

2024 10 09 BPCAC Meeting - Zoom Transcript

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WEBVTT

1

00:00:04.710 --> 00:00:10.400

Oscar Rincones - He/Him, Multco Zoom Support: Alright! Good afternoon, everyone. My name's Oscar. I use he him pronouns, and I'm here to provide Zoom Meeting support.

2

00:00:10.460 --> 00:00:16.780

Oscar Rincones - He/Him, Multco Zoom Support: Here's a quick review of the guidelines for today's meeting. It is a high priority for Multnomah county transportation

3

00:00:16.910 --> 00:00:23.059

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

4

00:00:23.200 --> 00:00:30.380

Oscar Rincones - He/Him, Multco Zoom Support: Along with the monthly agenda, we did provide a zoom, quick reference, guide and links to other resources to prepare you for this meeting.

5

00:00:30.460 --> 00:00:41.570

Oscar Rincones - He/Him, Multco Zoom Support: as well as access to any materials available before the meeting closed. Captioning is activated. We do ask everyone to wait until the end of a presentation for questions and comments

6

00:00:41.720 --> 00:00:51.420

Oscar Rincones - He/Him, Multco Zoom Support: unless otherwise directed. I am available via the chat feature during the meeting. If you need Zoom Meeting assistance, enjoy your meeting today, back to you, Andrew.

7

00:00:53.330 --> 00:00:54.170

Andrew Holtz: Great

8

00:00:55.150 --> 00:00:57.769

Andrew Holtz: welcome, everybody, at least all that's here

9

00:00:57.980 --> 00:00:58.915

Andrew Holtz: and

10

00:01:01.340 --> 00:01:07.459

Andrew Holtz: just before we get really started, I just I don't know how many of you saw the email I just sent out like half an hour ago.

11

00:01:08.200 --> 00:01:09.979

Andrew Holtz: We have to bike Portland

12

00:01:10.110 --> 00:01:15.890

Andrew Holtz: article about the Hawthorne Bridge. I think we should have time during the at the end of the meeting during the open share

13

00:01:16.120 --> 00:01:22.769

Andrew Holtz: and other business. So we'll talk more about what's going on with that

14

00:01:23.350 --> 00:01:24.999

Andrew Holtz: at the time

15

00:01:26.660 --> 00:01:28.050

Andrew Holtz: so

16

00:01:28.854 --> 00:01:33.560

Andrew Holtz: Mary, Jo, do you want to go? Jump back into our agenda with the Milan acknowledgment.

17

00:01:33.850 --> 00:01:39.560

MaryJo, Multnomah County: Yes, thank you very much. Welcome, everyone. It's good to see everyone. After a long summer off.

18

00:01:40.211 --> 00:01:43.880

MaryJo, Multnomah County: The land acknowledgement for this evening

19

00:01:44.040 --> 00:01:49.580

MaryJo, Multnomah County: Multnomah County rests on the stolen lands of the Multnomah, Cathlamette, and Clackamas, bands

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00:01:49.650 --> 00:01:56.760

MaryJo, Multnomah County: of the Chinook Indian nation, the Tualatin, Kalapuya, the Malala, and many others along the Columbia River.

21

00:01:56.980 --> 00:02:02.460

MaryJo, Multnomah County: This country is built on stolen, indigenous land, and built by stolen African people.

22

00:02:02.660 --> 00:02:07.999

MaryJo, Multnomah County: The land was not stolen, and people were not enslaved by ambiguous entities and actors.

23

00:02:08.080 --> 00:02:14.179

MaryJo, Multnomah County: The land was stolen by, and African people were enslaved by white settlers who had government support.

24

00:02:14.690 --> 00:02:20.019

MaryJo, Multnomah County: We want to honor the members of over 400 tribal communities who live in Multnomah County.

25

00:02:20.170 --> 00:02:27.919

MaryJo, Multnomah County: Many of these people and their cultures still survive and resist despite the intentional and ongoing attempts to destroy them.

26

00:02:28.450 --> 00:02:35.079

MaryJo, Multnomah County: Let's take a moment to acknowledge the history of how we are here in this place and to honor these people.

27

00:02:51.140 --> 00:02:52.159

MaryJo, Multnomah County: Thank you.

28

00:02:53.300 --> 00:02:57.420

MaryJo, Multnomah County: Do we want to do a quick round of introductions

29

00:02:57.470 --> 00:03:00.989

MaryJo, Multnomah County: just to say Hi to each other. Since it's been a little while.

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00:03:01.240 --> 00:03:04.299

MaryJo, Multnomah County: I'm Mary Jo, we can just do popcorn.

31

00:03:04.540 --> 00:03:09.410

MaryJo, Multnomah County: Mary Jo. I use she her pronouns, and I am Multnomah County

32

00:03:09.430 --> 00:03:11.099

MaryJo, Multnomah County: planning staff.

33

00:03:11.490 --> 00:03:13.700

MaryJo, Multnomah County: and I'll pass it to Oscar.

34

00:03:19.720 --> 00:03:20.950

MaryJo, Multnomah County: You're muted.

35

00:03:23.100 --> 00:03:26.579

Oscar Rincones - He/Him, Multco Zoom Support: Hi! My name is Oscar. I use he him pronouns, and I am

36

00:03:26.600 --> 00:03:30.939

Oscar Rincones - He/Him, Multco Zoom Support: the Multnomah County zoom support for these meetings. Thanks.

37

00:03:33.832 --> 00:03:35.710

Oscar Rincones - He/Him, Multco Zoom Support: I'll swing it over to Megan.

38

00:03:36.380 --> 00:03:42.059

Megan Moser: Hey there, Megan Moser, she her pronouns. I live in North Gresham Committee member.

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00:03:42.080 --> 00:03:45.370

Megan Moser: and also represent safe routes to school.

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00:03:50.700 --> 00:03:53.499

Megan Moser: I'll hand it over to Frank. How about that?

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00:03:54.470 --> 00:04:03.059

Frank Stevens: That sounds great. I'm frank ehem pronouns. I'm out in Troutdale. I'm on the Aggression Planning Commission and also Troutdale

42

00:04:03.546 --> 00:04:10.660

Frank Stevens: Citizen Advisory Council, and also a freelance kind of researcher over the summer on the Chalk chalk trail, which I'll tell you guys about.

43

00:04:15.850 --> 00:04:17.199

Frank Stevens: Let's go with John.

44

00:04:18.420 --> 00:04:23.003

John Russell, PE: Yeah, thank you, Frank, looking forward to hearing about that trail. I'm John Russell. He him

45

00:04:23.440 --> 00:04:27.289

John Russell, PE: community member living in inner north northeast Portland.

46

00:04:27.750 --> 00:04:30.130

John Russell, PE: And let's do Valerie.

47

00:04:33.690 --> 00:04:42.230

Valerie Schiller: Hi! I'm Valerie Schiller. I am a committee member in Gresham, and I'm a teacher and coach at Reynolds High School.

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00:04:43.350 --> 00:04:46.279

Valerie Schiller: and I will

49

00:04:46.320 --> 00:04:47.679

Valerie Schiller: go to Joel.

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00:04:52.700 --> 00:04:58.215

joelhuffman: Hi, Joel Huffman, committee member! He him pronouns, and I live in

51

00:04:58.960 --> 00:05:00.430

joelhuffman: North Gresham.

52

00:05:01.570 --> 00:05:04.920

joelhuffman: and I'll pass it to Art.

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00:05:07.450 --> 00:05:08.910

art graves: Hi art.

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00:05:09.000 --> 00:05:16.450

art graves: I am a committee member. I'm in Southeast Portland, in Selwood, and I'll punt it to alison.

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00:05:19.990 --> 00:05:25.619

Allison Boyd, Multnomah County: Good evening, Allison Boyd. She her pronouns! I'm transportation planning manager with Multnomah County.

56

00:05:27.170 --> 00:05:31.740

Allison Boyd, Multnomah County: and who has not gone yet. Probably Sarah.

57

00:05:37.020 --> 00:05:37.580

Sara Jeffrey_Multnomah County: Hi.

58

00:05:38.540 --> 00:05:53.529

Sara Jeffrey_Multnomah County: great! I am a project manager for Multnomah County. I'm here to talk to you about 2 23rd Fairview safe routes to school project, and I think I've seen some of you for large mountain or 2 38th or a rada or

59

00:05:53.750 --> 00:05:54.490

Sara Jeffrey_Multnomah County: yeah.

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00:05:55.700 --> 00:05:58.180

Sara Jeffrey_Multnomah County: and I don't think, Andrew, are you last.

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00:05:58.180 --> 00:05:58.799

Andrew Holtz: I think so.

62

00:05:58.800 --> 00:06:00.410

Sara Jeffrey_Multnomah County: How'd you go? Okay, yeah.

63

00:06:00.410 --> 00:06:06.750

Andrew Holtz: So yeah, Andrew Holtz live in Selwood, but know the roads of the West Hills best as far as county roads

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00:06:06.860 --> 00:06:08.919

Andrew Holtz: and chair of the committee.

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00:06:09.020 --> 00:06:11.720

Andrew Holtz: And I think that's everybody.

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00:06:12.760 --> 00:06:14.130

Andrew Holtz: so

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00:06:14.310 --> 00:06:15.765

Andrew Holtz: do we have.

68

00:06:16.940 --> 00:06:17.610

Andrew Holtz: Okay?

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00:06:17.940 --> 00:06:22.579

Andrew Holtz: So let's see for public comment. Would that, Frank? Is that what you're

70

00:06:23.150 --> 00:06:24.910

Andrew Holtz: or are you on the agenda.

71

00:06:26.410 --> 00:06:37.160

Frank Stevens: Yeah, I think Mary Jo put me in as just the 5 min to talk about chalk chalk trail real quick. I have a presentation, but it's only like 9 slides. So it's pretty quick, and it's more for reference. You guys can use it later.

72

00:06:37.360 --> 00:06:38.040

Andrew Holtz: Okay.

73

00:06:38.430 --> 00:06:39.250

Andrew Holtz: Wow.

74

00:06:43.430 --> 00:06:50.800

Frank Stevens: Yeah. So I'm sure most of you are aware. Trout hills pretty much the gateway to the gorge, I mean has the name, and otherwise known as the Windy City.

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00:06:51.312 --> 00:06:59.119

Frank Stevens: So, as you can see, we're kind of centrally located when it comes to transportation, and it puts us kind of in that middle spot

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00:07:00.050 --> 00:07:01.320

Frank Stevens: next slide, please.

77

00:07:03.750 --> 00:07:14.909

Frank Stevens: So as you're looking at where we're at and what we're looking at in the future economically, we're definitely looking at expanding the transportation side, especially to the Sandy river

78

00:07:14.970 --> 00:07:26.099

Frank Stevens: and seeing where we can go along with the trail network for 40 mile loop as well. And we we're we're a critical part of the Hub for 40 mile loop to head down to the spring water corridor next slide.

79

00:07:28.250 --> 00:07:46.250

Frank Stevens: So with that in mind. Just think in terms of in the past we haven't had a connection from except for marine drive, which is not the best biking route so now you have an actual trail that we just finished up. That'll plop you right down by I 84 go under i. 84.

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00:07:46.270 --> 00:07:54.530

Frank Stevens: And now we're gonna start tomorrow on the actual Sandy River trail which will connect you to the historic Columbia River highway.

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00:07:54.560 --> 00:08:08.210

Frank Stevens: That's gonna open the door for a lot of access to people that can ride with families that won't have to be on Marine Drive. They can take the bike trail all the way from Blue Lake to Troutdale downtown. It's about 6 miles next slide.

82

00:08:10.540 --> 00:08:23.759

Frank Stevens: So these are some of the images that I've had over the summer I spent as a researcher, I was doing bike and pet counts for Metro. Still putting together the data. But, as you can see, those are my morning guys, I run with the fawn and 2 does.

83

00:08:23.930 --> 00:08:32.140

Frank Stevens: I'm constantly seeing eagles. And typically I have a dog in front of me on the trail. But yeah, he's on the couch sleeping right now. Next slide.

84

00:08:35.630 --> 00:08:49.309

Frank Stevens: So overall, or looking at it from, you know, 10,000 feet up the green is the new. So that's brand new fresh pavement. A lot of the Portland Bike Club members have been out here pretty much at least once a week.

85

00:08:49.430 --> 00:08:51.930

Frank Stevens: This has become part of the new route.

86

00:08:51.960 --> 00:09:05.280

Frank Stevens: The way finding is not done yet, but I'm hoping we can have that done by next summer, so you'll have a definite sign popping up. That'll show you how you get from a blue lake area to the trail on 2, 23, rd

87

00:09:05.690 --> 00:09:10.000

Frank Stevens: and then as it drops down to I. 84. It'll go under i. 84,

88

00:09:10.040 --> 00:09:13.160

Frank Stevens: and then by next August next slide

89

00:09:15.780 --> 00:09:22.160

Frank Stevens: we should be starting. We'll be we should be finished with the Sandy River trail by next August.

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00:09:22.410 --> 00:09:29.950

Frank Stevens: So as you can see, that follows the Sandy river, and that brings us right up into downtown Troutdale under I 84 next slide.

91

00:09:33.230 --> 00:09:51.830

Frank Stevens: That's a more detailed version of what we're actually looking at. Doing. So if you notice, we're gonna have parks and a little bit of recreation, and then it borders on our urban renewal area. So we've already put out for developers to come in and start building there as well. So you'll see a lot of stuff happening in Troutdale.

92

00:09:52.050 --> 00:09:54.069

Frank Stevens: hoping we can get a bike shop out here.

93

00:09:54.090 --> 00:09:56.730

Frank Stevens: That would be awesome if you know anybody, let me know

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00:09:56.970 --> 00:09:57.930

Frank Stevens: next slide.

95

00:10:00.120 --> 00:10:08.490

Frank Stevens: So over the course of the summer with my research, and I briefed him uptuck on this last month found 2 bollards that were actually missing.

96

00:10:08.650 --> 00:10:12.030

Frank Stevens: As a result, we ended up with next slide.

97

00:10:14.740 --> 00:10:20.039

Frank Stevens: So as a result, you can see on the map this section on the I 84 Sandy River bridge.

98

00:10:20.120 --> 00:10:39.043

Frank Stevens: It creates this dilemma where you can actually have cars. Take those turns. So we had cars actually on the shared use paths. And actually, at 1 point we actually had a 18 wheeler that took that turn and actually ended up halfway across the bridge on the shared use path. Odot is currently working on the one on the left or the West side.

99

00:10:39.330 --> 00:10:58.100

Frank Stevens: Unfortunately, Oregon Parks and Recreation Department the Lewis and Clark crew refuses to put in another bollard until when I don't know, I'm working that I hopefully have a meeting with them this month. So that's the current status of where we're at and safety is gonna keep be a key aspect

100

00:10:58.377 --> 00:11:02.340

Frank Stevens: of this area, and I'll talk more about that at a later date with more detail.

101

00:11:03.250 --> 00:11:06.730

Frank Stevens: And that's it. Any questions hopefully. That was under 3 min.

102

00:11:07.130 --> 00:11:09.829

Frank Stevens: That's tomorrow's event. By the way, on the next slide.

103

00:11:12.240 --> 00:11:15.173

MaryJo, Multnomah County: I have a question, Frank, what is the

104

00:11:15.740 --> 00:11:23.270

MaryJo, Multnomah County: The segments that are considered the chalk trail? And where? What does the name mean? And where does it come from?

105

00:11:23.780 --> 00:11:26.610

Frank Stevens: Chalk is chinook for Bald Eagle.

106

00:11:27.740 --> 00:11:28.230

MaryJo, Multnomah County: Cool!

107

00:11:28.230 --> 00:11:39.489

Frank Stevens: Yeah. So we're actually gonna have placards as you do the Sandy river trail part of our part of the park network that we're doing on the Sandy River trail is going to recognize indigenous Americans and their contributions.

108

00:11:39.670 --> 00:11:45.829

Frank Stevens: So that portion of the trail is actually, we're hoping to have a playground actually kind of orientated that way as well.

109

00:11:46.234 --> 00:12:02.919

Frank Stevens: But a lot of the markers will be highlighting the indigenous population. If you go to the current trail. Now, we actually have one, maybe 2. I think there's 2 actual

signs that are informational signs that actually highlight that. But most people never see them because they're going by them. So

110

00:12:03.641 --> 00:12:05.899

Frank Stevens: yeah. And as far as

111

00:12:05.910 --> 00:12:08.410

Frank Stevens: if you're not riding your bike out here, the parking

112

00:12:08.988 --> 00:12:15.799

Frank Stevens: is part of Portland. So it's not official parking, but there's dirt parking at the trailhead by 84,

113

00:12:15.850 --> 00:12:23.349

Frank Stevens: and then another one where it branches off, and does that little you about a quarter mile into it, and then all the way back to Sundial Road.

114

00:12:24.370 --> 00:12:25.030

MaryJo, Multnomah County: So is this.

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00:12:26.210 --> 00:12:28.569

MaryJo, Multnomah County: Is this whole thing considered. The chalk, chalk.

116

00:12:29.140 --> 00:12:33.299

Frank Stevens: Yeah. So this whole 3 mile section. It's a mile and a half

117

00:12:33.828 --> 00:12:42.269

Frank Stevens: and we just added on the new portion, which will be a mile, so it's about a 3 and a half mile route. So my morning run I usually run this route, so it's my morning run.

118

00:12:43.130 --> 00:12:43.770
MaryJo, Multnomah County: Yeah.

119
00:12:44.470 --> 00:12:45.600
MaryJo, Multnomah County: been out there.

120
00:12:46.520 --> 00:12:49.674
Frank Stevens: Yeah, I highly recommend coming out. It's a great route.

121
00:12:50.180 --> 00:12:57.880
Frank Stevens: the north side is a mix of metro. That natural park on the north side is partially metro, and then it goes into port of Portland.

122
00:12:58.010 --> 00:13:01.360
Frank Stevens: And I have contacts with all those guys. So it's pretty cool.

123
00:13:02.131 --> 00:13:08.419
Frank Stevens: They are heavily involved with making sure it stays nice and tidy and neat, too. So it's really nice to have Metro Red out here.

124
00:13:12.240 --> 00:13:13.109
Megan Moser: I was

125
00:13:13.650 --> 00:13:14.090
Megan Moser: yeah

126
00:13:14.820 --> 00:13:21.419
Megan Moser: about the section along the the new part near the water tower that that's gonna be

127
00:13:22.570 --> 00:13:23.540

Megan Moser: constructed.

128

00:13:25.160 --> 00:13:51.539

Megan Moser: I noticed in some of the design pictures, or whatever that there was a railing. Is that like, gonna be like the the end goal for the design? Because I know that on the other side of the river it's obviously very popular popular use for people who are swimming or whatever during the summer, and like people keeping cool. And so I'm wondering if you would keep it open for pedestrian usage and for people to use the river. Or if there is, gonna be railings up along that edge or not.

129

00:13:53.000 --> 00:13:54.130

Megan Moser: The.

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00:13:54.130 --> 00:14:02.429

Frank Stevens: So if I have the actual plan. So if you're looking at the portion that goes underneath the railroad track that's elevated. So that's gonna have railing just for safety purposes.

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00:14:02.430 --> 00:14:02.954

Megan Moser: Gotcha

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00:14:03.480 --> 00:14:23.910

Frank Stevens: But the portion that comes up around that corner and then flattens out is actually going to be inland quite a bit, because you have space to put in parks on the other side, having access right? There is pretty limited, because that's where the river curves, and it's a pretty much a straight bank that so on that section. But we do have access that will have trails that go down to the rock part where a lot of guys fish.

133

00:14:24.000 --> 00:14:27.200

Frank Stevens: So if you look at where the corner is. Yeah.

134

00:14:27.540 --> 00:14:32.890

Frank Stevens: So you see where this the green space is on the far right. If you're looking at the map right there. Yeah.

135

00:14:33.040 --> 00:14:40.710

Frank Stevens: So that'll have access to the river. You're still gonna have access to the river. Summertime. Our population like triples. So yeah.

136

00:14:40.710 --> 00:14:49.419

Megan Moser: Yeah, exactly. It's like. And it's it was more so like, not like making access that people will probably try to make access. Regardless of that, you know, because.

137

00:14:49.420 --> 00:14:58.220

Frank Stevens: No, that's a good thing. That means we're gonna have them parking at the Mall or other places rather than on the the historic Columbia River highway. That was something I observed this summer. Yeah.

138

00:14:58.616 --> 00:15:06.210

Frank Stevens: no one was in the the Mall parking lot, and I couldn't find a place to park anywhere on the other side. So, yeah.

139

00:15:06.400 --> 00:15:10.279

Frank Stevens: yeah, so, and we're working on some other stuff at the city level, too.

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00:15:10.280 --> 00:15:11.000

Megan Moser: Right on.

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00:15:11.000 --> 00:15:14.110

Frank Stevens: Another great place, for like safe routes to school training.

142

00:15:14.690 --> 00:15:20.100

Frank Stevens: this will be a great opportunity for teaching kids how to ride without having any worry about cars getting in the way.

143

00:15:20.100 --> 00:15:24.149

Megan Moser: Yeah, absolutely. That's near Troutdale, elementary and sweet briar and.

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00:15:24.150 --> 00:15:24.710

Frank Stevens: Yeah.

145

00:15:24.710 --> 00:15:25.710

Megan Moser: To that? Yeah.

146

00:15:25.710 --> 00:15:34.429

Frank Stevens: We're working on a transportation plan this fall or, yeah, this fall winter for Troutdale. So I'm hoping we can slide safe routes to school into that as well.

147

00:15:35.190 --> 00:15:37.290

Megan Moser: Nice. Yes, I would love to be included.

148

00:15:37.870 --> 00:15:42.439

MaryJo, Multnomah County: It'd be neat to do like a bike rodeo based at Blue Lake Park and use that.

149

00:15:46.420 --> 00:15:47.790

Frank Stevens: Yeah, that would be great.

150

00:15:51.040 --> 00:15:55.210

Andrew Holtz: Cool. Thank you, Frank. There was a lot of information in a brief period.

151

00:15:55.440 --> 00:15:59.069

Andrew Holtz: and always great to see new trails exciting. Yeah.

152

00:15:59.570 --> 00:16:02.860

Andrew Holtz: So any other public comment.

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00:16:06.350 --> 00:16:07.947

Andrew Holtz: Seeing any hands

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00:16:09.010 --> 00:16:15.679

Andrew Holtz: I will jump into the I do have a bit of a chair report. I'll talk more about this

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00:16:16.150 --> 00:16:20.219

Andrew Holtz: the Bike Portland article and the Hawthorne Bridge

156

00:16:20.250 --> 00:16:22.840

Andrew Holtz: when we have time at the end of the meeting.

157

00:16:23.290 --> 00:16:31.450

Andrew Holtz: also just wanna let you. I had a nice long discussion with Joe Perez, who's on the city Bike committee.

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00:16:31.550 --> 00:16:49.779

Andrew Holtz: and also, I think, a new newly elected board member, although he may have already been on the board of Bike Loud, and we were talking about the Burnside bridge, and so I think there he was, talking about how there was a lot of interest in weighing in more particularly about

159

00:16:50.820 --> 00:17:07.236

Andrew Holtz: hoping trying to maybe do something about connections to the east bank esplanade as well as to the street grid on the east, East Side and then also we discussed the detours and my

160

00:17:07.849 --> 00:17:09.260

Andrew Holtz: pet

161

00:17:09.349 --> 00:17:15.389

Andrew Holtz: topic about trying to really make improvements to the Morrison Bridge path.

162

00:17:15.805 --> 00:17:21.980

Andrew Holtz: Because it'll be a primary detour route during the years the Burnside bridge is gone, and

163

00:17:22.180 --> 00:17:26.339

Andrew Holtz: it'll be something that can benefit us long after. So just wanna let you know

164

00:17:26.660 --> 00:17:30.629

Andrew Holtz: that was talking about that. And I think they'll we'll be hearing more from

165

00:17:30.870 --> 00:17:37.440

Andrew Holtz: the the city committee and organizations like by cloud about trying to make the Burnside bridge as cool as it can be.

166

00:17:39.350 --> 00:17:57.649

Andrew Holtz: and then also, this is not specifically a county thing, but just something that reminds us how important the work we do is. It was a city issue on 14, th at Marshall, in Northwest Portland. They had put in some bollards that were missing the candlesticks.

167

00:17:57.700 --> 00:18:00.190

Andrew Holtz: And it

168

00:18:00.200 --> 00:18:02.199

Andrew Holtz: what was it? 2 weeks ago

169

00:18:02.250 --> 00:18:06.925

Andrew Holtz: 2 cyclists crashed because they hit the bases

170

00:18:07.670 --> 00:18:08.830

Andrew Holtz: of these.

171

00:18:09.460 --> 00:18:20.099

Andrew Holtz: the Bollard bases that were supposed to have candlesticks and didn't have them, and I'm not sure exactly why, whether they've been knocked out, or they hadn't been fully installed, because I think this was a new installation.

172

00:18:20.260 --> 00:18:31.809

Andrew Holtz: One of them is a friend of mine ended up over in a trauma center at a manual with a concussion, broken collarbone and fractured pelvis.

173

00:18:32.372 --> 00:18:40.087

Andrew Holtz: Because he hit this bike safety infrastructure. So I was emailing with the city about that

174

00:18:40.910 --> 00:18:45.766

Andrew Holtz: and not sure exactly. You know what could be done about it. But

175

00:18:46.440 --> 00:18:51.159

Andrew Holtz: it just reminds us of the consequences of design issues

176

00:18:51.420 --> 00:18:57.940

Andrew Holtz: that when something doesn't work, you know that something that's meant to make things safer sometimes can make things more dangerous.

177

00:18:59.140 --> 00:19:06.259

Andrew Holtz: So if anybody wants to know more about that, I can tell you more about that. But it's on on 14, th at northwest, Marshall.

178

00:19:08.230 --> 00:19:12.249

Andrew Holtz: and that's it for my chair report

179

00:19:12.860 --> 00:19:16.510

Andrew Holtz: next will be the review and adoption of the

180

00:19:16.620 --> 00:19:21.269

Andrew Holtz: July meeting minutes. The last time we had an official

181

00:19:21.620 --> 00:19:22.980

Andrew Holtz: committee meeting.

182

00:19:23.410 --> 00:19:24.790

Andrew Holtz: So

183

00:19:27.580 --> 00:19:28.880

Andrew Holtz: if you wanna

184

00:19:29.020 --> 00:19:32.040

Andrew Holtz: if anybody have any comments

185

00:19:32.810 --> 00:19:35.650

Andrew Holtz: or corrections on those meeting minutes.

186

00:19:39.150 --> 00:19:40.889

Andrew Holtz: okay, then,

187

00:19:41.770 --> 00:19:47.970

Andrew Holtz: all in favor. Raise your hand of approving the minutes from July of 24,

188

00:19:49.800 --> 00:19:52.560

Andrew Holtz: 1, 2, 3, 4,

189

00:19:53.430 --> 00:19:55.690

Andrew Holtz: and any opposed.

190

00:19:57.590 --> 00:19:58.335

Andrew Holtz: Okay?

191

00:19:59.170 --> 00:20:03.619

Andrew Holtz: Then we will consider the meeting. Minutes from July approved.

192

00:20:03.830 --> 00:20:08.460

joelhuffman: Hey, Andrew? Mine will be an abstention because I wasn't at the meeting.

193

00:20:08.460 --> 00:20:11.819

Andrew Holtz: Okay, yeah, I sort of guessed that. Yeah. So.

194

00:20:12.286 --> 00:20:16.900

Valerie Schiller: I can. Also, I wasn't at the meeting, but I did go through the video a minute. So.

195

00:20:17.550 --> 00:20:23.230

Andrew Holtz: Yeah, no, no, that would be a lot to ask. So

196

00:20:23.784 --> 00:20:30.090

Andrew Holtz: where are we? Okay? Now, back to Mary Jo for the fatalities report for several months.

197

00:20:31.550 --> 00:20:35.170

MaryJo, Multnomah County: No, this is. This is a a big. We have 4 months

198

00:20:35.370 --> 00:20:39.490

MaryJo, Multnomah County: of fatality reports that Oscar will be putting up so

199

00:20:41.340 --> 00:20:42.700

MaryJo, Multnomah County: In June

200

00:20:43.330 --> 00:20:47.270

MaryJo, Multnomah County: there were 15 traffic deaths in the area.

201

00:20:47.480 --> 00:20:51.840

MaryJo, Multnomah County: 4 people walking, one person on a scooter.

202

00:20:52.130 --> 00:20:56.540

MaryJo, Multnomah County: 5 people driving, and 5 people on motorcycles.

203

00:20:57.593 --> 00:21:04.499

MaryJo, Multnomah County: And then the other thing that we're trying to do with these fatality reports, thanks to Lake at Metro

204

00:21:04.530 --> 00:21:08.680

MaryJo, Multnomah County: is, instead of just all bad news. We're including

205

00:21:08.940 --> 00:21:11.829

MaryJo, Multnomah County: good news and things that we are

206

00:21:11.960 --> 00:21:21.039

MaryJo, Multnomah County: doing around the region to improve the safety for everyone out there. So the next slide in in this series

207

00:21:21.360 --> 00:21:22.870

MaryJo, Multnomah County: there should be like

208

00:21:23.120 --> 00:21:25.420

MaryJo, Multnomah County: the cool stuff that's happening. Maybe.

209

00:21:25.840 --> 00:21:27.550

MaryJo, Multnomah County: Yeah. One more slide.

210

00:21:28.710 --> 00:21:34.329

MaryJo, Multnomah County: There we go. So the actions that our partners are taking include

211

00:21:34.350 --> 00:21:39.290

MaryJo, Multnomah County: the Gresham police department conducting pedestrian safety operations.

212

00:21:40.264 --> 00:21:42.800

MaryJo, Multnomah County: Oregon department of transportation

213

00:21:42.820 --> 00:21:45.209

MaryJo, Multnomah County: was helping with

214

00:21:45.630 --> 00:21:47.970

MaryJo, Multnomah County: motorcycle and moped

215

00:21:48.490 --> 00:21:50.910

MaryJo, Multnomah County: lot of motorcycle desks over the summer.

216

00:21:51.010 --> 00:21:54.729

MaryJo, Multnomah County: and Pbot was making a new sidewalk

217

00:21:54.910 --> 00:22:08.060

MaryJo, Multnomah County: on northeast shaver, between 1 15th and Park Rose Middle School. So no doubt that's a safe routes to school project, all right. So that's June. And then July and August

218

00:22:08.230 --> 00:22:09.670

MaryJo, Multnomah County: reports.

219

00:22:10.290 --> 00:22:13.640

MaryJo, Multnomah County: We're also compiled. So it's 2 months.

220

00:22:13.800 --> 00:22:18.800

MaryJo, Multnomah County: And there were 28 fatalities in the in these months.

221

00:22:18.950 --> 00:22:22.629

MaryJo, Multnomah County: which consisted of 10 people walking.

222

00:22:22.830 --> 00:22:27.139

MaryJo, Multnomah County: 11 people driving, and 7 motorcycles.

223

00:22:27.290 --> 00:22:31.730

MaryJo, Multnomah County: So the motorcycle fatalities really go up in the good weather.

224

00:22:32.631 --> 00:22:35.490

MaryJo, Multnomah County: The good news of this

225

00:22:37.020 --> 00:22:37.950

MaryJo, Multnomah County: next

226

00:22:38.460 --> 00:22:40.789

MaryJo, Multnomah County: of scroll through the slides

227

00:22:41.810 --> 00:22:47.060

MaryJo, Multnomah County: are the safe streets, for all Project Metro

228

00:22:47.270 --> 00:22:52.569

MaryJo, Multnomah County: is using high data for high injury corridors

229

00:22:52.780 --> 00:22:58.980

MaryJo, Multnomah County: to pinpoint sort of where serious crashes occur, and we'll be using that with our project.

230

00:22:59.737 --> 00:23:03.800

MaryJo, Multnomah County: There's also a new resource of case studies

231

00:23:03.850 --> 00:23:09.369

MaryJo, Multnomah County: that's being put out federally for safe, like promising practices

232

00:23:09.590 --> 00:23:12.929

MaryJo, Multnomah County: for people that are experiencing homelessness.

233

00:23:13.060 --> 00:23:18.629

MaryJo, Multnomah County: So this is pretty pertinent, because we do find that there are fatalities

234

00:23:18.740 --> 00:23:21.820

MaryJo, Multnomah County: for homeless or houseless people

235

00:23:21.950 --> 00:23:24.060

MaryJo, Multnomah County: that are living near roads.

236

00:23:24.310 --> 00:23:29.659

MaryJo, Multnomah County: Also Oregon walks is collaborating with Portland Community College

237

00:23:29.810 --> 00:23:35.090

MaryJo, Multnomah County: to do a. They did a speed, kills campaign and developing a story map

238

00:23:35.130 --> 00:23:39.389

MaryJo, Multnomah County: showing the link between travel, speed, and pedestrian traffic deaths.

239

00:23:39.850 --> 00:23:44.699

MaryJo, Multnomah County: I haven't seen that yet, so it'd be really a neat one to see.

240

00:23:44.940 --> 00:23:49.640

MaryJo, Multnomah County: And then finally, our September fatality report.

241

00:23:51.380 --> 00:23:56.999

MaryJo, Multnomah County: Has a total of 14 people. So that's 6 people walking.

242

00:23:57.130 --> 00:23:58.840

MaryJo, Multnomah County: one bicyclist.

243

00:23:59.210 --> 00:24:03.359

MaryJo, Multnomah County: 5 people driving, and 2 people on motorcycles.

244

00:24:03.380 --> 00:24:07.800

MaryJo, Multnomah County: So over those 4 months there were 57 people

245

00:24:08.030 --> 00:24:10.660

MaryJo, Multnomah County: killed on our regional roads.

246

00:24:10.880 --> 00:24:14.599

MaryJo, Multnomah County: and this is members of our community

247

00:24:14.970 --> 00:24:18.339

MaryJo, Multnomah County: that will be missing from their families.

248

00:24:18.400 --> 00:24:22.790

MaryJo, Multnomah County: We'll miss them, their coworkers, their neighbors, other friends.

249

00:24:22.830 --> 00:24:24.399

MaryJo, Multnomah County: They'll never come back.

250

00:24:24.660 --> 00:24:30.150

MaryJo, Multnomah County: So as we move forward in our work, we always want to keep in mind why we're doing it.

251

00:24:30.210 --> 00:24:32.330

MaryJo, Multnomah County: The underlying

252

00:24:32.510 --> 00:24:36.900

MaryJo, Multnomah County: safety reasons for improving our roads, and

253

00:24:37.310 --> 00:24:40.600

MaryJo, Multnomah County: take a moment to acknowledge that

254

00:24:40.630 --> 00:24:45.789

MaryJo, Multnomah County: I will say it's kind of interesting that for those 4 months just one bike and one scooter.

255

00:24:45.990 --> 00:24:48.800

MaryJo, Multnomah County: I don't know what that means, but

256

00:24:50.800 --> 00:24:52.779

MaryJo, Multnomah County: not great on the others.

257

00:25:01.500 --> 00:25:02.640

Andrew Holtz: Okay.

258

00:25:02.810 --> 00:25:04.420

Andrew Holtz: thank you, Mary Jo.

259

00:25:04.680 --> 00:25:06.208

Andrew Holtz: So now we can

260

00:25:06.650 --> 00:25:09.080

Andrew Holtz: move on to something more positive. The

261

00:25:09.220 --> 00:25:12.690

Andrew Holtz: 2 23rd project. So, Sarah, take it away.

262

00:25:16.340 --> 00:25:18.973

Sara Jeffrey_Multnomah County: Gosh! That's sad.

263

00:25:20.740 --> 00:25:24.749

Sara Jeffrey_Multnomah County: Hi! I'm Sarah Jeffrey, project manager. I have been

264

00:25:24.870 --> 00:25:32.509

Sara Jeffrey_Multnomah County: taking over the 2 23rd Fairview Elementary safe routes to school project from planning from Mary Jo.

265

00:25:33.770 --> 00:25:38.710

Sara Jeffrey_Multnomah County: So I am gonna have her. You can go to the next one.

266

00:25:39.810 --> 00:25:55.690

Sara Jeffrey_Multnomah County: I'm gonna have her kind of go over the project background, and then I'll do more of like the design overview and the schedule and try to answer any questions. Right now that map shows it's from. It's on 2 23rd from Lincoln Street to Bridge Street.

267

00:25:56.060 --> 00:26:02.750

Sara Jeffrey_Multnomah County: and this is just to like fill the gap for a safe routes to school to Fairview Elementary from Halsey Street.

268

00:26:03.800 --> 00:26:05.130

Sara Jeffrey_Multnomah County: and go the next one.

269

00:26:08.630 --> 00:26:15.150

MaryJo, Multnomah County: Thanks, Sarah, so I think this committee was part of supporting our Grant application for this project.

270

00:26:15.290 --> 00:26:22.780

MaryJo, Multnomah County: The Odot has safe routes to school infrastructure grants, and they open every other year.

271

00:26:22.930 --> 00:26:25.759

MaryJo, Multnomah County: and they have criteria that are

272

00:26:25.820 --> 00:26:29.099

MaryJo, Multnomah County: very highly focused on

273

00:26:29.250 --> 00:26:36.609

MaryJo, Multnomah County: equity measures which includes income, diversity, absenteeism.

274

00:26:36.620 --> 00:26:41.770

MaryJo, Multnomah County: And so they really want to promote the walking and biking near schools. Most of you have heard all of this

275

00:26:41.850 --> 00:26:47.070

MaryJo, Multnomah County: in this round of grants. The maximum was 2 million dollars

276

00:26:47.270 --> 00:26:56.360

MaryJo, Multnomah County: for funding. And so we did ask for the Max, and that will cover about 75% of the whole project cost.

277

00:26:56.500 --> 00:27:14.320

MaryJo, Multnomah County: So there were a lot of things we wanted to do for this project to improve that corridor. A lot of you are obviously familiar with it. There's a stream that runs on the East Side, which makes it really challenging to make even modest changes.

278

00:27:14.450 --> 00:27:15.743

MaryJo, Multnomah County: And then

279

00:27:17.150 --> 00:27:27.129

MaryJo, Multnomah County: They also have, like a house in our right of way over there. So it's a really tight space. It's very complicated with where the utilities are.

280

00:27:27.210 --> 00:27:30.829

MaryJo, Multnomah County: what we have to accommodate for stormwater.

281

00:27:30.850 --> 00:27:36.140

MaryJo, Multnomah County: So we're just doing what we can for 2 million dollars

282

00:27:36.200 --> 00:27:47.830

MaryJo, Multnomah County: for the next few rounds. Moving forward, Odot is did increase the grants to 3 million to try to get more than 10 feet of sidewalk in the project, so

283

00:27:48.403 --> 00:27:53.340

MaryJo, Multnomah County: so we applied for it. You all supported it.

284

00:27:53.410 --> 00:28:00.410

MaryJo, Multnomah County: We got it, and we took quite a bit of time to get the whole thing started and executed.

285

00:28:01.365 --> 00:28:07.284

MaryJo, Multnomah County: But it's it's on the road, and now has been handed over to

286

00:28:10.060 --> 00:28:15.310

MaryJo, Multnomah County: our engineering and road crews, which is Sarah.

287

00:28:16.396 --> 00:28:17.219

Sara Jeffrey_Multnomah County: And then I just

288

00:28:17.380 --> 00:28:18.700

Sara Jeffrey_Multnomah County: Oh, go ahead.

289

00:28:18.700 --> 00:28:20.870

MaryJo, Multnomah County: Was there anything else I was supposed to say about that.

290

00:28:21.240 --> 00:28:22.649

Sara Jeffrey_Multnomah County: I don't think so.

291

00:28:22.650 --> 00:28:24.210

MaryJo, Multnomah County: Okay. You're up.

292

00:28:24.505 --> 00:28:42.230

Sara Jeffrey_Multnomah County: I was just gonna mention that. I assume, and if you don't that we do have Multnomah County has an Ada transition plan. So I just wanted to put that out there that we are replacing some Ada ramps and adding new ones. And so that's kind of also included in the transition plan. We kind of like.

293

00:28:42.430 --> 00:28:50.319

Sara Jeffrey_Multnomah County: you know a lot of our projects. Add Ada Ramps, or replace Ada Ramp. Ada ramps within the project, and those are kind of all part of the Ada transition plan also.

294

00:28:50.560 --> 00:28:53.020

Sara Jeffrey_Multnomah County: So I just wanted to mention that you can go to the next one.

295

00:28:54.690 --> 00:29:01.809

Sara Jeffrey_Multnomah County: So I don't know. This is very small, so I don't know how big your computers are, but this was the like

296

00:29:01.920 --> 00:29:06.060

Sara Jeffrey_Multnomah County: preliminary design that was included in the grant application.

297

00:29:06.474 --> 00:29:15.270

Sara Jeffrey_Multnomah County: We, the red, is what part of what we had to take out to be able to build this project for the 2 million dollars. And it's actually

298

00:29:15.400 --> 00:29:21.240

Sara Jeffrey_Multnomah County: the project is estimated was estimated in 2022 to be 2.6 million

299

00:29:21.651 --> 00:29:23.999

Sara Jeffrey_Multnomah County: so the county would cover the rest of that

300

00:29:24.809 --> 00:29:32.919

Sara Jeffrey_Multnomah County: so we kind of designed it out into the intersection. But obviously that would be a lot more money. So we kind of scaled it down to this section.

301

00:29:32.980 --> 00:29:35.720

Sara Jeffrey_Multnomah County: and this should fill the gaps

302

00:29:35.900 --> 00:29:36.755

Sara Jeffrey_Multnomah County: from

303

00:29:38.050 --> 00:29:48.810

Sara Jeffrey_Multnomah County: Bridge Street, where there's a cross, there's a a crosswalk, and then to like where the apartment development went in at 2 23rd and Halsey.

304

00:29:50.065 --> 00:29:56.640

Sara Jeffrey_Multnomah County: This will include, like paying the striping the bike lanes and adding sidewalk just to the west side

305

00:29:56.870 --> 00:30:00.849

Sara Jeffrey_Multnomah County: and Ada ramps and crosswalks, and then we also have to

306

00:30:01.270 --> 00:30:18.590

Sara Jeffrey_Multnomah County: decide. These storm water treatment facilities. So normally, we put in like vegetated facilities. And so that's kind of what you see, like the like. Shaded areas on Harrison and cedar.

307

00:30:18.902 --> 00:30:26.520

Sara Jeffrey_Multnomah County: Those are kind of still up in the air. The Grant application, though, does say, like water treatment, facility in this location in this location. So

308

00:30:27.004 --> 00:30:54.130

Sara Jeffrey_Multnomah County: the grant that we got really kind of spells out what our project is going to be. So it's hard to come to you guys and say, like, What's your? You know, what is your input which we will obviously take all the time, but it's hard. It might be harder to like change anything, because this grant kind of like spells out what everything is supposed to be, and the purpose of it is really to just get the kids safely from Halsey to Fairview Elementary School. So

309

00:30:55.820 --> 00:30:57.519

Sara Jeffrey_Multnomah County: yes, I think that's

310

00:30:57.990 --> 00:30:59.700

Sara Jeffrey_Multnomah County: you can go to the next one.

311

00:31:00.590 --> 00:31:15.540

Sara Jeffrey_Multnomah County: So I just kind of put some like Google Street views in here. So I don't. I, I assume some of you are familiar with this area, but to the left is Lincoln Street, and it has like a walkway there, that's kind of like little like half circle almost that we would.

312

00:31:15.580 --> 00:31:26.939

Sara Jeffrey_Multnomah County: I think we're redoing it and putting in an Ada ramp there, and that's kind of where our connection is, and then we'll continue down down the street, down to 23rd there. So you can go down another one.

313

00:31:29.488 --> 00:31:46.850

Sara Jeffrey_Multnomah County: And this kind of shows like this is just continuing down to 23, rd and then on the right. There is kind of like where the where the creek is, and that's kind of where it would be hard, more difficult to put in a sidewalk and figure out what to do over there. But I do think there's like a long term plan to like. Figure that out eventually.

314

00:31:46.900 --> 00:31:50.800

Sara Jeffrey_Multnomah County: but it would just cost a lot more than what this this grant is for.

315

00:31:51.350 --> 00:31:57.040

Sara Jeffrey_Multnomah County: and that I think that's the house right there on the left, that has a little corner in the Multnomah County. Right of way

316

00:31:57.660 --> 00:31:59.040

Sara Jeffrey_Multnomah County: you can go the next one.

317

00:32:00.970 --> 00:32:27.369

Sara Jeffrey_Multnomah County: This is on the left side. That's where the water one of the water treatment facilities is supposed to be. So we're working on that. The city of Fairview and the county. It's really hard to like. Keep those vegetated swales maintained just due to how short staffed maintenance crews are. So neither one are really excited about a vegetated facility. But that's really what we want. So we're trying to figure out

318

00:32:27.793 --> 00:32:34.649

Sara Jeffrey_Multnomah County: if that's doable, if it's maintainable, if there's other options. So that's kind of still up in the air right now, we're kind of like at

319

00:32:34.670 --> 00:32:44.000

Sara Jeffrey_Multnomah County: a 30 ish percent design right now. So we're just kind of like looking at options. And then, if you you can see across the street, there's like a little pathway that goes through like

320

00:32:44.130 --> 00:32:52.649

Sara Jeffrey_Multnomah County: I don't know if it's really like a park, but it's city of Fairview property. And so that's kind of where we would connect the the route to. So you can go the next one.

321

00:32:53.880 --> 00:33:04.710

Sara Jeffrey_Multnomah County: and that it kind of comes out right here on the left side. That's where, like the little walkway comes out, and then they continue down to 23.rd And so this is. This is Bridge Street, so this will be the end of our our project limits

322

00:33:05.010 --> 00:33:06.120

Sara Jeffrey_Multnomah County: go to the next one.

323

00:33:07.860 --> 00:33:21.069

Sara Jeffrey_Multnomah County: So I just want to talk about the schedule a little bit. So we have Kittleson on board, who's a consultant that put together the grant, and we chose them to continue the design

324

00:33:21.330 --> 00:33:33.770

Sara Jeffrey_Multnomah County: and then help us in construction also. So they have gone out there to do additional survey along the side streets, and just make sure that everything is like up to date from when they did the survey before.

325

00:33:35.700 --> 00:34:04.819

Sara Jeffrey_Multnomah County: so they already kind of have that design set up there will, for sure be right of way needed, so at least for temporary easements. The sidewalk goes pretty close to the right of way lines there along the roadway, so, and then we might need to have right of way acquired for the water treatment facilities. We're not sure, really about that yet, but the whole right of way process actually takes a year to complete from beginning to end, and that's only

326

00:34:05.070 --> 00:34:13.049

Sara Jeffrey_Multnomah County: if everything goes well, like, if we don't like to like, say the word. But if we go to like condemnation, it would probably take longer than that.

327

00:34:13.824 --> 00:34:19.209

Sara Jeffrey_Multnomah County: So that's kind of why this is like longer than someone would expect.

328

00:34:19.320 --> 00:34:32.209

Sara Jeffrey_Multnomah County: But we do have 5 years from when the grant was executed, which was in 2023. So we have until 2028 to use those funds. So we should reach that even with the right of way process

329

00:34:32.590 --> 00:34:33.916

Sara Jeffrey_Multnomah County: being long.

330

00:34:34.790 --> 00:34:56.629

Sara Jeffrey_Multnomah County: so public outreach, it's more of like an inform the public kind of project. So we set the website up and we'll have any updates that we have go onto the website. And then we have, if there's any like traffic delays or flagging, or people out there. We'll do like a news release to let people know that.

331

00:34:56.679 --> 00:35:06.340

Sara Jeffrey_Multnomah County: And we had surveyors out there. So we did have a news release. Go out for that, just to make sure people weren't. Don't freak out. It's just survey will like, give you more information to come

332

00:35:07.605 --> 00:35:19.340

Sara Jeffrey_Multnomah County: and then we might do more than more than this mailer, but we'll for sure do a mailer to the neighborhood when we're more into the design and have like a construction window.

333

00:35:19.808 --> 00:35:26.780

Sara Jeffrey_Multnomah County: and then we'll go to things like this and present about it. And there's I think there's another one that we're gonna go to

334

00:35:27.223 --> 00:35:36.059

Sara Jeffrey_Multnomah County: and then we already have a flyer put together, and we, Mary, Jo and Team, have taken those to like wood village night out, and

335

00:35:36.340 --> 00:35:42.940

Sara Jeffrey_Multnomah County: maybe something at the Fairview Fork, or something like that. So any any like community events we go to, we'll take a flyer for it.

336

00:35:44.158 --> 00:35:46.191

Sara Jeffrey_Multnomah County: So I think that's about it.

337

00:35:47.021 --> 00:35:51.999

Sara Jeffrey_Multnomah County: I have like a questions slide. So if anyone has any questions, let me know.

338

00:35:53.210 --> 00:36:00.069

Sara Jeffrey_Multnomah County: you can email me, or there's also on our website. There's the the project. Websites all have a web form.

339

00:36:00.120 --> 00:36:07.010

Sara Jeffrey_Multnomah County: So if anyone has any comments or questions, you can always just put that. Put your comment in there and send it through. And it goes to me.

340

00:36:07.070 --> 00:36:12.960

Sara Jeffrey_Multnomah County: And it goes to the engineering services manager and our public involvement team. So.

341

00:36:13.940 --> 00:36:18.599

Andrew Holtz: Sarah, can you put that the link to the project website in the chat? So

342

00:36:19.330 --> 00:36:20.779

Andrew Holtz: grab it if they want.

343

00:36:20.940 --> 00:36:21.713

Sara Jeffrey_Multnomah County: Yep, thanks.

344

00:36:25.340 --> 00:36:26.200

Andrew Holtz: Joel, okay.

345

00:36:26.320 --> 00:36:30.440

Andrew Holtz: found this on the web. For can you put the link to the project website in the chat? So.

346

00:36:32.050 --> 00:36:33.259

Andrew Holtz: Joel, go ahead.

347

00:36:34.638 --> 00:36:40.400

joelhuffman: Question. The drawing was real small on my smaller screen here. So we're Fairview Creek, is.

348

00:36:40.640 --> 00:36:44.380

joelhuffman: There's no plan to put a sidewalk on that side. Is that correct?

349

00:36:44.380 --> 00:36:46.729

Sara Jeffrey_Multnomah County: That's correct. It's just on the west side.

350

00:36:46.950 --> 00:36:52.000

joelhuffman: Okay, yeah, that's good. I like that creek. It's nice and peaceful as you're riding along.

351

00:36:52.520 --> 00:36:53.420

Sara Jeffrey_Multnomah County: Yeah.

352

00:36:53.420 --> 00:36:54.170

joelhuffman: Okay.

353

00:36:55.030 --> 00:36:56.780

MaryJo, Multnomah County: Allison put a comment.

354

00:36:59.680 --> 00:37:02.469

MaryJo, Multnomah County: Made a comment in the comments, do you? Wanna

355

00:37:02.670 --> 00:37:04.740

MaryJo, Multnomah County: I don't have my comments up right now.

356

00:37:05.800 --> 00:37:06.480

joelhuffman: And really.

357

00:37:06.480 --> 00:37:15.949

Allison Boyd, Multnomah County: Yeah, I was just mentioning we do realize that this, you know, this was a small amount of funding that we were able to get through the safe routes to school.

358

00:37:16.070 --> 00:37:35.569

Allison Boyd, Multnomah County: grant opportunity. We are looking at other grant opportunities to do further work on 223, rd and one that we have submitted a letter of interest that we're going to be working on a grant. Application for this fall is the Metro. Has the regional flexible funds.

359

00:37:35.570 --> 00:37:46.519

Allison Boyd, Multnomah County: allocation grant process that they do every 3 years. And so there's an opportunity through that grant program to apply for project development funds. And so we'll be

360

00:37:46.520 --> 00:38:10.869

Allison Boyd, Multnomah County: applying for that so that we can take a bigger look at the 2 23rd corridor and look at where we haven't been able to move forward some of the safety projects that we would like just because of either right-of-way barriers or needing more engagement and design work done in those areas. So that'll be the intent of that grant application so that we can

361

00:38:11.000 --> 00:38:14.969

Allison Boyd, Multnomah County: continue filling in gaps as we can get more construction funding.

362

00:38:22.950 --> 00:38:23.710

Andrew Holtz: Okay.

363

00:38:24.760 --> 00:38:26.899

Andrew Holtz: any other questions or comments?

364

00:38:30.800 --> 00:38:31.450

Andrew Holtz: Yeah.

365

00:38:33.770 --> 00:38:35.789

Andrew Holtz: great thanks for the briefing. Sarah.

366

00:38:36.500 --> 00:38:41.910

Sara Jeffrey_Multnomah County: Yeah, nice to see you guys, I'm gonna hop off and make my kids dinner. But good to see you guys. Thank you.

367

00:38:43.630 --> 00:38:44.630

MaryJo, Multnomah County: Thank you.

368

00:38:45.540 --> 00:38:46.590

Andrew Holtz: And

369

00:38:46.820 --> 00:38:50.789

Andrew Holtz: all right, Mary Jo, back to you. Safety action plan, update.

370

00:38:51.450 --> 00:38:55.659

MaryJo, Multnomah County: Alright, you guys, I'm putting my project manager hat on here.

371

00:38:55.920 --> 00:38:58.959

MaryJo, Multnomah County: It's got Velcro letters, says Project Manager.

372

00:38:59.100 --> 00:39:02.989

MaryJo, Multnomah County: So you've heard each month about our safety

373

00:39:03.020 --> 00:39:11.740

MaryJo, Multnomah County: action plan that we've been working on. So here's our update of what's happening with the safety Action plan next slide.

374

00:39:14.590 --> 00:39:19.099

MaryJo, Multnomah County: So this summer we did in person engagement,

375

00:39:19.780 --> 00:39:27.389

MaryJo, Multnomah County: activities that consisted of the there's an organization. So we're working with Alta on this. And Alta

376

00:39:28.700 --> 00:39:37.980

MaryJo, Multnomah County: organized with community engagement liaisons. It's called the cells, and these are folks that have connections out in the community with

377

00:39:38.000 --> 00:39:41.459

MaryJo, Multnomah County: sort of their own churches or families.

378

00:39:41.480 --> 00:39:46.320

MaryJo, Multnomah County: So there were listening sessions in Spanish, Vietnamese.

379

00:39:46.390 --> 00:40:01.940

MaryJo, Multnomah County: Chinese, Russian, Ukrainian, and English. There was a focus on connecting with transit riders. And this was a this type of outreach where we're really trying to target our equity communities

380

00:40:02.030 --> 00:40:04.839

MaryJo, Multnomah County: is a requirement of the funding

381

00:40:04.920 --> 00:40:05.875

MaryJo, Multnomah County: also.

382

00:40:07.090 --> 00:40:08.360

MaryJo, Multnomah County: they

383

00:40:08.440 --> 00:40:20.639

MaryJo, Multnomah County: the. In addition to being, at events, they would have their own sessions, zoom sessions and the Alta materials were presented in their own native language.

384

00:40:20.780 --> 00:40:33.690

MaryJo, Multnomah County: And right now we're working on key partner listening sessions and interviews. So Alta is setting up meetings with organizations in East County that serve East County

385

00:40:33.800 --> 00:40:39.369

MaryJo, Multnomah County: that are focused on transportation or safety issues. So

386

00:40:39.430 --> 00:40:51.090

MaryJo, Multnomah County: we just had one with Oregon walks. And this Friday we're having one with that's going to be combined with bike works and with Playgro learn

387

00:40:51.190 --> 00:40:56.199

MaryJo, Multnomah County: and with play East. So we should have those partners at our meeting on Friday.

388

00:40:56.460 --> 00:41:02.839

MaryJo, Multnomah County: So this is to get a deeper dive into some of the issues that are organizing

389

00:41:03.140 --> 00:41:08.449

MaryJo, Multnomah County: partners. Community partners experience out in the East, Multnomah County.

390

00:41:08.780 --> 00:41:13.580

MaryJo, Multnomah County: and then also we did a lot of outreach. This summer. We did

391

00:41:13.650 --> 00:41:32.440

MaryJo, Multnomah County: 7 outreach events where we were tabling, and we had paper surveys available. We had 2 great college interns that both spoke Spanish so they could fill the survey out. We had it in Spanish and English. We had a big map that people could put pins on.

392

00:41:32.973 --> 00:41:39.489

MaryJo, Multnomah County: So we started that we started out with that before we even like activated the survey online.

393

00:41:39.590 --> 00:41:44.759

MaryJo, Multnomah County: And then we have the online survey. So let's go to the next slide.

394

00:41:47.760 --> 00:41:52.031

MaryJo, Multnomah County: So yeah, here we are tabling. So we had some prizes.

395

00:41:52.840 --> 00:41:55.730

MaryJo, Multnomah County: we had, you know, brochures and prizes.

396

00:41:55.780 --> 00:41:57.450

MaryJo, Multnomah County: and

397

00:41:57.580 --> 00:42:01.589

MaryJo, Multnomah County: at the Rockwood event, which was a 2 day event.

398

00:42:01.740 --> 00:42:24.149

MaryJo, Multnomah County: the with city of Gresham and Bike works, we were able to set up this, the bike obstacle course, or the wooden track and have kids. They brought

scooters and bikes for kids to be able to ride during the event, so that gave us some extra time with the parents to be able to talk to them about the survey and about the project

399

00:42:24.400 --> 00:42:25.570

MaryJo, Multnomah County: next slide.

400

00:42:28.630 --> 00:42:42.879

MaryJo, Multnomah County: So again, the sales listening sessions are what their results were. This is sort of we just finished up the survey. So these are preliminary results, kind of not data

401

00:42:43.000 --> 00:43:00.169

MaryJo, Multnomah County: oriented right now, that's in the works. But just in general, feedback was, there's support for safe routes to school across the board. A need for more street lighting desire for better connection between neighborhoods and a need for traffic calming

402

00:43:00.240 --> 00:43:03.080

MaryJo, Multnomah County: and a desire for more sidewalks.

403

00:43:03.638 --> 00:43:06.830

MaryJo, Multnomah County: So we know that there's a lot of

404

00:43:07.590 --> 00:43:11.477

MaryJo, Multnomah County: issues with lacking sidewalks. And we're working on that

405

00:43:12.130 --> 00:43:13.390

MaryJo, Multnomah County: next slide.

406

00:43:14.840 --> 00:43:19.909

MaryJo, Multnomah County: So online, we promoted our survey online.

407

00:43:19.990 --> 00:43:34.459

MaryJo, Multnomah County: So it was open. I also had the interactive map open from July 27th to September 27, th and I'm hoping that you all took it like I said we had it digitally and in print for our outreach activities.

408

00:43:34.520 --> 00:43:39.920

MaryJo, Multnomah County: and we got a whopping 977 responses which I thought was pretty great.

409

00:43:40.390 --> 00:43:47.319

MaryJo, Multnomah County: We sent information through our website. We also sent

410

00:43:47.350 --> 00:44:04.799

MaryJo, Multnomah County: information to each of the cities that we work with for them to promote it on their social media or newsletters. We made flyers. We had our county press release, and we went out and set up about 27 lawn signs

411

00:44:04.820 --> 00:44:06.920

MaryJo, Multnomah County: which we now need to take down.

412

00:44:06.980 --> 00:44:13.320

MaryJo, Multnomah County: and there was a separate QR. Code for the lawn sign. So we'll know eventually

413

00:44:13.400 --> 00:44:20.770

MaryJo, Multnomah County: how many folks filled out the survey from the lawn signs we focused, putting those on the high injury corridors.

414

00:44:20.890 --> 00:44:26.449

MaryJo, Multnomah County: and where there, hopefully was, you know, pedestrian traffic that could actually get their phone out

415

00:44:26.610 --> 00:44:31.570

MaryJo, Multnomah County: and do the QR code with the with the lawn sign

416

00:44:31.820 --> 00:44:33.030

MaryJo, Multnomah County: next slide.

417

00:44:35.870 --> 00:44:57.340

MaryJo, Multnomah County: Oh, so then the interactive map. This is sort of a screen save from that. So in addition to so also combined information from the surveys, and then also from our events, to really put in places that people were concerned about. So from that we add

418

00:44:57.480 --> 00:45:07.540

MaryJo, Multnomah County: 321 participants with 278 suggestions, so they would mark where they felt unsafe as a pedestrian or bicyclist

419

00:45:07.740 --> 00:45:16.970

MaryJo, Multnomah County: locations where they would like traffic calming, or where they noticed that there would be a need for pedestrian or bike infrastructure

420

00:45:17.050 --> 00:45:20.849

MaryJo, Multnomah County: and places with poor transit access, and it

421

00:45:20.880 --> 00:45:26.329

MaryJo, Multnomah County: but you can see that it follows right along with the the high injury corridors, so

422

00:45:26.730 --> 00:45:29.449

MaryJo, Multnomah County: that feels pretty pretty

423

00:45:29.500 --> 00:45:34.649

MaryJo, Multnomah County: good, pretty, succinct, like in parallel to what we've already gathered

424

00:45:35.020 --> 00:45:36.370

MaryJo, Multnomah County: next slide.

425

00:45:39.780 --> 00:45:44.479

MaryJo, Multnomah County: So then a quick summary of who answered the surveys.

426

00:45:44.490 --> 00:45:50.959

MaryJo, Multnomah County: You can see the zip codes were very centered on East County.

427

00:45:52.250 --> 00:45:53.460

MaryJo, Multnomah County: Gender

428

00:45:55.120 --> 00:45:57.370

MaryJo, Multnomah County: race ethnicity.

429

00:45:57.440 --> 00:46:06.500

MaryJo, Multnomah County: The ages, mostly the the peak. There is folks in their forties what languages they speak, and if they identify with having a disability

430

00:46:07.100 --> 00:46:08.480

MaryJo, Multnomah County: next slide.

431

00:46:11.150 --> 00:46:17.390

MaryJo, Multnomah County: one of the questions asked was, how safe do you feel walking or rolling, bicycling or driving.

432

00:46:17.700 --> 00:46:22.450

MaryJo, Multnomah County: and the colors go from the kind of dark green of very comfortable

433

00:46:22.590 --> 00:46:27.899

MaryJo, Multnomah County: to around clockwise to the dark red of very uncomfortable. So

434

00:46:29.550 --> 00:46:30.620

MaryJo, Multnomah County: it's.

435

00:46:30.710 --> 00:46:35.796

MaryJo, Multnomah County: I think it's actually interesting. How many people did not feel very safe driving

436

00:46:36.460 --> 00:46:38.760

MaryJo, Multnomah County: that more people would feel safe driving.

437

00:46:40.220 --> 00:46:43.080

MaryJo, Multnomah County: The others are pretty expected.

438

00:46:44.053 --> 00:46:45.460

MaryJo, Multnomah County: Next slide

439

00:46:48.100 --> 00:46:50.380

MaryJo, Multnomah County: top safety concerns

440

00:46:51.100 --> 00:46:53.139

MaryJo, Multnomah County: not enough lighting.

441

00:46:53.540 --> 00:47:00.170

MaryJo, Multnomah County: missing broken or narrow sidewalks, poorly maintained roads and sidewalks that comes out top

442

00:47:01.166 --> 00:47:05.780

MaryJo, Multnomah County: missing or uncomfortable bike lanes, high speed limits

443

00:47:05.980 --> 00:47:18.440

MaryJo, Multnomah County: difficulty using a mobility device and difficult intersections or crossings. So you can see, there was a multiple choice on the surveys. People could answer more than one.

444

00:47:18.630 --> 00:47:22.452

MaryJo, Multnomah County: And then behavior really interesting that

445

00:47:23.270 --> 00:47:29.600

MaryJo, Multnomah County: Alta, like picked out to bring attention to behavior.

446

00:47:30.399 --> 00:47:34.889

MaryJo, Multnomah County: So drivers not yielding to people walking or biking.

447

00:47:34.940 --> 00:47:39.939

MaryJo, Multnomah County: people, driving too fast, people under the influence of alcohol or drugs.

448

00:47:39.990 --> 00:47:45.410

MaryJo, Multnomah County: ignoring traffic laws and signs. Distracted driving comes out on top

449

00:47:45.540 --> 00:47:51.449

MaryJo, Multnomah County: and aggressive driving. So I mean, everybody's pretty concerned about everyone's behavior

450

00:47:51.680 --> 00:47:54.119

MaryJo, Multnomah County: as we should be probably

451

00:47:54.280 --> 00:47:55.570

MaryJo, Multnomah County: next slide.

452

00:47:56.970 --> 00:47:59.180

MaryJo, Multnomah County: and then what they support.

453

00:47:59.802 --> 00:48:10.060

MaryJo, Multnomah County: This is kind of interesting street improvements, such as lighting trees, public art, sidewalks, and bikeways, has a strong support.

454

00:48:10.090 --> 00:48:15.549

MaryJo, Multnomah County: Shifting space from the travel line from the travel lanes or on street parking.

455

00:48:15.610 --> 00:48:20.019

MaryJo, Multnomah County: About a 3rd of the people were supportive of that.

456

00:48:20.110 --> 00:48:29.020

MaryJo, Multnomah County: and then funding for educational programs like safe routes to school folks are pretty supportive of that all around.

457

00:48:29.590 --> 00:48:30.790

MaryJo, Multnomah County: Next slide.

458

00:48:34.147 --> 00:48:40.690

MaryJo, Multnomah County: And this is supporting reducing speed when speed limits or slowing traffic down.

459

00:48:41.379 --> 00:48:49.169

MaryJo, Multnomah County: The dark green I should have mentioned before. Dark green again is strongly agree. Clockwise around to the dark red.

460

00:48:50.870 --> 00:48:51.720

MaryJo, Multnomah County: the

461

00:48:52.600 --> 00:48:55.280

MaryJo, Multnomah County: middle one making walking safer.

462

00:48:55.470 --> 00:48:58.469

MaryJo, Multnomah County: It's sort of a broad

463

00:48:59.170 --> 00:48:59.835

MaryJo, Multnomah County: question.

464

00:49:01.270 --> 00:49:04.039

MaryJo, Multnomah County: and same with making biking safer.

465

00:49:04.190 --> 00:49:10.860

MaryJo, Multnomah County: So there's strong support to make things better, at least in theory. Next slide.

466

00:49:14.470 --> 00:49:21.339

MaryJo, Multnomah County: And again a reminder of our timeline on this project. Right now we're in phase one of listening and learning

467

00:49:22.028 --> 00:49:25.610

MaryJo, Multnomah County: really going out there and doing the on the grounds.

468

00:49:25.640 --> 00:49:30.279

MaryJo, Multnomah County: interviews and surveys and outreach.

469

00:49:30.460 --> 00:49:35.869

MaryJo, Multnomah County: and then we'll be pulling together the data from

470

00:49:36.870 --> 00:49:40.350

MaryJo, Multnomah County: the crash data as well as this outreach data

471

00:49:40.430 --> 00:49:55.590

MaryJo, Multnomah County: and looking at recommendations and improvements, and I think this is where we are hoping that this committee will be able to really give us some good feedback on some of the possible recommendations.

472

00:49:55.770 --> 00:50:00.550

MaryJo, Multnomah County: hoping to have some kind of a work session with this group.

473

00:50:00.640 --> 00:50:05.440

MaryJo, Multnomah County: and then by next summer we'll be working on our draft plan and having

474

00:50:05.510 --> 00:50:08.730

MaryJo, Multnomah County: our final plan in a in a year.

475

00:50:08.980 --> 00:50:11.019

MaryJo, Multnomah County: So it's a fast project

476

00:50:11.510 --> 00:50:12.750

MaryJo, Multnomah County: next slide.

477

00:50:16.200 --> 00:50:20.920

MaryJo, Multnomah County: Okay, that's all I have for that. Does anyone have questions.

478

00:50:21.180 --> 00:50:26.166

MaryJo, Multnomah County: It was a it was a whirlwind summer, for sure, and I know

479

00:50:26.990 --> 00:50:30.030

MaryJo, Multnomah County: I saw a few people out there. Frank, for sure.

480

00:50:30.270 --> 00:50:31.550

MaryJo, Multnomah County: was out.

481

00:50:31.740 --> 00:50:35.539

MaryJo, Multnomah County: at events. And Megan, of course. Yeah, Joel.

482

00:50:37.370 --> 00:50:46.430

joelhuffman: I guess my 1st question is, the final plan is just a final plan, or is it going to be an action plan where money is applied to projects.

483

00:50:47.400 --> 00:50:54.629

MaryJo, Multnomah County: So great question. So the whole program, the State, the Federal program, safe streets, for all which we

484

00:50:55.116 --> 00:51:02.659

MaryJo, Multnomah County: shorten it to SS. 4 A as the acronym. So that's a federal program. And in order to

485

00:51:04.090 --> 00:51:11.750

MaryJo, Multnomah County: first, st you have to do the plan. So once we have the plan, and this is again a plan that's not just our county roads. This is

486

00:51:11.840 --> 00:51:19.820

MaryJo, Multnomah County: working with Gresham, Troutdale, Fairview, and Wood Village, so there'll be recommendations in this plan there'll be

487

00:51:20.790 --> 00:51:28.710

MaryJo, Multnomah County: then, after that we can apply for additional funding to actually implement the program. So some of them might be

488

00:51:28.880 --> 00:51:47.939

MaryJo, Multnomah County: like improving lighting. Some of them might be a campaign. So we have to have the plan, and then the funding there there will be continued funding. I did see something about that that federally there will be ongoing grants that we can apply for once this project is

489

00:51:48.120 --> 00:51:56.799

MaryJo, Multnomah County: adopted, completed, and then adopted by the different cities and the County board and the city councils

490

00:51:56.860 --> 00:52:01.160

MaryJo, Multnomah County: so, and Allison might have a better idea of that timeline

491

00:52:01.760 --> 00:52:03.509

MaryJo, Multnomah County: or anything else. I forgot.

492

00:52:05.110 --> 00:52:17.469

Allison Boyd, Multnomah County: Yeah, I'll just chime in safe streets, for all program was one of the funding programs at the Federal level that came out of the

493

00:52:17.600 --> 00:52:18.126

Allison Boyd, Multnomah County: the

494

00:52:19.520 --> 00:52:24.948

Allison Boyd, Multnomah County: the infrastructure law, the Ija. I'm forgetting the acronyms now. It's been a little bit.

495

00:52:25.620 --> 00:52:46.170

Allison Boyd, Multnomah County: And they committed 5 years. So I think it was 5 billion dollars in 5 years. So, like Mary, Jo said, you 1st were required to have a plan that met their requirements for as a safety action plan. And they have, like, you know, criteria, that they're looking for in that.

496

00:52:46.200 --> 00:52:57.000

Allison Boyd, Multnomah County: And then you can apply for implementation grants. We should be finishing this plan in time to apply for the last of the 5 year cycle. Hopefully, you know.

497

00:52:57.130 --> 00:53:13.560

Allison Boyd, Multnomah County: we'll have to see what happens at the Federal level. Hopefully, they'll be doing additional funding opportunities like the safe streets for all, or continuing that program in the future. But nothing has been established for that quite yet, but this also will

498

00:53:13.560 --> 00:53:27.560

Allison Boyd, Multnomah County: prepare us to be able to advocate for other funding sources as well that are safety oriented. So it will be an action plan that will have specific projects and a funding strategy with it.

499

00:53:29.190 --> 00:53:36.679

joelhuffman: So the 5 year window comes to a close. At what year 2028, or

500

00:53:37.100 --> 00:53:38.400

joelhuffman: or what.

501

00:53:38.780 --> 00:53:49.115

Allison Boyd, Multnomah County: Yeah. So I'm trying to remember. So all of these things, by the you know, by the time you get the grant, and then the agreement starts to the planning process. So I just know. Let's see.

502

00:53:49.660 --> 00:54:09.050

Allison Boyd, Multnomah County: the. We'll be finishing this project in 2025, and then I think the last year that you'll be able to apply the window will open in like spring of 2026, so that'll be the 5th year of the of the funds. We're also hoping we might be able to partner with

503

00:54:09.050 --> 00:54:35.400

Allison Boyd, Multnomah County: Metro, maybe next year, to apply for some additional funding coming into the region. That's the this planning project was a partnership with Metro to apply for the planning funds. So there's there's some potential that we could maybe look at the at the funding window next year, too. But we'll definitely be targeting that that final funding window in 26.

504

00:54:36.660 --> 00:54:37.540

joelhuffman: Thanks.

505

00:54:41.760 --> 00:54:43.649

MaryJo, Multnomah County: It's pretty exciting. And

506

00:54:43.670 --> 00:54:45.749

MaryJo, Multnomah County: it's also really

507

00:54:46.240 --> 00:54:51.420

MaryJo, Multnomah County: really rewarding to see to be working more out in East

508

00:54:51.590 --> 00:54:57.910

MaryJo, Multnomah County: County, and where it dovetails and overlaps with, say, process of school.

509

00:54:58.180 --> 00:55:01.450

MaryJo, Multnomah County: you know. So that's been really fun for me to

510

00:55:01.760 --> 00:55:04.870

MaryJo, Multnomah County: like. Be able to dig in deeper.

511

00:55:09.380 --> 00:55:11.909

MaryJo, Multnomah County: No more questions. Alright, I'm gonna change hats again.

512

00:55:14.430 --> 00:55:18.211

MaryJo, Multnomah County: Done with safe streets for all back into staff updates.

513

00:55:22.230 --> 00:55:23.300

MaryJo, Multnomah County: Alright.

514

00:55:24.210 --> 00:55:26.300

MaryJo, Multnomah County: Next slide.

515

00:55:32.340 --> 00:55:38.970

MaryJo, Multnomah County: Alright. So here is our annual work plan that we started on in January.

516

00:55:39.060 --> 00:55:45.469

MaryJo, Multnomah County: So what we have January through September are the things that we did.

517

00:55:45.690 --> 00:55:47.350

MaryJo, Multnomah County: and coming up

518

00:55:47.830 --> 00:55:53.120

MaryJo, Multnomah County: is the last 3 meetings of the year. So this month we have

519

00:55:53.220 --> 00:55:57.819

MaryJo, Multnomah County: to 23, rd the Safety Action Plan, which you just heard about

520

00:55:57.880 --> 00:56:02.889

MaryJo, Multnomah County: next month. We have the Transportation Safety Plan

521

00:56:03.000 --> 00:56:09.580

MaryJo, Multnomah County: or transportation system plan from Gresham. Sorry about that. And an update on the Burnside Bridge.

522

00:56:09.650 --> 00:56:16.229

MaryJo, Multnomah County: November, December. I want to schedule an in-person meeting at the Multnomah Building.

523

00:56:16.500 --> 00:56:21.849

MaryJo, Multnomah County: so we can actually be together in person. Hopefully, we'll be able to have some celebration.

524

00:56:22.716 --> 00:56:28.180

MaryJo, Multnomah County: We are undetermined exactly when we will come back with

525

00:56:28.260 --> 00:56:36.739

MaryJo, Multnomah County: the Committee. Evaluation improvements that Jla has been working on with us. I'll do a little bit more about that in a minute.

526

00:56:36.950 --> 00:56:42.629

MaryJo, Multnomah County: Other items that are on the list, but I'm not sure where they are.

527

00:56:42.920 --> 00:56:49.989

MaryJo, Multnomah County: so far as being ready for presentations is the Sandy Boulevard Improvements Project and the Troutdale culvert.

528

00:56:50.210 --> 00:56:55.960

MaryJo, Multnomah County: So we've we've gone through the year. That's what's coming up, and that's what we've done.

529

00:56:56.850 --> 00:56:58.003

MaryJo, Multnomah County: Also the

530

00:56:59.160 --> 00:57:05.799

MaryJo, Multnomah County: The bridge tour that we had of the Morrison Bridge was super fun. We had a really cool.

531

00:57:05.920 --> 00:57:11.510

MaryJo, Multnomah County: beautiful, dramatic cloud sunset, and then we got poured on on the way back

532

00:57:12.590 --> 00:57:14.190

MaryJo, Multnomah County: to the bridge shop. So.

533

00:57:14.450 --> 00:57:18.729

MaryJo, Multnomah County: thanks to everyone for sticking through the rain there, but it was really fun to see

534

00:57:18.990 --> 00:57:20.389

MaryJo, Multnomah County: next slide.

535

00:57:22.360 --> 00:57:29.140

MaryJo, Multnomah County: So there's 2 parts of our committee evaluation that Jla has been working on. We have the findings.

536

00:57:29.250 --> 00:57:34.569

MaryJo, Multnomah County: and then we have the recommendations. So the findings we, we finally finalized the findings

537

00:57:34.600 --> 00:57:41.869

MaryJo, Multnomah County: and they are available. They're already in the dropbox. And after this meeting I'll email them out as an attachment

538

00:57:42.466 --> 00:57:45.310

MaryJo, Multnomah County: for you all to go through. And

539

00:57:45.320 --> 00:57:48.920

MaryJo, Multnomah County: I would love any comments that you have back on that.

540

00:57:48.930 --> 00:57:51.659

MaryJo, Multnomah County: and then the recommendations.

541

00:57:51.950 --> 00:58:07.139

MaryJo, Multnomah County: The county staff have kind of looked at some of the ideas and thoughts, and we met with Jla recently and gave them more ideas and thoughts and feedback. So it's a work in process progress.

542

00:58:07.503 --> 00:58:12.660

MaryJo, Multnomah County: But we are working on it. It's just a it's just really sort of slow

543

00:58:14.400 --> 00:58:17.700

MaryJo, Multnomah County: Oh, great John's still sharing his photos

544

00:58:17.720 --> 00:58:21.489

MaryJo, Multnomah County: next slide. I should have put a picture on there

545

00:58:22.410 --> 00:58:29.899

MaryJo, Multnomah County: membership updates. So again, I've been threatening to send you our personnel policies. And since we didn't

546

00:58:30.210 --> 00:58:37.089

MaryJo, Multnomah County: didn't meet over the summer, I didn't send them out. So it's a Google forms like previous years.

547

00:58:37.220 --> 00:58:42.880

MaryJo, Multnomah County: And again. When I send an email out after this meeting I'll send you the link

548

00:58:42.930 --> 00:58:47.929

MaryJo, Multnomah County: for that. These are just basic things that you all have done every year

549

00:58:47.970 --> 00:58:55.710

MaryJo, Multnomah County: as a volunteer with the county. You're considered an agent of the county. So we need you to do these personnel policies every year.

550

00:58:56.247 --> 00:59:02.510

MaryJo, Multnomah County: It's things like conflict of interest and harassment, and all of those, all of those normal things. So

551

00:59:02.670 --> 00:59:07.880

MaryJo, Multnomah County: just to remind you that that's coming out. And the next slide.

552

00:59:09.100 --> 00:59:10.660
MaryJo, Multnomah County: Oh, yeah.

553
00:59:10.840 --> 00:59:13.470
MaryJo, Multnomah County: this is fun. Safe routes to school.

554
00:59:15.100 --> 00:59:34.409
MaryJo, Multnomah County: so it's not on a county road, but those of you. You all know how much we've been working on safe routes to school. The city of Gresham completed their infrastructure project near Gresham, elementary, so it consists of an actual sidewalk on Cooch Street.

555
00:59:34.770 --> 00:59:41.879
MaryJo, Multnomah County: and then the crossing at Cooch Street, and 1 90 second now has a rapid, flashing beacon.

556
00:59:42.110 --> 00:59:59.680
MaryJo, Multnomah County: and then, as you walk from 190 second to 194, th there's Ada curb improvements, and then when you get to 194th and cooch, there's another rapid, flashing beacon and curb bump outs for the kids to walk to school and cross the street safely. So

557
00:59:59.830 --> 01:00:05.310
MaryJo, Multnomah County: this is pretty pretty darn exciting in the safe routes to school world for for us.

558
01:00:05.660 --> 01:00:10.520
MaryJo, Multnomah County: And that was another Odot infrastructure, Grant. So

559
01:00:11.310 --> 01:00:14.800
MaryJo, Multnomah County: we can. We can build things next slide.

560

01:00:15.260 --> 01:00:16.340
MaryJo, Multnomah County: Thanks. Art.

561
01:00:18.074 --> 01:00:26.350
MaryJo, Multnomah County: Also safe routes to school. The traffic playground at the Davis Park, which is right next to Davis school, is complete.

562
01:00:26.370 --> 01:00:32.210
MaryJo, Multnomah County: and it's very cute. We had a little bike rodeo there this summer, but now there's official

563
01:00:32.230 --> 01:00:33.960
MaryJo, Multnomah County: like thermoplastic

564
01:00:34.070 --> 01:00:37.790
MaryJo, Multnomah County: on the pathway to make it look like a little roadway.

565
01:00:37.920 --> 01:00:44.449
MaryJo, Multnomah County: We did summer outreach St. Rots to school folks did summer outreach that sometimes we were at the same

566
01:00:44.620 --> 01:00:49.669
MaryJo, Multnomah County: table or event as the safe streets for all, and sometimes we had separate things.

567
01:00:50.191 --> 01:00:56.520
MaryJo, Multnomah County: Bike and scooter. Safety lessons are happening in after school programs and walk to school. Events are starting

568
01:00:56.630 --> 01:01:07.990

MaryJo, Multnomah County: and gold stars to bike works. They received an award from the Street Trust at the Alice awards for their safe routes to school work in East Mult, Loma County. So

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01:01:08.120 --> 01:01:10.050

MaryJo, Multnomah County: yay, recognition

570

01:01:10.679 --> 01:01:17.670

MaryJo, Multnomah County: and we have. You know, this committee has always supported our grants and supported our work. So thank you. To

571

01:01:17.910 --> 01:01:25.519

MaryJo, Multnomah County: bike Ped Committee for supporting safe routes to school. So much next slide might be the end.

572

01:01:26.440 --> 01:01:37.060

MaryJo, Multnomah County: Oh, no, wait, there's more the Stark Street bridge closure. Many of you have probably heard about this. The Stark Street bridge over the sandy river is closed.

573

01:01:37.682 --> 01:01:42.419

MaryJo, Multnomah County: The stone wall that that supports it collapsed.

574

01:01:42.943 --> 01:01:51.369

MaryJo, Multnomah County: And this is a great picture of, like the rocks inside that stone wall when the when the masonry

575

01:01:51.710 --> 01:01:56.890

MaryJo, Multnomah County: collapsed. What's happening there? So you wouldn't be able to see that

576

01:01:58.300 --> 01:02:00.390

MaryJo, Multnomah County: from the street, from the closure.

577

01:02:00.460 --> 01:02:01.335

MaryJo, Multnomah County: So

578

01:02:02.240 --> 01:02:08.300

MaryJo, Multnomah County: that we know we've known that that was a problem for a while, because we've had trucks. Hit it from time to time.

579

01:02:08.998 --> 01:02:17.580

MaryJo, Multnomah County: And we don't. I don't know if there anyone knows the exact reasons for why this collapsed at that particular time.

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01:02:17.690 --> 01:02:22.460

MaryJo, Multnomah County: Whether it was just old age and gravity, or if something happened, I don't know.

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01:02:23.380 --> 01:02:25.340

MaryJo, Multnomah County: so that'll be closed for a while.

582

01:02:26.049 --> 01:02:30.489

MaryJo, Multnomah County: I think there's trying to figure out funding for that, of course.

583

01:02:30.840 --> 01:02:32.240

MaryJo, Multnomah County: Next slide

584

01:02:32.560 --> 01:02:33.400

MaryJo, Multnomah County: got it.

585

01:02:36.740 --> 01:02:37.980

Oscar Rincones - He/Him, Multco Zoom Support: That was the last one.

586

01:02:38.420 --> 01:02:39.786

MaryJo, Multnomah County: That's the last one. Yay.

587

01:02:42.520 --> 01:02:47.599

MaryJo, Multnomah County: there any questions, anything I forgot to talk about? Alison or Oscar?

588

01:02:47.880 --> 01:02:48.960

MaryJo, Multnomah County: I.

589

01:02:49.160 --> 01:03:02.119

Megan Moser: I had one question about the Stark Street bridge like, do they have any idea? Like? Obviously they have to get funding. But are they just planning on to repair it, because there's lots of talk amongst the community about what they're gonna do with it. And like, it's just kind of funny. So

590

01:03:02.260 --> 01:03:02.990

Megan Moser: I was just kind.

591

01:03:02.990 --> 01:03:03.999

MaryJo, Multnomah County: It's a pretty

592

01:03:04.170 --> 01:03:09.090

MaryJo, Multnomah County: yeah. I don't know a ton about it. Allison might probably looks like your mics off. So I'm gonna let you.

593

01:03:09.090 --> 01:03:28.077

Allison Boyd, Multnomah County: Yeah, I can answer that to some degree. I also am needing to get more updates. And and I think we're we're finding out more information. As as they're kind of doing the evaluations and and looking at the damage but basically, we've had a lot of

594

01:03:28.470 --> 01:03:34.459

Allison Boyd, Multnomah County: trucks, specifically hitting that that entrance to the to the bridge over

595

01:03:34.480 --> 01:03:52.159

Allison Boyd, Multnomah County: some time we've had this bridge as identified projects to do a replacement, and we actually were, I think, scheduling to start doing some design work on that. Maybe it was in within the next year.

596

01:03:52.290 --> 01:04:06.020

Allison Boyd, Multnomah County: We've we've been looking to figure out a good funding source for it. It's a little bit challenging to find funding, for, you know, a bridge replacement that's

597

01:04:06.060 --> 01:04:16.420

Allison Boyd, Multnomah County: that's not like one of our big Willamette river bridges which we're also working on finding funding for the Burnside Bridge. But you know, that's more in the kind of rural

598

01:04:16.510 --> 01:04:32.039

Allison Boyd, Multnomah County: urban kind of transition area there. So I know we've been looking for an opportunity to do a full replacement of that bridge for a while, knowing that it's, you know, an an older bridge and and needed to be

599

01:04:32.440 --> 01:04:45.529

Allison Boyd, Multnomah County: replaced with, you know, something that was meeting the needs of today a little bit better. But but yeah, in the meantime we are looking at how we can do a repair to to open it, and so they'll be

600

01:04:45.550 --> 01:05:00.609

Allison Boyd, Multnomah County: some more immediate actions that are happening. We just don't have that timeframe, I don't think yet they should probably know more in

the next few weeks, I think, as they're doing some evaluations and looking at some design options

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01:05:00.650 --> 01:05:09.360

Allison Boyd, Multnomah County: to do repairs and figuring out how that's going to move forward. But there will be something that'll be done in the interim, because it'll take us.

602

01:05:09.540 --> 01:05:10.140

Megan Moser: Yeah.

603

01:05:10.140 --> 01:05:12.369

Allison Boyd, Multnomah County: Quite a few years to actually do the replacement.

604

01:05:12.370 --> 01:05:24.139

Megan Moser: Yeah. And then, do you know if the replacement are they planning on like widening in it, widening it? Well, I can't say that right now. But or are they trying to keep it like, or make it one lane, and have people like

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01:05:24.210 --> 01:05:30.660

Megan Moser: pass through only with one car at a time, or like I was just kind of curious like if they were.

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01:05:31.030 --> 01:05:31.710

Megan Moser: you know.

607

01:05:31.710 --> 01:05:33.549

Allison Boyd, Multnomah County: For the repairs, or for.

608

01:05:33.550 --> 01:05:34.959

Megan Moser: For the replacement.

609

01:05:35.471 --> 01:05:36.809

Allison Boyd, Multnomah County: You know I don't think it is.

610

01:05:36.910 --> 01:05:37.660

Megan Moser: Specific.

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01:05:37.660 --> 01:05:56.610

Allison Boyd, Multnomah County: Yeah, yeah, I don't think any specific decisions have been made on the design for the replacement. That would be something that we would like start the process for I I don't think it would be like a 1 lane. It would be something bigger, but there is historic considerations there? So so yeah, I'm not.

612

01:05:56.610 --> 01:06:17.960

Allison Boyd, Multnomah County: I'm not sure we can get back to you on some more information on that. I haven't been involved in any of those like kind of preliminary meetings. So I'd have to check in with our bridge engineers and see what they've been thinking for that replacement project. But I know a lot of those decisions would get made down the road as they start. The design process.

613

01:06:18.310 --> 01:06:21.179

Megan Moser: Okay, thanks. So, just more curious, more than anything. Yeah.

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01:06:23.310 --> 01:06:23.930

Andrew Holtz: No.

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01:06:23.930 --> 01:06:27.799

Bob Thomas: Super interested for any updates on that, too, that that bridge has been a

616

01:06:27.990 --> 01:06:30.070

Bob Thomas: nightmare for a long time.

617

01:06:33.780 --> 01:06:40.170

joelhuffman: Yeah. So I I was going to ask you briefly alluded to the historical significance. And

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01:06:40.720 --> 01:06:46.269

joelhuffman: so I was wondering if that played into anything as far as replacement if and when we

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01:06:46.800 --> 01:06:49.839

joelhuffman: could replace it. And it sounds like

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01:06:50.130 --> 01:06:53.159

joelhuffman: that's still something that's on the table. Maybe.

621

01:06:53.760 --> 01:07:18.380

Allison Boyd, Multnomah County: I believe so like, I said, I'll need to talk to folks that are more familiar with this particular project and find out some more to bring, and maybe we can have somebody come back and do some more of a presentation on what we're looking at for that project. But I believe there is historic considerations for that, and I think that might have been like one of the reasons, too. We

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01:07:18.750 --> 01:07:30.539

Allison Boyd, Multnomah County: you know it made it more difficult when we were having trucks, and you know, hit and impact that approach to the bridge. I know we had had

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01:07:31.563 --> 01:07:47.280

Allison Boyd, Multnomah County: like a masonry kind of expert that knows like historic masonry and stuff actually evaluating that wall recently. And so I think you know, those those types of considerations are really important in that area. So.

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01:07:48.130 --> 01:07:56.779

joelhuffman: Yeah, I don't know if that one plays into the historic Columbia River highway, because it's technically a roadway that

625

01:07:57.150 --> 01:08:01.170

joelhuffman: intersects into the historic highway, so I don't know if there's.

626

01:08:01.560 --> 01:08:06.689

joelhuffman: you know, some kind of constraints that you'd have to abide by, maybe replaced it or not.

627

01:08:06.960 --> 01:08:16.800

Allison Boyd, Multnomah County: Yeah, yeah, I'm not sure, either. We'll have to check on that, because I'm not sure I don't think it's technically inside the national scenic area type of boundaries or anything like that. But

628

01:08:17.330 --> 01:08:21.020

Allison Boyd, Multnomah County: But it's probably just because of the

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01:08:21.310 --> 01:08:31.910

Allison Boyd, Multnomah County: the you know historic feel of that bridge. Something we'd be looking at. So let's let's I'll I'll circle back with our team and and we can get some more information for you all.

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01:08:33.700 --> 01:08:35.660

Andrew Holtz: So, Allison, does that mean that

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01:08:36.020 --> 01:08:38.420

Andrew Holtz: one of the options

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01:08:39.029 --> 01:08:49.849

Andrew Holtz: on the table, as far as you know, when you're looking at all the options would be maybe to build a new vehicle bridge and and preserve the old bridge as a bike. Ped bridge.

633

01:08:50.589 --> 01:09:10.359

Allison Boyd, Multnomah County: I don't know if that's been considered or if that would be one of the options. It might depend on right away, and some of the conditions in that area. But but yeah, we can. We can find out. It's I think it's a a very interesting one to to bring back and kind of get some more information on.

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01:09:14.569 --> 01:09:15.219

Andrew Holtz: Great.

635

01:09:17.419 --> 01:09:19.559

Andrew Holtz: No other comments on that. Then

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01:09:20.739 --> 01:09:21.946

Andrew Holtz: we are

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01:09:22.669 --> 01:09:25.049

Andrew Holtz: zooming through things. So

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01:09:25.469 --> 01:09:31.159

Andrew Holtz: Ronaldo to the open share period, where I was thinking of doing the discussion

639

01:09:31.269 --> 01:09:35.820

Andrew Holtz: about the bike Portland article that came out today and the

640

01:09:37.759 --> 01:09:59.389

Andrew Holtz: action on the Hawthorne Bridge. I'm going to put a link in the chat to that bike Port Portland article, Oscar, can you? From that link? Can you put that? Put the

article up on the screen because it's got before and after pictures and summaries of some of the complaints that Jonathan Moss heard.

641

01:10:01.710 --> 01:10:03.360

Oscar Rincones - He/Him, Multco Zoom Support: Oh, well, just a moment!

642

01:10:09.980 --> 01:10:13.940

Andrew Holtz: And while that's coming up, I I spend a little bit of time this afternoon

643

01:10:14.230 --> 01:10:22.570

Andrew Holtz: going back through my notes from old meetings, and even for the 1st time, actually pulling up one of the zoom recordings.

644

01:10:23.580 --> 01:10:24.570

Andrew Holtz: so

645

01:10:27.330 --> 01:10:33.830

Andrew Holtz: And it doesn't look like at least at the last meeting we discussed it a year ago, October

646

01:10:34.020 --> 01:10:35.389

Andrew Holtz: 23,

647

01:10:35.430 --> 01:10:37.459

Andrew Holtz: and the

648

01:10:37.640 --> 01:10:41.440

Andrew Holtz: the discussion was almost entirely about

649

01:10:41.540 --> 01:10:45.580

Andrew Holtz: how bikes were gonna go around the bus stops.

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01:10:45.850 --> 01:10:50.420

Andrew Holtz: and also a narrowing of the buffer.

651

01:10:50.620 --> 01:11:05.020

Andrew Holtz: which was, you know where where the candlesticks are in. This picture doesn't really show that part, and that's what we were talking about. They were looking back at at my notes and actually listening to the record, watching the recording.

652

01:11:05.110 --> 01:11:16.350

Andrew Holtz: All the discussion was about. Is it okay to reduce the buffer and dedicate that space to the bike lane, and there was general agreement that yeah.

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01:11:17.026 --> 01:11:41.210

Andrew Holtz: we should do that. But there didn't seem to be any discussion, at least at that meeting, about changing the angle at which, particularly cyclists would cross that off ramp to Mclaughlin, and I don't know how many of you, and I know some some of you do that regularly. It's always been pretty scary, and I guess

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01:11:41.240 --> 01:11:42.330

Andrew Holtz: the

655

01:11:42.710 --> 01:11:52.080

Andrew Holtz: angle was changed, and seems to have made it scarier. So, Oscar, if you would scroll down, there's a before and after picture in the article.

656

01:11:53.840 --> 01:11:58.859

Andrew Holtz: There we go. So the left hand picture is how it was.

657

01:11:59.340 --> 01:12:07.939

Andrew Holtz: and then the right hand picture was what it looks like up until today I think it looks. From what I understand. I haven't seen it.

658

01:12:08.000 --> 01:12:12.789

Andrew Holtz: that the something like the old configuration was restored

659

01:12:12.890 --> 01:12:17.750

Andrew Holtz: earlier today. After a number of people complained.

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01:12:18.610 --> 01:12:19.890

Andrew Holtz: so

661

01:12:20.280 --> 01:12:24.050

Andrew Holtz: at this point I don't, you know. Just since

662

01:12:24.310 --> 01:12:30.679

Andrew Holtz: I don't really recall any discussion about this, I don't know if anybody else remembers what we discussed

663

01:12:30.730 --> 01:12:33.130

Andrew Holtz: or has experience with

664

01:12:33.687 --> 01:12:37.972

Andrew Holtz: the before and after. On what happened with this crossing of the

665

01:12:38.630 --> 01:12:42.760

Andrew Holtz: the Hawthorne Bridge Viaduct and the Mclaughlin Boulevard ramp.

666

01:12:43.440 --> 01:12:44.330

Andrew Holtz: John.

667

01:12:45.030 --> 01:12:50.819

John Russell, PE: Yeah, if you scroll down, I think, Jonathan's added a a video that does include

668

01:12:51.181 --> 01:12:58.138

John Russell, PE: oh, there's also about when we talked about it, anyway, it shows it looks like it's in the process of being

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01:12:58.560 --> 01:12:59.660

John Russell, PE: fix there.

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01:12:59.880 --> 01:13:01.570

John Russell, PE: looking at the

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01:13:01.920 --> 01:13:07.670

John Russell, PE: the kind of plan view. If you scroll up just a little bit. I I do recall discussing that

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01:13:08.417 --> 01:13:10.329

John Russell, PE: in this group.

673

01:13:10.350 --> 01:13:11.690

John Russell, PE: The bumper.

674

01:13:12.130 --> 01:13:16.429

John Russell, PE: having spent so much time looking looking at these sorts of things is

675

01:13:16.800 --> 01:13:21.059

John Russell, PE: in a plan view. It doesn't seem that extreme of an angle.

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01:13:21.230 --> 01:13:21.980

John Russell, PE: it

677

01:13:22.800 --> 01:13:23.890

John Russell, PE: trying to think

678

01:13:24.950 --> 01:13:27.130

John Russell, PE: what it shows on the plan view. There

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01:13:27.290 --> 01:13:33.960

John Russell, PE: probably intuitively feels approximately what the existing conditions were. And so I don't think we said anything.

680

01:13:34.319 --> 01:13:45.200

John Russell, PE: But if you think about it from the perspective of the cyclist. It is a lot sharper of a turn, and apparently people were were not slowing down that were in cars. So

681

01:13:47.200 --> 01:13:58.399

John Russell, PE: I I recall conversation. I think we were a bit more heated on. There were conversations of potentially narrowing the bike lane entirely to put a bus lane and some other things that

682

01:13:58.410 --> 01:14:09.939

John Russell, PE: I recall folks being a bit more contentious about. But this one i i don't recall a lot of conversation about the angle of of that crossing. I don't really think it was brought up.

683

01:14:14.060 --> 01:14:22.280

joelhuffman: Well, it seems like. And I remember this, too. It seems like we thought the angle was better because a cyclist could see the cars

684

01:14:22.510 --> 01:14:28.269

joelhuffman: coming onto the Clay street ramp as opposed to the other way. You're kind of looking over your shoulder.

685

01:14:28.670 --> 01:14:34.559

joelhuffman: but I guess in in a real life situation it. It probably wasn't the best idea.

686

01:14:40.970 --> 01:14:45.970

Megan Moser: So I know there was a before and after shown, but the video at the bottom shows what it looks like now.

687

01:14:48.710 --> 01:14:50.610

Megan Moser: That was posted 3 h ago.

688

01:15:11.560 --> 01:15:17.990

John Russell, PE: You can kind of see right where that scooter stop. That used to be in the kind of hatched area of the new plan.

689

01:15:18.030 --> 01:15:23.139

John Russell, PE: although I have to say, having worked construction, I'm I'm fairly impressed with the

690

01:15:24.820 --> 01:15:29.170

John Russell, PE: how, how clean it looks for for going back and scrubbing off

691

01:15:29.900 --> 01:15:31.429

John Russell, PE: what was brand new.

692

01:15:33.650 --> 01:15:35.459

John Russell, PE: It could look a lot worse.

693

01:15:45.280 --> 01:15:48.320

Megan Moser: So if I'm understanding correctly, they basically did, it

694

01:15:48.500 --> 01:15:50.959

Megan Moser: took it away and then did it again.

695

01:15:51.090 --> 01:15:52.300

Megan Moser: Is that? Kinda

696

01:15:53.910 --> 01:15:55.280

Megan Moser: or did they.

697

01:15:55.710 --> 01:16:01.620

Andrew Holtz: Yeah. So it looks like it's it's pretty much back back to the orientation that it was.

698

01:16:01.620 --> 01:16:02.320

Megan Moser: Okay.

699

01:16:02.320 --> 01:16:03.260

Andrew Holtz: Before.

700

01:16:04.164 --> 01:16:12.770

Andrew Holtz: So it was only about I if I recall my dates from what I heard, that it was only about a week that the new

701

01:16:12.810 --> 01:16:16.110

Andrew Holtz: configuration was in in play.

702

01:16:17.290 --> 01:16:20.679

Andrew Holtz: They're in in place there, and the complaints started coming in

703

01:16:20.860 --> 01:16:25.178

Andrew Holtz: pretty fast and furious, and and several reports of collisions.

704

01:16:25.920 --> 01:16:29.869

Andrew Holtz: didn't hear of any. I don't think the ones he mentions in the articles mentioned any

705

01:16:30.854 --> 01:16:36.920

Andrew Holtz: any anything serious in terms of injuries, but it's scary enough to get even bumped.

706

01:16:39.510 --> 01:16:42.230

Megan Moser: Yeah, I think it was a side swipe is what I read. But.

707

01:16:42.230 --> 01:16:43.343

Andrew Holtz: Yeah, so

708

01:16:47.340 --> 01:16:56.130

Andrew Holtz: So I you know, I don't know. And this is something you know, the the project folks obviously on short notice

709

01:16:56.310 --> 01:17:00.260

Andrew Holtz: aren't available to be here. But it would be, I think, for this

710

01:17:00.400 --> 01:17:01.749

Andrew Holtz: for the committee.

711

01:17:01.850 --> 01:17:08.129

Andrew Holtz: you know. Certainly it appears the county staff. They heard these complaints and responded to them directly.

712

01:17:08.740 --> 01:17:13.139

Andrew Holtz: I don't know something for us to talk about is.

713

01:17:14.080 --> 01:17:20.369

Andrew Holtz: could there have been anything done differently in the lead up that would have helped us avoid

714

01:17:21.180 --> 01:17:23.560

Andrew Holtz: what turned out to be a mistake.

715

01:17:26.060 --> 01:17:27.400

Andrew Holtz: So

716

01:17:27.420 --> 01:17:31.779

Andrew Holtz: I guess you know, as as John and Joel were talking about it. I guess I do remember

717

01:17:32.400 --> 01:17:43.422

Andrew Holtz: now, it sort of brings back to mind discussion about okay. What's the angle looking over the over your shoulder as you're coming up on that intersection, that crossing, and

718

01:17:44.730 --> 01:17:53.820

Andrew Holtz: So I don't know if you recall this being something where it seemed like the slowing down in a sharper angle might well be an advantage. And I

719

01:17:54.790 --> 01:17:56.630

Andrew Holtz: I didn't find any.

720

01:17:57.050 --> 01:18:01.319

Andrew Holtz: You know anything in my notes really talking about that? I think you know we.

721

01:18:01.450 --> 01:18:07.659

Andrew Holtz: It went by pretty quickly, because we were discussing mostly the bus stop, and then the width of the buffer.

722

01:18:09.740 --> 01:18:20.110

Megan Moser: Yeah, I was gonna ask, was that the remain reason that they did do that was to get people to slow down and stop right there, I mean, cause if so, would you think like putting in a stop sign for?

723

01:18:20.280 --> 01:18:30.250

Megan Moser: For you know those bikers, and or whatever or something I don't know. Just like, because otherwise, yeah, it makes it just like for a very awkward and unsafe transition.

724

01:18:33.250 --> 01:18:37.928

John Russell, PE: Yeah, cause reading through the comments. It looks like one of the main complaints is

725

01:18:39.020 --> 01:19:07.810

John Russell, PE: that little bit of a difference. Moving folks on bikes back, even if it's easier for folks that are cycling, maybe to see to their left to see cars coming that essentially, cars were not slowing down in the way that they used to cause. If I'm recalling biking through there, usually I feel like cars that are in the right lane are kind of slowing down right as they're diverging

726

01:19:08.430 --> 01:19:19.219

John Russell, PE: And so, somewhat counterintuitively, I think, giving the cars a little bit more space before they have to encounter folks on bikes that might have been just enough where where cars were speeding up through there.

727

01:19:19.230 --> 01:19:24.049

John Russell, PE: And I think a lot of the comments were effectively commenting that

728

01:19:24.430 --> 01:19:27.710

John Russell, PE: this was just allowing folks driving to

729

01:19:27.970 --> 01:19:32.872

John Russell, PE: speed up and treat it more like a freeway off ramp and

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01:19:33.830 --> 01:19:39.079

John Russell, PE: we're not necessarily going to go move the flex posts, you know, to slow down the cars. Necessarily, but

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01:19:39.120 --> 01:19:42.820

John Russell, PE: short of doing that, it's it's kind of difficult to come

732

01:19:43.210 --> 01:19:45.250

John Russell, PE: to a solution that

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01:19:46.540 --> 01:19:49.580

John Russell, PE: I think more folks would feel safer than

734

01:19:49.960 --> 01:19:53.199

John Russell, PE: what is effectively going back to the the status quo.

735

01:19:55.360 --> 01:19:59.140

joelhuffman: Is the speed limit in that area 30 miles per hour.

736

01:20:02.970 --> 01:20:04.100

joelhuffman: Do we know.

737

01:20:05.840 --> 01:20:09.009

Andrew Holtz: I'm not sure I thought it was reduced.

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01:20:09.010 --> 01:20:09.809

John Russell, PE: Yeah, I know.

739

01:20:09.810 --> 01:20:10.330

Andrew Holtz: Number 2.

740

01:20:10.330 --> 01:20:14.369

John Russell, PE: But it I can't remember if it was reduced to 30 or from 30.

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01:20:16.860 --> 01:20:19.820

joelhuffman: I'm thinking it's 2 30, but I you know I

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01:20:21.780 --> 01:20:23.060

joelhuffman: although.

743

01:20:23.380 --> 01:20:26.503

Andrew Holtz: Speed limits, you know, just because.

744

01:20:26.950 --> 01:20:27.550

joelhuffman: Oh, yeah.

745

01:20:27.550 --> 01:20:30.614

Andrew Holtz: If the drivers feel like they can go faster, they're going to

746

01:20:30.870 --> 01:20:32.789

joelhuffman: It's just a suggestion.

747

01:20:32.790 --> 01:20:33.650

Andrew Holtz: Yeah.

748

01:20:34.460 --> 01:20:39.599

Andrew Holtz: cause I know that I'm pretty sure cause that we did discuss that sometime last year

749

01:20:40.190 --> 01:20:51.989

Andrew Holtz: about the county going to back to Odot, and making a case for reducing the speed limits there. So I know I'm almost positive there was a reduction, but I don't remember from what to what.

750

01:20:52.130 --> 01:20:52.750

joelhuffman: Yeah.

751

01:20:56.120 --> 01:21:00.130

Andrew Holtz: And then I don't know I would, you know as

752

01:21:00.970 --> 01:21:03.410

Andrew Holtz: I think. I guess maybe it's something

753

01:21:03.650 --> 01:21:08.343

Andrew Holtz: staff can come back to us after they digested this experience.

754

01:21:09.540 --> 01:21:16.340

Andrew Holtz: and talk about, you know, it's it seems to me like maybe now, talking to the rest of you and

755

01:21:16.610 --> 01:21:24.789

Andrew Holtz: thinking about this a little bit more, that maybe there was something about the assumptions about cyclist and driver behavior

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01:21:24.970 --> 01:21:27.660

Andrew Holtz: that didn't work out the way

757

01:21:28.360 --> 01:21:29.399

Andrew Holtz: you know it.

758

01:21:29.600 --> 01:21:34.430

Andrew Holtz: People thought it would in advance, and I mean, I know that modeling

759

01:21:34.600 --> 01:21:39.237

Andrew Holtz: and predicting behavior is always fraught but

760

01:21:39.960 --> 01:21:45.849

Andrew Holtz: you know I don't know if there any any lessons from this that can be applied more generally.

761

01:21:49.060 --> 01:21:58.710

Andrew Holtz: or if it's just something where it really did seem to everybody to staff and to us that this was a fairly minor change and

762

01:21:59.330 --> 01:22:03.529

Andrew Holtz: wasn't likely to create an issue. And then oops it. Did.

763

01:22:03.620 --> 01:22:05.529

Andrew Holtz: you know, was it something

764

01:22:05.600 --> 01:22:07.770

Andrew Holtz: that could not be foreseen?

765

01:22:07.880 --> 01:22:12.070

Andrew Holtz: Or is there something that we or staff could have done differently

766

01:22:12.180 --> 01:22:13.160

Andrew Holtz: to

767

01:22:13.380 --> 01:22:17.219

Andrew Holtz: foresee that this was going to make things worse rather than better?

768

01:22:21.780 --> 01:22:22.930

Andrew Holtz: so

769

01:22:23.640 --> 01:22:27.859

Andrew Holtz: you know. I guess that's that's something I would like to. So, Mary, Mary Jo, we'd like to.

770

01:22:28.770 --> 01:22:31.030

Andrew Holtz: you know, when at a future meeting.

771

01:22:31.380 --> 01:22:36.379

Andrew Holtz: and I guess an kind of an after action report is, you know, what? What are the lessons learned

772

01:22:36.620 --> 01:22:37.750

Andrew Holtz: from this?

773

01:22:38.160 --> 01:22:47.090

Andrew Holtz: And and I would say, you know, I think for for a county to go in in one week from putting in a new paint, and then hearing

774

01:22:47.380 --> 01:22:50.259

Andrew Holtz: people complaining directly to them and

775

01:22:50.380 --> 01:22:52.112

Andrew Holtz: changing it back.

776

01:22:53.720 --> 01:22:58.100

Andrew Holtz: that seems, you know, speed of light for a county bureaucracy.

777

01:22:58.260 --> 01:22:58.800

Andrew Holtz: So.

778

01:22:58.800 --> 01:23:03.849

John Russell, PE: Yeah, it reminds me of, wasn't it? I feel like it was similar with the county. Had

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01:23:03.870 --> 01:23:05.730

John Russell, PE: updated some of the little.

780

01:23:05.780 --> 01:23:09.670

John Russell, PE: What do you call them? Little speed bumps on the Hawthorne Bridge sidewalk

781

01:23:10.340 --> 01:23:12.196

John Russell, PE: and got a similar

782

01:23:14.750 --> 01:23:17.172

John Russell, PE: this. Yeah. Immediate

783

01:23:18.060 --> 01:23:19.450

John Russell, PE: rolling back.

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01:23:21.410 --> 01:23:23.650

John Russell, PE: Yeah. I forget how many years ago. That was.

785

01:23:23.650 --> 01:23:25.969

Andrew Holtz: Oh, that was a while ago. Yeah, that's

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01:23:26.000 --> 01:23:27.520

Andrew Holtz: that's a long time ago.

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01:23:28.990 --> 01:23:38.480

Megan Moser: Yeah. And I'm really curious to know why they did the change. In the 1st place, like what was wrong. You know what UN, what unsafe situation happened to where they felt they wanted to

788

01:23:38.680 --> 01:23:43.189

Megan Moser: cut that closer and and change it, you know, cause obviously

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01:23:43.270 --> 01:23:45.030

Megan Moser: didn't end up working the way they were.

790

01:23:45.030 --> 01:23:47.009

Andrew Holtz: Yeah, well, it's I mean.

791

01:23:47.960 --> 01:23:50.759

Andrew Holtz: I hate going through. I've always hated going through there

792

01:23:51.170 --> 01:23:58.509

Andrew Holtz: because you've got you know you're just trusting that the drivers. You know you're you're looking at them and hope hope to catch their eye.

793

01:23:58.850 --> 01:24:02.309

Andrew Holtz: But they don't have a stop, you know. The only thing I think that would

794

01:24:03.430 --> 01:24:06.560

Andrew Holtz: make it safer for cyclists, as if there was a

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01:24:06.960 --> 01:24:11.819

Andrew Holtz: a stop, a signal, or something, and I know that would. Then there would be

796

01:24:12.000 --> 01:24:19.570

Andrew Holtz: effects from that? Because if you stop there well, where do they stop? And are they going to get rear ended by somebody coming down the bridge? So?

797

01:24:21.880 --> 01:24:28.857

Andrew Holtz: yeah, it's May. It's always been, as far as I understand it, trying to make the best of a rotten situation.

798

01:24:29.740 --> 01:24:30.495

Andrew Holtz: so

799

01:24:32.210 --> 01:24:34.629

Andrew Holtz: yeah, it seemed. I guess it was.

800

01:24:34.920 --> 01:24:37.129

Andrew Holtz: Seems like it was something that seemed like a

801

01:24:37.450 --> 01:24:40.550

Andrew Holtz: a tweak that would improve things, and it didn't.

802

01:24:44.040 --> 01:24:45.769

Andrew Holtz: But certainly something that.

803

01:24:46.710 --> 01:24:51.710

Andrew Holtz: as far as I recall, didn't get a lot of attention from us, because it didn't seem like that big a deal.

804

01:25:06.550 --> 01:25:07.800

Andrew Holtz: any

805

01:25:08.070 --> 01:25:14.800

Andrew Holtz: so any other thoughts on on this or lessons from it that you can glean in the few hours we've been

806

01:25:15.050 --> 01:25:16.190

Andrew Holtz: aware of. It.

807

01:25:21.714 --> 01:25:23.960

Allison Boyd, Multnomah County: I'll just say I really appreciate

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01:25:24.290 --> 01:25:31.910

Allison Boyd, Multnomah County: the thoughtful discussion on this, and wanting to to see if there's some lessons learned and some things that we can do better in the future.

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01:25:32.451 --> 01:25:46.008

Allison Boyd, Multnomah County: And I do believe there is some work to get a meeting scheduled internally for us to like. Take a look at this and so I think it's very appropriate for us to to bring that back to a future meeting, so we can

810

01:25:46.380 --> 01:25:50.299

Allison Boyd, Multnomah County: debrief with you all as well. Of what? What can we do better.

811

01:25:51.980 --> 01:26:00.820

Andrew Holtz: Yeah. Now I you know, I've I've seen lots of traffic simulations modeling of things I I don't know, you know, are are the models

812

01:26:01.230 --> 01:26:10.810

Andrew Holtz: capable of figuring out how people might behave differently in this kind of little tweak like that? Or is that something that's just really

813

01:26:11.900 --> 01:26:13.220

Andrew Holtz: out of the

814

01:26:13.750 --> 01:26:20.380

Andrew Holtz: out of the realm where? Where? You know, a computer model would flag something to say, oh, well, you know.

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01:26:20.510 --> 01:26:25.540

Andrew Holtz: this might be a problem. It's just something. Is it something that was unforeseeable?

816

01:26:35.880 --> 01:26:39.819

Andrew Holtz: And I don't know, you know. I guess you can. In hindsight you can look back and say.

817

01:26:40.840 --> 01:26:41.540

Andrew Holtz: and

818

01:26:42.040 --> 01:26:48.710

Andrew Holtz: could there have been more attention called to it, because I mean, we really didn't talk about it much. We were talking about other things.

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01:26:49.160 --> 01:26:53.170

Andrew Holtz: Could it have been flagged bigger, but I don't know if there was a reason to flag it.

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01:26:56.030 --> 01:26:59.009

Andrew Holtz: And so if you don't know, something needs to be flagged, how?

821

01:27:00.310 --> 01:27:01.450

Andrew Holtz: What are you gonna do?

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01:27:05.360 --> 01:27:06.410

Andrew Holtz: I don't know. I guess.

823

01:27:07.459 --> 01:27:09.034

Valerie Schiller: my question is

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01:27:10.030 --> 01:27:11.520

Valerie Schiller: If we look at

825

01:27:11.550 --> 01:27:13.069

Valerie Schiller: all of the

826

01:27:13.270 --> 01:27:19.430

Valerie Schiller: bicycle pathways on our bridges over the Willamette, how many of them are in a similar

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01:27:19.440 --> 01:27:21.150

Valerie Schiller: situation, where.

828

01:27:21.300 --> 01:27:23.550

Valerie Schiller: as you're crossing

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01:27:25.190 --> 01:27:31.724

Valerie Schiller: where the vehicles are going onto a highway or going, you know, in another direction.

830

01:27:32.320 --> 01:27:39.060

Valerie Schiller: How often that is, posing the safety risk for the writer. I just I don't know if we've ever really looked

831

01:27:39.210 --> 01:27:41.559

Valerie Schiller: had a comparative perspective like that.

832

01:27:42.370 --> 01:27:44.370

Andrew Holtz: Yeah, I can't think of any other

833

01:27:45.310 --> 01:27:55.560

Andrew Holtz: examples of a similar situation on a county bridge. I mean, we did have on the other end on the the west side of the Hawthorne Bridge, with the ramp from NATO

834

01:27:55.710 --> 01:27:57.340

Andrew Holtz: up onto the bridge.

835

01:27:57.440 --> 01:28:09.649

Andrew Holtz: That was a problem. Even though the drivers had a stop. They often ignored it or rolled partway through it, and that was a big conflict. And finally the solution was to figure out a way to put in a signal.

836

01:28:10.190 --> 01:28:13.789

Andrew Holtz: so you know, not cheap, but it's certainly

837

01:28:14.320 --> 01:28:16.565

Andrew Holtz: that took care of the problem.

838

01:28:18.070 --> 01:28:21.880

Andrew Holtz: An off ramp, I guess you know I I just from my

839

01:28:21.970 --> 01:28:31.549

Andrew Holtz: little knowledge. Seems like it's harder to do. Because where, if you put some sort of stop in there, where are the cars? Gonna queue up. And what kind of

840

01:28:31.710 --> 01:28:35.510

Andrew Holtz: downstream effects or upstream effects is that going to

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01:28:35.540 --> 01:28:38.559

Andrew Holtz: create? So it might be an even more difficult

842

01:28:38.820 --> 01:28:41.970

Andrew Holtz: problem. To figure out?

843

01:28:42.110 --> 01:28:44.379

Andrew Holtz: Of course you could just take out the ramp. But

844

01:28:44.550 --> 01:28:45.840

Andrew Holtz: yeah.

845

01:28:45.840 --> 01:28:52.790

Megan Moser: Is there? Is there already? Yield signs right there. I'm I'm not super familiar, so I'm just like cause that could maybe help.

846

01:28:53.220 --> 01:29:01.269

Andrew Holtz: I don't think there's a sign, but I mean it is. It has been, and I presume when the painting's done, it will again be green hatched, which is supposed to be.

847

01:29:01.310 --> 01:29:02.470

Andrew Holtz: Look out.

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01:29:02.470 --> 01:29:03.130

Megan Moser: Yeah.

849

01:29:04.660 --> 01:29:07.960

Andrew Holtz: But it is. Yeah, it's it's kind of a.

850

01:29:08.470 --> 01:29:08.930

Megan Moser: Still true.

851

01:29:08.930 --> 01:29:11.080

Andrew Holtz: Everybody look at everybody's situation.

852

01:29:11.080 --> 01:29:16.080

John Russell, PE: Yeah, I'm just looking at. At least what was shared in the video of the

853

01:29:16.160 --> 01:29:18.330

John Russell, PE: after video on Bike Portland.

854

01:29:18.460 --> 01:29:23.429

John Russell, PE: And I'm not even seeing what we would call shark's teeth, like the

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01:29:23.490 --> 01:29:24.920

John Russell, PE: yield line.

856

01:29:25.391 --> 01:29:33.200

John Russell, PE: So that just that may be something that's worth looking into now as a former roundabout designer putting those on roundabouts.

857

01:29:33.220 --> 01:29:47.230

John Russell, PE: Those aren't legally what are telling folks to yield? It's just reminding folks that there is a yield sign. So, without a proper yield sign. It wouldn't necessarily be appropriate to put those down, but in conjunction.

858

01:29:48.000 --> 01:29:54.590

John Russell, PE: Not that folks driving are necessarily going to look at that and say, oh, yes, I need to yield because there's this line.

859

01:29:55.170 --> 01:29:59.961

John Russell, PE: but it's a it's a good extra reminder, especially in this case, that

860

01:30:01.000 --> 01:30:01.980

John Russell, PE: folks

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01:30:02.150 --> 01:30:05.079

John Russell, PE: are supposed to yield. It's the same

862

01:30:06.340 --> 01:30:14.349

John Russell, PE: idea kind of as as the green paint, reminding folks, hey? There might be bikes here, and having some sort of traffic control

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01:30:14.980 --> 01:30:23.000

John Russell, PE: a yield sign tricks, teeth would just help make it clear that cars are the ones who are supposed to be yielding.

864

01:30:23.470 --> 01:30:27.510

John Russell, PE: The flip side is, if there were any sort of traffic control. I know

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01:30:27.790 --> 01:30:38.929

John Russell, PE: Odot's done this occasionally. I've seen it in other locations where you're putting yield or stop signs in the the path of the bikes. It's always a bad idea, because it ends up conflicting with

866

01:30:39.680 --> 01:30:49.699

John Russell, PE: how things otherwise are are going so definitely looking at ways to remind folks driving to follow the rules of the road. Essentially.

867

01:31:01.330 --> 01:31:01.960

Andrew Holtz: Cool.

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01:31:03.150 --> 01:31:06.669

Andrew Holtz: All right. Well, Alison and Mary Jo, thanks. Yeah, for

869

01:31:07.250 --> 01:31:07.885

Andrew Holtz: for

870

01:31:09.400 --> 01:31:14.039

Andrew Holtz: help give. You know we get getting time for this and and looking forward to hearing

871

01:31:15.010 --> 01:31:17.840

Andrew Holtz: what the staff thinks that the real experts

872

01:31:17.910 --> 01:31:20.549

Andrew Holtz: on that, and how it happened. And

873

01:31:20.970 --> 01:31:24.059

Andrew Holtz: is there something we can learn from it for the next time.

874

01:31:25.390 --> 01:31:28.719

Andrew Holtz: And are there any other ideas about like John saying

875

01:31:28.990 --> 01:31:31.079

Andrew Holtz: shark's teeth, or anything else

876

01:31:31.370 --> 01:31:32.500

Andrew Holtz: on that

877

01:31:32.900 --> 01:31:35.010

Andrew Holtz: crossing? Because it's

878

01:31:35.560 --> 01:31:39.499

Andrew Holtz: it's a nasty one. And it's, you know, really popular. There's a lot of

879

01:31:39.690 --> 01:31:45.530

Andrew Holtz: a lot of people who bike through there, which, of course, the more people who bike through there the safer it is, because then the drivers are

880

01:31:46.050 --> 01:31:47.437

Andrew Holtz: aware of it.

881

01:31:48.480 --> 01:31:53.860

Andrew Holtz: But it's it's never been nice, and I don't know if it ever will be without a total rebuild.

882

01:31:56.620 --> 01:32:00.120

Andrew Holtz: I guess after the earthquake it'll all be rebuilt. We can do it right.

883

01:32:04.280 --> 01:32:05.380

Andrew Holtz: Any other

884

01:32:06.770 --> 01:32:10.389

Andrew Holtz: Updates, anything else. People want to talk about

885

01:32:18.360 --> 01:32:21.839

Andrew Holtz: great. Well, then, we get to knock off early tonight.

886

01:32:24.880 --> 01:32:32.730

Andrew Holtz: appreciate it. And so we'll be back online in November. And then, yeah, that was interesting Mary Jo about December, seeing people in 3 dimensions.

887

01:32:32.930 --> 01:32:35.685

MaryJo, Multnomah County: Let's do it. Let's have a little party.

888

01:32:36.030 --> 01:32:36.970

Andrew Holtz: Bye, bye.

889

01:32:37.760 --> 01:32:39.729

Andrew Holtz: it means I have to get ready, you know.

890

01:32:40.400 --> 01:32:41.719

MaryJo, Multnomah County: No, all of us.

891

01:32:41.720 --> 01:32:43.152

Andrew Holtz: Bad commute time.

892

01:32:43.630 --> 01:32:48.939

John Russell, PE: I would I would have actually been here earlier if had it, if it had been in person, because I was already in southeast.

893

01:32:49.070 --> 01:32:50.010

John Russell, PE: That becomes.

894

01:32:50.260 --> 01:32:51.029

MaryJo, Multnomah County: Took me long.

895

01:32:51.030 --> 01:32:52.330

John Russell, PE: You're going uphill

896

01:32:52.740 --> 01:32:54.579

John Russell, PE: one of those uphill both ways.

897

01:32:54.790 --> 01:32:55.440

Andrew Holtz: Yeah.

898

01:32:56.460 --> 01:32:57.340

MaryJo, Multnomah County: This one doesn't snow.

899

01:32:57.340 --> 01:33:00.840

John Russell, PE: Oh, come December no one uphill both ways in the snow.

900

01:33:00.840 --> 01:33:01.510

Andrew Holtz: Yeah.

901

01:33:02.060 --> 01:33:09.000

Andrew Holtz: have been spoiled. It's like, you know it. It is nice to be able to say good night and be home. But it's also.

902

01:33:09.000 --> 01:33:13.500

John Russell, PE: I'm not sure where I'm gonna put my hammock up in the Multnomah Building, but.

903

01:33:13.500 --> 01:33:14.669

Andrew Holtz: Oh, yeah, bring it.

904

01:33:16.260 --> 01:33:21.195

Allison Boyd, Multnomah County: I think you should. I think you should give it a try. It'll be like definite party style if there's a hammock.

905

01:33:23.220 --> 01:33:25.320

Megan Moser: Accepted. So everybody.

906

01:33:25.320 --> 01:33:30.320

Andrew Holtz: Everybody has to come in their pajamas, you know, whatever, or you know, from the waist down, what you're actually wearing.

907

01:33:32.270 --> 01:33:32.630

MaryJo, Multnomah County: Right.

908

01:33:32.990 --> 01:33:34.779

Andrew Holtz: I have real pants on just to.

909

01:33:35.010 --> 01:33:35.670

MaryJo, Multnomah County: I do, too.

910

01:33:35.670 --> 01:33:36.940

Andrew Holtz: Everybody at ease.

911

01:33:40.180 --> 01:33:43.430

Andrew Holtz: Alright! Well, thanks a lot, everyone, and we will.

912

01:33:43.430 --> 01:33:45.189

MaryJo, Multnomah County: Thank you. Everyone.

913

01:33:47.220 --> 01:33:48.240

MaryJo, Multnomah County: my.

914

01:33:48.240 --> 01:33:48.870

Andrew Holtz: Night.