bridge closure. But then also talk about our considerations for a secondary route in addition to

240

00:23:40.500 --> 00:23:47.819

James Shamrell (he/him): that primary route for the Lower X deal. And we've been looking at different routes for that secondary route, one being potentially

241

00:23:47.870 --> 00:23:55.719

James Shamrell (he/him): over the upper deck of steel or routes that could go to south instead using Morrison on our Hoffman bridges.

242

00:23:56.030 --> 00:24:13.350

James Shamrell (he/him): And then there's a few questions on the bottom. Just to kind of start thinking about a little bit all I've got them on the slide again, so you don't have to memorize it, or anything like that. Just to think about their routes as you're thinking of seeing the slides that I'm walking through, Ralph said. Out to use ones that you like the most, or like the least

243

00:24:13.925 --> 00:24:20.980

James Shamrell (he/him): and are there particular features along those routes that you feel like should be prioritized, such as avoiding steep slopes, or

244

00:24:21.260 --> 00:24:33.556

James Shamrell (he/him): providing overall shortest distance for the route or kind of writing least amount of constriction. So and I'll talk about all these a little bit more in following sites, but just kind of wanted to plant those those seeds and keep moving along

245

00:24:34.900 --> 00:24:36.430

James Shamrell (he/him): next slide, please.

246

00:24:38.880 --> 00:24:47.969

James Shamrell (he/him): Alright. So some background mentioned already. Anticipating the closure is somewhere in the 5 year range. We're investigating feature routes

247

00:24:48.190 --> 00:24:51.500

James Shamrell (he/him): or bike pen and Ada, that we want to talk to all about today.

248

00:24:52.000 --> 00:25:07.399

James Shamrell (he/him): We are looking to along these routes. Make modifications along the routes to get to Ada. Compliance, the maximum extent feasible. So for our missing programs. For example, we'd be looking to, or, you know, on compliance rams looking to improve those

249

00:25:07.740 --> 00:25:11.950

James Shamrell (he/him): we're seeking feedback in this month from this group and from other groups.

250

00:25:12.030 --> 00:25:15.619

James Shamrell (he/him): We're working our way towards a decision in early July.

251

00:25:15.680 --> 00:25:25.089

James Shamrell (he/him): and for all your benefit, too, there will be 2 virtual briefings that we're going to be it'll be open to the public that will be sharing as well one in the daytime, one in the evening, in case

252

00:25:25.190 --> 00:25:28.179

James Shamrell (he/him): you have more feedback that comes to mind after day

253

00:25:30.170 --> 00:25:31.529

James Shamrell (he/him): next slide.

254

00:25:32.710 --> 00:25:40.799

James Shamrell (he/him): So 1st off want to talk. I got a couple of slides to talk about the primary detour out that we've identified. Using the lower deck of the steel bridge.

255

00:25:41.374 --> 00:25:47.229

James Shamrell (he/him): Working with the city and county. We believe we have collective agreement. This is the primary route.

256

00:25:47.280 --> 00:25:49.960

James Shamrell (he/him): It has the benefits of being the shortest route.

257

00:25:50.010 --> 00:25:53.299

James Shamrell (he/him): make them the most active and visible, the one that you know. If if

258

00:25:53.730 --> 00:26:03.100

James Shamrell (he/him): we think that if you were posed with, where would I go today? How? How would be the kind of easiest way around if there was a sudden closure? Burnside, this is where a lot of people would choose to go.

259

00:26:04.600 --> 00:26:15.009

James Shamrell (he/him): we think it's the most complete already, from an AV. Perspective, there are some improvements that we think we can make along the route to improve Ada accessibility, still working on the details of those. But

260

00:26:15.358 --> 00:26:18.979

James Shamrell (he/him): we do think there's some things we can do for programs and sidewalk repair.

261

00:26:19.010 --> 00:26:26.350

James Shamrell (he/him): and in general this route has, of all the routes we've studied, you know, has the the least exposure to traffic. It's not crossing a lot of intersections.

262

00:26:26.817 --> 00:26:31.540

James Shamrell (he/him): Generally on streets that aren't full of, you know. Tons and tons of traffic all the time.

263

00:26:33.284 --> 00:26:52.630

James Shamrell (he/him): So! And then the the map on the right. In case it's hard to see or not. Quite not able to read all the names. I'll just kind of briefly describe it. But in general it's using

the lower deck at the steel bridge on the west side. It's connecting back to Burnside, using mostly the waterfront trail, a little bit at North North Street

264

00:26:52.890 --> 00:26:58.460

James Shamrell (he/him): and on the east side. It's using Lloyd Boulevard crossing underneath I. 5,

265

00:26:58.810 --> 00:27:03.800

James Shamrell (he/him): and then I'm connecting up to Martin Luther King Boulevard. Back to website

266

00:27:05.720 --> 00:27:07.310

James Shamrell (he/him): next slide, please.

267

00:27:07.670 --> 00:27:16.689

James Shamrell (he/him): So same map on this slide, so I won't describe it again. But we did want to talk about some additional information. So there's are still some challenges with this route.

268

00:27:17.140 --> 00:27:28.139

James Shamrell (he/him): one. You know there is a segment of this route that does have grades exceeding 5% for short segments. Probably the area where Lloyd Boulevard dips underneath I. 5,

269

00:27:28.765 --> 00:27:42.520

James Shamrell (he/him): another challenge is this is a route that's going through an area that would potentially be impacted by the I 5 rose quarter project so it could be some detours of the detour during that constructional project if the 2 projects on the lap

270

00:27:43.400 --> 00:27:50.070

James Shamrell (he/him): and then also we've identified that there are some infrequent closures, but that sometimes have no advance warning

271

00:27:50.090 --> 00:27:51.809

James Shamrell (he/him): for the lower deck of the steel

272

00:27:52.337 --> 00:28:00.889

James Shamrell (he/him): there are existing signs today that direct people to use the upper deck, but it has an arrow width and steep grade challenges that I'll talk about in another slide here soon.

273

00:28:01.520 --> 00:28:12.759

James Shamrell (he/him): So given all these things, I think we've there's a desire from the county and city to think about a secondary route when this route is closed. Giving people an opportunity to

274

00:28:13.181 --> 00:28:18.300

James Shamrell (he/him): have options to get around. You know, if Burnside is closed, and steel as an issue.

275

00:28:19.454 --> 00:28:29.649

James Shamrell (he/him): Just kind of for a reference. There was, you know, in case you were following the news recently, there was a pretty short, but you know, closure, this still unpacks people trying to get use the still bridge just last month. So

276

00:28:29.710 --> 00:28:31.650

James Shamrell (he/him): definitely put it top of mind for us.

277

00:28:33.710 --> 00:28:35.840

James Shamrell (he/him): Next slide, please.

278

00:28:36.500 --> 00:28:50.679

James Shamrell (he/him): So the next couple of slides walk through each of the secondary routes that we were, we've been exploring. So the 1st one it's on this slide is the upper deck of the steel. There's a picture on the right that shows

279

00:28:51.202 --> 00:28:54.280

James Shamrell (he/him): one portion of the per deck, typically showing.

280

00:28:54.350 --> 00:29:00.159

James Shamrell (he/him): But there is a protection between vehicular lanes and the sidewalk. But at the sidewalks, relatively narrow.

281

00:29:00.170 --> 00:29:02.000

James Shamrell (he/him): I'll talk about that a little bit more.

282

00:29:02.040 --> 00:29:14.362

James Shamrell (he/him): So key benefits to this route. Option. If the lower deck unexpectedly closes, and there isn't a lot of warning about getting around. This is kind of already the

283

00:29:15.250 --> 00:29:22.690

James Shamrell (he/him): the currently signed and typical route that people might take to get around the lower deck closure. It's the shortest path for the lower deck.

284

00:29:23.265 --> 00:29:30.519

James Shamrell (he/him): Also has a, you know, low exposure to traffic, just like the lower deck. Thanks to the protection it's already out there.

285

00:29:31.093 --> 00:29:39.219

James Shamrell (he/him): However, this route does have significant challenges as well. It's got really steep grades, especially on the west side. Approach down to NATO,

286

00:29:39.380 --> 00:29:43.209

James Shamrell (he/him): and has a pretty narrow path, and there there are points where it's

287

00:29:43.390 --> 00:29:46.279

James Shamrell (he/him): 51 to 56 inches wide. So

288

00:29:46.718 --> 00:29:55.710

James Shamrell (he/him): quite narrow, we're we're thinking about trying to route 2 way traffic, particularly with thinking about both pedestrians and vice versa.

289

00:29:57.100 --> 00:30:04.759

James Shamrell (he/him): And then, similarly, the other. It's the previous slide I mentioned this project, or this route would also have potential overlap with I 5 rose quarter.

290

00:30:05.630 --> 00:30:12.550

James Shamrell (he/him): so given that that led us to think about additional options. Further to the south. So if we can go to the next slide.

291

00:30:13.140 --> 00:30:16.609

James Shamrell (he/him): We started looking at the Morrison Bridge route.

292

00:30:16.790 --> 00:30:19.868

James Shamrell (he/him): looking at, you know, different ways to route people

293

00:30:20.580 --> 00:30:25.879

James Shamrell (he/him): south of Burnside through using this 3 grids to get over Morse and then back to Burnside.

294

00:30:26.390 --> 00:30:27.185

James Shamrell (he/him): So

295

00:30:28.720 --> 00:30:42.899

James Shamrell (he/him): things to think about key benefits. This. This route is a little bit longer than the steel route, but not significantly different. I've got numbers in a slide or 2 down here, so we can talk about those in a minute, but

296

00:30:43.317 --> 00:30:56.819

James Shamrell (he/him): in general pretty similar in distance. A little bit longer. It's not as constrained by from a width perspective the path is generally much wider across the bridge, and on approaches it's a little bit easier for

297

00:30:57.890 --> 00:31:00.910

James Shamrell (he/him): managing, you know, multidirectional traffic

298

00:31:01.770 --> 00:31:02.360

James Shamrell (he/him): and

299

00:31:02.650 --> 00:31:13.199

James Shamrell (he/him): while this one is a little bit a little bit longer than steel. It's at least fairly similar, and and certainly not as long as if we were to rock to go down to the offer and bridge.

300

00:31:14.070 --> 00:31:21.849

James Shamrell (he/him): However, this pro this route also has similarly steep grades, not quite as steep as steel, but still relatively steep. Several segments

301

00:31:21.940 --> 00:31:27.320

James Shamrell (he/him): that exceed 5% grade is an important threshold for helping

302

00:31:28.380 --> 00:31:33.879

James Shamrell (he/him): All people navigate steeper climbs, whether they're on a bicycle or in a wheelchair or just walking.

303

00:31:35.580 --> 00:31:43.560

James Shamrell (he/him): this route has an crossing of the Union Pacific tracks that are on the east side.

304

00:31:43.590 --> 00:31:51.080

James Shamrell (he/him): so that represents a potential delay. That could be as frequent or a significant or more significant than

305

00:31:51.140 --> 00:31:54.599

James Shamrell (he/him): delays, using the lower deck of the steel bridge

306

00:31:55.184 --> 00:32:07.899

James Shamrell (he/him): and in general compared to the northern routes, has more exposure traffic, and I'll explain what I mean. More exposure traffic. It means walking along the side of busier streets, such as Martin Luther King, or Grand Avenue

307

00:32:08.504 --> 00:32:17.580

James Shamrell (he/him): and also has more crossings of intersections. So quite a few more crossings of intersections down here, just because of the nature of following the city street grid

308

00:32:19.826 --> 00:32:25.209

James Shamrell (he/him): in general, just to describe their map on the side in case it you can't see it very well.

309

00:32:25.736 --> 00:32:33.859

James Shamrell (he/him): This route runs down Martin Luther, King Boulevard, on the east side uses Yam Hill, or some nearby street.

310

00:32:34.600 --> 00:32:40.149

James Shamrell (he/him): Thanks for following along to to go to the Morrison Bridge, crosses over Morrison.

311

00:32:40.430 --> 00:32:46.030

James Shamrell (he/him): and then routes down to NATO, and then uses a city street grid to get back up to Burnside

312

00:32:48.580 --> 00:32:50.090

James Shamrell (he/him): next slide, please.

313

00:32:51.160 --> 00:32:56.829

James Shamrell (he/him): So the last route I wanted to walk through today was a route we studied via the Hawthorne Bridge.

314

00:32:57.572 --> 00:33:06.030

James Shamrell (he/him): Benefits of this route. Has a, you know, nice wide route, that's you know, more easy for multi-directional traffic.

315

00:33:06.536 --> 00:33:13.180

James Shamrell (he/him): It has, and particularly the one of the flattest routes of any of the routes we studied. You know there are, I think.

316

00:33:13.560 --> 00:33:21.610

James Shamrell (he/him): couple of smaller locations or grades exceed 5, but nothing nearly significant as Morrison, or or nearly even more so as steel.

317

00:33:22.290 --> 00:33:26.819

James Shamrell (he/him): And then one other benefit is this brought us the potential to not have a roller crossing because

318

00:33:27.000 --> 00:33:27.750

James Shamrell (he/him): the

319

00:33:28.600 --> 00:33:33.540

James Shamrell (he/him): the viaduct that connects Hoffer and Bridge to southeast. Madison Street.

320

00:33:33.896 --> 00:33:37.159

James Shamrell (he/him): Crosses over the top of the tracks. Instead of that grade

321

00:33:37.570 --> 00:33:49.630

James Shamrell (he/him): challenges it does still have some steep grades like I mentioned. It is by far the longest distance of any of the routes. Again I'll talk. I'll show numbers on that just a little bit. So you can have some comparison side by side with these options

322

00:33:49.680 --> 00:33:54.730

James Shamrell (he/him): and even more exposure traffic, meaning more crossings of intersections.

323

00:33:57.159 --> 00:34:12.479

James Shamrell (he/him): Just to describe this route map on the side in case you can't see it. It is using Southeast Grand on the east side all the way down to southeast Madison, which leads onto the Hawthorne bridge, and then that connects to NATO and then back to Burnside

324

00:34:16.179 --> 00:34:20.355

James Shamrell (he/him): alright. So lots of numbers in this next table.

325

00:34:20.830 --> 00:34:31.420

James Shamrell (he/him): I don't. I'm not going to try to describe all of them, but wanted to provide this as a good reference point for you, as you're looking at it. Now, we can kind of hold on this for a little bit, and I'll talk about explain what's what the information is here.

326

00:34:31.510 --> 00:34:41.280

James Shamrell (he/him): And then it's a good reference point, too, in case you want to look at it afterwards and provide comments later. So this is kind of a side by side of the 4 different routes I've walked through.

327

00:34:41.530 --> 00:34:58.289

James Shamrell (he/him): So, as I mentioned before, the 1st one on the on on here is the lower that steel that's our primary route, and then the bottom 3 are secondary routes that we're considering in addition to the top one. So this provides kind of a first.st The second column provides kind of a comparison of length and time walking.

328

00:34:59.110 --> 00:35:00.190

James Shamrell (he/him): so

329

00:35:00.730 --> 00:35:07.260

James Shamrell (he/him): steel options are, you know, in the neighborhood, a little over a mile versus Hawthorne is more like 2, so there's a

330

00:35:07.610 --> 00:35:10.679

James Shamrell (he/him): decent distance and distance between those routes.

331

00:35:11.270 --> 00:35:18.510

James Shamrell (he/him): and then the columns on the right are really just helping try to explain. Some of those deeper grade segments that I was talking about.

332

00:35:19.455 --> 00:35:20.120

James Shamrell (he/him): Both

333

00:35:20.270 --> 00:35:41.809

James Shamrell (he/him): kind of the middle column there is trying to identify kind of what's kind of the average grade over the long overall length of a climbing segment. So, for example, on the 1st one here 820 feet, for for with an average grade of 4.2 for this still bridge. Lower deck, and that's a segment along Lloyd. That's when I was talking about there before.

334

00:35:42.457 --> 00:35:55.160

James Shamrell (he/him): In addition, we do have kind of have spot maximum grades. So we wanted to capture that of, you know, specific locations where people might come across deepest grades. These are generally like shorter distances, you know, in the neighborhood

335

00:35:55.240 --> 00:36:04.440

James Shamrell (he/him): 10 to 20 to 30 feet, not quite as long. But we still it's really important to identify where these deepest grades are, because they're still challenging for users.

336

00:36:04.680 --> 00:36:08.589

James Shamrell (he/him): And then, lastly, you know, thinking about those particular locations where there's

337

00:36:08.640 --> 00:36:14.359

James Shamrell (he/him): the steepest sections where we're exceeding 5% wanted to kind of provide some kind of comparison for that.

338

00:36:14.580 --> 00:36:15.410

James Shamrell (he/him): So it.

339

00:36:16.320 --> 00:36:25.329

James Shamrell (he/him): as I kind of mentioned before, a key key to take away from this table, so I've had a chance to look at this more than all of you had in a few seconds. You've had this on the screen.

340

00:36:25.820 --> 00:36:29.661

James Shamrell (he/him): Lower deck steel is has our our

341

00:36:31.590 --> 00:36:41.589

James Shamrell (he/him): It does not have a lot of steep climbing just a little bit on Lloyd, but it is still there. Upper deck gets steeper because of need to climb all the way to the top of the upper deck.

342

00:36:41.630 --> 00:36:49.729

James Shamrell (he/him): Morrison has similar wave numbers. To steal has pretty steep grades somewhere in the averages up in 7 and 5,

343

00:36:49.830 --> 00:36:53.499

James Shamrell (he/him): and then Hawthorne has some of our flatter grades. Overall.

344

00:36:53.570 --> 00:37:06.030

James Shamrell (he/him): The the numbers make it look like they're a little bit steep, you know, still seeing numbers like 7 and 6, but the distances in particular, for Hawthorne, for those steep grades are much shorter in the neighborhood of 100 feet, or 200 feet, compared to

345

00:37:06.190 --> 00:37:08.910

James Shamrell (he/him): 500 or or 400 feet.

346

00:37:11.270 --> 00:37:14.970

James Shamrell (he/him): So one last slide, I believe.

347

00:37:15.340 --> 00:37:20.680

James Shamrell (he/him): So, these are the same questions I'd kind of put on that 1st slide at the beginning, so wanted to just

348

00:37:21.030 --> 00:37:30.149

James Shamrell (he/him): pause and see if there are questions in general about what I've been sharing, or if if specific feedback on any of these questions.

349

00:37:31.340 --> 00:37:33.070

James Shamrell (he/him): I appreciate you all listening to me.

350

00:37:38.800 --> 00:37:39.210

Andrew Holtz: Greg.

351

00:37:41.500 --> 00:37:43.020

Greg Olson: Yeah, I've got a couple

352

00:37:43.700 --> 00:37:49.300

Greg Olson: one thinking back that when we put the multiuse path on the Morrison Bridge

353

00:37:49.540 --> 00:37:53.449

Greg Olson: with a little circular ramp that goes up to there.

354

00:37:55.600 --> 00:37:59.519

Greg Olson: when we question that, and had the opportunity to to

355

00:37:59.570 --> 00:38:02.709

Greg Olson: do away with that, and actually take the

356

00:38:03.070 --> 00:38:04.200

Greg Olson: surfing our

357

00:38:04.310 --> 00:38:12.390

Greg Olson: pathway around to Water Avenue and then back up on the Morrison. The county's position at the time was.

358

00:38:12.810 --> 00:38:17.230

Greg Olson: I calculated it was around an 8% ramp going up there to walk at.

359

00:38:17.350 --> 00:38:20.720

Greg Olson: And they said that was just fine with the Ada.

360

00:38:20.990 --> 00:38:24.180

Greg Olson: And so we just had to shake our head and say, Okay.

361

00:38:24.580 --> 00:38:25.740

Greg Olson: but the other

362

00:38:26.762 --> 00:38:30.419

Greg Olson: thing is with all these, it looks like your drawings, are

363

00:38:30.780 --> 00:38:33.870

Greg Olson: you're assuming you're only

364

00:38:34.620 --> 00:38:39.810

Greg Olson: sending people coming down Burnside, east or west bound.

365

00:38:39.870 --> 00:38:47.929

Greg Olson: Have you looked at doing. Bike counts from other parts of the northeast. I'm just looking at going on.

366

00:38:48.170 --> 00:38:49.370

Greg Olson: mostly

367

00:38:49.470 --> 00:38:52.800

Greg Olson: westbound out of the east side of Portland.

368

00:38:53.040 --> 00:38:59.679

Greg Olson: But have you looked at bike counts where people are coming down and perhaps starting to

369

00:39:00.840 --> 00:39:07.560

Greg Olson: detour them farther up, maybe on 33, rd maybe all the way up to 80 second.

370

00:39:07.640 --> 00:39:10.840

Greg Olson: and get them going off of Burnside

371

00:39:11.290 --> 00:39:18.949

Greg Olson: or Gleason coming all the way in and then putting them so it's easier for them to access the Hawthorne.

372

00:39:19.090 --> 00:39:20.516

Greg Olson: the Broadway.

373

00:39:21.480 --> 00:39:24.700

Greg Olson: or the Steel. This the steel

374

00:39:26.636 --> 00:39:27.410

Greg Olson: looks like.

375

00:39:28.060 --> 00:39:35.309

Greg Olson: It's probably easiest, but it's gonna have logistic problems, I think, as a with the railroad like you mentioned

376

00:39:35.500 --> 00:39:45.249

Greg Olson: of having different things. Stop and start the upper ramp of the steel. We're going to detour a bunch of bicyclists up there pedestrians up there. It's just way too narrow.

377

00:39:46.430 --> 00:39:53.180

Greg Olson: but I think the Morrison or the Hawthorn would probably work. But you could. I can foresee you

378

00:39:53.580 --> 00:39:59.680

Greg Olson: taking people where they're ending up in Portland downtown, or over on the East Side in reverse.

379

00:39:59.920 --> 00:40:03.109

Greg Olson: I've started to detour. I'm just completely away from this

380

00:40:03.560 --> 00:40:07.780

Greg Olson: the Burnside bridge, and maybe expand this detour

381

00:40:08.170 --> 00:40:09.640

Greg Olson: message

382

00:40:09.750 --> 00:40:10.550

Greg Olson: out

383

00:40:10.900 --> 00:40:15.460

Greg Olson: father and father, so it makes it easier for everybody, and

384

00:40:16.620 --> 00:40:18.470

Greg Olson: once they get used to it.

385

00:40:18.780 --> 00:40:23.340

Greg Olson: I think that they would be fine with the detours going ahead anyway. Thank you.

386

00:40:26.000 --> 00:40:44.350

James Shamrell (he/him): Yeah, thanks, Greg, thanks for comments. Just a couple of quick responses to so the route from Morrison does not use that little curly queue ramp on the on the east side definitely want to avoid that from our, you know, from our perspective. So the route we're using is that newer the newer route that runs down to water. So good good point there on that one.

387

00:40:44.400 --> 00:40:46.400

James Shamrell (he/him): And then, yeah, for advanced

388

00:40:47.072 --> 00:40:53.117

James Shamrell (he/him): signing, I'll I'll I should have I should have copied out of this. I mean, these detail routes are really particularly thinking about.

389

00:40:53.520 --> 00:40:58.729

James Shamrell (he/him): if someone comes across the construction closure site and wonders. What do I do now?

390

00:40:59.023 --> 00:41:11.320

James Shamrell (he/him): I think you know we we still have a lot more work to do when it comes to thinking about kind of advanced warning and advanced kind of public messaging for helping people know how to get around this. So there'll there will need to be a lot of work done to help make sure.

391

00:41:11.500 --> 00:41:20.559

James Shamrell (he/him): People both know about this, you know, and you know, early in advance, and also that we look for ways to help provide advanced signing to direct people away from

392

00:41:20.700 --> 00:41:26.080

James Shamrell (he/him): getting all the way to Burnside. This would be more of our last resort in case they make it all the way there.

393

00:41:26.490 --> 00:41:27.980

James Shamrell (he/him): Thanks for your comments, though.

394

00:41:29.280 --> 00:41:30.200

Andrew Holtz: Hey! John!

395

00:41:32.190 --> 00:41:39.769

John Russell, PE: Yeah, thank you. I appreciate the level of of detail that's that's gone into this trying to look at the different options. But

396

00:41:41.440 --> 00:41:42.260

John Russell, PE: the

397

00:41:43.100 --> 00:41:49.078

John Russell, PE: as as a traffic engineer that works in in planning and right off the still bridge. So I'm quite familiar with these

398

00:41:50.880 --> 00:41:54.319

John Russell, PE: potential detours. I guess the the

399

00:41:54.330 --> 00:41:56.880

John Russell, PE: planner in me is wondering.

400

00:41:58.530 --> 00:42:17.250

John Russell, PE: I think there's some questions that we should be asking before we even get to this level of detail about the the different detail routes, because people are going to be able to find their their way around regardless of of which way you sign it. But my concern is that this is taking what is maybe what a 1015 min walk.

401

00:42:17.630 --> 00:42:20.809

John Russell, PE: maximum and and doubling or tripling.

402

00:42:21.240 --> 00:42:32.589

John Russell, PE: doubling or tripling the length to. I mean, just looking at Google Maps. We're looking at, you know, 25 to 35 min walks on on the nearest bridges 45 min over the hawthorn.

403

00:42:32.650 --> 00:42:35.249

John Russell, PE: I'm just gonna be honest and say, unless you're

404

00:42:35.440 --> 00:42:41.924

John Russell, PE: someone who just happens to be taking a a scenic stroll around the east bank esplanade.

405

00:42:43.360 --> 00:42:47.680

John Russell, PE: I don't really think that's a a great option.

406

00:42:48.920 --> 00:42:52.230

John Russell, PE: and really the best way to provide

407

00:42:53.465 --> 00:42:54.580

John Russell, PE: access.

408

00:42:54.710 --> 00:43:06.270

John Russell, PE: That is the closest to what is currently there, especially for folks that are in mobility, devices that have scooted all these different things is going to be working with Trimet to have an efficient shuttle.

409

00:43:06.400 --> 00:43:12.680

John Russell, PE: and I've made comments about this in in previous meetings. But my biggest concern

410

00:43:13.280 --> 00:43:14.760

John Russell, PE: is not

411

00:43:14.950 --> 00:43:28.029

John Russell, PE: with where the pedestrians go. I understand, as someone who who bikes over the the sub bridge nearly every day. My fiance bikes on the south sidewalk, and is experiencing a number of post calls with with people on the very narrow path. But

412

00:43:28.530 --> 00:43:38.830

John Russell, PE: people on bikes, people on foot are gonna figure it out. They're pretty good at at sharing the space. But I'm a lot more worried with how people who are driving

413

00:43:38.840 --> 00:43:48.398

John Russell, PE: are gonna be sharing the space and specifically how that is, then gonna have knock on effects that are going to affect people biking, walking and taking transit.

414

00:43:49.420 --> 00:44:08.130

John Russell, PE: And so I've specific. I I actually, I just want to say, Greg's idea of of necking down being a Burnside further out working with the city. Pro, I think that's a great idea getting folks away. So they're not causing issues, you know, right on either end. But I think one of the things that I mentioned in in comments multiple times is coordinating with

415

00:44:08.524 --> 00:44:14.199

John Russell, PE: P bought potentially even with Odot, since they technically have the upper deck on the

416

00:44:14.410 --> 00:44:20.150

John Russell, PE: the steel bridge looking at, even if it's just rush hour, potentially having, say, the steel bridge.

417

00:44:20.170 --> 00:44:34.940

John Russell, PE: That is the transit access for most of the bus lines that are going through rose quarter transit center even just during rush hour. It might be needed to make the upper deck of the steel bridge, close to single occupancy vehicles because it

418

00:44:34.950 --> 00:44:54.020

John Russell, PE: you've ever tried to drive or bike in the lane. I frequently that's my regular bike commute on the upper deck of the steel bridge, and during an event at the rose border. You can

have buses stuck in that traffic, for, you know, 1020 min, just because a bunch of people are trying to get to and from a concert or a blazers game.

419

00:44:54.400 --> 00:44:57.649

John Russell, PE: And if you're funneling all of the car traffic to the

420

00:44:59.180 --> 00:45:00.639

John Russell, PE: to the steel bridge

421

00:45:01.200 --> 00:45:21.419

John Russell, PE: that could potentially disrupt transit for the in the entire region. And so I guess, before we look at the specifics of Where are we gonna sign heads? I would look at kind of the bigger picture are we gonna work with Primate with the other roadway agencies to make sure that there can be a shuttle that's looping around that is, giving people the option to to get

422

00:45:21.420 --> 00:45:35.174

John Russell, PE: across the river as quickly as possible, because if you happen to have a shuttle that was just looping in one direction, or even both directions ideally, imagine it's almost like an inner circle version of the the street car. You could be providing

423

00:45:35.690 --> 00:45:49.359

John Russell, PE: ideally a connection in a similar amount of time on a free shuttle that would complement the transit system and not end up getting everyone, everyone stuck in traffic, whether you're biking, walking, or what have you so.

424

00:45:54.450 --> 00:46:00.479

James Shamrell (he/him): Yeah, John, thanks for your comment. Yeah, I think that's something we need to continue to think about, too. I will say

425

00:46:00.770 --> 00:46:07.610

James Shamrell (he/him): from a bank. Other detail routing. We didn't get a chance to talk about that today, but we are looking at that as well, looking at ways to help

426

00:46:08.595 --> 00:46:09.450

James Shamrell (he/him): help

427

00:46:09.520 --> 00:46:13.360

James Shamrell (he/him): bicyclists and pedestrians along our vehicular detour routes.

428

00:46:13.873 --> 00:46:20.229

James Shamrell (he/him): As well. So ideally. We're we're routing our our vehicles to Morrison and not

429

00:46:20.240 --> 00:46:29.670

James Shamrell (he/him): to steal. We acknowledge, like Steel's already got a lot of capacity issues. And we're trying to keep it separate from the buses. But yeah, definitely, still more work for us to do there.

430

00:46:29.720 --> 00:46:32.940

James Shamrell (he/him): and we'll need to think about the shuttle idea. Thank you.

431

00:46:36.170 --> 00:46:36.900

Andrew Holtz: Joel.

432

00:46:40.650 --> 00:46:48.025

joelhuffman: Yeah. Hi, James, I have 2 things. The 1st one is, are you related to David Shameral? And then, before you answer that

433

00:46:49.740 --> 00:46:57.380

joelhuffman: So the routes that take bicyclists onto grand and Mlk.

434

00:46:57.760 --> 00:47:08.789

joelhuffman: are those going to include like a lane closure or something like that similar to better NATO. So that's safer because you don't want to put bikes on the sidewalk with pedestrians. So

435

00:47:08.960 --> 00:47:12.119

joelhuffman: my assumption is they're gonna be in the street lanes.

436

00:47:13.940 --> 00:47:17.389

James Shamrell (he/him): Good questions so 1st question is, yes, Dave is my brother.

437

00:47:18.087 --> 00:47:19.162

James Shamrell (he/him): And then

438

00:47:19.950 --> 00:47:26.009

James Shamrell (he/him): second question, good! Good! That's a good point of clarifications, the maps that we've been showing

439

00:47:26.537 --> 00:47:35.170

James Shamrell (he/him): so so we didn't have too many slides. We're actually our pedestrian route. I think that's what we've spent a lot of time on thinking particularly about accessibility.

440

00:47:36.180 --> 00:47:50.589

James Shamrell (he/him): The bicycle route slightly different. It's almost the same as the pedestrian route. In the way of. We would anticipate it, you know, using the same bridges, and in general is a lot of the same routes on both sides. But it's a little bit different on the East Side.

441

00:47:50.988 --> 00:48:07.869

James Shamrell (he/him): acknowledging that there aren't bike facilities on NATO or Grand. And so in that case, we actually use 7th just another couple of blocks east to route people around the Detroit. Around, either, whether you're going north or south. So if you're going north, you're using a bloomin hour bridge

442

00:48:08.400 --> 00:48:13.720

James Shamrell (he/him): and just get. And, you know, connecting back to Lori that same way. Or if you're going south, using

443

00:48:13.830 --> 00:48:19.100

James Shamrell (he/him): 7th down to whichever connection you're getting to whether it's Morrison or author.

444

00:48:19.120 --> 00:48:24.569

James Shamrell (he/him): So good. Point. No, no plans to put bike facilities on grand or Milk, specifically.

445

00:48:25.930 --> 00:48:35.229

James Shamrell (he/him): really trying to use, I think what is a really already quite robust bike network and just looking for. And if there are, you know, critical pinch points, we need to fix or adjust.

446

00:48:35.420 --> 00:48:39.770

James Shamrell (he/him): mostly more related to traffic than related to the bike route.

447

00:48:47.000 --> 00:48:51.170

Andrew Holtz: Okay couple of things that I'd like to point out

448

00:48:51.630 --> 00:48:53.880

Andrew Holtz: And they relate more to to

449

00:48:53.900 --> 00:48:55.150

Andrew Holtz: bicycling

450

00:48:55.260 --> 00:48:57.300

Andrew Holtz: of, I think, putting

451

00:48:57.420 --> 00:49:03.889

Andrew Holtz: I worry. One of the challenges I think you need to think about on the steel bridge.
Is the switchbacks

452

00:49:04.090 --> 00:49:08.462

Andrew Holtz: on that? The new, the thing down the down the hill.

453

00:49:08.950 --> 00:49:18.080

Andrew Holtz: really tight corners. So adding traffic on, there is going to create a lot of conflicts
with people cycling and walking.

454

00:49:18.310 --> 00:49:23.399

Andrew Holtz: I rarely use that switch back anymore, just because the sight lines are

455

00:49:23.740 --> 00:49:33.720

Andrew Holtz: really difficult at the bottom. You can't see people who are coming along the Esplanade. If you're if you're coming down the switchbacks, and you want to make a U-turn in order to go south on the Esplanade

456

00:49:34.200 --> 00:49:38.660

Andrew Holtz: very difficult to see people coming along. So I'd really worry about

457

00:49:38.730 --> 00:49:47.239

Andrew Holtz: adding to traffic there, and I agree, as you've noted, about the number of disruptions on the lower deck of the steel.

458

00:49:47.940 --> 00:49:51.450

Andrew Holtz: and I think just to follow up with Greg

459

00:49:51.790 --> 00:49:56.699

Andrew Holtz: what Greg mentioned, and I'm sure what you're looking at is, where are people actually going since that

460

00:49:57.400 --> 00:50:10.700

Andrew Holtz: you wonder how many people are actually going from precisely one end of where the Burnside Bridge is now to the other end. They're probably starting somewhere north or south and ending up somewhere, north or south, and that's going to, of course, affect

461

00:50:10.980 --> 00:50:12.550

Andrew Holtz: what detour route

462

00:50:12.650 --> 00:50:30.210

Andrew Holtz: work is most efficient for them. So I think the more options, the more you can enhance these detour routes for everyone. It's both will give people better options during this closure. But it's also going to have benefits beyond

463

00:50:30.290 --> 00:50:33.489

Andrew Holtz: this project, and it would be really nice to

464

00:50:33.510 --> 00:50:34.970

Andrew Holtz: to see some.

465

00:50:35.160 --> 00:50:40.249

Andrew Holtz: some choke points, some some disrupt, you know, some bad spots

466

00:50:40.470 --> 00:50:50.949

Andrew Holtz: on the other bridges cleaned up now so that they help ease the detour traffic, and then we can enjoy those benefits in the

467

00:50:50.970 --> 00:50:52.650

Andrew Holtz: the decades to come

468

00:50:52.700 --> 00:51:01.140

Andrew Holtz: specifically the biggest one. And I've submitted this every time there are comments, is on the west side of the Morrison Bridge

469

00:51:01.160 --> 00:51:06.309

Andrew Holtz: it just for people bicycling westbound across the Morrison.

470

00:51:06.420 --> 00:51:07.640

Andrew Holtz: There's

471

00:51:07.850 --> 00:51:08.890

Andrew Holtz: no

472

00:51:08.920 --> 00:51:13.260

Andrew Holtz: rational way to get into the street grid continuing west.

473

00:51:13.520 --> 00:51:17.409

Andrew Holtz: This is an ideal opportunity to fix that.

474

00:51:18.690 --> 00:51:25.579

Andrew Holtz: tie, tie westbound bicycle traffic across the Morrison Bridge into the street grid, and that will give

475

00:51:25.600 --> 00:51:35.759

Andrew Holtz: people that will make it a much more attractive detour for people during the closure, and it means that the Morrison Bridge will get more use going on. It's it's.

476

00:51:36.030 --> 00:51:45.309

Andrew Holtz: you know, you rare. When I ride across the Morrison Bridge I hardly ever see anybody else spiking across it, and the main reason well, 2 reasons. One. It is a climb.

477

00:51:45.700 --> 00:52:02.090

Andrew Holtz: certainly much more of a climb than the Hawthorne Bridge, but it's that it doesn't connect well to the street grid actually on either side. Very well, but the worst is on the west side, so I would hope you would seriously consider making some investments

478

00:52:02.486 --> 00:52:10.610

Andrew Holtz: on these detour routes, so that people can use them more effectively now. And after this project is done.

479

00:52:13.820 --> 00:52:26.399

James Shamrell (he/him): Yeah, thanks, Andrew, yeah, definitely. That is top of mind for us as we try to. You know, zone in on. What's the best route. I think that is our next big step is and identify. What are these kind of spot improvements that can really make these routes better.

480

00:52:32.070 --> 00:52:33.820

Andrew Holtz: John! Go ahead!

481

00:52:33.820 --> 00:52:40.440

John Russell, PE: I I just wanted the come back again to to echo what andrew just said about the

482

00:52:40.740 --> 00:52:43.789

John Russell, PE: we're out on the Morrison bridge.

483

00:52:44.248 --> 00:52:50.391

John Russell, PE: Since this is something that may actually be within the county's jurisdiction

484

00:52:50.970 --> 00:52:53.469

John Russell, PE: being able to improve the connection

485

00:52:53.710 --> 00:52:57.000

John Russell, PE: to the street grid, I think, is one of the the single, best

486

00:52:57.220 --> 00:53:06.990

John Russell, PE: simple improvements. I don't know if it's quite as simple as just taking down the no bikes line. There's some other stuff that might involve some coordination with with Pbot.

But

487

00:53:07.440 --> 00:53:12.451

John Russell, PE: there's gonna be a lot more people using that. And this is a great opportunity to get ahead of that, and

488

00:53:13.260 --> 00:53:14.160

John Russell, PE: create

489

00:53:14.550 --> 00:53:29.560

John Russell, PE: infrastructure that will encourage the right behavior rather than coming back in however many years and complaining. Well, we have a no bike sign. But people are are going down and and causing conflicts. We have the opportunity to get ahead of that, and just want to encourage the county to to look at those options.

490

00:53:32.290 --> 00:53:33.060

James Shamrell (he/him): Thanks. John.

491

00:53:37.960 --> 00:53:39.790

Andrew Holtz: Alright. Don't worry

492

00:53:39.830 --> 00:53:42.410

Andrew Holtz: so. And just to

493

00:53:42.800 --> 00:53:43.940

Andrew Holtz: clarify

494

00:53:46.510 --> 00:53:57.860

Andrew Holtz: are there as far as the public input that's coming up soon. Are there going to? Are there specific questions about detour routes? Or is that farther down the road as far as when you're going to be seeking broader

495

00:53:57.930 --> 00:54:00.790

Andrew Holtz: public comment on on detours.

496

00:54:01.310 --> 00:54:16.310

Megan Neill (MultCo/EQRB): I think this we're doing. We're collecting feedback on detour routes in June. Through one on one briefings. The broader public input moment will just be about the range of structure types for the east span of the bridge.

497

00:54:16.590 --> 00:54:17.465

Megan Neill (MultCo/EQRB): So

498

00:54:19.145 --> 00:54:22.979

Megan Neill (MultCo/EQRB): where it's more targeted outreach for feedback on detours.

499

00:54:24.650 --> 00:54:37.059

Beth Britell, Multnomah County: James, can I alert you to a couple of questions in the chat? I'm not sure if Aj. Would like to repeat his questions, or Michael Rubenstein might wanna ask a question about concrete versus

500

00:54:37.090 --> 00:54:39.229

Beth Britell, Multnomah County: grading service is a factor.

501

00:54:43.725 --> 00:54:49.999

AJZ: I didn't. Wanna add to the questions I put in there the concerns. But I I have a procedural question for James

502

00:54:50.230 --> 00:54:58.689

AJZ: I I'm wondering in terms of your design team in terms of your projected pre-engineering thinking.

503

00:54:58.970 --> 00:55:05.929

AJZ: Do you have cyclists that, have actually done these routes that you actually interact with.

504

00:55:06.010 --> 00:55:07.599

AJZ: Have you yourself

505

00:55:07.700 --> 00:55:09.750

AJZ: bicycle these areas.

506

00:55:10.100 --> 00:55:12.427

James Shamrell (he/him): Yes, yeah, I've been. I've been a

507

00:55:12.850 --> 00:55:18.630

James Shamrell (he/him): I've been a bike commuter for my whole pretty much my entire career. What you know, 15,

508

00:55:18.750 --> 00:55:22.210

James Shamrell (he/him): 20 years of work. So yes, I've biked all these routes.

509

00:55:22.490 --> 00:55:25.759

AJZ: Are there other people on your team be besides you that

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00:55:26.060 --> 00:55:26.960

AJZ: have that

511

00:55:27.640 --> 00:55:28.320

AJZ: off

512

00:55:28.780 --> 00:55:31.800

AJZ: tire on the ground? Sort of experience.

513

00:55:31.800 --> 00:55:40.320

James Shamrell (he/him): Definitely. Yes, we. One of our one of the teams working with us is from tool design. That's 1 of their specialties is thinking about

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00:55:40.760 --> 00:55:47.429

James Shamrell (he/him): bikes and pedestrian infrastructure. So they've been a great help in supporting us on all of this work.

515

00:55:47.880 --> 00:55:50.959

AJZ: See, it seems to me Andrew's comment is really

516

00:55:51.877 --> 00:55:59.380

AJZ: such a fundamental perspective of like, what's there after the bridge is done?

517

00:56:00.110 --> 00:56:01.530

AJZ: To really

518

00:56:01.630 --> 00:56:06.320

AJZ: again reinforce the ease of access.

519

00:56:06.740 --> 00:56:07.200

James Shamrell (he/him): That's.

520

00:56:07.200 --> 00:56:09.929

AJZ: That's absent now, especially for his

521

00:56:10.020 --> 00:56:11.900

AJZ: comment about the Morrison, and

522

00:56:11.910 --> 00:56:14.169

AJZ: I'm wondering if that kind of

523

00:56:14.400 --> 00:56:16.679

AJZ: pop down thinking

524

00:56:17.647 --> 00:56:20.990

AJZ: it gets facilitated in your discussions even

525

00:56:21.120 --> 00:56:22.560

AJZ: even more.

526

00:56:24.800 --> 00:56:37.970

James Shamrell (he/him): Yeah, I think so. It's it's it's already top of mind for us. I think it's something we need to, you know. Continue to double down on you know, understanding more about. I think, that the city of Portland is also strongly advocating for exactly what you

527

00:56:37.990 --> 00:56:48.680

James Shamrell (he/him): and Andrew are describing to about looking for these spot. Improvements that are are not just like temporary things, like signs. We're certainly going to do that, too. But things we can do to actually and improve these routes.

528

00:56:49.105 --> 00:56:52.950

James Shamrell (he/him): Don't have specifics yet. That's something we still need to study more. But

529

00:56:53.288 --> 00:56:57.881

James Shamrell (he/him): definitely good to hear if they're, you know, thinking about particular spots of

530

00:56:58.220 --> 00:57:02.477

James Shamrell (he/him): pinch points and concerns, such as what it was mentioned to Morph and Morrison is really good to hear about.

531

00:57:02.690 --> 00:57:07.599

AJZ: There. There's kind of interesting research out there in terms of like, where where do people come from?

532

00:57:08.043 --> 00:57:15.900

AJZ: There's a Framingham Massachusetts study that that actually change bus routes because they use you know, cell phone

533

00:57:16.600 --> 00:57:19.899

AJZ: interrogation. And they realize that

534

00:57:20.060 --> 00:57:28.260

AJZ: people were were going to park and Framingham to go into Boston. We're actually coming from a wide variety, a a fan like

535

00:57:28.400 --> 00:57:31.320

AJZ: distribution rather than just

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00:57:31.530 --> 00:57:38.579

AJZ: Hawthorne. Morrison to apply it to our world, you know. And and so it kind of begs the question.

537

00:57:39.110 --> 00:57:42.850

AJZ: are are people deciding to use hawthorn instead of the telecom.

538

00:57:43.290 --> 00:57:47.139

AJZ: you know, for a particular reason. Maybe it's just 2 blocks out of the way, and

539

00:57:47.310 --> 00:57:52.030

AJZ: that kind of studying might enable you to realize. Oh.

540

00:57:52.430 --> 00:57:55.469

AJZ: most of the people really would prefer

541

00:57:55.981 --> 00:58:04.409

AJZ: you know, coming down to Morrison, but it's not available, you know, easily. So kind of like stepping back

542

00:58:05.090 --> 00:58:10.000

AJZ: again as Andrew suggested, and go, and and even John

543

00:58:10.120 --> 00:58:13.550

AJZ: saying, Where where are these cyclists coming from?

544

00:58:14.723 --> 00:58:16.450

AJZ: Because nobody's

545

00:58:16.550 --> 00:58:19.939

AJZ: really taken the time to do that in a much more

546

00:58:20.040 --> 00:58:22.680

AJZ: technological, contemporary way.

547

00:58:24.650 --> 00:58:27.150

AJZ: It might be worth the money to do that.

548

00:58:29.750 --> 00:58:33.571

AJZ: Thank you. Thank. I appreciate your your presentation and thank you. And

549

00:58:35.590 --> 00:58:39.750

James Shamrell (he/him): Yeah, no, absolutely thanks for your comments, too, and I wanted to make sure I touched on your

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00:58:40.620 --> 00:58:47.639

James Shamrell (he/him): looking at your comments in the chat, too. So you were asking about trucks. Was there something specific you were thinking about there just wondering, like

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00:58:47.710 --> 00:58:50.810

James Shamrell (he/him): we're are. There? Are there particular routes that have more trucks than other.

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00:58:50.810 --> 00:58:56.100

AJZ: No, that had to do with the earlier conversation with regard to fatalities.

553

00:58:56.140 --> 00:59:19.179

AJZ: And there's there are new findings that are are discussing, you know, not using lateral protective devices on trucks. More right hand turn fatalities with trucks, blind spots, you know. We all know those sorts of things so, and the just. The fact that is has really increased over the past decade plus and over the past 5 years. Even so.

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00:59:19.480 --> 00:59:20.110

James Shamrell (he/him): I see, I see.

555

00:59:20.110 --> 00:59:21.530

AJZ: Not about your presentation.

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00:59:21.530 --> 00:59:24.369

James Shamrell (he/him): Thanks for the clarification, though I learned something. So that's good.

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00:59:26.390 --> 00:59:38.519

James Shamrell (he/him): You also asked the question, shouldn't all steep inclines fall? 8 and 88, 5% guidelines. Fair question. Technically, you know, the the Ada allows for

558

00:59:39.065 --> 00:59:54.169

James Shamrell (he/him): grades to exceed 5 if it's following a roadway. Certainly not desirable, because that doesn't, even though that that rules is there to help agencies deal with challenging situations. It doesn't mean that's not challenge, not a challenging situation for someone who's in a

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00:59:54.240 --> 01:00:05.530

James Shamrell (he/him): bike and pet, you know, on a, on a, on a wheel wheelchair, on a bike, walking to navigate these steeper grades. So that's part of why we've been evaluating where these deeper grades are at looking for routes that

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01:00:05.600 --> 01:00:08.312

James Shamrell (he/him): have at least climbing that we can.

561

01:00:09.050 --> 01:00:09.730

James Shamrell (he/him): So

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01:00:14.880 --> 01:00:18.649

James Shamrell (he/him): yeah, thanks. Thanks for your comment about how, for an access via water.

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01:00:18.930 --> 01:00:20.859

James Shamrell (he/him): That's another good helpful one.

564

01:00:23.365 --> 01:00:23.840

James Shamrell (he/him): Right.

565

01:00:24.120 --> 01:00:24.800

Andrew Holtz: Alright

566

01:00:25.060 --> 01:00:25.900

Andrew Holtz: Greg!

567

01:00:26.670 --> 01:00:32.630

Greg Olson: Yeah, I have. I haven't done this, but I was just wondering in this whole thing. If you've

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01:00:32.650 --> 01:00:33.540

Greg Olson: as

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01:00:36.380 --> 01:00:40.769

Greg Olson: the heat maps on ride with GPS or with Strava

570

01:00:41.170 --> 01:00:44.969

Greg Olson: been looked at to get us just a

571

01:00:44.990 --> 01:00:48.880

Greg Olson: kind of a preliminary heads up of where all the likes so

572

01:00:48.890 --> 01:00:51.820

Greg Olson: bicyclists are riding and the routes are taking

573

01:00:52.618 --> 01:00:58.141

Greg Olson: sometimes that's real helpful, or sometimes just got so much stuff on it that

574

01:00:58.710 --> 01:00:59.770

Greg Olson: kind of all

575

01:01:00.010 --> 01:01:02.059

Greg Olson: melts into a big ball.

576

01:01:03.000 --> 01:01:05.469

Greg Olson: Thank you. But I have found it

577

01:01:06.160 --> 01:01:09.989

Greg Olson: useful in plotting things, especially in towns, that I don't

578

01:01:10.630 --> 01:01:15.329

Greg Olson: visit very often, and I can get around and see where people are doing stuff, and

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01:01:15.990 --> 01:01:19.550

Greg Olson: if we have visitors coming in, they could use

580

01:01:19.580 --> 01:01:21.809

Greg Olson: some help there, too, with

581

01:01:22.260 --> 01:01:27.690

Greg Olson: getting around in the downtown area and getting back out of it again, anyway.

Thank you.

582

01:01:28.410 --> 01:01:35.780

James Shamrell (he/him): Yeah, thanks, Greg, I I haven't specifically, but I I have not chance to talk to my colleagues about this. So it's a question. I can ask them, and

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01:01:35.920 --> 01:01:42.109

James Shamrell (he/him): I, I know that they spent they spent a lot of time with our our environmental team working through

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01:01:42.484 --> 01:01:48.570

James Shamrell (he/him): impacts to bike routes during our environmental phase. And so they may have done that. But I I don't know off the top of my head.

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01:01:49.150 --> 01:01:50.460

James Shamrell (he/him): Thanks for the question. Yep.

586

01:01:50.460 --> 01:02:16.430

AJZ: I'm I'm reminded of something that happened in Portland on 12th Street. I think. Ellen Vander slice if you recognize that name. She determined. The trucks that would leave exit 10 on 84, and they wanted to go to the southeast area, and she wanted to put a bike lane there, and there was a push back from the trucking and the southeast industrial area. And she used

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01:02:17.121 --> 01:02:19.978

AJZ: again the technology of reading

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01:02:21.210 --> 01:02:23.069

AJZ: a cell phone

589

01:02:24.263 --> 01:02:35.850

AJZ: interaction, whatever it's called, and and showed that actually putting in a temporary lane did not slow down any trucking access to the southeast industrial area.

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01:02:35.910 --> 01:02:41.319

AJZ: So this is maybe 1015 years, somebody else. I have to help me out if they remember that.
But

591

01:02:41.760 --> 01:02:45.819

AJZ: anyway. So it it has been used, and could be used again.

592

01:02:46.030 --> 01:02:47.559

James Shamrell (he/him): Okay. Thank you.

593

01:02:56.046 --> 01:02:58.243

Andrew Holtz: Not seeing any other hands up

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01:02:58.920 --> 01:03:02.740

Andrew Holtz: So really appreciate these ongoing briefings. It's a

595

01:03:03.260 --> 01:03:07.229

Andrew Holtz: it's really good to to know what you guys are thinking about, so we can

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01:03:07.630 --> 01:03:09.229

Andrew Holtz: tell you what we're thinking about.

597

01:03:12.830 --> 01:03:14.090

Andrew Holtz: Great. Then.

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01:03:15.650 --> 01:03:18.770

Andrew Holtz: let's see, are we ready for the next? We're

599

01:03:18.880 --> 01:03:22.460

Andrew Holtz: we're still a little bit ahead of schedule. It's wonderful. Our

600

01:03:22.520 --> 01:03:28.089

Andrew Holtz: I see brandy is here brandy. Do you need to wait for Katie before you.

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01:03:28.680 --> 01:03:39.397

Brandy Steffen | JLA: No, we. We figured that I could probably just present to you all, and so she's she is actually busy. But another project tonight. So.

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01:03:40.000 --> 01:03:43.550

Andrew Holtz: Great. Well, then, thank you to to James and

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01:03:43.840 --> 01:03:45.049

Andrew Holtz: Megan and Beth.

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01:03:46.020 --> 01:03:46.690

Megan Neill (MultCo/EQRB): Thanks, all.

605

01:03:46.990 --> 01:03:48.559

James Shamrell (he/him): Thank you very much for your time.

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01:03:48.560 --> 01:03:50.440

Andrew Holtz: Great. We'll see you soon.

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01:03:52.060 --> 01:03:53.700

Andrew Holtz: All right, brandy, take it away.

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01:03:53.700 --> 01:04:16.070

Brandy Steffen | JLA: Alright. Well, good evening, everybody. So I am here, as you may remember. I've been working with Multnomah County to just take a look at this group and just see how things are going, how we can make it better. Moving into the future. And so we've been

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01:04:16.090 --> 01:04:20.129

Brandy Steffen | JLA: interviewing. You all. We interviewed.

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01:04:20.946 --> 01:04:31.860

Brandy Steffen | JLA: A total of 6 groups, and we also include included an interview with county staff

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01:04:31.920 --> 01:04:49.460

Brandy Steffen | JLA: and local cities and other jurisdictions who have similar committees as this one, so that we could get input from a wide variety of people to understand how things are going and really

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01:04:49.880 --> 01:04:56.149

Brandy Steffen | JLA: kind of get a snapshot of where we are today. And so that's what I'm going to be presenting

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01:04:56.150 --> 01:05:20.650

Brandy Steffen | JLA: back to you all. Mary, Joe and Jessica are reviewing the memo and so I think we we're we're planning to share that with you later. But I wanted to give you the snapshot of what we've heard. So that we have a really clear understanding. Make sure we didn't miss anything before we start heading into developing recommendations

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01:05:20.830 --> 01:05:22.979

Brandy Steffen | JLA: for how to move forward.

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01:05:23.600 --> 01:05:24.680

Brandy Steffen | JLA: So

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01:05:25.850 --> 01:05:42.210

Brandy Steffen | JLA: I think. Oscar, I say, Mary, Joe and Oscar did the presentation. Okay, awesome. So that's that's our fun. Intro slide. So the next one is just kind of

617

01:05:42.540 --> 01:05:52.066

Brandy Steffen | JLA: saying like who you are. because this is one of the things that came up from several

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01:05:53.280 --> 01:06:08.369

Brandy Steffen | JLA: several interviewees was that the the charge is maybe not 100 clear and this came up from staff and from members. So

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01:06:09.010 --> 01:06:17.910

Brandy Steffen | JLA: this is what is on the website right now, I didn't put the full charter in. But this is this is where we're we're starting with.

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01:06:18.220 --> 01:06:22.740

Brandy Steffen | JLA: the next slide is just kind of like saying, like, Well, okay, so what did we do?

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01:06:23.000 --> 01:06:47.909

Brandy Steffen | JLA: The the next slide says we also did some pure jurisdiction research. So this is something that you weren't involved with. But basically, Jla, we looked at 9 other cities or counties within Oregon and Washington to see how are they running their committees? That look at bike and pedestrian

622

01:06:48.140 --> 01:07:16.369

Brandy Steffen | JLA: issues? So we took a look at these different 9 different jurisdictions to see what was similar, what was different? How are they doing things? And what could we potentially learn from them? So we did find that most are appointed by government officials through an application process. Most have 6 to 15 members, and each of those members serves a 2 to 3 year term.

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01:07:16.920 --> 01:07:29.879

Brandy Steffen | JLA: We did find that there's some under represented viewpoints. On most of the committees, including youth, elderly and transit dependent viewpoints.

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01:07:30.260 --> 01:07:54.999

Brandy Steffen | JLA: There was a little bit of a difference between how often the committees met. Most said that they met monthly. But then, when we interviewed some of the local

jurisdictions who are also repeats. They added, that that's not 100. True all the time. Sometimes they will cancel meetings. If there isn't as much

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01:07:55.000 --> 01:08:05.180

Brandy Steffen | JLA: information to share or have the committee comment on, and then some just start off with quarterly or bi-monthly meetings.

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01:08:06.180 --> 01:08:16.373

Brandy Steffen | JLA: most just have that simple majority or consensus process, but a few did rely on the formal Roberts rules

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01:08:17.189 --> 01:08:18.270

Brandy Steffen | JLA: process.

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01:08:18.550 --> 01:08:22.410

Brandy Steffen | JLA: and then the issue of influence has

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01:08:22.490 --> 01:08:36.449

Brandy Steffen | JLA: came up in many of the interviews. And so that's something we tried to get at in this research as well. And through the interviews with the peer jurisdictions, we did see that this, you know.

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01:08:36.490 --> 01:08:53.050

Brandy Steffen | JLA: there are some committees who are working on plans and projects to provide technical guidance on plan development. But that was pretty inconsistent throughout the 9 different jurisdictions. So that was a little bit variable.

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01:08:53.680 --> 01:09:00.510

Brandy Steffen | JLA: And then again, most advise counsel of some type, whether the city or the county.

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01:09:00.750 --> 01:09:07.000

Brandy Steffen | JLA: So this is kind of a snapshot of what we learned. From these different

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01:09:07.080 --> 01:09:08.460

Brandy Steffen | JLA: jurisdictions.

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01:09:09.607 --> 01:09:29.589

Brandy Steffen | JLA: The next slide just talks about the what we heard from, if we want to call them focus groups or interviews. But basically, when we met with several of you, and then we met in 2 interviews with county staff, and then we met one interview with local city and jurisdiction.

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01:09:30.343 --> 01:09:38.580

Brandy Steffen | JLA: I wanted to focus mostly on what I heard from you all because I wanna make sure that I didn't miss anything really important

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01:09:38.590 --> 01:09:50.000

Brandy Steffen | JLA: before we move into solutions. And again, I believe that we can send you the the memo in, and maybe look at it in July. But just wanted to kind of

637

01:09:50.649 --> 01:10:05.329

Brandy Steffen | JLA: talk through it and just flag anything that might be missing. So what I what we heard from you all is that there is this desire to represent the variety of viewpoints from Multnomah County.

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01:10:06.265 --> 01:10:11.039

Brandy Steffen | JLA: including race gender, age, socioeconomic level.

639

01:10:12.112 --> 01:10:27.267

Brandy Steffen | JLA: But there's a need to diversify the interest and level of specialty. Specifically, thinking about amateur cyclists, accessibility and Ada requirements. Or Ada viewpoints.

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01:10:27.970 --> 01:10:37.459

Brandy Steffen | JLA: currently, there's limited data collection to understand demographics and structure. Of the committee.

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01:10:38.151 --> 01:10:53.360

Brandy Steffen | JLA: The purpose doesn't always feel clear. And the the charge of this group doesn't feel clear. And sometimes it doesn't feel like you have influence over the outcomes of the information that comes to you.

642

01:10:54.542 --> 01:11:11.570

Brandy Steffen | JLA: Most of you that were interviewed like the activities outside of the traditional meetings that you participate in, such as Tours, and the kind of behind the scenes. Access was commented on several times.

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01:11:12.618 --> 01:11:22.580

Brandy Steffen | JLA: There was a desire to have the meeting stick more closely to committee rules. And the topics of the meeting.

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01:11:22.710 --> 01:11:50.419

Brandy Steffen | JLA: and there was a need for more staff support. In a variety of ways, for example, program managers answering questions, moderating conversations with disagreements, or there have been requests made from the committee to staff to provide more information, and so that was requested more staff support to provide those resources.

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01:11:51.971 --> 01:12:20.629

Brandy Steffen | JLA: There was mixed viewpoints on the format of the meetings. Most people said they liked the hybrid because it's convenient, but also it removes that personal connection. And that feeling of being part of a group that was really valued in before covid times. And then there was

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01:12:21.390 --> 01:12:28.109

Brandy Steffen | JLA: mixed viewpoints about the frequency of the meetings. And how that should look.

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01:12:28.460 --> 01:12:44.029

Brandy Steffen | JLA: So I wanna pause here and just check in with you all. Then there's a couple of more slides that are about like, hey, what's coming up next? But I I wanna just check in with you all and see

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01:12:44.570 --> 01:12:53.749

Brandy Steffen | JLA: again. This is a snapshot but did I miss anything big takeaway that you want to share here in the group?

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01:13:06.410 --> 01:13:08.560

Andrew Holtz: Seeing any hands up, so.

650

01:13:08.770 --> 01:13:10.910

Brandy Steffen | JLA: Oh, maybe, Joel, there's your hand.

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01:13:11.620 --> 01:13:12.569

Andrew Holtz: There he is! Go ahead, Joe!

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01:13:12.570 --> 01:13:13.590

Brandy Steffen | JLA: Kind of hidden.

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01:13:14.910 --> 01:13:18.319

joelhuffman: No, I was looking for my raised hand button. I couldn't find it.

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01:13:18.892 --> 01:13:22.127

joelhuffman: Can you expand on what it means?

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01:13:22.890 --> 01:13:27.070

joelhuffman: On the second bullet point where it says, amateur cyclist, because

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01:13:27.230 --> 01:13:32.089

joelhuffman: I'm thinking that most people that ride are, we're not pros any of us. So

657

01:13:32.687 --> 01:13:35.250

joelhuffman: yeah, what exactly does that mean?

658

01:13:35.400 --> 01:13:44.445

Brandy Steffen | JLA: Yeah, totally and maybe that's not a super great way to phrase this, and I can. I'll look at how we phrased it in the

659

01:13:45.400 --> 01:13:49.429

Brandy Steffen | JLA: in the memo, but I think it was that

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01:13:49.670 --> 01:13:52.670

Brandy Steffen | JLA: many of you have been

661

01:13:52.710 --> 01:14:05.409

Brandy Steffen | JLA: cyclists for a long time, but that there aren't many of you who are maybe casual writers, or maybe writers with

662

01:14:05.410 --> 01:14:18.849

Brandy Steffen | JLA: family or kids for maybe just you know, sunny day cyclists that kind of approach. So I think that was what I heard. Was that.

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01:14:18.850 --> 01:14:42.999

Brandy Steffen | JLA: you know. And and granted this doesn't mean it's bad. You all are volunteering your time. Because you are interested in this topic. And so usually, that's not kind of like a A. I like generally like this thing right? Like you're committed to this, and you you are passionate about it. So it was just. It was one of those comments where it was like. We also want to hear

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01:14:43.010 --> 01:14:47.339

Brandy Steffen | JLA: from those viewpoints. And so

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01:14:47.590 --> 01:14:58.260

Brandy Steffen | JLA: we didn't get in in in this memo and this snapshot. We aren't getting into solutions. That will be kind of the next phase. But

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01:14:58.290 --> 01:15:13.989

Brandy Steffen | JLA: but there could that issue could be addressed in in several different ways beyond just changing the membership of this group. Right? So so just want to put that out there? It's not necessarily a bad or good thing.

667

01:15:17.490 --> 01:15:19.409

Brandy Steffen | JLA: Did that answer your question, Joel?

668

01:15:22.060 --> 01:15:23.630

joelhuffman: Yes, thank you.

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01:15:23.770 --> 01:15:24.460

joelhuffman: Yeah.

670

01:15:30.910 --> 01:15:33.798

AJZ: So will you be able to

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01:15:34.390 --> 01:15:37.630

AJZ: show the transcripts of the

672

01:15:38.090 --> 01:15:41.139

AJZ: of the 28 people interviewed?

673

01:15:41.340 --> 01:15:43.149

AJZ: Will that be available.

674

01:15:43.970 --> 01:16:01.939

Brandy Steffen | JLA: We? We didn't. We aren't going to show the transcripts associated with individual names. Because we wanted it to be as honest as possible. And so we told people during the interviews that we would not attribute

675

01:16:02.629 --> 01:16:09.989

Brandy Steffen | JLA: comments to their themselves. So we have notes where we

676

01:16:10.140 --> 01:16:18.259

Brandy Steffen | JLA: have specific kind of quotes, but not saying, this is to this person, so

677

01:16:19.650 --> 01:16:24.000

AJZ: Now that it's over. Can you just black out

678

01:16:24.300 --> 01:16:26.679

AJZ: people's names, or.

679

01:16:27.090 --> 01:16:30.010

AJZ: you know, talker number one, I mean is that

680

01:16:30.020 --> 01:16:31.050

AJZ: simple.

681

01:16:31.300 --> 01:16:46.119

Brandy Steffen | JLA: Yeah. So I could talk with Mary, Joe and Jessica about how to maybe show that information. I'm I'm wondering if you could maybe just elaborate a little bit more. What are you hoping to get out of that information?

682

01:16:46.776 --> 01:17:12.939

AJZ: I I think it's really detail. I think I would be interested in hearing what the entire committee said. I have some concern with the snapshot sort of attitude. But I'm a detailed person, and I I would rather read the details. I I think people's voices are very important when it gets filtered.

683

01:17:13.120 --> 01:17:15.539

AJZ: I but I have concern about that.

684

01:17:15.600 --> 01:17:20.419

AJZ: If people really aren't in the knowledge of transportation.

685

01:17:21.690 --> 01:17:24.180

AJZ: and have experience and

686

01:17:24.200 --> 01:17:25.970

AJZ: transportation.

687

01:17:26.070 --> 01:17:30.030

AJZ: That's that's really a different world. And

688

01:17:30.290 --> 01:17:31.800

AJZ: having a

689

01:17:32.060 --> 01:17:36.790

AJZ: been around for a long time and seeing reports such as this

690

01:17:37.360 --> 01:17:38.970

AJZ: kind of trickle up

691

01:17:39.080 --> 01:17:42.781

AJZ: and maybe meet a a glass ceiling.

692

01:17:43.750 --> 01:17:45.970

AJZ: you know. So

693

01:17:46.040 --> 01:17:49.729

AJZ: not to sound suspect or paranoid. I just think

694

01:17:51.540 --> 01:17:54.410

AJZ: God is in the details. If I can use for that

695

01:17:54.480 --> 01:17:55.990

AJZ: 3 letter word. So.

696

01:17:55.990 --> 01:18:04.609

Brandy Steffen | JLA: Yeah, yeah, no. And I appreciate you elaborating. Aj, because I think what's helpful for me is in way. If

697

01:18:04.670 --> 01:18:28.870

Brandy Steffen | JLA: is that I made a commitment to all of the interviewees that I would not attribute their name so that they could feel free to share openly. And so I think we can merge them, you know, find the middle there where we don't attribute, but also provide more detail and definitely more than we're sharing here on this screen.

698

01:18:28.870 --> 01:18:35.409

AJZ: Or maybe ask the participants if they're willing to anonymously share their details.

699

01:18:36.190 --> 01:18:37.739

AJZ: Again, it's that

700

01:18:38.460 --> 01:18:43.069

AJZ: rate limiting activity that happens.

701

01:18:43.850 --> 01:18:44.590

AJZ: Yeah.

702

01:18:49.630 --> 01:18:51.460

Brandy Steffen | JLA: Great thanks. I see Valerie's hand.

703

01:18:51.460 --> 01:18:52.080

Andrew Holtz: And Ari.

704

01:18:54.060 --> 01:19:09.739

Valerie Schiller: Yeah, thanks. Brandi. I, I do actually think this is a this feels like a pretty accurate snapshot based on at least the group I was with. I was just hoping for some clarification on the second to last bullet point

705

01:19:10.209 --> 01:19:15.400

Valerie Schiller: more of what? What was the staff support. People were hoping to have.

706

01:19:16.220 --> 01:19:19.382

Brandy Steffen | JLA: Yeah, yeah, let me just

707

01:19:20.480 --> 01:19:21.750

Brandy Steffen | JLA: So

708

01:19:22.514 --> 01:19:42.280

Brandy Steffen | JLA: again, there were a couple of different ways that people wanted additional staff support. One was like making sure that there was some sort of like higher level manager available in meetings. So there was this idea of influence.

709

01:19:42.696 --> 01:19:57.689

Brandy Steffen | JLA: And having access between the committee and this higher level manager, so that they could that you all could have that dialogue as well as to answer kind of managerial related questions, maybe that are like

710

01:19:57.740 --> 01:19:59.573

Brandy Steffen | JLA: higher level.

711

01:20:00.670 --> 01:20:04.645

Brandy Steffen | JLA: There was this desire to

712

01:20:05.640 --> 01:20:06.780

Brandy Steffen | JLA: have

713

01:20:07.955 --> 01:20:21.629

Brandy Steffen | JLA: more time for staff to prepare resources again. This was like to answer questions that come up from the committee or I think, like

714

01:20:22.020 --> 01:20:44.179

Brandy Steffen | JLA: the fatalities report was one that came up was like, Okay, well, what to? Ha! What what happens with that information? And some of the follow ups that come with that. So that was one example. That was raised. There was also the idea of maybe you know, having this

715

01:20:44.887 --> 01:20:58.550

Brandy Steffen | JLA: staff support to rein in conversations around the agenda as well. So those were the 3 types of staff support. That we heard were kind of

716

01:20:58.600 --> 01:21:01.440

Brandy Steffen | JLA: needed or wanted.

717

01:21:06.360 --> 01:21:21.730

Brandy Steffen | JLA: And there were also many comments about appreciation for the staff and the information that comes to this committee. So again, if this isn't meant to be you know a complete report, but just wanted to kind of

718

01:21:21.800 --> 01:21:23.250

Brandy Steffen | JLA: pull out the highlights.

719

01:21:37.270 --> 01:21:42.599

Andrew Holtz: Don't see other comments. I I do. Wanna Aj, I just wanna respond. I think because of the

720

01:21:42.820 --> 01:21:45.880

Andrew Holtz: you know, I feel like the way it was set up.

721

01:21:46.200 --> 01:21:48.889

Andrew Holtz: and wanting people to. To speak freely.

722

01:21:49.090 --> 01:21:51.010

Andrew Holtz: I would want to see

723

01:21:51.690 --> 01:21:55.509

Andrew Holtz: if more detailed feedback come back, have things

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01:21:55.840 --> 01:22:05.259

Andrew Holtz: as individual quotes, or maybe more detailed paraphrasing rather than seeing a transcript, because even if there's not a name on it

725

01:22:05.761 --> 01:22:10.419

Andrew Holtz: those of us who've been on the committee for a long time would probably be able to figure out who it was.

726

01:22:10.440 --> 01:22:11.509

Andrew Holtz: and not that

727

01:22:12.330 --> 01:22:19.300

Andrew Holtz: it. Something would be in there that we wouldn't be willing to say to each other, but I think because of the way it was collected.

728

01:22:20.190 --> 01:22:30.279

Andrew Holtz: It should be, you know, treated, treated that way, where where people know that they they were speaking not entirely confidentially, but

729

01:22:30.450 --> 01:22:34.039

Andrew Holtz: but with some sort of, you know, being able to speak more freely in it.

730

01:22:34.170 --> 01:22:35.539

Andrew Holtz: let their guard down.

731

01:22:36.930 --> 01:22:44.470

Andrew Holtz: So. So I I think it's appropriate to, you know. Keep it more in the paraphrasing summary. But but certainly.

732

01:22:44.530 --> 01:22:46.460

Andrew Holtz: yeah, as we, as we get more

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01:22:47.160 --> 01:22:51.069

Andrew Holtz: information back. It does need to be detailed enough to

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01:22:51.190 --> 01:22:53.650

Andrew Holtz: to really capture the nuances.

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01:22:58.830 --> 01:23:00.690

Brandy Steffen | JLA: Yeah, great thanks, Andrew.

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01:23:05.934 --> 01:23:10.380

Brandy Steffen | JLA: Greg, I see your hand raised, and maybe a clap too.

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01:23:13.850 --> 01:23:17.240

Greg Olson: Well, I'm not sure what I'm doing here, however.

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01:23:18.600 --> 01:23:21.420

Greg Olson: I don't believe I was interviewed for any of this

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01:23:21.770 --> 01:23:22.500

Greg Olson: of.

740

01:23:23.960 --> 01:23:29.310

Greg Olson: and that's and that's fine. But I I agree with Andrew that upfront. I knew this.

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01:23:29.540 --> 01:23:32.010

Greg Olson: All this interviewing was going to be done

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01:23:32.822 --> 01:23:42.779

Greg Olson: anonymously. I don't think I need to hear specifically the results of every single person, because I believe what's summarized in here

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01:23:42.910 --> 01:23:46.849

Greg Olson: is what I need to know. And if I have specific questions off of that

744

01:23:48.110 --> 01:23:50.090

Greg Olson: I can ask them, but I don't

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01:23:50.110 --> 01:23:52.969

Greg Olson: think we need to dwell any deeper

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01:23:53.660 --> 01:23:55.840

Greg Olson: in there and

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01:23:56.170 --> 01:23:57.920

Greg Olson: try to make a book out of it.

748

01:23:58.770 --> 01:23:59.670

Greg Olson: Thank you.

749

01:23:59.970 --> 01:24:01.690

Brandy Steffen | JLA: Okay. Great thanks, Greg.

750

01:24:02.050 --> 01:24:05.529

Brandy Steffen | JLA: Well, I think the the next one, the next

751

01:24:05.550 --> 01:24:23.309

Brandy Steffen | JLA: slide. Is kind of like great what next? And and so the following slide, kind of talks, you know, through, what am I gonna do with this? So what is my team gonna do with this? Right. So as mentioned, we can definitely

752

01:24:23.680 --> 01:24:42.119

Brandy Steffen | JLA: We're working with Mary, Joe and Jessica to try to get the memo in a good place where they feel confident and can share it with you all. Make sure it's the right level of detail. And so I appreciate hearing these comments tonight so that we can try to get it at that right level of of information for you all. Because

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01:24:42.120 --> 01:24:56.019

Brandy Steffen | JLA: we're using this as the foundation for moving into creating some alternatives or some solutions to help some of those issues that we I have heard. Right? So as mentioned.

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01:24:56.020 --> 01:25:14.929

Brandy Steffen | JLA: one example is like, Okay, maybe we're not hearing, for example, from maybe, like moms who are biking young kids occasionally when it's sunny. You know, to school, right? So maybe we want to hear that viewpoint? Well, that could that could look

755

01:25:15.870 --> 01:25:43.969

Brandy Steffen | JLA: like a number of different things right? And some of the interviewees some of you all brought up some of those ideas. Those aren't in the findings, memo, but they will be in the the next memo, which is the recommendations memo, that we will hope to have to you all by the fall. So, for example, some people brought up like, maybe there are subcommittees. Maybe there are some some

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01:25:43.970 --> 01:25:53.990

Brandy Steffen | JLA: targeted meetings around certain topics, right? So that you could maybe get some of those different viewpoints into the conversation.

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01:25:54.391 --> 01:26:18.100

Brandy Steffen | JLA: And so those kind of recommendations and alternatives. Solutions are things that we're gonna kind of pull together into that recommendations. Memo. So we really wanna make sure that we understand and have heard all the concerns now, so that we can come up with the right range of ideas for how to move forward in the next memo.

758

01:26:19.010 --> 01:26:41.960

Brandy Steffen | JLA: and then, hopefully, you know, we will have some remaining budget, and we will be able to start helping you all and the county with working on some of those recommendations after the that memo is finalized. So that's kind of like our next step. But hopefully, we'll have that recommendation memo in, you know, August timeframe.

759

01:26:43.720 --> 01:26:48.290

MaryJo Andersen, MultCo, (she/her): Thanks, Brandi. Do you think you'll be coming in July, then, to finish up

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01:26:48.980 --> 01:26:50.930

MaryJo Andersen, MultCo, (she/her): the member, or do you?

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01:26:51.060 --> 01:26:52.290

MaryJo Andersen, MultCo, (she/her): How do you feel about.

762

01:26:52.890 --> 01:27:12.380

Brandy Steffen | JLA: Yeah, I'm not sure. I think you know, it sounds like, maybe people might want to dive into the details. Of the findings, memo. And so what I'm kind of envisioning is maybe working with you, Mary, Joe, and Jessica, to make sure that we have the right level of detail. And then maybe we can send that memo out

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01:27:13.133 --> 01:27:25.570

Brandy Steffen | JLA: so that people can view it on their own time and dive into it if they wanna dive into it, and then we can maybe continue to move forward on their recommendations.

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01:27:25.931 --> 01:27:36.780

Brandy Steffen | JLA: So that maybe I can come back in August. And at least have some draft recommendations. And then, if there is anything you know from the finding memo

765

01:27:36.790 --> 01:27:37.590

Brandy Steffen | JLA: that

766

01:27:37.620 --> 01:27:43.489

Brandy Steffen | JLA: you know people have seen that's missing, then maybe we can update the findings. Memo.

767

01:27:43.490 --> 01:27:44.320

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

768

01:27:45.210 --> 01:27:47.680

MaryJo Andersen, MultCo, (she/her): I'm not sure we're gonna have a meeting in August.

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01:27:47.680 --> 01:27:48.390

Brandy Steffen | JLA: Oh, okay. Well.

770

01:27:48.390 --> 01:27:49.290

MaryJo Andersen, MultCo, (she/her): Or September.

771

01:27:49.290 --> 01:27:49.699

Brandy Steffen | JLA: And that fine.

772

01:27:50.104 --> 01:27:55.765

MaryJo Andersen, MultCo, (she/her): We're gonna do a bridge tour in September, so we can chat.

773

01:27:56.170 --> 01:27:58.180

Brandy Steffen | JLA: Yeah, for sure, for sure.

774

01:27:58.780 --> 01:27:59.700

MaryJo Andersen, MultCo, (she/her): Trying to

775

01:27:59.860 --> 01:28:02.290

MaryJo Andersen, MultCo, (she/her): figure out our next few meetings here.

776

01:28:02.290 --> 01:28:03.620

Brandy Steffen | JLA: Yeah, definitely.

777

01:28:05.780 --> 01:28:17.520

Brandy Steffen | JLA: I just wanna make sure that we use your time well and and then can try to get you something at the end that you all feel happy about and feel like you're making progress.

778

01:28:21.430 --> 01:28:22.459

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

779

01:28:22.460 --> 01:28:23.140

Brandy Steffen | JLA: Yeah.

780

01:28:23.660 --> 01:28:28.000

Andrew Holtz: Yeah, thanks a lot. And then and I, you know, just personally, really appreciate the

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01:28:28.350 --> 01:28:38.880

Andrew Holtz: county investing in this process. It's, you know, been over 20 years since the committee was last really reevaluated, and the world's changed a lot since then. So

782

01:28:39.000 --> 01:28:40.000

Andrew Holtz: this time.

783

01:28:42.570 --> 01:28:49.640

Brandy Steffen | JLA: Well, thank you all so much, and we'll we'll be in touch, maybe not August, but maybe September. So

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01:28:50.360 --> 01:28:51.030

Brandy Steffen | JLA: aye.

785

01:28:51.260 --> 01:28:51.980

Brandy Steffen | JLA: right.

786

01:28:51.980 --> 01:28:52.740

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

787

01:28:52.740 --> 01:28:57.434

Andrew Holtz: Great thanks a lot, brandy. And let's see, we are up to staff updates.

788

01:28:57.770 --> 01:29:00.889

MaryJo Andersen, MultCo, (she/her): Updates, and Oscar will have

789

01:29:01.010 --> 01:29:04.170

MaryJo Andersen, MultCo, (she/her): my slides here momentarily

790

01:29:07.510 --> 01:29:08.660

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

791

01:29:09.170 --> 01:29:13.269

MaryJo Andersen, MultCo, (she/her): Next slide is about our upcoming meetings.

792

01:29:14.557 --> 01:29:17.626

MaryJo Andersen, MultCo, (she/her): And I have kind of what we've done.

793

01:29:18.200 --> 01:29:20.170

MaryJo Andersen, MultCo, (she/her): and what

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01:29:20.220 --> 01:29:29.720

MaryJo Andersen, MultCo, (she/her): this month was I was potentially anticipating we might do more with Jla in July. Gresham has requested

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01:29:29.790 --> 01:29:32.539

MaryJo Andersen, MultCo, (she/her): for us to review the Tsp.

796

01:29:32.920 --> 01:29:41.039

MaryJo Andersen, MultCo, (she/her): we could switch and not have a meeting in July, and maybe have a meeting in August. So I kinda wanted to get your feedback on that.

797

01:29:41.190 --> 01:29:52.820

MaryJo Andersen, MultCo, (she/her): and then I am planning to do the Morrison Bridge field trip in September, so can I get some info back for

798

01:29:52.880 --> 01:29:56.909

MaryJo Andersen, MultCo, (she/her): who might be around for July and August meetings.

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01:29:57.220 --> 01:30:01.949

MaryJo Andersen, MultCo, (she/her): I know we usually have a pretty light schedule and pretty light attendance.

800

01:30:04.740 --> 01:30:05.890

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

801

01:30:07.520 --> 01:30:10.220

MaryJo Andersen, MultCo, (she/her): Valerie's not here in July.

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01:30:10.730 --> 01:30:12.020

MaryJo Andersen, MultCo, (she/her): Anyone else

803

01:30:14.690 --> 01:30:16.160

MaryJo Andersen, MultCo, (she/her): for your

804

01:30:16.340 --> 01:30:18.610

MaryJo Andersen, MultCo, (she/her): vacation and travel plans.

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01:30:22.370 --> 01:30:24.189

MaryJo Andersen, MultCo, (she/her): Everybody's going to be around

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01:30:24.320 --> 01:30:26.499

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

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01:30:26.720 --> 01:30:27.960

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

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01:30:29.150 --> 01:30:32.480

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

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01:30:32.630 --> 01:30:35.260

MaryJo Andersen, MultCo, (she/her): is our membership renewals

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01:30:35.540 --> 01:30:40.560

MaryJo Andersen, MultCo, (she/her): for folks with their renewals up this year.

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01:30:41.300 --> 01:30:43.070

MaryJo Andersen, MultCo, (she/her): Greg, I hadn't.

812

01:30:43.080 --> 01:30:49.889

MaryJo Andersen, MultCo, (she/her): Okay, so Joel won't be here July and September. Alright. Thanks for putting this in the chat. We'll capture that from the chat.

813

01:30:50.440 --> 01:30:55.569

MaryJo Andersen, MultCo, (she/her): Greg, I sent you emails I did not hear. So please check your emails and respond

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01:30:55.600 --> 01:30:57.320

MaryJo Andersen, MultCo, (she/her): whether you want to renew

815

01:30:58.420 --> 01:30:59.680

Greg Olson: Oh, I'm

816

01:31:01.270 --> 01:31:02.850

Greg Olson: I'm still reviewing.

817

01:31:03.970 --> 01:31:06.149

Greg Olson: Okay, I'll send you an email back.

818

01:31:06.150 --> 01:31:07.365

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

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01:31:07.930 --> 01:31:13.090

Greg Olson: But I do have one question about July with aggression. Tsp.

820

01:31:13.090 --> 01:31:13.820

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

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01:31:13.820 --> 01:31:16.820

Greg Olson: How much of that are they want us to review?

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01:31:18.490 --> 01:31:20.660

Greg Olson: And do you want to smash it.

823

01:31:20.660 --> 01:31:22.490

MaryJo Andersen, MultCo, (she/her): Right now. I I.

824

01:31:23.420 --> 01:31:27.130

Greg Olson: Do you want to send us the Tsb. Ahead of time? Because

825

01:31:28.530 --> 01:31:35.530

Greg Olson: I don't. I don't know if we're gonna get the whole Tsp is a lot more than just bike and pad stuff

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01:31:35.820 --> 01:31:39.189

Greg Olson: and multimodal transportation.

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01:31:39.660 --> 01:31:42.450

Greg Olson: So they just want us review that or

828

01:31:43.940 --> 01:31:46.920

Greg Olson: the whole work. I've worked with them before on.

829

01:31:46.920 --> 01:31:47.264

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

830

01:31:47.610 --> 01:31:52.419

Greg Olson: Pretty detailed Tsps into a a book that's

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01:31:52.720 --> 01:31:54.549

Greg Olson: 70 pages long.

832

01:31:54.770 --> 01:31:56.600

Greg Olson: right? Maybe a hundred pages long.

833

01:31:56.600 --> 01:32:01.180

MaryJo Andersen, MultCo, (she/her): I'll check in and get back to everyone on that.

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01:32:04.240 --> 01:32:05.930

MaryJo Andersen, MultCo, (she/her): So appreciate that

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01:32:06.170 --> 01:32:07.529

MaryJo Andersen, MultCo, (she/her): after feed feedback.

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01:32:07.530 --> 01:32:09.190

Greg Olson: Got no response. Here.

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01:32:14.400 --> 01:32:22.103

MaryJo Andersen, MultCo, (she/her): I know. I said, I sent emails and I didn't get a response from you. That's what I put. But I know, like maybe you were out of town.

838

01:32:23.440 --> 01:32:24.700

Greg Olson: I've been busy.

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01:32:24.700 --> 01:32:26.180

MaryJo Andersen, MultCo, (she/her): I know.

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01:32:26.865 --> 01:32:28.560

MaryJo Andersen, MultCo, (she/her): So with with

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01:32:28.650 --> 01:32:35.010

MaryJo Andersen, MultCo, (she/her): Greg's response, we will have 10 or 11 members, because Chris

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01:32:35.250 --> 01:32:37.690

MaryJo Andersen, MultCo, (she/her): Peskin, Michael Wetter, and Klaus

843

01:32:37.720 --> 01:32:40.880

MaryJo Andersen, MultCo, (she/her): all did not renew their membership.

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01:32:41.060 --> 01:32:44.440

MaryJo Andersen, MultCo, (she/her): So we'll we'll be above our minimum.

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01:32:44.500 --> 01:32:52.669

MaryJo Andersen, MultCo, (she/her): And in light of the committee evaluation with Jla. We will not recruit this year for new members. Sorry, Frank.

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01:32:53.239 --> 01:32:58.690

MaryJo Andersen, MultCo, (she/her): Also, it's the time of year when I send out the personnel policies annual

847

01:32:59.197 --> 01:33:12.750

MaryJo Andersen, MultCo, (she/her): personnel policies for folks to sign. That will also be in your email, like previous years. It will be a Google forms that you link into. So all of you've done this before.

848

01:33:13.170 --> 01:33:28.200

MaryJo Andersen, MultCo, (she/her): And then my last slide was just a recap of some things that are that have been happening lately with bike and ped things we had last week, was the Oregon active transportation summit, which is called Oates

849

01:33:28.796 --> 01:33:42.629

MaryJo Andersen, MultCo, (she/her): safe routes to school. We did a presentation on our East County collaboration, so that was myself with my colleagues from bike works by pair city of Gresham and city of Portland.

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01:33:43.220 --> 01:33:53.780

MaryJo Andersen, MultCo, (she/her): and one of our engineers, Steven, who's been to this meeting. He did a presentation on 2 57th community involvement

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01:33:53.850 --> 01:34:00.760

MaryJo Andersen, MultCo, (she/her): which I it was a great presentation. Valerie and Bob were featured in videos in the presentation.

852

01:34:01.290 --> 01:34:05.490

MaryJo Andersen, MultCo, (she/her): For thank you for your time on that project.

853

01:34:05.700 --> 01:34:10.250

MaryJo Andersen, MultCo, (she/her): Then also to give you a safe route to school. Update. Megan couldn't make it tonight.

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01:34:10.730 --> 01:34:13.879

MaryJo Andersen, MultCo, (she/her): But we have between Megan and Peyton.

855

01:34:14.422 --> 01:34:31.740

MaryJo Andersen, MultCo, (she/her): Pedestrian safety lessons were provided for almost every East County elementary school during this past school year, during PE classes which are 30 to 45 min. They're really short classes. That should be a 30, not a 3

856

01:34:32.953 --> 01:34:39.979

MaryJo Andersen, MultCo, (she/her): and we've also started launching our bike safety program, which bikeworks has a fleet of bicycles

857

01:34:40.080 --> 01:34:47.730

MaryJo Andersen, MultCo, (she/her): and a trailer. So we were able to. Payton was able to go out and launch in the sun programs.

858

01:34:47.780 --> 01:34:51.359

MaryJo Andersen, MultCo, (she/her): So it's kind of exactly how we started with our ped safety.

859

01:34:51.380 --> 01:34:55.749

MaryJo Andersen, MultCo, (she/her): We also did a pilot of razor razor, scooter lessons.

860

01:34:56.310 --> 01:35:02.190

MaryJo Andersen, MultCo, (she/her): Actually, and that was super fun. It really changes the whole game with

861

01:35:02.860 --> 01:35:03.800

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

862

01:35:04.100 --> 01:35:07.479

MaryJo Andersen, MultCo, (she/her): safety once you have things with wheels on them.

863

01:35:08.166 --> 01:35:13.410

MaryJo Andersen, MultCo, (she/her): For the summer we've got some summer school. The the districts are.

864

01:35:13.931 --> 01:35:31.279

MaryJo Andersen, MultCo, (she/her): a little bit structured differently this year they have a different funding. So also, maybe challenging for their time. But we will also be at a lot of community events in partnership with city of Gresham, City, of Trackdale, city of wood, village, and city of Fairview.

865

01:35:31.790 --> 01:35:35.999

MaryJo Andersen, MultCo, (she/her): So a busy summer season for safe routes to school.

866

01:35:37.370 --> 01:35:40.592

MaryJo Andersen, MultCo, (she/her): and that is all that I have for tonight

867

01:35:41.250 --> 01:35:42.500

MaryJo Andersen, MultCo, (she/her): on updates.

868

01:35:45.120 --> 01:35:47.029

MaryJo Andersen, MultCo, (she/her): Jessica, did you have anything

869

01:35:48.570 --> 01:35:50.849

MaryJo Andersen, MultCo, (she/her): since you're here? We'll take advantage of it.

870

01:35:51.360 --> 01:35:54.024

Jessica Berry, Multnomah County (she/her): Yeah, I don't know if I have any updates.

871

01:35:55.260 --> 01:36:05.109

Jessica Berry, Multnomah County (she/her): we did. The board approve the budget not long ago, and in that included 2.6 1 5 million to construct

872

01:36:05.130 --> 01:36:12.570

Jessica Berry, Multnomah County (she/her): Ada, compliant core Gramps. So we're gonna we're gonna jump on constructing this season.

873

01:36:12.680 --> 01:36:18.669

Jessica Berry, Multnomah County (she/her): 50 per branch. It's about 13 intersections, 11 or 13 intersections.

874

01:36:21.060 --> 01:36:31.280

Jessica Berry, Multnomah County (she/her): and I think Mary Jo. Has Corey come to present on the Ada, or she waiting until July? And now she's leaving us is that kind of how that went. Okay.

875

01:36:31.370 --> 01:36:38.719

Jessica Berry, Multnomah County (she/her): So Corey Wiesner is a 1 of our engineering managers, and she has she's leaving the county, so she won't be with us

876

01:36:39.086 --> 01:36:45.840

Jessica Berry, Multnomah County (she/her): later. But we can see if somebody like Mike, who's 1 of the Pm's working on the project. If you could come.

877

01:36:45.980 --> 01:36:48.980

Jessica Berry, Multnomah County (she/her): Talk a little bit about it. If this group is interested in that

878

01:36:49.307 --> 01:36:53.619

Jessica Berry, Multnomah County (she/her): it's very exciting for us to be getting this money from the from the board. It's a big deal.

879

01:36:55.300 --> 01:36:56.200

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

880

01:37:02.250 --> 01:37:03.110

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

881

01:37:04.430 --> 01:37:05.340

Greg Olson: Yeah

882

01:37:06.340 --> 01:37:12.049

Greg Olson: with the Ada that Jessica mentioned, and when we talked about it before.

883

01:37:13.100 --> 01:37:16.909

Greg Olson: I didn't mention this. But I've neglected to.

884

01:37:17.130 --> 01:37:19.839

Greg Olson: But it's really appreciative

885

01:37:19.920 --> 01:37:22.020

Greg Olson: of the for the cities

886

01:37:22.300 --> 01:37:29.490

Greg Olson: to do this, and one reason we we all are concerned about the handicap. Be able to get down

887

01:37:29.760 --> 01:37:30.740

Greg Olson: up

888

01:37:30.860 --> 01:37:31.860

Greg Olson: parent

889

01:37:32.020 --> 01:37:33.200

Greg Olson: hearing or

890

01:37:33.630 --> 01:37:37.460

Greg Olson: site impaired, or physically using a

891

01:37:38.120 --> 01:37:40.819

Greg Olson: wheelchair, or whatever they're gonna use.

892

01:37:42.050 --> 01:37:44.050

Greg Olson: But there's more usage

893

01:37:44.140 --> 01:37:47.509

Greg Olson: for these Ada ramps from the moms

894

01:37:47.690 --> 01:37:51.210

Greg Olson: who are having a handful of little tykes

895

01:37:51.290 --> 01:37:56.239

Greg Olson: or a stroller to get off of the curbs and cross

896

01:37:56.930 --> 01:37:59.920

Greg Olson: either a minor arterial or a major

897

01:37:59.990 --> 01:38:01.270

Greg Olson: arterial.

898

01:38:01.400 --> 01:38:05.939

Greg Olson: without having to worry about dumping them over a curb into the sidewalk.

899

01:38:06.230 --> 01:38:13.559

Greg Olson: And if you go around to watch what's going on in the downtown core, even in the outskirts.

900

01:38:13.690 --> 01:38:18.030

Greg Olson: those Ada Ramps that we're putting in are real assets

901

01:38:18.220 --> 01:38:23.880

Greg Olson: to our community, and especially to older people that maybe aren't handicapped at all.

902

01:38:24.020 --> 01:38:25.600

Greg Olson: but have

903

01:38:25.840 --> 01:38:30.989

Greg Olson: trouble with walking and seeing their steps and not falling off into the street. So

904

01:38:31.750 --> 01:38:33.850

Greg Olson: I think the county has done a

905

01:38:34.130 --> 01:38:37.959

Greg Olson: fantastic job to keep and keep going with as many

906

01:38:37.990 --> 01:38:42.419

Greg Olson: Ada facilities as we could possibly put in anyway. Thank you.

907

01:38:47.130 --> 01:38:52.079

Jessica Berry, Multnomah County (she/her): Thanks, Greg, that actually made me think of something else, which is that we were awarded

908

01:38:52.120 --> 01:38:56.730

Jessica Berry, Multnomah County (she/her): a grant. And I'm gonna forget what the granting agency is.

909

01:38:56.960 --> 01:39:05.380

Jessica Berry, Multnomah County (she/her): but it is for a culvert replacement. It's to replace the fish passage culvert under Trout Vale Road, just north of Stark Street.

910

01:39:05.936 --> 01:39:12.010

Jessica Berry, Multnomah County (she/her): We've been trying to get this taken care of for years, and we got, I think, I think, close to 9 million

911

01:39:12.110 --> 01:39:22.839

Jessica Berry, Multnomah County (she/her): to do that replacement which is really great, because the city of Trowdale has had us come out multiple times and talk with them about like if there's anything we could do to make it safer. Those of you who

912

01:39:22.860 --> 01:39:25.709

Jessica Berry, Multnomah County (she/her): walk it know that you walk between the

913

01:39:25.830 --> 01:39:28.899

Jessica Berry, Multnomah County (she/her): it's very dangerous, like you walk between the edge of the Colbert and the

914

01:39:29.100 --> 01:39:30.170

Jessica Berry, Multnomah County (she/her): guardrail.

915

01:39:30.585 --> 01:39:45.359

Jessica Berry, Multnomah County (she/her): If you're walking along there so this will be a project where we take out that existing culvert and replace it, most likely with a bridge. Just kind of best practices, but we'll once it's designed, we'll know more, but that will actually enable us to put in

916

01:39:45.370 --> 01:39:59.299

Jessica Berry, Multnomah County (she/her): like Mpeg infrastructure. It's unfortunately, just where we're placing the clover because the grant doesn't pay for the other parts of the needs along track Bill. But it's exciting to be able to do that. It's a was a bottleneck

917

01:39:59.410 --> 01:40:03.460

Jessica Berry, Multnomah County (she/her): that we'll be able to replace and widen for bike and pet infrastructure.

918

01:40:10.780 --> 01:40:13.308

AJZ: Mary Mary Joy, do we have? Just a moment?

919

01:40:14.390 --> 01:40:15.379

AJZ: I want to. Yeah, I think we're.

920

01:40:15.380 --> 01:40:18.420

Andrew Holtz: We're we're probably merging into open share. So.

921

01:40:18.420 --> 01:40:18.860

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

922

01:40:18.860 --> 01:40:19.990

Andrew Holtz: We do have time.

923

01:40:20.840 --> 01:40:22.080

MaryJo Andersen, MultCo, (she/her): Have spoken.

924

01:40:22.080 --> 01:40:35.719

AJZ: I sort of wanted to extend what Greg was talking about, and this is something. As you all know, I've been doing some disability work with audits and DC and and the gorge. But

925

01:40:35.840 --> 01:40:41.078

AJZ: there's really a another step in this Ada business.

926

01:40:41.690 --> 01:41:04.649

AJZ: and we need, I think, this next decade you all will need to have another word or another phrase, because it's exactly what Greg is talking about. And we can look backwards to our bike share that we have in Portland. They did a census of who was using bike share.

927

01:41:04.760 --> 01:41:09.479

AJZ: And it turned out that 38% 2 years in a row

928

01:41:09.880 --> 01:41:13.950

AJZ: consider themselves not disabled.

929

01:41:14.200 --> 01:41:17.090

AJZ: who used an adaptive bicycle

930

01:41:17.360 --> 01:41:30.410

AJZ: and digging deeper again into details. It turned out that many of these folks had a temporary medical disability hip, replacement, knee replacement, minor stroke and recovered.

931

01:41:30.670 --> 01:41:34.699

AJZ: And then, when you begin to look exactly as Greg says.

932

01:41:35.040 --> 01:41:38.380

AJZ: who is crossing the street, you see.

933

01:41:38.926 --> 01:41:45.480

AJZ: parents holding on to a toddler and doing a step is really difficult for them.

934

01:41:45.580 --> 01:41:51.530

AJZ: You see, people with a cognitive, delayed young adult

935

01:41:52.150 --> 01:41:56.010

AJZ: walking in spaces. For tourism.

936

01:41:56.100 --> 01:42:18.489

AJZ: And again, there's a protective relationship between the caregiver and the person who has a cognitive disability without a physical disability in terms of overstimulation, scared of sound, scared of changes, scared of cars, etc.

937

01:42:18.750 --> 01:42:29.889

AJZ: The other aspect is tourism is booming for people with disabilities. It is a 4 billion dollar industry in America.

938

01:42:30.310 --> 01:42:35.589

AJZ: Part of that is that for each person with a disability

939

01:42:35.670 --> 01:42:42.180

AJZ: there is an average of 2 and a half, other people coming with them to a tourist place.

940

01:42:42.270 --> 01:42:44.840

AJZ: So national parks, state parks.

941

01:42:45.180 --> 01:42:52.120

AJZ: Noma falls, telecom bridge, etc. So all of a sudden, having that access

942

01:42:52.290 --> 01:42:57.340

AJZ: that nice gradient to walk across the street. If you've got a kid in a stroller.

943

01:42:57.360 --> 01:43:08.040

AJZ: if you're using a cane, if you're just slow because you've stumbled and did something to your ankle. It's really welcoming.

944

01:43:08.700 --> 01:43:11.179

AJZ: And it facilitates pedestrian

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01:43:11.723 --> 01:43:20.120

AJZ: traffic. Basically. So the Ada, while it's it was aimed in 1990 for people in wheelchairs.

946

01:43:20.706 --> 01:43:32.780

AJZ: And as an afterthought, people with canes and people with other physical disabilities like hearing, loss and and vision loss. It it really gives to our whole society.

947

01:43:33.160 --> 01:43:34.529

AJZ: So just.

948

01:43:34.890 --> 01:43:39.070

AJZ: I just sort of want to remind people that it's a big umbrella

949

01:43:39.440 --> 01:43:44.899

AJZ: that the Ada facilities that we are building and spending a lot of money on

950

01:43:45.070 --> 01:43:47.080

AJZ: really help all of us.

951

01:43:48.250 --> 01:43:49.760

AJZ: thank you for the soap, opera.

952

01:43:51.000 --> 01:43:52.279

AJZ: or soap box.

953

01:44:00.810 --> 01:44:07.390

Andrew Holtz: Yeah, I'll pile on to. It's Ada RAM, scientist for people in wheelchairs, you know, and certainly we were just talking about

954

01:44:07.650 --> 01:44:11.460

Andrew Holtz: whether you call them amateur cyclists, novice whatever. They're certainly

955

01:44:11.510 --> 01:44:13.309

Andrew Holtz: lot of places where people.

956

01:44:13.600 --> 01:44:17.600

Andrew Holtz: especially kids are using the sidewalk to

957

01:44:18.110 --> 01:44:21.570

Andrew Holtz: more safely biked places. And so the ramps make that possible.

958

01:44:21.610 --> 01:44:24.209

Andrew Holtz: So it's yeah. The ramps are for everybody.

959

01:44:24.270 --> 01:44:28.250

Andrew Holtz: It's almost kind of unfortunate that they get called Ada Ramps. And it's that

960

01:44:29.040 --> 01:44:32.069

Andrew Holtz: that narrow definition that

961

01:44:32.430 --> 01:44:36.340

Andrew Holtz: although it does free up the funding, but it certainly benefits everybody.

962

01:44:37.580 --> 01:44:47.889

Jessica Berry, Multnomah County (she/her): Yeah. You know, I've been trying to stop myself from calling them Ada Ramps and calling them Ada, compliant programs because they are compliant with the Americans with disabilities that fact.

963

01:44:47.910 --> 01:44:54.140

Jessica Berry, Multnomah County (she/her): But I do find myself forgetting that frequently and just calling them Ada Ramps, which is right, not what they are.

964

01:44:54.210 --> 01:44:55.449

Jessica Berry, Multnomah County (she/her): There are crew brands

965

01:44:55.550 --> 01:44:56.630

Jessica Berry, Multnomah County (she/her): for everyone.

966

01:44:56.820 --> 01:44:58.590

Andrew Holtz: Yeah, no, they.

967

01:44:59.200 --> 01:45:03.329

John Russell, PE: Just wait until you find out that they don't have a single Ada ramp in all of Canada.

968

01:45:10.560 --> 01:45:11.330

Andrew Holtz: Right.

969

01:45:12.140 --> 01:45:14.389

Andrew Holtz: Anything else, or shall we

970

01:45:15.280 --> 01:45:16.479

Andrew Holtz: pack up and

971

01:45:16.990 --> 01:45:20.660

Andrew Holtz: head out into what's left? It's still still sunny outside.

972

01:45:24.950 --> 01:45:25.750

Andrew Holtz: hey?

973

01:45:25.980 --> 01:45:29.085

Andrew Holtz: Not seeing any great clamor to remain on. Zoom

974

01:45:30.790 --> 01:45:31.900

Andrew Holtz: make it go home.

975

01:45:32.833 --> 01:45:34.700

MaryJo Andersen, MultCo, (she/her): Thanks. Everyone.

976

01:45:34.700 --> 01:45:38.863

Andrew Holtz: Yeah. So we'll just be in touch then about what meetings

977

01:45:39.710 --> 01:45:40.560

Andrew Holtz: we might have.

978

01:45:40.560 --> 01:45:41.751

MaryJo Andersen, MultCo, (she/her): Whether we're gonna do. July.

979

01:45:41.990 --> 01:45:44.220

Andrew Holtz: July and or August, or what?

980

01:45:44.280 --> 01:45:47.410

Andrew Holtz: What? Yeah, exactly, is happening while, yeah, watch your email.

981

01:45:48.040 --> 01:45:48.830

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

982

01:45:49.790 --> 01:45:50.460

Andrew Holtz: Cool.

983

01:45:50.660 --> 01:45:52.410

Andrew Holtz: See everyone. Thanks a lot.

984

01:45:52.410 --> 01:45:53.439

MaryJo Andersen, MultCo, (she/her): Good evening.