

## 2024 07 10 BPCAC Meeting - Zoom Transcript

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WEBVTT

1

00:00:00.000 --> 00:00:01.719

MaryJo Andersen, MultCo, (she/her): For your favorite background meetings.

2

00:00:02.150 --> 00:00:03.730

MaryJo Andersen, MultCo, (she/her): Alright! There we go.

3

00:00:06.810 --> 00:00:14.889

Oscar Rincones, He/Him - Multco Admin Support: Okay, good afternoon, everyone. My name is Oscar. I you see him pronouns, and I'm here to provide you with a quick review of the guidelines for this meeting.

4

00:00:15.160 --> 00:00:22.200

Oscar Rincones, He/Him - Multco Admin Support: It is a high priority for Multnomah County transportation to provide the clearest path to equitable distribution

5

00:00:22.230 --> 00:00:25.389

Oscar Rincones, He/Him - Multco Admin Support: and accessibility of all materials for this meeting

6

00:00:25.590 --> 00:00:33.460

Oscar Rincones, He/Him - Multco Admin Support: we asked presenters to provide us with a copy of their presentation and any other materials within 3 days. Oh, sorry I haven't

7

00:00:33.680 --> 00:00:34.790

Oscar Rincones, He/Him - Multco Admin Support: big script

8

00:00:35.620 --> 00:00:36.540

Oscar Rincones, He/Him - Multco Admin Support: a hurry.

9

00:00:39.590 --> 00:00:48.129

Oscar Rincones, He/Him - Multco Admin Support: Let's see, we also provide you with access to a zoom. Quick reference guide and dropbox and links to the zoom resources at the end of the Zoom Meeting

10

00:00:48.680 --> 00:00:51.750

Oscar Rincones, He/Him - Multco Admin Support: instructions attached to the meeting agenda.

11

00:00:52.150 --> 00:00:58.330

Oscar Rincones, He/Him - Multco Admin Support: We ask for everyone to wait until the end of a presentation for questions and comments, unless

12

00:00:59.360 --> 00:01:01.890

Oscar Rincones, He/Him - Multco Admin Support: the presenter requests otherwise.

13

00:01:02.950 --> 00:01:05.510

Oscar Rincones, He/Him - Multco Admin Support: Have a great meeting back to you, Mary Jo.

14

00:01:06.310 --> 00:01:10.529

MaryJo Andersen, MultCo, (she/her): Thank you, Oscar. I will start with giving our land acknowledgement.

15

00:01:12.980 --> 00:01:25.950

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

16

00:01:26.340 --> 00:01:44.289

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

17

00:01:44.640 --> 00:01:57.919

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

18

00:01:58.080 --> 00:02:04.470

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

19

00:02:04.690 --> 00:02:06.410

MaryJo Andersen, MultCo, (she/her): who came before us.

20

00:02:19.710 --> 00:02:43.239

MaryJo Andersen, MultCo, (she/her): Thank you, and we'll go ahead and get started on introductions, since there's some new faces here, and if during introductions you could hop on your camera for just a moment, that would be great. I'll start. My name's Mary Jo, and I'm your staff liaison here with Multnomah County transportation. I'll move it over to Andrew and let you take it from here. Andrew.

21

00:02:43.440 --> 00:02:52.889

Andrew Holtz: Okay. Hi, Andrew Holtz, chair of the committee. I live in the Silwit area but spend most of my time riding up in the West Hills.

22

00:02:53.140 --> 00:02:55.679

Andrew Holtz: and I will throw it to Megan.

23

00:03:00.410 --> 00:03:08.109

Megan Moser: Sorry I didn't expect to be so soon. Megan Moser, I am a member of the committee. I live in North Gresham.

24

00:03:08.654 --> 00:03:13.100

Megan Moser: And yeah, I enjoy doing bike riding and walking, and I

25

00:03:13.340 --> 00:03:15.910

Megan Moser: do it in my job all the time, too. So

26

00:03:19.883 --> 00:03:22.449

Megan Moser: pass it on to Carly.

27

00:03:25.710 --> 00:03:36.759

Carly Rice | Gresham: Hey, everybody! Good evening. My name is Carly Rice, and I'm a transportation planner with the city of Gresham excited to be here and see all I'm gonna pass it over to Art.

28

00:03:42.590 --> 00:03:49.711

Art Graves: Hi, art graves. Committee member. I'm in Selwood, southeast Portland, and I,

29

00:03:51.160 --> 00:03:52.840

Art Graves: I bike.

30

00:03:52.960 --> 00:03:56.320

Art Graves: run sale so trying to do everything right now.

31

00:03:57.570 --> 00:04:03.319

Art Graves: so pass that to do. Do. Do do, Sarah.

32

00:04:05.740 --> 00:04:11.349

Sarah Paulus, Multnomah County (she/her): Hi! Good evening, everyone. My name is Sarah Paulus. I'm a transportation policy analyst with

33

00:04:11.370 --> 00:04:20.810

Sarah Paulus, Multnomah County (she/her): Multnomah County, and I work closely with Mary Jo and have never been able to attend this meeting. So I'm here to just listen in and learn so really nice to see everyone.

34

00:04:21.130 --> 00:04:23.410

Sarah Paulus, Multnomah County (she/her): I will pass it over

35

00:04:24.030 --> 00:04:25.700

Sarah Paulus, Multnomah County (she/her): to Armando.

36

00:04:28.550 --> 00:04:38.743

Armando Zelada: Hey? Good evening. Armando, aj to some people. Long time advocate northeast Portland long time. Cyclists.

37

00:04:39.560 --> 00:04:42.039

Armando Zelada: so, and I'll pass it to deidre.

38

00:04:45.630 --> 00:05:04.089

Deidre Davis- PBOT(she/her): Good evening, everyone. This is my 1st time joining the call. My colleague, Lisa Strider, invited me, and I'm excited to be here. I live in northeast Portland, but I work for Pbot, and I am the division manager for a new division, which is our Ada Ramp Division. So, and I'll turn it over to Lisa.

39

00:05:06.410 --> 00:05:12.960

Lisa Strader, she/her PBOT: Hi, Lisa Strader, she her pronouns! I'm a middle-aged white woman with shoulder length, blonde hair.

40

00:05:13.791 --> 00:05:38.609

Lisa Strader, she/her PBOT: I am the Portland Bureau of Transportations, Ada Coordinator and I think I've joined you a couple of times in the last couple of years. Just try to be a presence for the city of Portland, and especially for accessible transportation in the city. And other community meetings around the city. Periodically. So thanks so much for welcoming us tonight.

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00:05:38.960 --> 00:05:43.959

Lisa Strader, she/her PBOT: and I will do. Is I paying enough attention? I'll send throw it to Bob.

42

00:05:47.870 --> 00:05:51.529

Bob Thomas: Hello, everybody Bob Thomas! I'm a committee member.

43

00:05:51.670 --> 00:05:58.049

Bob Thomas: a bike ever! And occasionally I could get a chance to try out the newly paved large mountains

44

00:05:58.060 --> 00:06:00.980

Bob Thomas: rode last weekend on the bike, so that was kind of nice.

45

00:06:03.620 --> 00:06:05.319

Bob Thomas: Oh, and I live out in truck.

46

00:06:07.180 --> 00:06:09.080

Bob Thomas: Who has not.

47

00:06:11.140 --> 00:06:12.960

Bob Thomas: John? There you go. Let's go to John.

48

00:06:21.310 --> 00:06:22.139

Andrew Holtz: John, you're up.

49

00:06:26.090 --> 00:06:27.750

John Russell, PE: Sorry. I'm I'm at

50

00:06:29.070 --> 00:06:33.390

John Russell, PE: having some Internet issues. I had to restart and and get on

51

00:06:33.520 --> 00:06:36.440

John Russell, PE: my hotspot. So apologize for being late. I'm

52

00:06:38.280 --> 00:06:43.500

John Russell, PE: John Russell, Committee, member Northeast Portland. Sorry. Sorry. I think I drop off or get shaky. Everyone's frozen.

53

00:06:50.230 --> 00:06:52.980

Andrew Holtz: I don't think Chris has introduced himself yet.

54

00:06:54.380 --> 00:06:55.470

Chris Peskin: Hey? There.

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00:06:55.560 --> 00:07:03.530

Chris Peskin: yeah, Chris Peskin, I'm in Northwest Portland and your 1st part and I enjoy biking. I'm a member of the committee.

56

00:07:04.470 --> 00:07:06.049

Chris Peskin: I guess that's all I'm saying.

57

00:07:06.370 --> 00:07:07.030

Chris Peskin: See.

58

00:07:07.890 --> 00:07:10.630

Andrew Holtz: Say, is that right, Michael? Did you already introduce yours?

59

00:07:12.362 --> 00:07:18.560

Michael Cook: Not yet. Yeah, thank you. Michael cook he him. I am a road engineer with Multnomah County

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00:07:18.710 --> 00:07:23.129

Michael Cook: here to talk about some of our Ada work upcoming. I live in

61

00:07:23.330 --> 00:07:26.399

Michael Cook: Southeast Portland, so.

62

00:07:30.290 --> 00:07:47.344

Allison Boyd, Multnomah County: I think I might be the last one left Alison Boyd. She, her pronouns transportation planning manager with Multnomah County, and I just want to comment, John, your cat in the background looks almost exactly like my cat that's in the blurred background. So we have. We have twins hanging out with us.

63

00:07:53.800 --> 00:07:54.780

Andrew Holtz: Right, and

64

00:07:56.250 --> 00:07:59.560

Andrew Holtz: I think that's everybody right. Oscar, did you introduce yourself, Florida?

65

00:07:59.900 --> 00:08:00.849

Andrew Holtz: Think you did.

66

00:08:01.160 --> 00:08:02.269

Andrew Holtz: did you or not?

67

00:08:02.480 --> 00:08:11.249

Oscar Rincones, He/Him - Multco Admin Support: Oh, well, I did the introduction, but Oscar Rink how to see him pronounce multimedia County admin support for transportation.

68

00:08:11.250 --> 00:08:13.100

Andrew Holtz: Okay, I think that's everybody

69

00:08:15.240 --> 00:08:16.030

Andrew Holtz: cool?

70

00:08:17.840 --> 00:08:20.360

Andrew Holtz: do we have any public comment?

71

00:08:24.370 --> 00:08:30.219

Andrew Holtz: Let's see, don't see any raised hands or frantic signaling.

72

00:08:30.410 --> 00:08:32.480

Andrew Holtz: So I'll take that as

73

00:08:33.070 --> 00:08:34.250

Andrew Holtz: a no.

74

00:08:35.270 --> 00:08:42.310

Andrew Holtz: And now all I have for a chair report is that I'm looking forward to it, Colon, so I don't have to ride at the crack of dawn.

75



00:08:44.480 --> 00:08:45.630

Andrew Holtz: And

76

00:08:46.440 --> 00:08:51.850

Andrew Holtz: next Will, let's see. Okay, this all the committee members, if you had a chance

77

00:08:51.930 --> 00:08:53.500

Andrew Holtz: to look at the

78

00:08:53.730 --> 00:08:56.789

Andrew Holtz: minutes from our June 12th meeting, do we

79

00:08:56.870 --> 00:08:58.180

Andrew Holtz: any

80

00:08:58.290 --> 00:09:00.070

Andrew Holtz: comments or corrections?

81

00:09:01.250 --> 00:09:02.280

Andrew Holtz: Org?

82

00:09:03.160 --> 00:09:04.950

Andrew Holtz: And if not, we'll have a

83

00:09:05.150 --> 00:09:07.999

Andrew Holtz: you'd like to hear a motion to approve the minutes.

84

00:09:17.010 --> 00:09:19.660

Andrew Holtz: Aj. You want to make a motion to approve the minutes.

85

00:09:21.660 --> 00:09:24.780

Armando Zelada: I can move to. Approve the minutes from last

86

00:09:25.090 --> 00:09:25.990

Armando Zelada: June.

87

00:09:26.170 --> 00:09:26.750

Andrew Holtz: Yeah.

88

00:09:27.530 --> 00:09:28.709

Andrew Holtz: do we have a second?

89

00:09:33.370 --> 00:09:35.240

Andrew Holtz: They are, how about? Second, again.

90

00:09:39.650 --> 00:09:40.620

Art Graves: I second.

91

00:09:40.620 --> 00:09:41.530

Andrew Holtz: All right.

92

00:09:42.190 --> 00:09:45.440

Andrew Holtz: I'm guessing there's no discussion. But is there any discussion?

93

00:09:48.350 --> 00:09:50.430

Andrew Holtz: All right? Nothing. Then.

94

00:09:51.460 --> 00:09:52.035

Andrew Holtz: Just

95

00:09:53.250 --> 00:09:55.120

Andrew Holtz: Raise your hand if you

96

00:09:56.050 --> 00:09:57.660

Andrew Holtz: want to approve the minutes.

97

00:09:58.980 --> 00:09:59.910

Andrew Holtz: either

98

00:10:00.460 --> 00:10:02.079

Andrew Holtz: visually or

99

00:10:02.160 --> 00:10:03.490

Andrew Holtz: online. Erm.

100

00:10:03.710 --> 00:10:05.540

Andrew Holtz: and any opposed

101

00:10:07.390 --> 00:10:13.520

Andrew Holtz: not seeing any opposition. The meeting minutes from June 12th are adopted.

102

00:10:15.090 --> 00:10:19.030

Andrew Holtz: and back to Mary Jo for the Fatalities Report.

103

00:10:21.540 --> 00:10:36.687

MaryJo Andersen, MultCo, (she/her): Hi, everyone. I keep losing my Internet connection. So I'm gonna stay off camera. I don't have a fatality report lake prepares that for the Tpac meetings at Metro, and that is coming up this Friday, so that report is not

104

00:10:37.050 --> 00:10:39.260

MaryJo Andersen, MultCo, (she/her): ready for us this evening.

105

00:10:39.630 --> 00:10:42.249

MaryJo Andersen, MultCo, (she/her): So to be continued.

106

00:10:45.540 --> 00:10:46.500

Andrew Holtz: Odd.

107

00:10:46.640 --> 00:10:48.000

Andrew Holtz: Then we can

108

00:10:48.390 --> 00:10:51.830

Andrew Holtz: jump right in ahead of schedule to

109

00:10:52.180 --> 00:10:53.290

Andrew Holtz: Carly and

110

00:10:53.500 --> 00:10:55.170

Andrew Holtz: Gresham transportation.

111

00:10:57.710 --> 00:10:59.120

Andrew Holtz: Thank you for being here.

112

00:11:01.280 --> 00:11:10.832

Carly Rice | Gresham: Yeah, thanks for having me. This is my 1st time at this meeting. I've been at the city for almost 7 years, and this is the 1st one. So feel a little late to the game. But I'm happy to be here.

113

00:11:12.990 --> 00:11:13.870

Carly Rice | Gresham: And

114

00:11:13.930 --> 00:11:16.509

Carly Rice | Gresham: Oscar, are you sharing the present? Okay.

115

00:11:16.860 --> 00:11:17.830

Carly Rice | Gresham: amazing.

116

00:11:22.280 --> 00:11:23.340

Carly Rice | Gresham: great.

117

00:11:23.450 --> 00:11:49.530

Carly Rice | Gresham: So I'm here. To talk a little bit about our upcoming, ongoing Tsp transportation system. Plan update. I'm stepping in for Jay Higgins. He's the the project lead, but I'm supporting the project. So just gonna do my best to channel my my best J impression. And

walk you through a little bit of an introduction to the project that we're just getting kicked off right now.

118

00:11:50.264 --> 00:12:11.290

Carly Rice | Gresham: So I'll kind of give an update of the project the schedule. And you know what we hope to get out of this update and how we're gonna do it. We are working with Kittelson is the lead consultant on the project, the transportation engineering firm out of Portland, and then Jla and Pks are helping us with the engagement pieces of the project.

119

00:12:11.970 --> 00:12:13.490

Carly Rice | Gresham: and you go to the next slide.

120

00:12:16.520 --> 00:12:40.379

Carly Rice | Gresham: So the Tsp. I don't know if you all are familiar with Tsps, but they are it's a 20 year plan. So it really helps us coordinate with our partners like the county and includes all our projects and programs on there that everything you know Gresham expects to build and what we need for our transportation system, the infrastructure and also programs for the next 20 years.

121

00:12:40.570 --> 00:12:42.880

Carly Rice | Gresham: And the next slide, please.

122

00:12:44.819 --> 00:12:45.639

Carly Rice | Gresham: So this

123

00:12:45.820 --> 00:13:04.190

Carly Rice | Gresham: this Tsp update is not a complete redo of our whole plan. But it's really more focused on creating some new policies that better address safety equity, climate impacts. And then new new mobility, like shared bikes and scooters. Because Gresham doesn't have an existing policy for those types of modes.

124

00:13:04.190 --> 00:13:12.839

Andrew Holtz: Sorry to interrupt you, Carly. We're asked Oscar. Like it just said, can you make it so that the slides are full screen

125

00:13:12.870 --> 00:13:16.130

Andrew Holtz: right now I'm seeing 2 small windows.

126

00:13:17.400 --> 00:13:19.669

Andrew Holtz: I don't know if that's what everybody else is seeing.

127

00:13:19.970 --> 00:13:21.249

Carly Rice | Gresham: Yeah, I see that, too.

128

00:13:21.250 --> 00:13:21.960

Andrew Holtz: Yeah.

129

00:13:22.150 --> 00:13:25.339

Andrew Holtz: so, Oscar, I don't know. For some reason I'm seeing your

130

00:13:25.770 --> 00:13:29.330

Andrew Holtz: window and the slide window side by side.

131

00:13:29.640 --> 00:13:30.010

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

132

00:13:30.380 --> 00:13:33.140

Andrew Holtz: That of the slides being full screen.

133

00:13:33.140 --> 00:13:33.989

Oscar Rincones, He/Him - Multco Admin Support: Sorry about that.

134

00:13:34.410 --> 00:13:36.369

Andrew Holtz: Oh, no worries. Yeah. Just like that.

135

00:13:37.370 --> 00:13:39.159

Andrew Holtz: Be able to see more detail

136

00:13:47.610 --> 00:13:48.530

Andrew Holtz: still.

137

00:13:50.660 --> 00:13:51.580

Oscar Rincones, He/Him - Multco Admin Support: Still the same.

138

00:13:51.580 --> 00:13:54.259

Andrew Holtz: Yeah, still seeing 2 boxes.

139

00:13:54.740 --> 00:13:57.879

Andrew Holtz: one that says Oscar, and the other one with the slides.

140

00:14:02.710 --> 00:14:03.589

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

141

00:14:06.080 --> 00:14:06.629

Oscar Rincones, He/Him - Multco Admin Support: There you go!

142

00:14:06.630 --> 00:14:07.820

Andrew Holtz: Bingo, yeah.

143

00:14:07.820 --> 00:14:08.510

Carly Rice | Gresham: Got it.

144

00:14:08.510 --> 00:14:12.340

Andrew Holtz: Great thanks. Okay, Carly, sorry for the interruption. Carry on.

145

00:14:12.740 --> 00:14:15.002

Carly Rice | Gresham: Hey? Here are some bigger bikes.

146

00:14:15.510 --> 00:14:30.700

Carly Rice | Gresham: So I just was kind of just going through this list. We we're really trying to address some policies. Around these 4 areas? Because, you know, we want to see what's needed to make our our system, you know, fairer more climate friendly.

147

00:14:30.938 --> 00:14:51.169

Carly Rice | Gresham: You know Gresham has had a lot of crashes in the past several years. So you know, we also will be coordinating with the county and the safe streets for all work that's gonna be going on. So you know, it's gonna it's kind of great that this is happening at the same time. So we can really be using data that comes out of the safety Action plan to really help us inform those safety policies a little better and ground those.

148

00:14:51.479 --> 00:15:06.590

Carly Rice | Gresham: The city also. City of Gresham also just adopted a climate action plan. That's our 1st one. So they have specific transportation items that we've called out. And so we just want to make sure that we're aligning with that and kind of moving forward those goals, and actions, for you know climate friendly

149

00:15:07.915 --> 00:15:10.394

Carly Rice | Gresham: and then, you know, we

150

00:15:11.730 --> 00:15:21.929

Carly Rice | Gresham: through this you know the creation of these new policies. But we will be looking at our project and programs through these lenses to make any updates that we think will help, you know, forward these policies a bit more.

151

00:15:23.010 --> 00:15:24.909

Carly Rice | Gresham: If you go to the next slide. Oscar.

152

00:15:28.492 --> 00:15:30.870

Carly Rice | Gresham: So this

153

00:15:30.960 --> 00:15:45.109

Carly Rice | Gresham: project is gonna have its own stakeholder advisory committee. So we have a few people involved already and are still recruiting for that group. Basically, the way that we're approaching this is to use Gresham's existing Transportation Subcommittee.

154

00:15:45.397 --> 00:16:01.799

Carly Rice | Gresham: and have joint meetings with the Stakeholder Advisory Committee. So we'll have those combined meetings. For the duration of the Tsp project. Just so we can have



bigger conversation around that engage our existing Ts members, and then just have those folks who are interested in just the Tsp also be able to join

155

00:16:02.840 --> 00:16:04.130

Carly Rice | Gresham: and then next slide.

156

00:16:05.040 --> 00:16:07.289

Carly Rice | Gresham: Yeah. So if anyone's interested, I know

157

00:16:07.839 --> 00:16:17.190

Carly Rice | Gresham: you have many nights free with the bike, pediat and all the other things we've got going all the bike rides. But if you are interested or know anybody that's interested, we would love to hear.

158

00:16:17.630 --> 00:16:18.610

Carly Rice | Gresham: And

159

00:16:18.730 --> 00:16:36.049

Carly Rice | Gresham: so this is just a list of some of the stakeholders. That will be engaging. You know, if you all know any other groups that we should be connecting with whether it's just presentations in the future, or through the project, or just good people to check in with. It would be great to get your feedback on that.

160

00:16:36.420 --> 00:16:38.580

Carly Rice | Gresham: and then next slide, Oscar.

161

00:16:39.800 --> 00:16:41.994

Carly Rice | Gresham: So this is kind of our

162

00:16:42.920 --> 00:17:07.069

Carly Rice | Gresham: our project schedule. So right now, we're kind of solidifying. The public involvement plan. And outreach is just starting, especially with summer events and just getting out. We are also looking at our existing policies that we have outlined in the Tsp currently, and we'll be using what we hear in that outreach to kind of inform as we start drafting and updating some of those policies

163

00:17:07.900 --> 00:17:26.150

Carly Rice | Gresham: so as you can see in this schedule. Here we'll be wrapping up the bulk of the work by June 2025. That's basically when the contract with our consultants ends. And so we're trying to do as much, you know, with the consultants to get that wrapped up by that time. So, having the plan written all of our outreach

164

00:17:26.491 --> 00:17:42.889

Carly Rice | Gresham: brought into the plan, and then have time for public review and incorporating those comments to finalize the plan. You know. After that we'll plan to bring the Tsp. For adoption, probably in the winter of 2025. So after that contract ends with the consultants

165

00:17:44.730 --> 00:17:46.260

Carly Rice | Gresham: and the next slide, please.

166

00:17:48.916 --> 00:18:11.039

Carly Rice | Gresham: So here we've kind of highlighted some of the different types of engagement opportunities we've we're going to be including in the project we're going to be doing outreach to specific cultural groups. We're working with the community engagement liaison program. So with working with those community liaisons out in the community to help reach specific groups, and we'll also be attending lots of large

167

00:18:11.080 --> 00:18:33.939

Carly Rice | Gresham: community events in the summer. I'm just meeting people where they're at and then partnering with some of the organizations to to better reach some of those folks like. For instance, we are working with Oregon walks to do focus groups and walks with residents in different low income, housing developments in Gresham, just as a way to reach more people, and then also just get out and and walk and be active with people.

168

00:18:35.785 --> 00:18:45.714

Carly Rice | Gresham: Again. Yeah, we're interested. If if folks have thoughts on other groups or other events going on, that you think we could tap into that would be meaningful for us to be at. And then

169

00:18:46.080 --> 00:18:49.430

Carly Rice | Gresham: yeah, we're happy to, you know. Come back and keep this group informed.

170

00:18:49.774 --> 00:19:14.490

Carly Rice | Gresham: I'm also happy to get information out about upcoming events. We're doing a lot of coordination with the county to think about safe streets for all, and how this work overlap overlaps. We're not tiring out folks asking them the same question 8 times. So yeah, I just wanted to leave it open for any questions. And then, if there's, you know, other feedback or groups that you think might be helpful for us to be connecting with that would be super helpful as well.

171

00:19:14.670 --> 00:19:15.679

Carly Rice | Gresham: So thank you.

172

00:19:21.970 --> 00:19:26.429

Andrew Holtz: Thanks, Carly. Any questions or comments from the committee.

173

00:19:28.940 --> 00:19:33.160

Andrew Holtz: Greg. I knew I figured you jump in. It's your Bailey wick.

174

00:19:34.300 --> 00:19:36.420

greg olson: Yeah. Hi, carly.

175

00:19:36.995 --> 00:19:37.359

Carly Rice | Gresham: Greg.

176

00:19:39.100 --> 00:19:44.350

greg olson: I got a lot of questions about this. It hasn't even started yet.

177

00:19:45.670 --> 00:19:46.235

greg olson: But

178

00:19:47.800 --> 00:19:52.629

greg olson: just for one thing on that, I've noticed that I may not

179

00:19:53.560 --> 00:20:01.850

greg olson: get into. By the way, it shouldn't take me 30 min to get logged into this zoom program here every other month.

180

00:20:03.510 --> 00:20:05.140

greg olson: I finally did, somehow.

181

00:20:05.560 --> 00:20:06.310

greg olson: But

182

00:20:07.330 --> 00:20:10.690

greg olson: when I was riding in California on the

183

00:20:11.810 --> 00:20:19.039

greg olson: Iron horse trail, it's goes all the way through the San Ramon Valley. They have an interesting concept

184

00:20:19.510 --> 00:20:25.410

greg olson: that may be applied to Gresham at one particular place as a

185

00:20:26.020 --> 00:20:30.769

greg olson: at the Springwater crossing of Pleasantview Road.

186

00:20:31.120 --> 00:20:32.260

greg olson: which is a

187

00:20:32.710 --> 00:20:36.420

greg olson: magnet for people not stopping at that stop sign.

188

00:20:36.820 --> 00:20:42.110

greg olson: and what they've done in California is as a cyclist

189

00:20:42.870 --> 00:20:45.060

greg olson: approaches the

190

00:20:45.330 --> 00:20:47.049

greg olson: stop sign there.

191

00:20:47.080 --> 00:20:49.090

greg olson: About 20 feet from that

192

00:20:49.960 --> 00:20:56.699

greg olson: they have a blinking red light similar to your stop signs with the red lights that blink all the way around the stop sign.

193

00:20:57.260 --> 00:21:01.450

greg olson: and it also starts the yellow, blinking lights

194

00:21:01.830 --> 00:21:03.459

greg olson: going for traffic

195

00:21:03.790 --> 00:21:06.610

greg olson: as you would on a normal.

196

00:21:06.620 --> 00:21:13.629

greg olson: blinking crosswalk there, and his works very effective. It took me. I've been on it

197

00:21:13.690 --> 00:21:15.370

greg olson: probably a dozen times.

198

00:21:15.450 --> 00:21:18.330

greg olson: but it took me about 3 times to figure out

199

00:21:18.520 --> 00:21:20.120

greg olson: that when I stopped

200

00:21:20.670 --> 00:21:22.519

greg olson: the cars were all stopping.

201

00:21:22.560 --> 00:21:24.980

greg olson: That was because the yellow lights were blinking.

202

00:21:25.510 --> 00:21:31.689

greg olson: and I thought I had to push the button to get the yellow lights on which they were already on. And it's very.

203

00:21:32.100 --> 00:21:38.950

greg olson: It's a new. It's been there for so several years. So it's not. Can't be the newest thing. But that's something that you may want to

204

00:21:38.990 --> 00:21:41.099

greg olson: look at putting into

205

00:21:41.790 --> 00:21:42.909

greg olson: the Gresham

206

00:21:43.400 --> 00:21:45.120

greg olson: plan for

207

00:21:45.820 --> 00:21:48.420

greg olson: bicyclists and pedestrians

208

00:21:48.440 --> 00:21:52.360

greg olson: across more safely. There's other places, but that seems to be the worst

209

00:21:52.690 --> 00:21:55.179

greg olson: in the city, Gresham. The other thing is our

210

00:21:55.590 --> 00:21:57.780

greg olson: say, my favorite

211

00:21:58.100 --> 00:21:59.769

greg olson: walk before green.

212

00:21:59.840 --> 00:22:03.089

greg olson: What you put in, for instance, at the Gresham High School.

213

00:22:03.480 --> 00:22:08.329

greg olson: But there's 2 places that really affect cyclists and

214

00:22:08.510 --> 00:22:10.830

greg olson: pedestrians. One is at Main and

215

00:22:11.020 --> 00:22:14.940

greg olson: Powell Boulevard, and I don't know why. Gresham thinks that's

216

00:22:15.210 --> 00:22:21.700

greg olson: doesn't need that. And they've said that even when I was on the committee there that well, we don't need that, but

217

00:22:21.780 --> 00:22:25.149

greg olson: there's too many cars that want to make left turns

218

00:22:25.300 --> 00:22:30.209

greg olson: particularly going eastbound that refused to yield to

219

00:22:30.260 --> 00:22:34.160

greg olson: pedestrians and cyclists crossing in that crosswalk.

220

00:22:34.400 --> 00:22:36.400

greg olson: and also the ones going.

221

00:22:36.530 --> 00:22:41.199

greg olson: making right turns and going out to westbound. The

222

00:22:41.370 --> 00:22:45.179

greg olson: don't seem to recognize the little sound from the walk sign

223

00:22:45.350 --> 00:22:49.479

greg olson: and want to turn into somebody that's not there.

224

00:22:50.070 --> 00:22:52.139

greg olson: And the other one. This

225

00:22:52.430 --> 00:22:58.820

greg olson: is beginning a real problem. It hadn't happened again today. 180 second in Yam Hill. On the 4 M.

226

00:22:59.460 --> 00:23:00.750

greg olson: Bikeway

227

00:23:01.530 --> 00:23:02.340

greg olson: are the

228

00:23:03.850 --> 00:23:05.509

greg olson: vehicles going

229

00:23:05.560 --> 00:23:08.430

greg olson: eastbound on Yam Hill towards Portland.

230

00:23:10.940 --> 00:23:18.279

greg olson: When that light turns green and the walk sign comes on. Then again, we are trying to cross that.

231

00:23:18.440 --> 00:23:20.450

greg olson: and can get about

232

00:23:20.920 --> 00:23:26.409



greg olson: 10 or 15 feet before the car is going full bore making the left turn into you.

233

00:23:26.550 --> 00:23:31.750

greg olson: And so I've become accustomed to just anticipating that happening.

234

00:23:32.270 --> 00:23:38.390

greg olson: But the other interesting thing is the city of Portland, on that same bikeway, at 148

235

00:23:38.570 --> 00:23:40.520

greg olson: and 160 second

236

00:23:41.310 --> 00:23:43.450

greg olson: has a walk before green

237

00:23:43.900 --> 00:23:52.060

greg olson: and continuing that whole bike way out to the Y East trail. I think Gresham should investigate. Why.

238

00:23:52.120 --> 00:23:54.440

greg olson: we can't put a walk before Green

239

00:23:54.870 --> 00:24:00.489

greg olson: again on 180 second intersection there, and there's a couple others in the city, but those

240

00:24:00.590 --> 00:24:02.100

greg olson: in particular right

241

00:24:02.470 --> 00:24:05.989

greg olson: finding to be added to the scope of the

242

00:24:06.390 --> 00:24:08.330

greg olson: transportation update

243

00:24:08.740 --> 00:24:12.080

greg olson: a plan there. The other thing I'm concerned about with the update

244

00:24:12.340 --> 00:24:15.189

greg olson: is Pleasant Valley, for one

245

00:24:15.480 --> 00:24:22.380

greg olson: has never met what we anticipated 10 years ago, and it's just like a disaster

246

00:24:22.800 --> 00:24:30.659

greg olson: of the planning the developers took over and pretty well wiped out anything that we would maybe want to put for

247

00:24:30.890 --> 00:24:31.635

greg olson: tying

248

00:24:33.470 --> 00:24:43.140

greg olson: pathways and making routes, going into the spring water, or other other places in town, and so we were completely disappointed when they

249

00:24:43.250 --> 00:24:49.330

greg olson: that came up, and the same thing was occurring, and is occurring with the Kmart

250

00:24:49.700 --> 00:24:52.480

greg olson: redo that we had a vision

251

00:24:52.490 --> 00:24:57.260

greg olson: probably 12 or 14 years ago for that. And again

252

00:24:58.970 --> 00:25:03.249

greg olson: the city decided to, rather than have the vision that we had

253

00:25:03.580 --> 00:25:09.810

greg olson: decide to put the streets all back in, as they would any other area, that which wiped out any

254

00:25:10.130 --> 00:25:13.830

greg olson: public park poetic access theater

255

00:25:14.399 --> 00:25:17.759

greg olson: outdoor activities put in there. So

256

00:25:18.990 --> 00:25:24.309

greg olson: as one, I'm really concerned what Gresham does, what they're planning, if it's even worth

257

00:25:26.070 --> 00:25:30.720

greg olson: commenting on in the planning scope, because it seems to get the

258

00:25:32.210 --> 00:25:33.150

greg olson: are

259

00:25:33.270 --> 00:25:36.309

greg olson: derailed by development and other

260

00:25:36.580 --> 00:25:42.060

greg olson: interests that are beyond bike and pad. And so I would be

261

00:25:42.630 --> 00:25:46.139

greg olson: cautious how we do that and how we're going to develop that and

262

00:25:46.200 --> 00:25:48.290

greg olson: be able to report back to the

263

00:25:48.510 --> 00:25:51.450

greg olson: community. This is what we did because

264

00:25:51.640 --> 00:25:53.610

greg olson: we got votes and money from

265

00:25:54.880 --> 00:25:57.449

greg olson: certain wealthy distributors. And

266

00:25:58.240 --> 00:26:04.019

greg olson: than that. So anyway, I look forward to seeing the new updates since I worked on the last updates.

267

00:26:04.770 --> 00:26:05.630

greg olson: We're like

268

00:26:05.930 --> 00:26:09.999

greg olson: 1515 years of those. And so when it's

269

00:26:10.700 --> 00:26:13.380

greg olson: are you gonna have it ready

270

00:26:13.500 --> 00:26:19.300

greg olson: in parts? Or are you just working on this as part of going out and seeing the community

271

00:26:19.310 --> 00:26:21.759

greg olson: and gathering information, and then kind of

272

00:26:22.160 --> 00:26:23.920

greg olson: putting the parts together.

273

00:26:25.290 --> 00:26:36.649

Carly Rice | Gresham: Yeah, I mean, it'll it'll happen in a couple of different phases. I think because we're drafting some new policies. And we have these new focus areas. A lot of that will be informed by like best practice and also outreach. And what we're hearing.

274

00:26:37.840 --> 00:27:04.059

Carly Rice | Gresham: after that, you know, we're happy to come, you know. Come back and share out some of those draft policies. And then the other piece of that is kind of taking a look at our project list that we have existing and really reassessing that based on those policies. And then also just other identified projects and doing that assessment. So. You know, that'll happen kind of in in chunks. And we're happy to, you know. Come back and share that, as we kind of have more solid ideas and drafts of what those look like.

275

00:27:04.351 --> 00:27:26.619

Carly Rice | Gresham: It is like a tighter timeline for Tsp, but it is kind of like a lighter update versus like a full, deep dive. So we are. We're we are going to be doing that like assessment of all the projects. So we're happy to come back and share that. And I appreciate all the feedback I know, like I'm hearing kind of maybe thinking about some new treatments for our facilities, and then some kind of key

276

00:27:26.720 --> 00:27:55.489

Carly Rice | Gresham: areas that are problem areas. And I know we am. Hill is definitely on the city's radar for some improvements in the near term, especially connecting to the Y East, and how that's such an important connection to be made. And it's kind of a funky connection there right now. And so it's it's good to hear, you know that that's a priority for you as well cause definitely the city has been working, you know, with the urban renewal district and Rockwood. To think about how we kind of elevate that project to get that built sooner, because it's just a big

277

00:27:55.670 --> 00:28:04.469

Carly Rice | Gresham: problem area in addition to lots of others in Gresham. But yeah, I really do appreciate that feedback. And Pleasant Valley is its own

278

00:28:04.640 --> 00:28:20.127

Carly Rice | Gresham: animal. And I'm also leading the project right now for the Pleasant Valley Plan update. And so I'm happy to connect with you a bit more on that and kind of what's been going on with that related to transportation, and how it's kind of been elevating the transportation needs in Pleasant Valley, because there's just so.

279

00:28:20.840 --> 00:28:24.509

Carly Rice | Gresham: yeah, there's a lot missing in terms of infrastructure. So

280

00:28:24.810 --> 00:28:25.580

Carly Rice | Gresham: yeah.

281

00:28:25.580 --> 00:28:28.640

greg olson: Yeah. Well, thank you, Carly, you do a great job.

282

00:28:29.320 --> 00:28:30.300

Carly Rice | Gresham: The aircraft.

283

00:28:30.300 --> 00:28:36.309

Andrew Holtz: Couple of things. Greg, Aj. Was asking about specifics on that

284

00:28:36.380 --> 00:28:43.910

Andrew Holtz: crossing treatment you mentioned. Where was it in California? And where, again, do you think it would apply in the Gresham area.

285

00:28:44.420 --> 00:28:53.629

greg olson: It's on the Iron Horse Trail that goes from Dublin, California, up to Highway 4, which is up by the Sacramento River.

286

00:28:54.140 --> 00:28:59.470

greg olson: and it's called the Iron Horse Trail. It's very popular, and there's multiple

287

00:28:59.700 --> 00:29:01.810

greg olson: side trails off of that

288

00:29:02.100 --> 00:29:07.779

greg olson: that. Take you all over that whole valley section down there.

289

00:29:08.430 --> 00:29:10.269

greg olson: and if I

290

00:29:10.370 --> 00:29:12.480

greg olson: had my other computer up I could.

291

00:29:12.800 --> 00:29:19.289

greg olson: I could tell you the Crossreach. They're not. They're not on the main arterials, because those have stop lights.

292

00:29:19.380 --> 00:29:24.180

greg olson: But these are neighborhood routes that the trail goes through.

293

00:29:24.530 --> 00:29:25.680

greg olson: and it's

294

00:29:25.910 --> 00:29:27.689

greg olson: very heavily used.

295

00:29:28.380 --> 00:29:29.900

greg olson: and we'll make long hair.

296

00:29:30.040 --> 00:29:35.019

Andrew Holtz: Where was it? Exactly in that you thought it would be appropriate in in the Gresham area.

297

00:29:35.020 --> 00:29:36.950

greg olson: That's a pleasant view.

298

00:29:38.410 --> 00:29:41.929

greg olson: Intersection with the Spring Water corridor.

299

00:29:41.930 --> 00:29:42.550

Andrew Holtz: Out!

300

00:29:44.990 --> 00:29:49.200

greg olson: Because spring Water corridor as you go east or west.

301

00:29:51.770 --> 00:29:59.129

greg olson: There's blockage from shrubbery to see vehicles, but I know vehicles are coming down there. I can hear them.

302

00:29:59.210 --> 00:30:12.960

greg olson: and they have a tendency not to want to stop at that intersection, because it just makes it. I think it's called Powell Valley loop, or Powell Boulevard loop, or something that just loops off a pow

303

00:30:13.090 --> 00:30:19.000

greg olson: loops around behind the Walmart store, and then it runs back into pow

304

00:30:19.600 --> 00:30:23.319

greg olson: so drivers feel there's no reason to really stop at that place.

305

00:30:25.130 --> 00:30:27.380

Andrew Holtz: And then Carly way the intersection.

306

00:30:27.380 --> 00:30:30.290

Bob Thomas: I've been hit, or almost hit the most times that, too.

307

00:30:30.590 --> 00:30:34.309

Bob Thomas: on spring water. That Pleasant Valley intersection is always really scary.

308

00:30:34.640 --> 00:30:35.260

Carly Rice | Gresham: Yeah.

309

00:30:37.290 --> 00:30:38.080

Andrew Holtz: Thanks, Bob.

310

00:30:38.610 --> 00:30:42.420

Andrew Holtz: Carly, what what sense do you get, you know? Besides.

311

00:30:42.830 --> 00:30:53.699



Andrew Holtz: you know I want this thing here that that thing there from, especially from the elected leadership of the county. What's your sense on? Kind of like the real big picture on how?

312

00:30:54.130 --> 00:31:02.129

Andrew Holtz: What they would like to see this transportation system plan that do that is new, or an evolution from the way

313

00:31:02.180 --> 00:31:06.590

Andrew Holtz: past plans have have treated the issues in the county, in the in the city.

314

00:31:09.004 --> 00:31:16.949

Carly Rice | Gresham: I think, with the the active transportation plan, a few years really kicked it off, which is like we really took a different approach to how we

315

00:31:17.280 --> 00:31:34.759

Carly Rice | Gresham: analyze these different areas. It was a lot of focus on like access to destinations and making sure that people have access to this key destinations. And where we prioritize, based on like what has been built in the past versus what has in the future. So I think there's been a little bit of a shift to like

316

00:31:34.760 --> 00:31:51.686

Carly Rice | Gresham: that prioritization of areas especially like in Rockwood. And this whole like push for the these greenways to similar to what Portland has in terms of like, hey? We don't have a lot of money. And we still want to provide this this infrastructure. So what can we do? And

317

00:31:52.000 --> 00:32:07.459

Carly Rice | Gresham: the lower cost ways that actually help. And so I think this like low stress bike route, has been something that's been elevated since the Atp, and with our new mayor, who is a big transportation nerd he has been in support of this, and just kind of like the

318

00:32:11.090 --> 00:32:12.623

Carly Rice | Gresham: yeah, supporting.

319

00:32:13.490 --> 00:32:16.496

Carly Rice | Gresham: I don't know how to to say it, but basically like,

320

00:32:18.080 --> 00:32:45.179

Carly Rice | Gresham: just re reprioritizing projects and kind of addressing the the people who need it most in Gresham to get around and prioritizing projects in those areas. And I, I'm not speaking to it very well right now, but I could certainly think about it and provide kind of like a better I don't engage with our elected officials a ton. I know Jay is kind of leading this this project, and I'm sure we could like kind of follow up on that question a little bit better.

321

00:32:46.640 --> 00:32:50.419

Andrew Holtz: No, it's just yeah. Just just wondering. Cause. Obviously, they're buy in. And they're

322

00:32:50.780 --> 00:33:03.140

Andrew Holtz: the vision is gonna be what I have a lot to do with what actually happens. I do like, you know, the specific outreach cause I know that's something that always comes up is that

323

00:33:03.760 --> 00:33:05.999

Andrew Holtz: there, you know certain

324

00:33:06.060 --> 00:33:25.799

Andrew Holtz: parts of the community where it's really easy to get opinions and input. And there are other parts of the community that you never hear from unless you really work hard to go out and find find out what it is they need, and help them understand more about what's possible. So you know, I hope that that pays off, and that you start

325

00:33:25.950 --> 00:33:31.349

Andrew Holtz: getting people engaged to are, you know, generally outliving their lives and doing things and

326

00:33:31.790 --> 00:33:36.859

Andrew Holtz: not realizing that they could have an effect on how their communities are shaped.

327

00:33:37.170 --> 00:34:05.081

Carly Rice | Gresham: Yeah. And I think also to that point. And and we have lots of support from the mayor. I'm working another project in the Y East trail. And it kind of tying back to this idea of, there's a lot of development happening in certain areas, especially around civic, with the new

library. And you know, we like have concerns around these these areas, even Rockwood, you know, all this new development and stuff happening there. And just being really aware of. You know, the possibility of gentrification and what that means, and making sure that our public spaces, like trails

328

00:34:05.350 --> 00:34:28.680

Carly Rice | Gresham: and just our routes that we use remain something that feels like it can be used by everybody, and that people are represented in those spaces. And I think there's been a big push for how we engage with folks to really understand what that means, and doing engagement in a little bit more of like a people and lived experience 1st and then like the city. Ask second. And that's kind of this approach that we're trying to like. Just really understand how people are getting around.

329

00:34:28.939 --> 00:34:43.200

Carly Rice | Gresham: And this y's project is kind of a piloting a new way that we're trying to engage with folks which is like, what is the value we're adding, Where can we 1st like add the value? And then, if we have the ask, it's kind of secondary to to that conversation. So I think

330

00:34:43.610 --> 00:34:53.149

Carly Rice | Gresham: that's also just kind of more like, conceptually, the way that we're starting to think about these these projects and how we like keep these spaces. Feeling safe and welcoming for everybody.

331

00:34:53.550 --> 00:34:56.710

Carly Rice | Gresham: so that's a big priority for our elected officials, for sure.

332

00:35:00.780 --> 00:35:07.660

Armando Zelada: So, Carly, I was just kinda curious. I think you introduced me to the fact that Gresham and Rockwood had

333

00:35:07.950 --> 00:35:10.610

Armando Zelada: 40 different languages.

334

00:35:10.780 --> 00:35:11.520

Armando Zelada: and.

335

00:35:11.520 --> 00:35:13.410  
Carly Rice | Gresham: 65, over 65.

336  
00:35:13.410 --> 00:35:16.729  
Armando Zelada: 65 now. So maybe that was 5 years ago. Huh?

337  
00:35:16.730 --> 00:35:18.549  
Carly Rice | Gresham: Yeah, me, yeah.

338  
00:35:18.550 --> 00:35:29.719  
Armando Zelada: I I'm just feeling like that's incredibly daunting in terms of an outreach. I I presume you're using interpreters to

339  
00:35:29.770 --> 00:35:34.060  
Armando Zelada: to try to bring in people. And

340  
00:35:34.744 --> 00:35:39.099  
Armando Zelada: I'm thinking those folks have many international sort of

341  
00:35:40.870 --> 00:35:48.830  
Armando Zelada: persuasions in terms of what is transportation? How do I get from A to B. How do I get food for my kids, etc? And

342  
00:35:49.060 --> 00:35:50.309  
Armando Zelada: how do you

343  
00:35:50.890 --> 00:35:54.939  
Armando Zelada: begin to even think about that on a high policy level?

344  
00:35:55.750 --> 00:36:08.699  
Carly Rice | Gresham: Yeah, I mean, our community engagement team is really trying to like what is the best way to do this in a way that like is equitable across all our departments, all our projects. So that's something they're really working on and like, standardize. Right now, we've set up a system to

345

00:36:08.700 --> 00:36:29.622

Carly Rice | Gresham: easily get us things translated, and that the city is putting money towards that service because we realize that it's important. So you know, typically we do our the 4 major languages in Rockwood right now, just because, you know, it'd be a lot to translate everything into 65 languages all the time, or have interpreters. But we typically do you know Spanish? Russian, Vietnamese,

346

00:36:29.940 --> 00:36:42.060

Carly Rice | Gresham: and Ukrainian? We have a huge Ukrainian population as well. And so it's kind of right now. They're still developing like, how do we think of this? And how do we elevate

347

00:36:42.409 --> 00:37:09.220

Carly Rice | Gresham: especially when we think about budget? And where we can like spend funds to support that type of work, because it is really important to be able to reach all those folks, and we haven't always had that as a standardized way we've had. I've tried to do it. My projects and this person over here is trying to do it in their projects. But it's just not something that has been like a policy or standardized across the city. So our community engagement team is really focused on, how do we do that and provide that service and have the funds set aside because it is important to be

348

00:37:09.524 --> 00:37:20.180

Carly Rice | Gresham: reaching those folks and understanding, you know, especially with some so many new folks to Gresham, and understanding what like you're saying is important to them, and what safe transportation or good transportation means.

349

00:37:21.717 --> 00:37:46.980

Carly Rice | Gresham: yeah, that's about as best I can get as detailed as I can. But we are. You know, our community engagement team is really focused on that and kind of shifting away from just like the Neighborhood Association. Only model of doing outreach and really trying to get out there, provide food, provide child care. Do all the things you know, and lots of folks are doing this to start moving to those best practices. But our community engagement team is trying to standardize and and you know, create policy around that as a citywide level.

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00:37:46.980 --> 00:37:49.999

Armando Zelada: Are, are there community centers? For

351

00:37:50.650 --> 00:37:54.899

Armando Zelada: you know, say, 30 of the 65 languages, I mean

352

00:37:57.108 --> 00:38:14.449

Carly Rice | Gresham: There are a lot a lot of them, you know, are like faith groups and folks that meet at churches. There's lots of like the Slavic community center is really big spot in in Rockwood area. There's there are all sorts of community centers. And our, you know, our community engagement team is kind of

353

00:38:14.610 --> 00:38:16.999

Carly Rice | Gresham: reaching out and providing.

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00:38:17.300 --> 00:38:33.655

Carly Rice | Gresham: just seeing what they can provide those groups to actually go in and be like, Hey, can we like do a night where we like feed you, and and you know, just hear about what's going on with you, and how we can kind of support you, but I'm not sure how many we have. I'm sure there's many, many more than I'm aware of. But

355

00:38:34.210 --> 00:38:47.213

Carly Rice | Gresham: yeah, they're they're definitely there's a lot going on. I've been meeting with lots of organizations recently in Gresham. Especially around this Y East project to just understand what is going on and what services are out there. And there's there's so much there's a lot.

356

00:38:47.490 --> 00:38:49.449

Armando Zelada: Yeah. Sounds daunting. Thanks right?

357

00:38:49.540 --> 00:38:50.560

Armando Zelada: Thanks, Carly.

358

00:38:51.810 --> 00:38:59.819

Andrew Holtz: Yeah, I think that's something I know I'd be interested in hearing more about as you get experiences. What works in terms of these

359

00:38:59.830 --> 00:39:08.389

Andrew Holtz: outreach efforts to get those different perspectives and voices that often aren't haven't been included in the past.

360

00:39:11.110 --> 00:39:35.862

Carly Rice | Gresham: I will say, even by just connecting folks with services they didn't know the city had has been very like people don't know like, oh, you can connect me with this person and this person in rental housing. They're having an issue with their rental space. And like, I'm like, Oh, we can connect you with that person, and even that has been like folks have come back and said like that was so such a big deal for our families and that we walked to school with, or whatever else is. You know what what activities they're out doing. So even just little things like that where we can. There's very low hanging fruit for the city.

361

00:39:36.070 --> 00:39:41.540

Carly Rice | Gresham: we're trying to do that as much as we can. And then, hoping to, you know, do be able to do some bigger things.

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00:39:42.240 --> 00:39:46.510

Carly Rice | Gresham: but yeah, we'd be happy to share out as kind of learn through these projects.

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00:39:49.130 --> 00:39:49.800

Andrew Holtz: Right? So

364

00:39:51.480 --> 00:39:54.770

Andrew Holtz: I don't see any other any other comments

365

00:39:55.680 --> 00:40:01.269

Andrew Holtz: that was yeah. Good to know about that and look forward to hearing Progress reports is

366

00:40:01.570 --> 00:40:02.990

Andrew Holtz: as you continue on.

367

00:40:03.340 --> 00:40:05.489

Andrew Holtz: So thanks very much, Carly.

368

00:40:05.490 --> 00:40:06.270

Carly Rice | Gresham: Thank you all.

369

00:40:07.060 --> 00:40:15.959

Andrew Holtz: And we are, I think we're we're still a little bit ahead of schedule, which is very cool. So Mike will throw you in the fire.

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00:40:27.460 --> 00:40:28.200

Andrew Holtz: Great.

371

00:40:28.710 --> 00:40:30.259

Andrew Holtz: and you're ready to go. Yeah.

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00:40:31.970 --> 00:40:33.700

Andrew Holtz: excellent. Yeah. I see the

373

00:40:34.340 --> 00:40:35.430

Andrew Holtz: slides up

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00:40:35.600 --> 00:40:36.640

Andrew Holtz: full screen.

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00:40:47.890 --> 00:40:48.980

Andrew Holtz: So

376

00:40:49.630 --> 00:40:51.649

Andrew Holtz: I don't know if you're talking.

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00:40:52.900 --> 00:40:53.740

Andrew Holtz: Mike.

378

00:40:54.300 --> 00:40:56.029

Andrew Holtz: you're you're still muted.

379



00:41:15.690 --> 00:41:16.940

Andrew Holtz: Mike, are you there?

380

00:41:22.550 --> 00:41:23.240

Andrew Holtz: Hmm.

381

00:41:26.030 --> 00:41:30.239

Andrew Holtz: video. And and Michael's video and audio are off.

382

00:41:33.030 --> 00:41:35.259

Andrew Holtz: He was there for a second and then disappeared.

383

00:41:35.791 --> 00:41:37.359

Oscar Rincones, He/Him - Multco Admin Support: Let me go! Check! Hold on!

384

00:41:37.680 --> 00:41:38.280

Andrew Holtz: Yeah.

385

00:42:11.510 --> 00:42:13.750

Oscar Rincones, He/Him - Multco Admin Support: He's having technical difficulties.

386

00:42:14.540 --> 00:42:16.429

Andrew Holtz: Yeah, that's what that's what it looked like.

387

00:42:16.430 --> 00:42:17.180

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

388

00:42:19.550 --> 00:42:22.910

Andrew Holtz: Stephen get connected if it's oh, I see

389

00:42:22.950 --> 00:42:26.068

Andrew Holtz: computer shut down working and get back up and running.

390

00:42:27.840 --> 00:42:28.930

Andrew Holtz: do we want to

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00:42:29.370 --> 00:42:34.123

Andrew Holtz: skip ahead to some staff updates to give them a minute couple of minutes to

392

00:42:34.440 --> 00:42:35.910

Oscar Rincones, He/Him - Multco Admin Support: Yeah, you can log in back in.

393

00:42:36.410 --> 00:42:37.219

Andrew Holtz: Back, up.

394

00:42:38.940 --> 00:42:40.681

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

395

00:42:42.460 --> 00:42:42.830

Andrew Holtz: You want to.

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00:42:42.830 --> 00:42:43.850

MaryJo Andersen, MultCo, (she/her): Staff reports.

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00:42:43.850 --> 00:42:48.207

Andrew Holtz: Yeah, if you wanna go ahead and start that. And when he comes back online, then we can

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00:42:48.470 --> 00:42:50.380

Andrew Holtz: jump back into the curb program.

399

00:42:51.750 --> 00:42:52.740

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

400

00:42:57.670 --> 00:42:59.309

MaryJo Andersen, MultCo, (she/her): Alright. Let's see if

401

00:42:59.430 --> 00:43:02.500

MaryJo Andersen, MultCo, (she/her): if this is gonna work. Can you guys see my screen?

402

00:43:02.820 --> 00:43:04.779

MaryJo Andersen, MultCo, (she/her): Alright? So here's the

403

00:43:05.550 --> 00:43:07.699

MaryJo Andersen, MultCo, (she/her): staff reports for this month.

404

00:43:08.534 --> 00:43:10.526

MaryJo Andersen, MultCo, (she/her): I'm gonna review

405

00:43:11.330 --> 00:43:14.725

MaryJo Andersen, MultCo, (she/her): what we've been doing this year. So our previous

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00:43:15.580 --> 00:43:16.770

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

407

00:43:16.860 --> 00:43:19.660

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

408

00:43:20.080 --> 00:43:23.619

MaryJo Andersen, MultCo, (she/her): the Ada and the Gresham, Tsp. Which we just had.

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00:43:26.150 --> 00:43:33.769

MaryJo Andersen, MultCo, (she/her): and I did want to touch on the Jla Committee evaluation which we had the presentation from them last month.

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00:43:33.850 --> 00:43:39.569

MaryJo Andersen, MultCo, (she/her): and their findings. Report is in review with Oklahoma county staff.

411

00:43:39.580 --> 00:43:54.197

MaryJo Andersen, MultCo, (she/her): and we'll be sending that out electronically. So we don't have a s hard deadline on that right now. Everybody's super super busy. But I am hoping within the next month that we'll get that out to all of you, so you can

412

00:43:55.080 --> 00:43:56.460

MaryJo Andersen, MultCo, (she/her): also read it

413

00:43:56.620 --> 00:44:02.469

MaryJo Andersen, MultCo, (she/her): also our Transportation Safety Action Plan, which you've been hearing a lot about every month.

414

00:44:02.962 --> 00:44:20.699

MaryJo Andersen, MultCo, (she/her): We are also very much tied into the similar work that Carly has been doing with trying to reach all of the diverse communities out in East Multnomah County. So we are also working with sales, community engagement liaisons for that project.

415

00:44:20.730 --> 00:44:27.256

MaryJo Andersen, MultCo, (she/her): And we're also having a lot of outreach summer events.

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00:44:28.543 --> 00:44:32.279

MaryJo Andersen, MultCo, (she/her): and we really wanna hear we're going to community events.

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00:44:32.772 --> 00:44:40.467

MaryJo Andersen, MultCo, (she/her): Out in Gresham, Fairview, Troutdale and Wood Village to get a contact list of folks

418

00:44:40.960 --> 00:44:47.680

MaryJo Andersen, MultCo, (she/her): to get some surveys. We will working on getting a survey going with them.

419

00:44:47.840 --> 00:44:57.244

MaryJo Andersen, MultCo, (she/her): and we will. So that is all in the in the workings. It's a little bit frantic to get everything ready in time for the summer outreach programs.

420

00:44:58.181 --> 00:45:01.700

MaryJo Andersen, MultCo, (she/her): But we're all kind of pushing forward on that.

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00:45:01.760 --> 00:45:04.613

MaryJo Andersen, MultCo, (she/her): and then we will also wind up having

422

00:45:05.579 --> 00:45:16.810

MaryJo Andersen, MultCo, (she/her): Alta will be coming to one of the meetings this fall. For a listening session. With this committee safe routes to school updates

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00:45:17.620 --> 00:45:38.100

MaryJo Andersen, MultCo, (she/her): Megan and Peyton are teaching scooter safety and bike safety and some of our summer school programs. And then we're also at some community events. So some events will be mostly safe routes to school. Some events will mostly be outreach for the safety action plan and some outreach events will have

424

00:45:38.190 --> 00:45:39.640

MaryJo Andersen, MultCo, (she/her): all of the above.

425

00:45:39.710 --> 00:45:45.889

MaryJo Andersen, MultCo, (she/her): So here is a quick list of our outreach events

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00:45:46.480 --> 00:46:01.389

MaryJo Andersen, MultCo, (she/her): like, I said, each event has a little bit different. Focus to it, or maybe we'll have more than one table, or maybe we'll have the bike blender at it. It sort of depends on what staff are available to help with that outreach project

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00:46:01.580 --> 00:46:07.679

MaryJo Andersen, MultCo, (she/her): or outreach event. So it's gonna be a good busy summer for all of us.

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00:46:08.220 --> 00:46:09.240

MaryJo Andersen, MultCo, (she/her): Let's see.

429

00:46:11.472 --> 00:46:30.457

MaryJo Andersen, MultCo, (she/her): Also, I wanted to pass on to you. Most of you probably have already received it. The online survey for the Burnside Bridge project is now live. So we've had several presentations on that project here at this committee. So and they're also doing some

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00:46:31.090 --> 00:46:40.790

MaryJo Andersen, MultCo, (she/her): alternative and fun outreach events. They're gonna be at Onzi next week. They're gonna do a podcast from the one of the towers of the bridge.

431

00:46:41.642 --> 00:46:46.750

MaryJo Andersen, MultCo, (she/her): They were gonna be doing some different kinds of outreach for getting

432

00:46:46.770 --> 00:46:59.380

MaryJo Andersen, MultCo, (she/her): information back from folks. Also, I'll be sending out the annual personnel policies. So every year, I send out a Google forms with the personnel policies. So

433

00:46:59.849 --> 00:47:15.350

MaryJo Andersen, MultCo, (she/her): as a volunteer with Multnomah County. You are serving as an agent of the county, and so you're also required to follow personnel policies that are applicable. So you've all done this before it's got links to our code of ethics.

434

00:47:15.360 --> 00:47:31.690

MaryJo Andersen, MultCo, (she/her): political activity, conflict of interest, and all of those sorts of things. So again, you'll receive a link for these in an email coming up very soon. The Burnside Bridge information. I that will be coming to you right after this meeting I put a

435

00:47:31.710 --> 00:47:40.710

MaryJo Andersen, MultCo, (she/her): email out with a time delay on it. So you'll be getting that very quickly. The other things will be a little bit more for

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00:47:40.910 --> 00:47:42.159

MaryJo Andersen, MultCo, (she/her): in the future.

437

00:47:42.330 --> 00:47:55.370

MaryJo Andersen, MultCo, (she/her): and in upcoming months. I think we all agreed. We're not gonna have a meeting for August, and then in September we do have a bridge of the A bridge tour of the Morrison Bridge.

438

00:47:55.520 --> 00:48:11.181

MaryJo Andersen, MultCo, (she/her): So we'll be sending out an email on that we'll need you to respond to sign up. So we know exactly how many people are coming, and of course, when, where to meet and how to get to the Morrison Bridge tour.

439

00:48:11.929 --> 00:48:24.150

MaryJo Andersen, MultCo, (she/her): And once you we get started there'll be like a waiver that you'll need to sign once we all gather for that. So our next regular meeting will be actually in October. So

440

00:48:25.380 --> 00:48:28.650

MaryJo Andersen, MultCo, (she/her): I think that is all that I have.

441

00:48:30.690 --> 00:48:32.549

Andrew Holtz: Okay, great. I see. Mike's back.

442

00:48:32.860 --> 00:48:33.260

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

443

00:48:33.260 --> 00:48:35.330

Andrew Holtz: So great.

444

00:48:35.330 --> 00:48:36.070

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

445

00:48:36.480 --> 00:48:40.000

Andrew Holtz: Good, so I can jump. Jump back to the curb program.

446

00:48:45.220 --> 00:48:45.950

Andrew Holtz: Great.

447

00:48:46.260 --> 00:48:47.309

Andrew Holtz: Mike, you

448

00:48:47.600 --> 00:48:50.579

Andrew Holtz: got your computer cooperating with you now.

449

00:48:55.090 --> 00:48:57.510

Andrew Holtz: Doesn't look like you're muted, but I'm not hearing you.

450

00:49:01.230 --> 00:49:01.950

Andrew Holtz: Ha!

451

00:49:10.590 --> 00:49:12.800

Andrew Holtz: Nope! I see you talking, but

452

00:49:13.720 --> 00:49:15.000

Andrew Holtz: no audio.

453

00:49:15.410 --> 00:49:17.159

Oscar Rincones, He/Him - Multco Admin Support: I'll go check! Hold on!

454

00:49:20.200 --> 00:49:24.610

MaryJo Andersen, MultCo, (she/her): Luckily Oscar and Mike are both at the Multinola Building this evening.

455

00:49:25.770 --> 00:49:26.770

Oscar Rincones, He/Him - Multco Admin Support: And so Oscar.

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00:49:26.770 --> 00:49:28.909

MaryJo Andersen, MultCo, (she/her): Literally run across the office today.

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00:49:29.580 --> 00:49:31.429

Oscar Rincones, He/Him - Multco Admin Support: Yeah, I'm gonna mute and go over there.



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00:49:31.720 --> 00:49:32.350

Oscar Rincones, He/Him - Multco Admin Support: How? How?

459

00:49:32.350 --> 00:49:32.910

Michael Cook: Bye.

460

00:49:33.120 --> 00:49:34.070

Michael Cook: now.

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00:49:34.070 --> 00:49:34.470

Oscar Rincones, He/Him - Multco Admin Support: You are.

462

00:49:34.470 --> 00:49:35.350

Andrew Holtz: Yes. Yeah.

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00:49:35.350 --> 00:49:36.040

Michael Cook: There we go!

464

00:49:36.040 --> 00:49:37.999

Andrew Holtz: Hooray, okay, so.

465

00:49:38.000 --> 00:49:45.619

Michael Cook: So what what happened was, it told me my, I was muted, and I unplugged my headphone and plug them back in. And then the whole computer to shut down.

466

00:49:45.620 --> 00:49:46.380

Andrew Holtz: Oh, nice!

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00:49:46.760 --> 00:49:48.009

Michael Cook: Everything's going great.

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00:49:48.220 --> 00:49:50.080

Andrew Holtz: Yeah, doing? Doing? Well.

469

00:49:50.080 --> 00:49:50.400

Michael Cook: Okay.

470

00:49:50.400 --> 00:49:55.309

Andrew Holtz: Seeing you. I'm seeing your slides hearing you, so I think we're good to go, so take it away.

471

00:49:56.100 --> 00:50:19.079

Michael Cook: The anticipation. The buildup is great. Yeah. So like I said, I'm with the road engineering. And I was asked to come. Kind of do a presentation on the Ada curb ramp program, a little bit of an update. And especially since we have a project going out this fall. So that's kind of the focus of what I'm talking about today.

472

00:50:19.615 --> 00:50:20.799

Michael Cook: Next slide, please.

473

00:50:24.323 --> 00:50:36.930

Michael Cook: So my understanding prior information that was presented this council or committee. There was a presentation in 2023 about the Ada transition plan. So this is kind of a

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00:50:36.980 --> 00:50:39.589

Michael Cook: recap of what that involves.

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00:50:40.266 --> 00:50:41.479

Michael Cook: The county

476

00:50:41.650 --> 00:50:54.830

Michael Cook: did an inventory of all the physical barriers for pedestrians and other users. This includes a curb ramp, signalized crossings, sidewalks, and mark crosswalks.

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00:50:55.060 --> 00:51:12.524

Michael Cook: and then then another step we took was we had to come up with methods to remove these barriers. As part of you know, Ada law. And so this involved coming up with policy and standards. You know, a uniform way to work on work through this

478

00:51:13.000 --> 00:51:20.650

Michael Cook: prioritize infrastructure needs. Set up Ada focus projects. And that's kind of what I'm gonna be talking about today.

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00:51:21.301 --> 00:51:26.479

Michael Cook: Capital roadway and bridge projects another way. We can help remove barriers

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00:51:26.750 --> 00:51:37.350

Michael Cook: and so, as part of this transition plan and part of this inventory, we came up with a method to prioritize curb ramps we we had gone through, and

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00:51:37.500 --> 00:51:43.579

Michael Cook: you know, made an inventory, how we looked at every curb ramp within the

482

00:51:43.720 --> 00:51:54.710

Michael Cook: county right away, and then we had to come up with a way to determine which ones, if they weren't standard, how to replace them. So every ramp was graded based on the condition of the ramp.

483

00:51:55.323 --> 00:51:58.849

Michael Cook: Whether it had truncated domes or not.

484

00:51:58.930 --> 00:52:19.370

Michael Cook: And then there was. They were also scored, based on proximity infrastructure, like schools. You know, medical facilities bus stops. There's if you read the transition plan online, there's a whole it it breaks down how they were all scored. But all these scores were added up, and they were grouped into 6 different tiers of ramps.

485

00:52:19.460 --> 00:52:22.489

Michael Cook: And that was how we were gonna prioritize replacement

486

00:52:22.670 --> 00:52:40.409

Michael Cook: and following the presentation, the Board actually adopted this plan in March 2023. And it's ex, it's available on the website. If you wanna look through those those details. So that's kind of the last, as far as I know, what was presented to this committee. And so I'm just kind of following up on that with our

487

00:52:40.550 --> 00:52:42.720

Michael Cook: more recent information. So

488

00:52:42.790 --> 00:52:44.120

Michael Cook: go next slide, please.

489

00:52:45.480 --> 00:52:47.119

Michael Cook: So like I said,

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00:52:47.750 --> 00:52:56.997

Michael Cook: mostly what I'll be talking about is Ada focus projects. That's what I've been working on as the in one of the road engineers here.

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00:52:57.460 --> 00:53:04.809

Michael Cook: one of the things about Ada and sidewalk is funding. There's not unlike roads. There's not like a direct funding source.

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00:53:04.920 --> 00:53:11.969

Michael Cook: So one one of the ways we've been going about trying to get these Ada projects implemented is asking the Council

493

00:53:12.170 --> 00:53:17.523

Michael Cook: for funding, or that. Yeah, the board down to council. Sorry. And

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00:53:18.540 --> 00:53:29.709

Michael Cook: So we've got several one time only funding packages per for the past several fiscal years. And so the fiscal year, if you don't know, runs from

495

00:53:29.720 --> 00:53:33.030

Michael Cook: basically July one to June 30th every year.

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00:53:33.040 --> 00:53:35.697

Michael Cook: And so we you know, we'll get a

497

00:53:37.423 --> 00:53:43.290

Michael Cook: an amount of money, and we have to use all that towards Ada project specifically.

498

00:53:43.943 --> 00:53:49.379

Michael Cook: So in a fy, 23, we receive 1.4 million dollars

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00:53:49.927 --> 00:53:56.279

Michael Cook: we use this to start designing replacements for the tier one ramps. This is the highest

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00:53:56.290 --> 00:53:58.899

Michael Cook: need based on our prioritization system

501

00:53:59.355 --> 00:54:05.050

Michael Cook: we had identified 86 tier, one ramps when they did the assessment in 2,016.

502

00:54:05.651 --> 00:54:11.768

Michael Cook: Some of this money was also used because it wasn't, you know, it can be used for any Ada Focus project.

503

00:54:12.570 --> 00:54:28.920

Michael Cook: we have the 257th Corridor project. I don't know if that's been talked about a previous meeting. That's, you know, a separate engineer's work on that but there are 56 ramps being replacing that. So we were able to use some of this money to support that effort which freed up other, you know, funding on that project for other parts of that

504

00:54:28.930 --> 00:54:30.150

Michael Cook: project.

505

00:54:30.440 --> 00:54:35.219

Michael Cook: So that was how the money was spent in 23 and fiscal year 24.

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00:54:35.310 --> 00:54:39.410

Michael Cook: We receive 1.7 3 5 million in one time only.

507

00:54:40.045 --> 00:54:46.880

Michael Cook: We use this to finalize the design of tier one ramps for construction projects.

508

00:54:46.950 --> 00:54:49.069

Michael Cook: And that's kind of what I'll be talking about later.

509

00:54:49.090 --> 00:54:54.419

Michael Cook: We also started designing replacement for our tier. 2 rams

510

00:54:54.750 --> 00:55:06.510

Michael Cook: there were 94 ramps. There were rated as tier 2 in the assessment. So we started looking at those and working on the design for that. So in later years we've ready to build that after we're done with tier one.

511

00:55:07.070 --> 00:55:09.840

Michael Cook: And then this fiscal year, which just started

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00:55:10.120 --> 00:55:11.979

Michael Cook: 10 days ago.

513

00:55:12.000 --> 00:55:22.909

Michael Cook: We receive 2.6 1 5 million in one time only funding. And that's kind of what I'll be covering in this presentation, because that'll be going towards our 1st construction project

514

00:55:23.746 --> 00:55:30.949

Michael Cook: next slide, please. So just kind of the background on this construction project. It actually started like I said, with the fiscal year 23

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00:55:31.386 --> 00:55:36.439

Michael Cook: we hired a consultant parametrics, and I think Da was also sub for them.

516

00:55:37.051 --> 00:55:42.169

Michael Cook: They were scared, or they were scoped to design up to 112 new ramps.

517

00:55:43.450 --> 00:55:48.859

Michael Cook: that was replacing 86 tier, one ramps, and 24 tier, 2 ramps.

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00:55:48.870 --> 00:55:52.990

Michael Cook: and the reason we looked at some tier, 2 ramps in this 1st package is.

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00:55:53.120 --> 00:55:58.260

Michael Cook: it? Didn't make a lot of sense. If an intersection, say, had 3 tier, one ramps and one tier, 2 ramp

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00:55:58.270 --> 00:56:01.880

Michael Cook: to only do the tier, one ramps, so it makes sense. Do the intersection all at once.

521

00:56:01.940 --> 00:56:09.619

Michael Cook: Similarly, we looked at some areas where, if there's a tier, 2 ramp intersection down the street, if we do at the same time, we only have to come that

522

00:56:09.942 --> 00:56:19.930

Michael Cook: neighborhood or that area once or maybe twice, depending on the phasing, just trying to reduce multiple construction seasons. And then, you know, having people 3 years in a row have

523

00:56:19.940 --> 00:56:31.180

Michael Cook: construction there. The ramps are located throughout this project. Most of these tier, one tier, 2 ramps are out in the East County, so they'll be in Trapdale Wood Village and Fairview.

524

00:56:33.894 --> 00:56:45.100

Michael Cook: This is kind of supposed to show, although it's a little. It might be a little hard to read just kind of how they're spread throughout. So there, you know the top left corner. I believe those are several ramps down Halsey

525

00:56:45.190 --> 00:56:47.839

Michael Cook: in both Fairview, and then Wood Village.

526

00:56:48.342 --> 00:56:51.160

Michael Cook: As some ramps up to 23rd

527

00:56:51.503 --> 00:56:58.846

Michael Cook: in the bottom right corner. Those are on Gleason, and then down in the bottom right corner. That bottom right picture. Those are some ramp, several ramps on

528

00:57:00.565 --> 00:57:05.430

Michael Cook: stark on Stark. In particular. We own half that street, and

529

00:57:05.500 --> 00:57:08.070

Michael Cook: Gresham owns the other half. So the

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00:57:08.090 --> 00:57:11.060

Michael Cook: just kind of working on the coordination there, making sure that

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00:57:11.110 --> 00:57:14.060

Michael Cook: when we get to billing stuff they actually line up so.

532

00:57:17.390 --> 00:57:30.770

Michael Cook: and then there was also a large number of ramps just in Troutdale, like downtown Troutdale. And like I said Down Buxton. And if you can see from the key the tier 2. The orange ramps are tier, 2 ramps.

533

00:57:30.810 --> 00:57:39.119

Michael Cook: and like I said, we we've tried to package them in rather than come. You know the impact on Buxton. Tried to make that happen



534

00:57:39.330 --> 00:57:55.050

Michael Cook: as few times as possible as few seasons, and, you know, be more efficient in our contracting in our construction methods. You also see blue ramps. One of the things that we discovered when we were putting these packages together is that while we've been assessed all our existing curb ramps.

535

00:57:55.280 --> 00:58:03.530

Michael Cook: there were areas where curb branch didn't exist, and probably you should according to Oregon law, every intersection. Every, you know.

536

00:58:03.670 --> 00:58:12.599

Michael Cook: is a crosswalk. And so, just because there was no ramp there existing, you know our survey crews not going to pick that up, but we need to assess whether there should be one there.

537

00:58:12.630 --> 00:58:29.750

Michael Cook: and unless there's a reason for a legal cross or a legal crosswalk closure, we would want to look at adding those in. So we, you know, that's why some of these numbers don't exactly, you know, replacing 86 tier one with 100 ramps, because we're either adding ramps or doing multiple. So

538

00:58:34.117 --> 00:58:42.050

Michael Cook: so the main construction project and kind of what I was gonna talk about today is the East county pedestrian improvements.

539

00:58:42.300 --> 00:58:55.660

Michael Cook: So we took this package. We started looking at 112 ramps trying to figure out, you know, which ones we could deliver, and the way we ended up breaking it down was, it's a 2 phase project right now. The 1st phase

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00:58:55.760 --> 00:59:02.089

Michael Cook: is prod, or is ramps that do not require any additional right of way or major utility conflicts, because

541

00:59:02.170 --> 00:59:16.190

Michael Cook: acquiring right away takes over about a year. So we were looking at ones that could be more shovel ready and easier to build or quicker to build. We ended up with a package of 55 new ramps.

542

00:59:16.750 --> 00:59:37.909

Michael Cook: It replaces 39 ramps that were found efficient. Like I said the some. The the numbers don't quite add up because we are adding some new ones, or adding 2 ramps in location, for one was previously there. So 26 tier, one ramps we were replaced, and 13 tier 2, and then there'll be 6 ramps in locations that did not currently have a ramp.

543

00:59:38.915 --> 00:59:41.019

Michael Cook: The project cost is

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00:59:41.110 --> 00:59:44.989

Michael Cook: estimated. The construction portion is going to be 2.5 million.

545

00:59:45.010 --> 00:59:48.960

Michael Cook: That's 2.2 million for the actual construction contract.

546

00:59:48.990 --> 00:59:51.830

Michael Cook: And then we're estimating about 300,000

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00:59:51.880 --> 00:59:56.560

Michael Cook: for engineering inspection to manage the construction on the county end.

548

00:59:57.226 --> 01:00:02.339

Michael Cook: This project we actually just advertised on the 28th of June.

549

01:00:02.370 --> 01:00:08.089

Michael Cook: and we are hoping to open bids on the 30th of this month. And then.

550

01:00:08.390 --> 01:00:17.030

Michael Cook: you know, depending on how quickly the contract can be put together. We're, you know, the contract is right now, would be looking at construction September through December of this year.

551

01:00:17.368 --> 01:00:21.500

Michael Cook: Because this is one time only phones, no matter what we do, we have to spend

552

01:00:22.200 --> 01:00:38.440

Michael Cook: you had to quit this project by the end of next year. So you know, even if they're, you know, delays because of weather. That's kind of our window to get this going. So we wanna get started as soon as possible. Get these ramps built and get everything going out this fiscal year.

553

01:00:42.719 --> 01:00:49.000

Michael Cook: So just the locations of the ones that were determined for phase one, we have a location

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01:00:49.594 --> 01:00:51.959

Michael Cook: in Fairview at 2 23, rd

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01:00:52.810 --> 01:00:54.049

Michael Cook: we have

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01:00:54.710 --> 01:00:57.409

Michael Cook: one that you could see Halsey.

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01:00:57.490 --> 01:00:58.809

Michael Cook: And the

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01:00:59.440 --> 01:01:08.440

Michael Cook: yeah, I guess it's kind of yeah. Halsey, 2 23.rd There's a 1 on Gleason, and then there's several on Buxton Buxton. A lot of these will actually be

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01:01:09.163 --> 01:01:15.919

Michael Cook: switch between phase one and phase 2, just because the impact of closing the road down the traffic control can be kind of

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01:01:17.220 --> 01:01:22.339

Michael Cook: It's just too much, I think if any of you have been out there in trial, knowing that issues they had with

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01:01:22.440 --> 01:01:35.790

Michael Cook: developments closing down the road. And just we wanna make sure that we are maintaining traffic all the way through, so we'll probably it's phased out to do like one half at one time, and then when we come back on that second project it'll do the other half of the road

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01:01:35.810 --> 01:01:38.020

Michael Cook: so that we can maintain traffic and

563

01:01:38.120 --> 01:01:40.130

Michael Cook: reduce the impact as much as possible.

564

01:01:43.583 --> 01:01:53.190

Michael Cook: Phase 2 these are ones where we do need right away, either for temporary construction easements or a permanent acquisition. Or if there's major to the conflicts.

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01:01:53.270 --> 01:02:02.379

Michael Cook: So this will be 59 new ramps, 40 ramps will be replaced, 32 tier, one and 8 tier 2, and then 2 new ramps

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01:02:02.420 --> 01:02:05.379

Michael Cook: will be installed. So 59 total new ones.

567

01:02:05.872 --> 01:02:10.720

Michael Cook: Because this requires right away. And that process usually takes a year.

568

01:02:10.820 --> 01:02:19.719

Michael Cook: We are hoping to start that this year and spend the next year for phase 2. Acquiring the right of way, so that by

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01:02:19.870 --> 01:02:26.498

Michael Cook: the next fiscal year 26, the following summer fall will be ready to build them.

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01:02:27.120 --> 01:02:37.360

Michael Cook: the cost for the right ways. Estimate about 200,000, and we're we'll either fund this from leftover money from after phase one

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01:02:37.714 --> 01:02:42.830

Michael Cook: you know, if you do the math there, and we got 2.6. It's supposed to be 2 and a half of the project.

572

01:02:42.920 --> 01:02:54.978

Michael Cook: If not, we might look at other funding options if we can find some but our intent and our desires to move forward with the right of way, so that for the next year we'll be able to

573

01:02:55.830 --> 01:03:03.039

Michael Cook: be ready to ask the the board for the money to build the second phase, and then that should take care of a large number of our

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01:03:03.060 --> 01:03:04.420

Michael Cook: tier. One ramps

575

01:03:07.490 --> 01:03:12.530

Michael Cook: and the locations are kind of similar. As you can see, some of the Buxton will be done.

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01:03:12.540 --> 01:03:23.350

Michael Cook: and the second half. There's some spots on historic Columbia River Highway, and Troutdale some other spots on Halsey and Fairview and Wood Village, and then 2 23.rd So

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01:03:23.450 --> 01:03:29.279

Michael Cook: we're really, there's a bunch of ramps all over the county that we're looking at, and we're really trying to target. You know, the

578

01:03:29.570 --> 01:03:34.550

Michael Cook: the ones that need the most work based on the prioritization system we had come up with.

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01:03:38.052 --> 01:03:47.350

Michael Cook: And that's kind of the end of the presentation for this construction project. I think the intent was just let you know that, like I said, we're opening

580

01:03:47.896 --> 01:03:51.690

Michael Cook: bids! At the end of this month. We're looking to get started

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01:03:52.128 --> 01:03:55.960

Michael Cook: this fall. So we just want everyone to know about that.

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01:03:57.270 --> 01:04:07.660

Michael Cook: it's really important for us to get these, Ada provenance going, and just let you know about that. If you have the opportunity to advocate for that, or if you have some other ideas of other places we should be

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01:04:07.950 --> 01:04:11.810

Michael Cook: presenting this. I know I have a several other presentations for it already.

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01:04:11.830 --> 01:04:18.830

Michael Cook: but just kind of want to get the information out there that we are looking for, or we're getting ready to really make some ad improvements

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01:04:19.394 --> 01:04:25.260

Michael Cook: unrelated to, you know, other projects that we're doing just for the 1st time in a long time, and kind of excited about it. And

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01:04:26.270 --> 01:04:26.960

Michael Cook: yeah.

587

01:04:29.860 --> 01:04:35.507

Andrew Holtz: Great thanks. Yeah. Go. Glad to see some barriers coming down. Aj, you had a comment question.

588

01:04:35.840 --> 01:04:37.335

Armando Zelada: A couple of questions.

589

01:04:37.980 --> 01:04:48.189

Armando Zelada: I wasn't quite sure where the money the one time money is coming from. And is this part of the lawsuit, that they that Odot lost in 2,016

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01:04:49.950 --> 01:04:59.820

Michael Cook: So we have not. It is not related to Odot. This is a county only road. So Odot lost had a lawsuit, and Portland had a lawsuit.

591

01:04:59.970 --> 01:05:18.400

Michael Cook: and we're trying to be more proactive about it. As far as I know, we haven't been sued. But we also just recognize the need for this the same needs that they had. So this is a general fund money. I believe it. The majority of the source was video lottery funds. And so

592

01:05:18.730 --> 01:05:35.409

Michael Cook: each year we go to the board, we say, you know, we started off. We said, Hey, we think we need this much to design these ramps. And then we once we had them design. We were like, we. We're looking for this much to construct them. And so it's based on year by year. And obviously the funding is, you know, we have. There's always competing needs. So it's not.

593

01:05:35.600 --> 01:05:43.000

Michael Cook: I think we asked for 3 million this year. We got 2.6, and you know, depending on what we get each year, we just try and make the most out of it. So.

594

01:05:43.000 --> 01:05:46.465

Armando Zelada: Well, a big thanks for that second quick question. Last question.

595

01:05:47.330 --> 01:05:55.339

Armando Zelada: And techie question. When when you do ramp, do you also do the the pedestrian stripes across to connect

596

01:05:55.370 --> 01:05:57.449

Armando Zelada: the oppositional ramps

597

01:05:57.690 --> 01:06:00.169

Armando Zelada: is that part of doing a ramp?

598

01:06:02.581 --> 01:06:06.759

Michael Cook: Yeah. So in terms of are you talking about? Just like stripe crosswalks?

599

01:06:06.970 --> 01:06:07.590

Armando Zelada: Yes.

600

01:06:07.590 --> 01:06:17.590

Michael Cook: Yeah. It depends on the intersection, but that is something we look at. There will be a striping plan on this especially some of the more, you know, heavily trafficked

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01:06:17.780 --> 01:06:36.140

Michael Cook: areas, you know, signalize intersections. That sort of thing. So there, depending on the area, we will have striping plans for some of them. We're trying to kind of follow match what's out there, but also follow Mutcd and other guidelines. So yeah, we will be adding some crosswalks in where it makes sense based on the standards.

602

01:06:36.470 --> 01:06:38.170

Armando Zelada: Well, this is anecdotal, but

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01:06:38.180 --> 01:06:40.580

Armando Zelada: I've noticed that having the striped

604

01:06:40.830 --> 01:06:42.760

Armando Zelada: crossings on

605

01:06:42.840 --> 01:06:48.979

Armando Zelada: fairly busy arterials like northeast Fremont, Broadway.

606

01:06:49.280 --> 01:06:51.050

Armando Zelada: in the northeast,



607

01:06:51.730 --> 01:06:56.041

Armando Zelada: stark streets. Even Hawthorne.

608

01:06:56.770 --> 01:07:05.740

Armando Zelada: People seem to be the past 2 years stopping people in vehicles seem to be stopping more frequently

609

01:07:06.394 --> 01:07:16.830

Armando Zelada: and allowing pedestrians allowing bicycles, allowing parents with children to cross. I I feel it's like almost 6 out of 10 vehicles.

610

01:07:17.040 --> 01:07:18.700

Armando Zelada: We'll stop

611

01:07:19.610 --> 01:07:29.269

Armando Zelada: and and part of that is also the reduced speed. You know, some of these streets were 30, 40 miles an hour, and now they're 25.

612

01:07:29.330 --> 01:07:33.180

Armando Zelada: Yeah, and again, I feel like those 2 factors

613

01:07:33.290 --> 01:07:38.450

Armando Zelada: are are sort of bringing about courtesy to our American way.

614

01:07:39.010 --> 01:07:40.319

Armando Zelada: is is that

615

01:07:40.860 --> 01:07:48.600

Armando Zelada: commencement are you reducing speed on on Buxton and those other streets where you're putting in new

616

01:07:48.680 --> 01:07:49.860

Armando Zelada: crosswalks.

617

01:07:50.510 --> 01:08:05.839

Michael Cook: I don't. So speed. Studies are not part of this particular funding project, but I know that's just something that's been looked at overall and when you start looking at like the overall transportation plan and that sort of thing. But I I don't. As part of this particular project.

618

01:08:05.960 --> 01:08:08.739

Michael Cook: we are not changing any speeds on any roads.

619

01:08:09.080 --> 01:08:13.490

Armando Zelada: Yeah, I just. I didn't mean that it was part of the project. I just was curious. If you knew. Thank you very much.

620

01:08:13.490 --> 01:08:14.600

Michael Cook: Hush, yeah.

621

01:08:21.430 --> 01:08:23.780

Andrew Holtz: Any other comments or questions.

622

01:08:28.569 --> 01:08:30.379

Deidre Davis- PBOT(she/her): Thank you, Michael, I would.

623

01:08:30.779 --> 01:08:33.789

Deidre Davis- PBOT(she/her): I'm gonna write your name down. I'd like to connect and

624

01:08:33.829 --> 01:08:37.579

Deidre Davis- PBOT(she/her): follow up with you on how that project is going that'd be awesome.

625

01:08:38.050 --> 01:08:50.880

Michael Cook: Yeah, it's like, I said, it's 1 of the 1st ones we put out of this type. So I'm sure there will be some painful learning curves. But we're hoping to really work out some stuff, and then especially for future ones.

626

01:08:51.050 --> 01:08:53.509

Michael Cook: kind of really get a process going. So.

627

01:08:54.359 --> 01:08:54.999

Deidre Davis- PBOT(she/her): Great.

628

01:09:05.410 --> 01:09:10.519

Andrew Holtz: Well, don't see any other hands up. But thanks, thanks for that update.

629

01:09:11.069 --> 01:09:14.051

Michael Cook: Yup. Sorry about the technical issues, but I'm glad it got them figured out.

630

01:09:14.609 --> 01:09:15.249

Andrew Holtz: Got it

631

01:09:15.409 --> 01:09:17.529

Andrew Holtz: didn't hold us up at all. We were able to

632

01:09:17.969 --> 01:09:19.927

Andrew Holtz: juggle things around.

633

01:09:20.899 --> 01:09:23.749

Andrew Holtz: and, Mary, Jo, you finish. You got through your

634

01:09:23.999 --> 01:09:25.899

Andrew Holtz: planned anything else.

635

01:09:26.240 --> 01:09:27.140

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

636

01:09:27.140 --> 01:09:27.560

Andrew Holtz: Okay.

637

01:09:27.560 --> 01:09:29.296

MaryJo Andersen, MultCo, (she/her): Did get through everything.

638

01:09:29.770 --> 01:09:32.119

MaryJo Andersen, MultCo, (she/her): Since we have some other staff.

639

01:09:32.390 --> 01:09:33.630

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

640

01:09:33.729 --> 01:09:37.500

MaryJo Andersen, MultCo, (she/her): Allison. Anything else we might want to add.

641

01:09:38.779 --> 01:09:41.939

MaryJo Andersen, MultCo, (she/her): What did I forget? In the heat of the moment.

642

01:09:42.710 --> 01:09:44.520

Sarah Paulus, Multnomah County (she/her): Nothing for me. Thanks.

643

01:09:44.529 --> 01:09:45.429

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

644

01:09:45.430 --> 01:09:47.080

Allison Boyd, Multnomah County: I can't think of anything.

645

01:09:48.540 --> 01:09:53.920

Andrew Holtz: So if we get I'm just curious of the people who oh, Greg, you've got your hand up. Go ahead.

646

01:09:55.580 --> 01:09:59.969

greg olson: Yeah, I was just thinking about the Morrison Bridge.

647

01:10:00.760 --> 01:10:01.550

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

648

01:10:01.550 --> 01:10:08.867

greg olson: View we're gonna do here in September. I'm not sure if

649

01:10:09.990 --> 01:10:12.290

greg olson: I'm going to be in town or not.

650

01:10:12.580 --> 01:10:17.159

greg olson: But I think when we're doing that it'd be a good time to remember

651

01:10:17.250 --> 01:10:18.660

greg olson: why that

652

01:10:19.260 --> 01:10:22.980

greg olson: multi-use path got put on the Morrison Bridge

653

01:10:23.120 --> 01:10:28.759

greg olson: years ago, and it was due to a tragic accident that occurred on there.

654

01:10:28.940 --> 01:10:32.519

greg olson: and once that happened, the county

655

01:10:33.930 --> 01:10:35.489

greg olson: got a little

656

01:10:37.470 --> 01:10:39.434

greg olson: head start on

657

01:10:41.070 --> 01:10:45.280

greg olson: designing that whole bridge when they were replacing the

658

01:10:45.690 --> 01:10:48.109

greg olson: parts and pieces of the roadway in there

659

01:10:48.300 --> 01:10:52.689

greg olson: of putting that path on. And I believe there's a little practice dedicated.

660

01:10:53.120 --> 01:10:53.410

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

661

01:10:53.410 --> 01:11:01.319

greg olson: To the individual there on the west side of the bridge, and Mike Pollen and a few of us were there with the family of the

662

01:11:01.890 --> 01:11:04.900

greg olson: young man that passed away on that.

663

01:11:04.950 --> 01:11:09.110

greg olson: and it'd be nice, maybe, to go through a little bit of the history with the

664

01:11:09.150 --> 01:11:11.530

greg olson: with the committee of how that got

665

01:11:13.480 --> 01:11:15.280

greg olson: built up and

666

01:11:16.380 --> 01:11:21.480

greg olson: put on. So it's a lot safer place to go than it was in the old days, with our little 3

667

01:11:21.870 --> 01:11:25.659

greg olson: foot or 30 inch sidewalk that went across there.

668

01:11:32.120 --> 01:11:34.639

Andrew Holtz: Yeah, that's good. Yeah, we should definitely include that.

669

01:11:38.060 --> 01:11:40.330

MaryJo Andersen, MultCo, (she/her): Thanks, Greg, I will look into that

670

01:11:40.890 --> 01:11:42.590

MaryJo Andersen, MultCo, (she/her): nice to always

671

01:11:42.740 --> 01:11:44.900

MaryJo Andersen, MultCo, (she/her): have the history, aspect.

672

01:11:46.070 --> 01:11:49.264

Andrew Holtz: Yeah. And also it's I've been one of my

673

01:11:50.340 --> 01:11:52.840

Andrew Holtz: pet things that relates to the

674

01:11:52.890 --> 01:11:56.450

Andrew Holtz: brought it up every time we talk about the Burnside Bridge is the

675

01:11:56.950 --> 01:12:03.070

Andrew Holtz: lack of connectivity for westbound cyclists into the street grid at second

676

01:12:03.544 --> 01:12:10.830

Andrew Holtz: so if we can make sure to spend time down there and and get a sense for that intersection. And

677

01:12:12.240 --> 01:12:15.970

Andrew Holtz: and anything else related to Burnside Bridge. Detour traffic.

678

01:12:16.605 --> 01:12:23.019

Andrew Holtz: And how the Morrison Bridge will relate to that. That'll be a good good time to get familiar with the area

679

01:12:23.520 --> 01:12:24.670

Andrew Holtz: spark. Some

680

01:12:24.820 --> 01:12:26.390

Andrew Holtz: conversation about that.

681

01:12:31.540 --> 01:12:32.450

Andrew Holtz: And

682

01:12:32.590 --> 01:12:38.160

Andrew Holtz: I had it. I was just curious if people have taken that Burnside Bridge survey, and

683

01:12:39.020 --> 01:12:42.660

Andrew Holtz: what what you've been voting, on, which which design you like best.

684

01:12:52.330 --> 01:12:53.160

Andrew Holtz: John.

685

01:12:53.410 --> 01:12:54.010

John Russell, PE: Yeah,

686

01:12:54.890 --> 01:12:56.040

John Russell, PE: it was fun

687

01:12:56.590 --> 01:13:00.963

John Russell, PE: to hear what other other folks it said. So I'm also curious. But

688

01:13:01.730 --> 01:13:03.049

John Russell, PE: of the

689

01:13:03.930 --> 01:13:09.579

John Russell, PE: cable state options, the only one that I heard people generally excited about was the kind of

690

01:13:09.750 --> 01:13:11.889

John Russell, PE: pointed. Why? Because that was.

691



01:13:11.970 --> 01:13:13.430

John Russell, PE: I think, the most unique.

692

01:13:13.510 --> 01:13:16.539

John Russell, PE: Yeah. Otherwise, kind of looks like the telecom. I don't.

693

01:13:16.580 --> 01:13:18.060

John Russell, PE: I heard people

694

01:13:18.460 --> 01:13:21.090

John Russell, PE: not necessarily being a fan, but the the unique

695

01:13:21.953 --> 01:13:26.190

John Russell, PE: cable stay that was interesting, but I personally voted for

696

01:13:26.892 --> 01:13:29.849

John Russell, PE: either the the vertical arch or the

697

01:13:29.950 --> 01:13:32.519

John Russell, PE: what was it? The the basket handle? One.

698

01:13:32.770 --> 01:13:39.219

John Russell, PE: And again, just just for being unique. The sight lines on the vertical one without the the cross pricing.

699

01:13:39.300 --> 01:13:47.639

John Russell, PE: I think that could be pretty cool, and then, obviously, the basket handle. We don't. We don't have anything like that the other options look a little bit too much like bridges we already have.

700

01:13:50.460 --> 01:14:01.219

John Russell, PE: So that's that's what I had for the most part. I will say on the survey it asks you about if you prefer a long or short option depending on how you find the survey

701

01:14:01.641 --> 01:14:06.918

John Russell, PE: I didn't actually see those photos. I had to go back and look for them.

702

01:14:07.540 --> 01:14:11.980

John Russell, PE: so just just be careful. I didn't really have a strong preference, but really like

703

01:14:12.030 --> 01:14:15.479

John Russell, PE: the way the arch kind of looks like you're almost skipping a rock

704

01:14:15.750 --> 01:14:18.436

John Russell, PE: the height of the the cable. Stay!

705

01:14:19.660 --> 01:14:25.549

John Russell, PE: I don't know. It's just not to say it's too different from the current one. But the some of the arches just look really nice.

706

01:14:32.170 --> 01:14:37.480

Andrew Holtz: Yeah, I I was having a hard time deciding because I thought I didn't really have strong feelings. But the one

707

01:14:37.500 --> 01:14:39.719

Andrew Holtz: yeah, the cable stay with the

708

01:14:39.740 --> 01:14:45.610

Andrew Holtz: the Y out there, I thought, oh, kind of looks pretty cool. I did like that. There were all these different

709

01:14:46.560 --> 01:14:58.049

Andrew Holtz: viewpoints cause it. It really made a difference to me when I was looking at the survey, whether it was just a picture from a distance, or how it would probably look for a driver or

710

01:14:58.100 --> 01:15:06.610

Andrew Holtz: a path user. And that helped. That helped a lot. I mean, I don't. I don't. I didn't see really one that I hated so.

711

01:15:07.700 --> 01:15:13.210

Andrew Holtz: And I'm not gonna be too upset, whatever whatever ends up getting decided. Yeah.

712

01:15:13.210 --> 01:15:17.440

John Russell, PE: The only rendering that I didn't like was the rendering. I I forget

713

01:15:17.670 --> 01:15:23.690

John Russell, PE: when this came out, but showing the possible collapse of the bridge in the earthquake. I don't like that option.

714

01:15:24.060 --> 01:15:26.310

John Russell, PE: I didn't. I did not vote for the earthquake.

715

01:15:26.790 --> 01:15:27.270

Andrew Holtz: Okay.

716

01:15:36.760 --> 01:15:37.660

Andrew Holtz: alright.

717

01:15:38.970 --> 01:15:41.200

Andrew Holtz: Anything else on that or anything

718

01:15:42.670 --> 01:15:45.559

Andrew Holtz: anything else, or we can knock off early

719

01:15:53.680 --> 01:15:55.080

Andrew Holtz: indail.

720

01:15:55.100 --> 01:16:00.839

Andrew Holtz: Lack of any strong response to me indicates that the knockoff early option gets the

721

01:16:01.230 --> 01:16:03.310

Andrew Holtz: wins wins by acclamation.

722

01:16:03.860 --> 01:16:10.949

Andrew Holtz: Alright great. Well, stay cool. We've still got a fairly warm week ahead, and we will

723

01:16:11.060 --> 01:16:13.220

Andrew Holtz: see you in September

724

01:16:13.630 --> 01:16:14.860

Andrew Holtz: for a bridge tour.

725

01:16:15.290 --> 01:16:15.830

Andrew Holtz: Thank you.

726

01:16:15.830 --> 01:16:16.210

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

727

01:16:17.200 --> 01:16:18.040

Andrew Holtz: Thanks. Hello!

728

01:16:18.920 --> 01:16:19.580

Allison Boyd, Multnomah County: Bah!

729

01:16:19.720 --> 01:16:20.370

Andrew Holtz: Bye.