

2024 10 14 EMCTC Meeting - Zoom Transcript

Zoom transcripts are software generated and may contain incomplete information. For the most accurate information please refer to the Zoom Meeting video recording for this meeting (the link is located on our website).

WEBVTT

1

00:00:02.610 --> 00:00:20.920

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

2

00:00:21.110 --> 00:00:28.390

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

3

00:00:28.450 --> 00:00:40.870

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 unless otherwise directed.

4

00:00:40.990 --> 00:00:45.960

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

5

00:00:46.170 --> 00:00:48.040

Oscar Rincones - He/Him, Multco Zoom Support: enjoy today's meeting

6

00:00:48.290 --> 00:00:49.900

Oscar Rincones - He/Him, Multco Zoom Support: back to you, Commissioner.

7

00:00:49.900 --> 00:00:50.927

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

8

00:00:51.690 --> 00:01:02.279

Lori Stegmann, Multco Comm, She/Her/Hers: I think we know each other, but we do have a couple of newer members. So let's do quick introductions. I'll just call on you as I see you. Eve.

9

00:01:04.330 --> 00:01:12.149

Eve Nilenders: Good afternoon. I'm Eve Neylanders transportation planner with Multnomah County, and I use she her pronouns.

10

00:01:12.840 --> 00:01:13.940

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

11

00:01:14.620 --> 00:01:16.000

Mark Clark: If you can hear me now.

12

00:01:16.000 --> 00:01:16.640

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

13

00:01:16.640 --> 00:01:28.289

Mark Clark: Okay. So Councillor Clark and I, am a city councilor in Wood Village. And yeah, I've been on the Council off and on since 2,007.

14

00:01:28.450 --> 00:01:30.070

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

15

00:01:32.250 --> 00:01:36.900

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

16

00:01:38.110 --> 00:01:38.800

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

17

00:01:41.090 --> 00:01:45.100

Frank Stevens: Hi. Frank Stevens, Troutville, Resident gresham, planning commission.

18

00:01:45.910 --> 00:01:47.370

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

19

00:01:47.370 --> 00:01:51.989

Glen Bolen, ODOT (he/him): Thank you. Chair segment, Glenn Bolin. He him pronouns. I am with Odot region one.

20

00:01:52.990 --> 00:01:58.021

Lori Stegmann, Multco Comm, She/Her/Hers: And a a friendly new face. Jessica Berry.

21

00:01:59.500 --> 00:02:06.310

Jessica Berry, Multnomah County (she/her): Thanks, Commissioner. Hi! I'm Jessica Berry, she her pronouns. I'm the deputy director of the Transportation Division.

22

00:02:07.500 --> 00:02:08.460

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

23

00:02:09.509 --> 00:02:15.979

Francesca Jones, City of Portland: Thank you, Commissioner. I'm Francesca Jones. I'm a senior city planner with the city of Portland Bureau of Transportation.

24

00:02:16.710 --> 00:02:17.540

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

25

00:02:21.110 --> 00:02:26.529

Allison Boyd, Multnomah County: Good afternoon, Allison Boyd. She her pronouns transportation planning manager with Multnomah County.

26

00:02:27.380 --> 00:02:28.030

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

27

00:02:29.660 --> 00:02:34.329

Jay Higgins, Gresham Transportation: Jay Higgins. He him pronouns. I am at the city of Gresham in transportation, planning.

28

00:02:35.220 --> 00:02:36.180

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

29

00:02:37.440 --> 00:02:39.170

Randy Lauer | Troutdale: Randy Lauer, Mayor of Troutdale.

30

00:02:40.140 --> 00:02:40.870

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

31

00:02:41.940 --> 00:02:44.700

John - Fairview: John Elma, public Works, Director City of Fairview.

32

00:02:45.840 --> 00:02:47.080

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

33

00:02:47.840 --> 00:02:51.490

Tom Bouillion, Port of Portland: Good afternoon, Tom Bullion, planning manager with the port of Portland.

34

00:02:52.280 --> 00:02:53.160

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

35

00:02:54.230 --> 00:02:58.790

Max Nonnamaker (MCHD): Hi everyone, Max, not Amaker. He him! I'm with Multnomah County Health Department.

36

00:02:59.370 --> 00:03:00.120

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

37

00:03:01.150 --> 00:03:05.729

Erika Normine - City of Wood Village: Eric Normine Public Works Operations Manager at the City of Wood Village.

38

00:03:06.280 --> 00:03:07.030

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

39

00:03:09.736 --> 00:03:10.683

Jon Henrichsen (He/Him): Everyone.

40

00:03:11.730 --> 00:03:18.190

Jon Henrichsen (He/Him): John Hendrickson. I'm the Director of Transportation for Multnomah County and the County.

41

00:03:18.970 --> 00:03:22.240

Lori Stegmann, Multco Comm, She/Her/Hers: Thank you, John. And did we get the other John in Fairview.

42

00:03:26.960 --> 00:03:30.649

John - Fairview: Yes. Yes. So John City Fairview. Public works. Director.

43

00:03:31.750 --> 00:03:32.640

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

44

00:03:33.980 --> 00:03:39.050

MaryJo, Multnomah County: Hi, everyone, Mary Jo Anderson, she her pronouns, Multnomah County transportation.

45

00:03:39.760 --> 00:03:40.990

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

46

00:03:41.930 --> 00:03:46.159

Tom Powers (he, him) - MultCo: Tom Powers I use. He him pronouns Multnomah County government relations.

47

00:03:46.700 --> 00:03:47.410

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

48

00:03:50.820 --> 00:03:53.999

Dakota Meyer - Troutdale Associate Planner: Dakota Meyer, associate planner with the city of Troutdale.

49

00:03:54.840 --> 00:03:55.530

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

50

00:03:57.570 --> 00:04:08.720

Ally Holmqvist, Metro: Good afternoon, Allie Holmfish. She her pronouns transportation planner with Metro. I'm a guest presenting today on your agenda, and I'm also subbing for Elliot for the Tpac item. Since he's out today.

51

00:04:09.110 --> 00:04:12.680

Lori Stegmann, Multco Comm, She/Her/Hers: Great welcome. And, Oscar, we'll let you do it one more time.

52

00:04:13.460 --> 00:04:22.070

Oscar Rincones - He/Him, Multco Zoom Support: Thank you. My name is Oscar Rincones. I use he him pronouns, and I am your zoom support for Multnomah County.

53

00:04:22.970 --> 00:04:40.989

Lori Stegmann, Multco Comm, She/Her/Hers: All right. Well, welcome everyone. I'm Lori Stegman. I use she her pronouns, and I am the Multnomah County Commissioner for District 4, and I am the chair of a mugtech. So welcome, so glad to have you all here on this sunny day. And do we have public comment today? Oscar.

54

00:04:41.250 --> 00:04:44.110

Oscar Rincones - He/Him, Multco Zoom Support: We did not have any public comments submitted.

55

00:04:44.110 --> 00:04:45.070

Lori Stegmann, Multco Comm, She/Her/Hers: All right.

56

00:04:45.710 --> 00:04:56.788

Lori Stegmann, Multco Comm, She/Her/Hers: then we will move on to the adoption of the September 16th meeting minutes. Hopefully, you saw those, and do we have enough to folks here to vote. Now.

57

00:04:57.170 --> 00:05:00.389

Sarah Paulus, Multnomah County (she/her): Yeah, we had the port show up so you should be.

58

00:05:01.200 --> 00:05:07.660

Lori Stegmann, Multco Comm, She/Her/Hers: Alright so I would entertain a motion to accept the September 16th meeting minutes.

59

00:05:11.430 --> 00:05:12.220

Tom Bouillion, Port of Portland: So moved.

60

00:05:13.756 --> 00:05:18.210

Lori Stegmann, Multco Comm, She/Her/Hers: I think I heard it summed by Tom Bullion, and I don't know who seconded.

61

00:05:18.930 --> 00:05:20.610

Randy Lauer | Troutdale: All second Randy lauer.

62

00:05:20.610 --> 00:05:29.189

Lori Stegmann, Multco Comm, She/Her/Hers: Randy. Thank you, Mayor. All right. All those in favor of approving the September 16th meeting minutes. Please signify by saying, Aye.

63

00:05:29.880 --> 00:05:30.590

Tom Bouillion, Port of Portland: Hi.

64

00:05:30.940 --> 00:05:31.900

Lori Stegmann, Multco Comm, She/Her/Hers: Any opposed.

65

00:05:32.470 --> 00:05:35.169

Lori Stegmann, Multco Comm, She/Her/Hers: All right, the meeting minutes have been approved.

66

00:05:35.290 --> 00:05:44.020

Lori Stegmann, Multco Comm, She/Her/Hers: Next up I'll turn it over to Mary Jo. Mary Jo is going to talk about the fatalities report and then the safety update. Mary Jo.

67

00:05:44.530 --> 00:05:52.010

MaryJo, Multnomah County: Thank you so much. I'll just roll from one right into the next, as Oscar puts up the slides for me.

68

00:05:52.689 --> 00:06:04.669

MaryJo, Multnomah County: So on this month's fatality report, which was provided by Metro. There were 14 people killed on the roads in the region that includes Clackamas.

69

00:06:04.810 --> 00:06:07.190

MaryJo, Multnomah County: Multnomah and Washington counties.

70

00:06:07.500 --> 00:06:12.580

MaryJo, Multnomah County: So that was 6 people who were walking 5 people who were driving.

71

00:06:12.910 --> 00:06:15.810

MaryJo, Multnomah County: 2 on motorcycle and one bicyclist

72

00:06:16.370 --> 00:06:20.019

MaryJo, Multnomah County: for our East County roads. There were.

73

00:06:22.900 --> 00:06:24.120

MaryJo, Multnomah County: thanks, Clark.

74

00:06:26.780 --> 00:06:28.499

Lori Stegmann, Multco Comm, She/Her/Hers: Oh, Mary, Jo, you're audio.

75

00:06:28.500 --> 00:06:29.789

MaryJo, Multnomah County: And I'm pretty nervous.

76

00:06:30.640 --> 00:06:32.630

Lori Stegmann, Multco Comm, She/Her/Hers: Mary Jo, your audio is cutting out.

77

00:06:33.200 --> 00:06:34.080

MaryJo, Multnomah County: Oh!

78

00:06:34.950 --> 00:06:36.529

Lori Stegmann, Multco Comm, She/Her/Hers: Other folks having trouble, hearing.

79

00:06:36.530 --> 00:06:38.349

MaryJo, Multnomah County: Don't know what to do about that.

80

00:06:38.480 --> 00:06:40.780

Lori Stegmann, Multco Comm, She/Her/Hers: It sounds better now. Maybe keep going.

81

00:06:43.530 --> 00:06:43.975

MaryJo, Multnomah County: Alright!

82

00:06:46.180 --> 00:06:49.909

MaryJo, Multnomah County: There was a pedestrian killed at 1 60 second, and Stark.

83

00:06:50.750 --> 00:06:52.636

MaryJo, Multnomah County: although drivers

84

00:06:53.950 --> 00:06:57.579

MaryJo, Multnomah County: person driving on southeast, Foster near 1, 68, th

85

00:06:57.710 --> 00:07:01.799

MaryJo, Multnomah County: and another person driving northeast, sandy and 1 81.st

86

00:07:01.850 --> 00:07:22.560

MaryJo, Multnomah County: So we want to take a moment to recognize that each of these people were a member of our community. They had friends, families, neighbors, coworkers, who will be missing them, who love them and will be missing them. So we do want to take a moment to acknowledge these lost lives.

87

00:07:22.710 --> 00:07:29.169

MaryJo, Multnomah County: and recognize, as we move forward in our work towards making the roads in our area. Better.

88

00:07:41.260 --> 00:07:42.569

MaryJo, Multnomah County: thank you so much.

89

00:07:42.930 --> 00:07:49.570

MaryJo, Multnomah County: The next slides that I have were requested at an earlier.

90

00:07:49.640 --> 00:07:56.660

MaryJo, Multnomah County: a Mactuk meeting in the past, which was, which is this report that Metro pulled together.

91

00:07:56.750 --> 00:08:00.510

MaryJo, Multnomah County: comparing the fatalities of recent years.

92

00:08:00.600 --> 00:08:06.670

MaryJo, Multnomah County: So it's it gets really wonky, really fast into the data next slide, please.

93

00:08:07.990 --> 00:08:08.735

MaryJo, Multnomah County: So

94

00:08:10.080 --> 00:08:18.230

MaryJo, Multnomah County: this slide is the region. So the whole region, and it's the fatal traffic crashes

95

00:08:18.360 --> 00:08:22.729

MaryJo, Multnomah County: so you could have one crash with more than one death.

96

00:08:22.820 --> 00:08:32.689

MaryJo, Multnomah County: So this one are. Oh, wait the one that you guys are saying sorry the 1st one. Sorry about that. 1st one is the traffic death. So all of the deaths.

97

00:08:32.870 --> 00:08:37.340

MaryJo, Multnomah County: So you can see that the trend is going up.

98

00:08:37.789 --> 00:08:44.360

MaryJo, Multnomah County: The blue lines are the number of deaths and the orange

99

00:08:45.100 --> 00:08:49.440

MaryJo, Multnomah County: bar. The orange bars and numbers are the

100

00:08:49.740 --> 00:08:50.790

MaryJo, Multnomah County: clock out

101

00:08:50.930 --> 00:08:56.149

MaryJo, Multnomah County: average annual, based on 5 years. So that's what I meant by it gets really wonky, real fast.

102

00:08:56.220 --> 00:08:58.760

MaryJo, Multnomah County: So we can go into that more on another

103

00:08:58.790 --> 00:09:01.230

MaryJo, Multnomah County: presentation. But just

104

00:09:01.350 --> 00:09:10.620

MaryJo, Multnomah County: basically, you can see that the numbers are going up. So this is the total number of deaths in the region. The next slide

105

00:09:12.930 --> 00:09:13.930

MaryJo, Multnomah County: is

106

00:09:14.030 --> 00:09:18.039

MaryJo, Multnomah County: the number of crashes, so that number is going to be lower

107

00:09:18.110 --> 00:09:23.229

MaryJo, Multnomah County: than the number of deaths, because some crashes will have more than one fatality.

108

00:09:23.470 --> 00:09:26.409

MaryJo, Multnomah County: But nonetheless the trend is going up.

109

00:09:31.850 --> 00:09:34.229

MaryJo, Multnomah County: and this one is the trauma.

110

00:09:34.550 --> 00:09:40.370

MaryJo, Multnomah County: but that's in Multnomah County. So that's taking out Washington County and

111

00:09:44.010 --> 00:09:46.170

MaryJo, Multnomah County: Clackamas County out of the mix.

112

00:09:47.000 --> 00:09:50.960

MaryJo, Multnomah County: Does it still include Portland numbers as well.

113

00:09:51.330 --> 00:09:53.550

MaryJo, Multnomah County: and then some more like overlap.

114

00:09:54.260 --> 00:09:56.810

MaryJo, Multnomah County: Last slide is.

115

00:09:57.270 --> 00:09:57.890

Lori Stegmann, Multco Comm, She/Her/Hers: Mary! Jo! You're.

116

00:09:57.890 --> 00:09:59.260

MaryJo, Multnomah County: Summer. I'm fatal

117

00:10:00.090 --> 00:10:00.990

MaryJo, Multnomah County: ashes.

118

00:10:00.990 --> 00:10:02.149

Lori Stegmann, Multco Comm, She/Her/Hers: And you're

119

00:10:02.400 --> 00:10:06.670

Lori Stegmann, Multco Comm, She/Her/Hers: your video off. It's still a little garbly.

120

00:10:08.860 --> 00:10:09.620

MaryJo, Multnomah County: Bye-bye.

121

00:10:11.550 --> 00:10:14.750

MaryJo, Multnomah County: all right. I'm happy to do that. I apologize.

122

00:10:14.840 --> 00:10:23.710

MaryJo, Multnomah County: So this one is the fatal crashes in Multnomah County over the past years, so you can see that that is still moving up.

123

00:10:24.530 --> 00:10:29.520

MaryJo, Multnomah County: All right. I think that is the last slide of that presentation.

124

00:10:30.950 --> 00:10:32.380

MaryJo, Multnomah County: Thank you, Oscar.

125

00:10:33.110 --> 00:10:42.450

MaryJo, Multnomah County: So unfortunately, we see that we are still going up in the crashes over the years.

126

00:10:43.141 --> 00:10:51.450

MaryJo, Multnomah County: And the next presentation are is a general safety update which has some good news stuff in it.

127

00:10:53.110 --> 00:10:58.930

MaryJo, Multnomah County: So this is working on improvements and changes. Next slide

128

00:11:01.650 --> 00:11:07.930

MaryJo, Multnomah County: is improvements for activities and update for safer routes to school.

129

00:11:08.170 --> 00:11:21.149

MaryJo, Multnomah County: So in Gresham the traffic playground at Davis Park has been completed, and it's just cute as can be. So we're looking forward to being able to activate that in the future.

130

00:11:21.180 --> 00:11:33.590

MaryJo, Multnomah County: Additionally, Davis elementary School. The infrastructure improvements for that school have been completed, and it's exciting. This was a school infrastructure, Grant.

131

00:11:33.600 --> 00:12:00.029

MaryJo, Multnomah County: and includes a whole new sidewalk for a block along northeast cooch. This is serving a high number of families that live in low income apartments area, and they are too close to take the bus. So there's a sidewalk. There are new crossings at 190 second and 194, th with flashing beacons and a curb bump out right at the school there at 194.th

132

00:12:00.290 --> 00:12:08.909

MaryJo, Multnomah County: So the photo here on the right is one of our activities this summer of

133

00:12:09.260 --> 00:12:14.740

MaryJo, Multnomah County: oh, like rodeo at Rock, the block where we had scooters and bikes. And

134

00:12:14.920 --> 00:12:15.930

MaryJo, Multnomah County: Hello!

135

00:12:16.300 --> 00:12:29.559

MaryJo, Multnomah County: And another great thing is that the bike works by pair received an award from the Street Trust at their annual Alice Award. So safe rest of school in East Multnomah County is getting recognized

136

00:12:29.610 --> 00:12:30.880

MaryJo, Multnomah County: next slide.

137

00:12:31.755 --> 00:12:37.529

MaryJo, Multnomah County: Also. What we have completed is this company that was really hard to see on

138

00:12:37.580 --> 00:13:04.789

MaryJo, Multnomah County: a site. But we do have a website. It's on our website. So the practitioners in Gresham, Multnomah County and Portland all got to get together regularly to talk about Texas school and serving the community out there, and we wanted to show the actual infrastructure investments that have been made in the past 5 years and that are funded. And in the planning and design

139

00:13:04.790 --> 00:13:19.969

MaryJo, Multnomah County: it's going to be constructed phase. So this map has everything east of 120 second, because for the community that is not separate cities or separate roads all together for everyone out there.

140

00:13:20.100 --> 00:13:26.590

MaryJo, Multnomah County: So the turquoise squares are listed out for city of Portland improvements.

141

00:13:26.620 --> 00:13:29.330

MaryJo, Multnomah County: The red ones are for

142

00:13:29.520 --> 00:13:32.949

MaryJo, Multnomah County: Multnomah County and the Purple, our city of Gresham.

143

00:13:32.970 --> 00:13:42.710

MaryJo, Multnomah County: and then the the dot colors that are green are products that have completed in the past 5 years. And these are products that are relevant for our schools.

144

00:13:42.720 --> 00:13:49.949

MaryJo, Multnomah County: And then the yellow dots are projects and are being, like, I said, planned, designed.

145

00:13:50.000 --> 00:14:04.680

MaryJo, Multnomah County: needed to construct. And then the size of the dot indicates, like how much the project is going to cost or or did cost. So this is a great map, and I'll put the link in the chat once I'm finished chatting

146

00:14:04.820 --> 00:14:06.250

MaryJo, Multnomah County: next time.

147

00:14:09.150 --> 00:14:24.759

MaryJo, Multnomah County: Also, some other great news around the region is that Hillsborough City Council adopted their transportation, safety Action plan on October first, st so that

148

00:14:24.860 --> 00:14:31.979

MaryJo, Multnomah County: streets for all program that we've been working on. And then, similarly, a very recent project is

149

00:14:32.040 --> 00:14:35.550

MaryJo, Multnomah County: the city of Portland finished

150

00:14:35.600 --> 00:14:49.290

MaryJo, Multnomah County: a big project near Alder elementary, which is literally the the boundary between Kirsten and Portland. So it's got sidewalks and street trees and curb ramps and crosswalks. So some some great news. Thank you so much.

151

00:14:49.860 --> 00:14:57.780

MaryJo, Multnomah County: We're just continuing to move ahead with improving things for walking and biking out in East Multnomah County.

152

00:14:59.380 --> 00:15:00.979

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

153

00:15:01.380 --> 00:15:03.898

MaryJo, Multnomah County: My audio is better. Once I turned off my camera.

154

00:15:04.150 --> 00:15:12.120

Lori Stegmann, Multco Comm, She/Her/Hers: It was a little bit better. Yeah, I'm not sure. Maybe there's some kind of I'm not sure what's going on. But any questions. Comments

155

00:15:12.330 --> 00:15:13.450

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

156

00:15:16.300 --> 00:15:24.719

Lori Stegmann, Multco Comm, She/Her/Hers: I thought it was really exciting. Mary Jo, thank you for highlighting the city of Portland's. You said that city of Portland for 174, th

157

00:15:25.140 --> 00:15:25.890

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

158

00:15:26.170 --> 00:15:26.910

MaryJo, Multnomah County: Yes.

159

00:15:27.680 --> 00:15:30.530

Lori Stegmann, Multco Comm, She/Her/Hers: Okay, is that cause? That's interesting.

160

00:15:31.110 --> 00:15:36.559

Lori Stegmann, Multco Comm, She/Her/Hers: I thought that that would have been Gresham. But that's actually Portland.

161

00:15:38.320 --> 00:15:44.169

MaryJo, Multnomah County: It's right at the Division of Portland and Gresham. So the

162

00:15:44.570 --> 00:15:51.599

MaryJo, Multnomah County: my understanding is that the west side of the road belongs to Portland and the East Side belongs to Gresham

163

00:15:53.320 --> 00:15:56.461

MaryJo, Multnomah County: call. He can confirm or deny that.

164

00:15:57.635 --> 00:15:58.319

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

165

00:15:58.320 --> 00:16:23.199

Jay Higgins, Gresham Transportation: Yeah, yeah, it's most of it is Portland. We south of this is all south of Stark. So going south of Stark. So you know Port Gresham has this, that we stretch all the way to 1 60 second when you're when you're north of Stark and then a little bit of Centennial High School's field touches 1 74, th but otherwise it's all Portland, and we Gresham is on 1 75th place right next.

166

00:16:23.550 --> 00:16:39.029

Lori Stegmann, Multco Comm, She/Her/Hers: Well, that's really exciting. Any of you who have driven down that street know that those improvements are are sorely needed. So that's exciting to see, and always horrific to look at the list of fatalities. I mean, I just like.

167

00:16:39.720 --> 00:16:49.219

Lori Stegmann, Multco Comm, She/Her/Hers: can't help but think that these are all deaths that could have been prevented like these people did not have to die. And yet every single month.

168

00:16:49.390 --> 00:17:04.240

Lori Stegmann, Multco Comm, She/Her/Hers: and especially in the summer months, we we see these fatalities. So, Mary Jo. Thank you for always reminding us that these are real people, and our communities are deeply impacted by the loss of these folks. So

169

00:17:04.609 --> 00:17:18.540

Lori Stegmann, Multco Comm, She/Her/Hers: alright. Well, with that we do. Have some hope. We are going to have a presentation from Alta, from Mike Sellinger, maybe and his group. I don't know if there's more people presenting

170

00:17:18.720 --> 00:17:42.150

Lori Stegmann, Multco Comm, She/Her/Hers: around the Transportation Safety Action Plan, and I know that many of us are so excited to think about. You know what are the actual plans, strategies that we can implement as a body, as individual jurisdictions to make our community more safe. So we're going to hear about how we might do that. So, Mike, welcome.

171

00:17:42.330 --> 00:17:45.130

Mike Sellinger, Alta Planning: Hey? Thanks, Commissioner. Good afternoon, everybody.

172

00:17:45.638 --> 00:17:48.089

Mike Sellinger, Alta Planning: Let me share my screen here.

173

00:17:50.980 --> 00:17:53.649

Mike Sellinger, Alta Planning: Alright, can everyone see that? Okay.

174

00:17:53.780 --> 00:17:55.849

Mike Sellinger, Alta Planning: and is, can you hear me? Okay.

175

00:17:55.850 --> 00:17:56.620

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

176

00:17:56.920 --> 00:17:58.359

Mike Sellinger, Alta Planning: Okay. Great.

177

00:17:58.946 --> 00:18:14.680

Mike Sellinger, Alta Planning: Well, thanks for for having me here to talk about the East Multnomah County Transportation Safety Action Plan. It's been a few months since we've we've been here to talk about this plan. So I do wanted to just bring up the schedule and just orient you to the project a little bit.

178

00:18:15.150 --> 00:18:27.539

Mike Sellinger, Alta Planning: you know. We kicked things off back in the spring, and then have spent the summer up till this day working on what we're calling phase one listen and learn. So it's really been focused on

179

00:18:27.540 --> 00:18:54.090

Mike Sellinger, Alta Planning: community engagement listening to people in the community and their experiences with transportation, safety and other issues of getting around as well as analysis. We've been working on plan, review policy analysis and systemic safety analysis. So I do. I will be back next month as well to really dig into the safety analysis. We're just about done with the 1st draft of that. So really looking forward to sharing the results from the safety analysis next month.

180

00:18:54.170 --> 00:18:58.480

Mike Sellinger, Alta Planning: And this month we're really focused on the engagement and what we've heard so far.

181

00:18:58.530 --> 00:19:27.540

Mike Sellinger, Alta Planning: and we'll also have more to share with the engagement report. Coming out in a few weeks after this phase. We're going to take a little bit of time to regroup and digest and take everything that we've heard to really set up for a second phase of engagement and analysis, to build off of everything we've heard from the community and learned and really start to come up with those different recommendations and strategies and start to vet all those different ones and see what type of impacts. We'd expect them to have

182

00:19:27.907 --> 00:19:38.819

Mike Sellinger, Alta Planning: and then, moving into the summer, we would we would come up with that draft. The draft plan had have a few months for review and refinement moving towards a final plan one year from today.

183

00:19:43.390 --> 00:19:58.859

Mike Sellinger, Alta Planning: Alright. So wanted to give you a recap of all the engagement activities we have done here in this 1st phase. In terms of in person, we've had a number of community listening sessions. These were held in 5 different languages Spanish, Vietnamese, Chinese, Russian, Ukrainian, and English.

184

00:19:59.550 --> 00:20:17.620

Mike Sellinger, Alta Planning: and conducted by community engagement liaisons. So I'll talk a little bit more about what we heard in those sessions in just a minute. Some of the other engagement activities included equity priority cbo presentations to community based organizations. Those were also done by the community engagement liaisons.

185

00:20:17.940 --> 00:20:21.220

Mike Sellinger, Alta Planning: Currently, we're doing key partner listening sessions

186

00:20:21.370 --> 00:20:33.169

Mike Sellinger, Alta Planning: and interviews to really reach out to specific groups that we think have a lot to offer this plan and hearing and the community groups that they represent. So we're talking to people like

187

00:20:33.190 --> 00:20:38.200

Mike Sellinger, Alta Planning: Oregon walks and the Street Trust and other organizations like street roots.

188

00:20:38.780 --> 00:20:54.730

Mike Sellinger, Alta Planning: We also held in in-person events at a number of community events this summer you can see the list. There had some advanced Park Wood village night out Fairview on the Green Rockwood Rock, the block party and Troutdale 1st Friday.

189

00:20:55.750 --> 00:21:01.369

Mike Sellinger, Alta Planning: And here's a photo from the Multnomah County table at at one of the events.

190

00:21:03.980 --> 00:21:09.342

Mike Sellinger, Alta Planning: and just to to touch a little bit more on the community listening sessions.

191

00:21:09.840 --> 00:21:32.850

Mike Sellinger, Alta Planning: had really great engagement in all. 5 of these, as I mentioned, held in 5 different languages, and we'll be sharing the the full report that community engagement liaisons put together in just a few weeks. So so look out for that. But some of the the key findings we took from these focus groups was really strong support for safe routes to school. We heard that kind of across the board in all of these focus groups.

192

00:21:33.170 --> 00:21:40.719

Mike Sellinger, Alta Planning: And another issue that really came to the forefront was better street lighting and a desire to have increased street lighting, especially on arterials.

193

00:21:42.360 --> 00:21:53.199

Mike Sellinger, Alta Planning: another big theme was just the desire for better connections. Between neighborhoods. Many people felt they could get around okay within their own neighborhood, but really struggled getting to other neighborhoods

194

00:21:53.891 --> 00:22:02.059

Mike Sellinger, Alta Planning: and really support for more traffic, calming and and slowing some of the speeds that people were experiencing. Especially while walking.

195

00:22:02.426 --> 00:22:06.719

Mike Sellinger, Alta Planning: You'll see there, there's a big desire for more sidewalks we heard throughout these.

196

00:22:07.037 --> 00:22:10.902

Mike Sellinger, Alta Planning: And just put up a a quote there from one of our participants,

197

00:22:11.300 --> 00:22:23.740

Mike Sellinger, Alta Planning: who really, you know, does not feel safe. Walking on streets without sidewalks, especially when it starts to get dark earlier as we're as we are, it is already here, and and much more of a daylight savings. In a few weeks.

198

00:22:24.990 --> 00:22:40.379

Mike Sellinger, Alta Planning: We also had a big online engagement effort with an online survey and interactive map promoted through. So things like social media as well as lawn signs and and press releases and and help from many of our partners here on the call.

199

00:22:40.550 --> 00:22:55.200

Mike Sellinger, Alta Planning: and I was really impressed by just the the level of engagement we got throughout through the online pieces. Both, we had an interactive map as well as a survey which I'll touch on in a second. On the map. We had over 300 participants

200

00:22:55.200 --> 00:23:12.219

Mike Sellinger, Alta Planning: and 278 specific suggestions. And these suggestions could include for things like places where people wanted to see sidewalks, locations where there was like traffic calming, or better, pedestrian or bike infrastructure and locations with poor transit access.

201

00:23:12.525 --> 00:23:32.700

Mike Sellinger, Alta Planning: And so we've just we're just now sifting through all this feedback. Really a lot of engagement, not just with people identifying locations, but then commenting on other people's ideas. And so there's really a lot to sort through here a lot of great ideas. And this will really help us understand which strategies have community support as we start to move forward.

202

00:23:33.032 --> 00:23:40.670

Mike Sellinger, Alta Planning: So look out for more information again when we share the the full report on what we've learned from all of the the map comments and engagement

203

00:23:41.520 --> 00:24:01.180

Mike Sellinger, Alta Planning: moving over to the online survey, which was also given in at the in-person events and entered in amazing response. Here, I think you know. Nearly a thousand people took this survey, really showing that there's just a lot of engagement around this topic, and a lot of people really hoping for safety improvements

204

00:24:01.180 --> 00:24:18.949

Mike Sellinger, Alta Planning: in East County. So this slide is just showing you that distribution of responses. So I think we got a really good good number of responses from around the community, from diverse groups, you can see really. Well, there were some responses all over the county really focused in on East County.

205

00:24:19.730 --> 00:24:21.969

Mike Sellinger, Alta Planning: and and a good mix of respondents.

206

00:24:22.260 --> 00:24:41.948

Mike Sellinger, Alta Planning: Some of the highlights, I think, from what we heard on this survey, was, first, st that people just don't feel very comfortable. Getting around. So we asked, looking at different modes. Here you can see walking or rolling. You know, we had 20% at very comfortable, and another quarter of respondents.

207

00:24:42.490 --> 00:24:44.383

Mike Sellinger, Alta Planning: uncomfortable. So

208

00:24:45.880 --> 00:25:04.650

Mike Sellinger, Alta Planning: And that was walking on the biking side, you know, just about 50% of people uncomfortable or very uncomfortable and even driving. We had nearly a 3rd of people saying they don't feel comfortable driving around. So I think, just really showing there's there's a lot of work to do in order for people to feel safe getting around the community

209

00:25:05.520 --> 00:25:24.410

Mike Sellinger, Alta Planning: and digging into why people didn't feel safe. Some of those concerns we we had a couple of different questions trying to get at some of the different infrastructure issues versus some of the more behavior issues. And so this slide is showing those top responses on the left. More, that infrastructure side. What were people's top safety concerns

210

00:25:24.490 --> 00:25:46.959

Mike Sellinger, Alta Planning: and poorly maintained road sidewalks, pathways, or bike lanes rose to the top with missing sidewalks or broken sidewalks right behind that and another high one, difficult intersections or crossing so really highlighting that people are having difficulty or not feeling safe, walking along roadways as well as crossing roadways.

211

00:25:48.070 --> 00:25:49.350

Mike Sellinger, Alta Planning: In that question.

212

00:25:49.390 --> 00:26:03.069

Mike Sellinger, Alta Planning: in terms of behavior concerns there were a number cited. These are these were the top 6. I'm showing here with distracted driving people ignoring traffic laws and people driving too fast for the top 3 there.

213

00:26:05.640 --> 00:26:24.440

Mike Sellinger, Alta Planning: We also turning one of the other. Some of the other questions we asked. People were to gauge support for different types of strategies or improvements that we could recommend with this plan and start to just kind of gauge interest. And what we found was really broader, broad support for a number of different types of safety improvements.

214

00:26:24.833 --> 00:26:31.910

Mike Sellinger, Alta Planning: So the so this one asking people if they support things such as lighting street trees, sidewalks, and bikeways, the one on the left.

215

00:26:32.350 --> 00:26:36.669

Mike Sellinger, Alta Planning: You know, really strong support there with nearly 80% of people.

216

00:26:37.240 --> 00:26:39.800

Mike Sellinger, Alta Planning: over 80% of people supporting those.

217

00:26:40.354 --> 00:26:51.369

Mike Sellinger, Alta Planning: The one in the middle was was actually the most surprising to me in that we found 62% of people even supported shifting space from travel lanes or on street parking to make

218

00:26:51.390 --> 00:27:07.209

Mike Sellinger, Alta Planning: streets safer. So this is a question I've seen asked in other cities that often has very little or no support, and here we had well over half people supporting, shifting some of that space in roadways. To make streets safer. Safer.

219

00:27:07.590 --> 00:27:24.259

Mike Sellinger, Alta Planning: On the right was a question about funding for things like safe routes to school, just overwhelming support there, with, you know, over 80% of of people again supporting safe routes to school, so that really matched up with what we were hearing in our smaller focus groups as well.

220

00:27:25.410 --> 00:27:36.609

Mike Sellinger, Alta Planning: Some of the other questions we asked about if people supported, we're reducing speed limits or otherwise slowing down traffic again. Over half of people. Nearly 2 thirds supported

221

00:27:36.810 --> 00:27:51.859

Mike Sellinger, Alta Planning: that question of slowing down speeds, and then really great support for making walking safer with most people strongly or strongly agreeing or agreeing with with that question, and similar for biking as well.

222

00:27:53.542 --> 00:28:00.970

Mike Sellinger, Alta Planning: Yeah, maybe I'll just pause there any questions on, on some of the survey results, or or thoughts on on what you're seeing.

223

00:28:03.520 --> 00:28:08.179

Lori Stegmann, Multco Comm, She/Her/Hers: I can't see anybody's hands, so just go ahead and speak up. If you have a question, comment.

224

00:28:11.690 --> 00:28:13.610

Lori Stegmann, Multco Comm, She/Her/Hers: Mike. I had a question.

225

00:28:13.880 --> 00:28:20.530

Lori Stegmann, Multco Comm, She/Her/Hers: Are you looking at people's like demographics, like, as far as like income levels.

226

00:28:22.070 --> 00:28:27.169

Mike Sellinger, Alta Planning: Yeah, yeah. Good. Good question. So let me just go back to

227

00:28:27.732 --> 00:28:30.339

Mike Sellinger, Alta Planning: let's see, do we have it here?

228

00:28:30.500 --> 00:28:37.414

Mike Sellinger, Alta Planning: We don't have it on this one. I'm pretty sure we do have a question on income levels. I'll have to just double check that.

229

00:28:37.740 --> 00:28:39.270

Mike Sellinger, Alta Planning: okay, yeah.

230

00:28:39.270 --> 00:28:46.979

Lori Stegmann, Multco Comm, She/Her/Hers: I was just wondering what your findings were. I mean, because obviously I you know, I could be wrong, but I think that wealthier people

231

00:28:47.090 --> 00:28:48.679

Lori Stegmann, Multco Comm, She/Her/Hers: probably are not.

232

00:28:48.830 --> 00:29:06.579

Lori Stegmann, Multco Comm, She/Her/Hers: you know, pedestrians as frequently and so you know, it depends on the audience of who you're talking to. So I'm just. If you have a general statement. Was this like abroad that included everybody? Or or was it more lower income folks.

233

00:29:07.290 --> 00:29:26.499

Mike Sellinger, Alta Planning: Yeah, that's a that's a really good question. And so you know what all the things we've shown up here just including all of the everyone who took the survey part of this report. We're working on, and we'll have out in a in a couple of weeks. We'll be digging into some of those differences of you know, what do? What, what are we seeing in terms of different

234

00:29:26.610 --> 00:29:33.800

Mike Sellinger, Alta Planning: parts of the county or different income levels, which I'm I'm pretty sure we have that but things like different ages

235

00:29:34.136 --> 00:29:41.870

Mike Sellinger, Alta Planning: or diff all those different demographics. So we'll definitely be looking to find any kind of key differences between demographic groups when we're looking at it.

236

00:29:42.780 --> 00:29:43.950

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

237

00:29:46.540 --> 00:29:50.130

Lori Stegmann, Multco Comm, She/Her/Hers: All right. I'm not hearing anyone else. If you want to continue, that's great.

238

00:29:50.450 --> 00:30:11.469

Mike Sellinger, Alta Planning: Okay, great. Thank you. So the last, the other piece I want to talk to today is about goal setting and so this, no action is needed today. But I really just want to start the discussion around goal setting. This is a critical part of of safe streets for all. And this transportation, safety action, we need to come up with a commitment from local leaders.

239

00:30:11.950 --> 00:30:26.609

Mike Sellinger, Alta Planning: and we're looking to do that. As we move into Phase 2 next spring. So we have some time to figure this out. But I really just want to get it. Start to hear some initial thoughts and get it on everybody's agenda for something that we do need to figure out.

240

00:30:27.151 --> 00:30:37.629

Mike Sellinger, Alta Planning: So there's a couple of different ways to go about this goal setting, it needs to include a goal and a timeline for eliminating roadway fatalities and serious injuries.

241

00:30:37.740 --> 00:30:47.390

Mike Sellinger, Alta Planning: The most common way this is done is by setting a target for vision 0. As you heard Mary Jo talk about. That is something that Hillsboro just adopted.

242

00:30:47.530 --> 00:31:11.229

Mike Sellinger, Alta Planning: And we see many communities going after this doing this type of work, setting a vision 0 goal as well. There's also another approach where you can set an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date. So that could be something like a reduction of 60% of serious injuries and roadway fatalities by 2040 or something along those lines.

243

00:31:11.634 --> 00:31:33.980

Mike Sellinger, Alta Planning: We had. We started this discussion at tack a few weeks ago. And lake from Metro mentioned that she could pull together what everyone has done in the region. So we do want to start giving you some examples of what's been going on, what that looks like if and and show you some examples both within the region and from outside the region as well. To help with this conversation.

244

00:31:34.100 --> 00:31:44.720

Mike Sellinger, Alta Planning: So yeah, maybe I'll I'll pause there and just see, do people have initial thoughts on this goal setting? On which approach they'd like to take, or or really just any thoughts around goal setting.

245

00:31:50.380 --> 00:31:51.870

Lori Stegmann, Multco Comm, She/Her/Hers: Maybe if we could

246

00:31:51.950 --> 00:31:54.469

Lori Stegmann, Multco Comm, She/Her/Hers: take down the slide because I can't see anybody.

247

00:31:54.470 --> 00:31:55.180

Mike Sellinger, Alta Planning: Yeah.

248

00:31:55.180 --> 00:31:56.020

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

249

00:31:56.260 --> 00:32:02.869

Lori Stegmann, Multco Comm, She/Her/Hers: Thank you. Now I can see folks questions, comments about the goal setting.

250

00:32:07.840 --> 00:32:20.929

Lori Stegmann, Multco Comm, She/Her/Hers: Well, while while we're waiting, I guess my comment would be. Yes, to both of them is, certainly a percentage and with the ultimate goal goal of getting

251

00:32:20.980 --> 00:32:25.139

Lori Stegmann, Multco Comm, She/Her/Hers: to 0. And I think also, what's really been highlighted

252

00:32:25.320 --> 00:32:42.699

Lori Stegmann, Multco Comm, She/Her/Hers: in your slides, is there? I mean, obviously, I think there's a sense of urgency in transportation groups, and I think all of you who are in that sector, but it doesn't seem to me like this is a high priority outside of

253

00:32:42.940 --> 00:32:44.850

Lori Stegmann, Multco Comm, She/Her/Hers: transportation meetings.

254

00:32:45.470 --> 00:32:49.059

Lori Stegmann, Multco Comm, She/Her/Hers: No, I mean, we have a lot of societal issues.

255

00:32:49.080 --> 00:32:55.560

Lori Stegmann, Multco Comm, She/Her/Hers: as you all know. But I don't know. I just think that you know this kind of gets lost

256

00:32:55.920 --> 00:33:22.419

Lori Stegmann, Multco Comm, She/Her/Hers: in all of the other challenges that we're having. And so I think you know that we have to. We have to elevate this conversation. And so that's great to see Hillsborough with their new policy, and I do think you're right about elevating it to our electeds. You know, I think, about my board of County Commissioners. Commissioner Brim Edwards represents District 3, which is southeast Portland.

257

00:33:22.450 --> 00:33:33.800

Lori Stegmann, Multco Comm, She/Her/Hers: where a lot of these fatality fatalities happen, as well as in more Eastern Multnomah County. But I do think that there needs to be a broader push

258

00:33:33.870 --> 00:33:37.939

Lori Stegmann, Multco Comm, She/Her/Hers: to and with our electeds about

259

00:33:38.040 --> 00:33:55.529

Lori Stegmann, Multco Comm, She/Her/Hers: the urgency of this. And you know, while Portland's done a good job around, you know, the vision 0 like we didn't ever have anything like that out here in East Multnomah County. So you know, thank you to the team for for getting this grant, and for you know, getting this this contract. But

260

00:33:55.600 --> 00:34:03.539

Lori Stegmann, Multco Comm, She/Her/Hers: it just kind of you know we I just don't think that this has been elevated to the level that it could be, and should be

261

00:34:05.460 --> 00:34:07.800

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

262

00:34:07.800 --> 00:34:13.200

Mark Clark: 2 of you. Are you on twice.

263

00:34:15.130 --> 00:34:15.800

Lori Stegmann, Multco Comm, She/Her/Hers: All right.

264

00:34:16.190 --> 00:34:30.430

Mark Clark: I need to figure out how we can get rid of the second one.

265

00:34:35.110 --> 00:34:38.499

Lori Stegmann, Multco Comm, She/Her/Hers: Okay, I think if you I think you're just on mute now.

266

00:34:41.270 --> 00:34:44.239

Lori Stegmann, Multco Comm, She/Her/Hers: Oh, unfortunately, I cannot hear you.

267

00:34:50.949 --> 00:35:04.079

Mike Sellinger, Alta Planning: And maybe one other thing I just wanted to say while we wait for Councillor Clark is beyond just your thoughts on the goals. We also love your thoughts on the the process that this group can play in it.

268

00:35:04.079 --> 00:35:21.109

Mike Sellinger, Alta Planning: We started again, talking at tack a couple weeks ago, and there were some ideas of having this body make a recommendation for all East County, and then having members bring it back to their jurisdictions, council or board. So that's something else we'd like to get thoughts on as well today.

269

00:35:23.890 --> 00:35:30.035

Lori Stegmann, Multco Comm, She/Her/Hers: I think that's a great idea is like this group, I think historically, has been more

270

00:35:30.998 --> 00:35:49.409

Lori Stegmann, Multco Comm, She/Her/Hers: kind of a receiving body of information as opposed to carrying a message or I think we've gotten better at advocating, but I do think that this group could actually take it a step farther. I think that's that's a great idea.

271

00:35:49.470 --> 00:36:02.600

Lori Stegmann, Multco Comm, She/Her/Hers: Mike, about sending representatives to different bodies to represent a mucktuck. And and you know our Transportation Safety action plan so

272

00:36:02.910 --> 00:36:17.030

Lori Stegmann, Multco Comm, She/Her/Hers: I I won't. Unfortunately, I I won't be here because I will be turning out at the end of the year. But I, you know I I'd love to know what what the group, if if you all would like to have a a more visible

273

00:36:17.110 --> 00:36:18.270

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

274

00:36:18.780 --> 00:36:20.810

Lori Stegmann, Multco Comm, She/Her/Hers: in the safety action plan.

275

00:36:33.990 --> 00:36:34.780

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

276

00:36:35.250 --> 00:36:40.220

Tom Bouillion, Port of Portland: Yeah, I had a question. It's maybe more of kind of a niche issue.
But

277

00:36:40.460 --> 00:36:43.065

Tom Bouillion, Port of Portland: I was kind of curious about

278

00:36:43.720 --> 00:36:44.959

Tom Bouillion, Port of Portland: you know sort of

279

00:36:45.010 --> 00:36:49.235

Tom Bouillion, Port of Portland: what is the, I guess current best practices tell us about

280

00:36:50.240 --> 00:36:57.780

Tom Bouillion, Port of Portland: you know, like micro mobility devices, slime scooters and e-bikes. And and how do we, you know, think about

281

00:36:58.230 --> 00:36:59.770

Tom Bouillion, Port of Portland: design of

282

00:37:01.390 --> 00:37:08.990

Tom Bouillion, Port of Portland: either redesign of of you know, public right of way or off street facilities. That sort of thing is there? Are there

283

00:37:09.600 --> 00:37:15.650

Tom Bouillion, Port of Portland: different? Things we should be thinking about for those type of devices.

284

00:37:20.900 --> 00:37:32.576

Mike Sellinger, Alta Planning: Yeah, I would say, absolutely and there's there's been a lot of work, I think, on best practices for how to design streets for micro mobility and other devices like that.

285

00:37:33.190 --> 00:37:41.667

Mike Sellinger, Alta Planning: And you know, in terms of what I've been seeing, I'm sure others here might have some thoughts as well. But Nacdo, the the North American

286

00:37:42.640 --> 00:37:43.950

Mike Sellinger, Alta Planning: transportation

287

00:37:44.409 --> 00:37:57.260

Mike Sellinger, Alta Planning: officials organization put out a white paper a little bit ago on how to design streets for small things with wheels which really covers some of those best practices, and that's going into

288

00:37:57.615 --> 00:38:04.449

Mike Sellinger, Alta Planning: a new urban bikeway design guide, which will be coming out in just a few months here that will have a lot more of best practices around street design.

289

00:38:04.923 --> 00:38:12.820

Mike Sellinger, Alta Planning: So that's that's just one resource that that comes to mind, of of helping people think through. How some of those street designs can change.

290

00:38:18.140 --> 00:38:19.750

Lori Stegmann, Multco Comm, She/Her/Hers: Alright. Other

291

00:38:20.170 --> 00:38:22.130

Lori Stegmann, Multco Comm, She/Her/Hers: questions, comments

292

00:38:30.670 --> 00:38:37.510

Lori Stegmann, Multco Comm, She/Her/Hers: alright. Well, I'm not seeing anything else. Was was that your oh, go ahead, Jessica, are you raising your hand.

293

00:38:37.885 --> 00:38:54.799

Jessica Berry, Multnomah County (she/her): It wasn't, but I was actually like debating in my head whether or not to say something. So now that you've noticed, I will. I was just thinking back to when we updated the bylaws for a mock tech in, I think, 2020,

294

00:38:54.950 --> 00:39:06.370

Jessica Berry, Multnomah County (she/her): one, or 22. And this committee made safety and equity your highest priority. So I really see this work that the

295

00:39:06.540 --> 00:39:14.240

Jessica Berry, Multnomah County (she/her): the Safety Action Plan is, I see that as being an important body of work for this committee, based on your

296

00:39:14.310 --> 00:39:38.460

Jessica Berry, Multnomah County (she/her): attention to an interest in safety on the roads in East Multnomah County. So I think it's really great that Allison and the team are bringing this topic to a mock talk for you to listen to and learn about and discuss, and hopefully you will be taking these back to your councils, because that is a priority for this committee. So I really appreciate the work that you're doing. Thanks.

297

00:39:40.130 --> 00:40:07.330

Lori Stegmann, Multco Comm, She/Her/Hers: Thank you for sharing Jessica. I think that that's a really valid point that. The the new leadership that that you will be receiving in in January. This might be a good time for you all to you know. Re maybe edit our our charter, and you know it keeps morphing into, you know, because, like, when I 1st started in a mucktech really didn't have as much

298

00:40:07.510 --> 00:40:09.669

Lori Stegmann, Multco Comm, She/Her/Hers: authority, I think.

299

00:40:10.161 --> 00:40:22.090

Lori Stegmann, Multco Comm, She/Her/Hers: You know something about. You know power is is taken, not given. And I I think that that we we, if we chose to to

300

00:40:22.100 --> 00:40:38.860

Lori Stegmann, Multco Comm, She/Her/Hers: take that power to get our message out. I think that we could be really an effective body if that is the direction the group would like to go. So that would be something. I know that Staff would probably be happy to work with you all on.

301

00:40:41.670 --> 00:40:48.990

Lori Stegmann, Multco Comm, She/Her/Hers: All right. Mayor Clark or Mayor Clark. I'm sorry, Councilor Clark, I give you a promotion, any luck.

302

00:40:53.840 --> 00:40:55.309

Lori Stegmann, Multco Comm, She/Her/Hers: I don't see him

303

00:40:58.910 --> 00:41:00.090

Lori Stegmann, Multco Comm, She/Her/Hers: all right.

304

00:41:00.740 --> 00:41:04.109

Lori Stegmann, Multco Comm, She/Her/Hers: Was that the conclusion, Mike, of your presentation.

305

00:41:04.110 --> 00:41:20.459

Mike Sellinger, Alta Planning: Yeah, that's the conclusion that just add again that you know, we'll be back to really dig into the results of the safety analysis next month, and welcome any feedback or thoughts offline, you know, feel free to send my way, or to Mary Jo or Allison with Multnomah County. If you have any additional comments.

306

00:41:20.670 --> 00:41:39.549

Lori Stegmann, Multco Comm, She/Her/Hers: Great. Thank you so much. It is really exciting to see, like you, you kind of highlighted, that in some other geographic areas that you work in that. There's not the level of support for more pedestrian bicyclists and things like that. So you know, while we have this like qualitative data.

307

00:41:40.386 --> 00:42:00.859

Lori Stegmann, Multco Comm, She/Her/Hers: anecdotal having. You know, the quantitative data is what actually moves the policy and the money and everything like that. So I appreciate you doing, you know, really an amazing job of outreach. And again, I mean, I just think that east multnomous county residents. Honestly.

308

00:42:00.860 --> 00:42:10.420

Lori Stegmann, Multco Comm, She/Her/Hers: I'm not sure we've ever been asked those questions. And so just the mere fact that somebody's saying, Hey, do you feel safe walking down the street or bicycling?

309

00:42:10.420 --> 00:42:21.349

Lori Stegmann, Multco Comm, She/Her/Hers: I think that you know, especially in a time where government always isn't trusted, that really, you know, our purpose is to make our communities

310

00:42:21.520 --> 00:42:22.840

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

311

00:42:22.910 --> 00:42:37.049

Lori Stegmann, Multco Comm, She/Her/Hers: more resilient, and processes like this, I think, help create more trust. So while we want to protect people, we can also build trust with our community. So you know, it's more than just

312

00:42:37.120 --> 00:42:40.670

Lori Stegmann, Multco Comm, She/Her/Hers: a transportation project. So thank you so much, Mike.

313

00:42:41.320 --> 00:42:42.040

Mike Sellinger, Alta Planning: Thank you.

314

00:42:43.000 --> 00:42:53.329

Lori Stegmann, Multco Comm, She/Her/Hers: All right next up. Let's see where we are. We have Tom Powers and Jessica to give us legislative priorities. An Update.

315

00:42:54.430 --> 00:42:56.970

Lori Stegmann, Multco Comm, She/Her/Hers: I'll turn it over to Tom and Jessica.

316

00:42:59.065 --> 00:43:04.560

Jessica Berry, Multnomah County (she/her): I'm gonna share my screen because I put together a presentation. But Tom is gonna kick us off.

317

00:43:05.980 --> 00:43:15.170

Tom Powers (he, him) - MultCo: All right. Thanks, Jessica, thanks, chair Stegman, and all of emucktuck. At the last mucktuck meeting. I think there was a request to have the

318

00:43:15.600 --> 00:43:24.300

Tom Powers (he, him) - MultCo: principles and the priorities that are coming before Jpac this week have them be reviewed by a muktuk

319

00:43:24.350 --> 00:43:25.530

Tom Powers (he, him) - MultCo: before

320

00:43:26.090 --> 00:43:29.820

Tom Powers (he, him) - MultCo: Jpact does a final adoption of these

321

00:43:30.240 --> 00:43:37.720

Tom Powers (he, him) - MultCo: on their Thursday meeting, so not to steal the metro update that I know is coming later. But Jpac. Is meeting this

322

00:43:38.220 --> 00:43:48.910

Tom Powers (he, him) - MultCo: Thursday morning, October 17, th and this is one of the agenda items, the jpaced legislative priorities on transportation for the forthcoming legislative session.

323

00:43:49.270 --> 00:43:50.210

Tom Powers (he, him) - MultCo: So

324

00:43:50.540 --> 00:43:53.497

Tom Powers (he, him) - MultCo: Jessica has put together a Powerpoint and

325

00:43:54.060 --> 00:43:56.150

Tom Powers (he, him) - MultCo: let me know when you want to take it over, Jessica.

326

00:43:57.050 --> 00:43:58.170

Jessica Berry, Multnomah County (she/her): Well, I forgot

327

00:43:58.240 --> 00:44:03.769

Jessica Berry, Multnomah County (she/her): how to make it look like a presentation, because it's been so long since I've given one.

328

00:44:05.020 --> 00:44:06.669

Jessica Berry, Multnomah County (she/her): Can you see my screen.

329

00:44:06.670 --> 00:44:10.108

Sarah Paulus, Multnomah County (she/her): I think if you hit view, you can do

330

00:44:10.550 --> 00:44:13.160

Sarah Paulus, Multnomah County (she/her): like in that same toolbar you're in right now.

331

00:44:13.650 --> 00:44:15.859

Sarah Paulus, Multnomah County (she/her): Yeah. View on the

332

00:44:17.220 --> 00:44:18.990

Sarah Paulus, Multnomah County (she/her): over a couple.

333

00:44:18.990 --> 00:44:20.623

Jessica Berry, Multnomah County (she/her): No. Yeah.

334

00:44:21.810 --> 00:44:23.289

Sarah Paulus, Multnomah County (she/her): See if that works.

335

00:44:24.400 --> 00:44:24.779

Sarah Paulus, Multnomah County (she/her): There you go.

336

00:44:24.780 --> 00:44:25.870

Jessica Berry, Multnomah County (she/her): Thank you.

337

00:44:26.776 --> 00:44:27.750

Jessica Berry, Multnomah County (she/her): All right.

338

00:44:28.020 --> 00:44:36.990

Jessica Berry, Multnomah County (she/her): So so thanks, Tom. And I think what we'll do is start with the Jpac priorities, and you were going to talk a little bit about that, right?

339

00:44:38.070 --> 00:44:39.940

Jessica Berry, Multnomah County (she/her): So I put them on the slides.

340

00:44:39.940 --> 00:44:50.920

Tom Powers (he, him) - MultCo: Perfect. Yeah. So Jpac priorities, and then I'll hand it back over to you to talk about some of the Multnomah County specific needs that the county has identified.

341

00:44:51.550 --> 00:45:03.510

Tom Powers (he, him) - MultCo: But yeah, just to reiterate on Jpac priorities. This is something that in Muktuk has previously discussed at a higher level. But now the vote is coming up on Thursday there are 6

342

00:45:03.760 --> 00:45:06.950

Tom Powers (he, him) - MultCo: priorities that Jpaced is considering.

343

00:45:07.411 --> 00:45:14.460

Tom Powers (he, him) - MultCo: For this next State legislative session, when we all expect and really are going to be demanding a state.

344

00:45:14.480 --> 00:45:17.090

Tom Powers (he, him) - MultCo: Wide transportation funding package.

345

00:45:17.130 --> 00:45:21.969

Tom Powers (he, him) - MultCo: so that requires presumably revenue increases to have more money in the system.

346

00:45:22.170 --> 00:45:27.559

Tom Powers (he, him) - MultCo: But what does it mean beyond that? So we're looking at number one short term funding solutions.

347

00:45:27.960 --> 00:45:30.370

Tom Powers (he, him) - MultCo: There's, you know, funding gaps across

348

00:45:30.520 --> 00:45:47.920

Tom Powers (he, him) - MultCo: agencies. Odot has done a lot of work to message their needs and the shortfall of the current revenue system for Odot. But that exists for local agencies just as much, if not more. So. That's the short term. Short term funding solutions, as well as any

349

00:45:48.180 --> 00:46:02.629

Tom Powers (he, him) - MultCo: increases in revenues to the highway fund should remain distributed. Of the 50, 30, 20 distribution formula to counties and cities to ensure that local agencies have

350

00:46:02.780 --> 00:46:04.839

Tom Powers (he, him) - MultCo: those reliable funding streams.

351

00:46:04.970 --> 00:46:12.019

Tom Powers (he, him) - MultCo: Meanwhile we know the fuels tax as currently composed is not sustainable because of its reliance on

352

00:46:12.040 --> 00:46:15.129

Tom Powers (he, him) - MultCo: gasoline and the taxes on gasoline

353

00:46:15.170 --> 00:46:34.110

Tom Powers (he, him) - MultCo: that, you know is going to be proving to be a big gap in the future. So, looking for long-term sustainable funding sources. And this does not mention a particular funding source. It is agnostic, but it does say that we do need at least one, if not multiple. Long-term, sustainable revenue solutions

354

00:46:34.110 --> 00:46:46.470

Tom Powers (he, him) - MultCo: and things that have been mentioned have been the road user charge. But there are other ideas out there, too, like indexing fuels, taxes, or other things to inflation, to make sure that funding in the future is sustainable.

355

00:46:47.540 --> 00:46:53.009

Tom Powers (he, him) - MultCo: And then, 3, rd to finish what we started. This is a reference to

356

00:46:53.430 --> 00:46:58.949

Tom Powers (he, him) - MultCo: the previous transportation funding package, which was passed in the year 2017,

357

00:46:59.090 --> 00:47:07.289

Tom Powers (he, him) - MultCo: and it was conveniently titled House Bill 2017, and it's referring to the so-called Mega projects of the Rose Quarter

358

00:47:07.550 --> 00:47:10.610

Tom Powers (he, him) - MultCo: Highway, 2 17, in Washington County.

359

00:47:10.650 --> 00:47:13.850

Tom Powers (he, him) - MultCo: and then the Abernathy Bridge in Clackamas County.

360

00:47:14.420 --> 00:47:16.510

Tom Powers (he, him) - MultCo: next slide, please. Jessica.

361

00:47:17.060 --> 00:47:18.440

Tom Powers (he, him) - MultCo: 4th priority.

362

00:47:18.810 --> 00:47:31.050

Tom Powers (he, him) - MultCo: This one is the one that's changed the most in terms of the scope of it. So it is now safe urban arterials and streets. So it's more broad, but it is a safety specific priority.

363

00:47:31.140 --> 00:47:33.909

Tom Powers (he, him) - MultCo: and as Chair Stegman mentioned, it

364

00:47:33.980 --> 00:47:38.409

Tom Powers (he, him) - MultCo: aligns with the Muktuk's prioritization of safety pretty well.

365

00:47:38.995 --> 00:47:45.970

Tom Powers (he, him) - MultCo: Talking about investing in state programs that will reduce fatal and serious injuries on roadways.

366

00:47:45.990 --> 00:47:48.209

Tom Powers (he, him) - MultCo: not just for drivers, but for

367

00:47:48.670 --> 00:47:51.100

Tom Powers (he, him) - MultCo: people using the road who are not in cars.

368

00:47:51.510 --> 00:47:53.550

Tom Powers (he, him) - MultCo: 5, th priority is transit.

369

00:47:53.780 --> 00:48:00.941

Tom Powers (he, him) - MultCo: This is a whole conversation. That will be going on in a work group that's leading up to the

370

00:48:01.950 --> 00:48:12.070

Tom Powers (he, him) - MultCo: 2025 session. There was a whole work group related just to public and active transit, which is great. So Jpact is

371

00:48:12.300 --> 00:48:18.869

Tom Powers (he, him) - MultCo: hoping to adopt a priority, saying, You know, invest in transit make it more available and accessible

372

00:48:19.430 --> 00:48:22.419

Tom Powers (he, him) - MultCo: resiliency. This is a

373

00:48:22.760 --> 00:48:34.550

Tom Powers (he, him) - MultCo: Multnomah county priority that is, aligning very well with the Jpac priorities. So in ensuring that our transportation infrastructure can be resilient, considering increasing

374

00:48:34.890 --> 00:48:44.089

Tom Powers (he, him) - MultCo: impacts of climate change and the known seismic events that are coming. This is the Cascadia subduction zone.

375

00:48:44.590 --> 00:48:54.839

Tom Powers (he, him) - MultCo: So those are the 6 priorities. The document also contains a lengthy preamble talking about, you know the process, the values, and then the the

376

00:48:55.380 --> 00:49:03.919

Tom Powers (he, him) - MultCo: setting, the stage for these 6 priorities that we hope the 2025 legislative session will address with their funding package.

377

00:49:05.220 --> 00:49:06.970

Tom Powers (he, him) - MultCo: I think I'll throw it back to Jessica.

378

00:49:08.640 --> 00:49:16.920

Jessica Berry, Multnomah County (she/her): Thanks, Tom. I'm gonna briefly talk about what's been going on kind of at the state level, and then I'll talk about the county needs studies

379

00:49:16.970 --> 00:49:23.249

Jessica Berry, Multnomah County (she/her): both ours, and the one that was done was conducted by the Oregon Association of County Engineers and Surveyors.

380

00:49:23.660 --> 00:49:45.079

Jessica Berry, Multnomah County (she/her): So you may recall that over the last several months the joint Committee on Transportation has been doing a statewide listening tour. Their 1st tour was in Multnomah County, and they traveled around the Portland Metro area. They started at our Multnomah County Bridge shop, which was exciting

381

00:49:46.280 --> 00:49:52.702

Jessica Berry, Multnomah County (she/her): and included a bus tour, as I mentioned, and a round table and a public hearing and

382

00:49:53.370 --> 00:49:59.719

Jessica Berry, Multnomah County (she/her): Out of that came a lot of messages from both the the Odot itself and the counties

383

00:50:00.010 --> 00:50:17.360

Jessica Berry, Multnomah County (she/her): and the cities, on what the what the needs are one of the things that has come since the ending of the tour, and as we move closer to the legislative

session is that they've put together 3 pre-session work groups. And the 3 work groups are maintenance and operations.

384

00:50:17.380 --> 00:50:19.740

Jessica Berry, Multnomah County (she/her): public and active transit

385

00:50:19.760 --> 00:50:28.379

Jessica Berry, Multnomah County (she/her): and finishing the 2017 priority commitments. So we can anticipate that those will be a big part of the focus of the State

386

00:50:28.470 --> 00:50:40.960

Jessica Berry, Multnomah County (she/her): legislative transportation package as it goes into the legislation. I will also note that the Multnomah County is on the public and active. We have a we have a member on the public and active transportation.

387

00:50:41.160 --> 00:50:43.779

Jessica Berry, Multnomah County (she/her): public and active Transit Work Group.

388

00:50:44.140 --> 00:50:46.709

Jessica Berry, Multnomah County (she/her): Margie Broadway, our director, is sitting on that

389

00:50:48.320 --> 00:50:50.119

Jessica Berry, Multnomah County (she/her): So in the counties.

390

00:50:50.280 --> 00:50:59.119

Jessica Berry, Multnomah County (she/her): the Oregon Association of Counties, and then a subgroup of that which is the associate Oregon Association of County Engineers and Surveyors. Oasis

391

00:50:59.240 --> 00:51:08.430

Jessica Berry, Multnomah County (she/her): is a group that lobbies for county priorities. The cities have the League of Oregon cities so similarly similar to how we work with the

392

00:51:08.950 --> 00:51:29.300

Jessica Berry, Multnomah County (she/her): counties groups. The cities would also be working with their local league of Oregon cities. What the counties highlighted during the tour is that you kind of hear a lot of these reflected in the Jpac priorities, too, which is great. The 50, 30, 20 highway fund distribution that's been really important to us to maintain

393

00:51:29.776 --> 00:51:40.863

Jessica Berry, Multnomah County (she/her): safety bridges. Those are very similar to what you heard in the Jpac priorities, the limited resources trying to find new ways of funding. And then the counties face a lot of

394

00:51:41.430 --> 00:51:47.859

Jessica Berry, Multnomah County (she/her): around the State a lot of wildfire and flooding and emergency issues. So that kind of comes through in that resilience.

395

00:51:48.332 --> 00:51:56.540

Jessica Berry, Multnomah County (she/her): Priority for Jpac. So it's nice to see all of these things kind of getting into alignment with one another. Around the needs.

396

00:51:56.810 --> 00:52:03.650

Jessica Berry, Multnomah County (she/her): One of the things that oasis has done is created. A county needs study. So they surveyed all

397

00:52:03.770 --> 00:52:09.879

Jessica Berry, Multnomah County (she/her): 36 counties to find out what the needs were across the counties and how we spend our resources right now.

398

00:52:09.980 --> 00:52:14.410

Jessica Berry, Multnomah County (she/her): So I think what I think this is interesting. The county needs a study tells us that

399

00:52:14.480 --> 00:52:22.529

Jessica Berry, Multnomah County (she/her): 46% of county monies are spent on maintenance repairs and operations, 15% on pavement preservation

400

00:52:22.610 --> 00:52:33.429

Jessica Berry, Multnomah County (she/her): and 39% on capital construction. One of our talking points lately is that much of our maintenance needs are actually capital project needs at this point. So we have a lot of

401

00:52:34.980 --> 00:52:52.599

Jessica Berry, Multnomah County (she/her): maintenance. Road maintenance needs that have reached a point or bridges have reached a point. John will talk soon about Stark Street have reached a point where maintenance is no longer an option, it's a capital project to bring it into a condition that we can maintain. So that's 1 of the things that counties are facing

402

00:52:53.809 --> 00:52:57.310

Jessica Berry, Multnomah County (she/her): across the State, and and we experience that too.

403

00:52:57.860 --> 00:53:12.129

Jessica Berry, Multnomah County (she/her): And then Multnomah County, we, in addition to providing our information to oasis for the countywide for the Statewide county needs assessment or needs study. We also did an assessment for ourselves of what

404

00:53:12.180 --> 00:53:16.670

Jessica Berry, Multnomah County (she/her): our current funding looks like over the next 10 years.

405

00:53:17.170 --> 00:53:30.509

Jessica Berry, Multnomah County (she/her): And how how we can, we kind of tested different program areas to see where we could focus our resources and see how well it meets our overall goals on service levels and asset condition.

406

00:53:31.072 --> 00:53:40.150

Jessica Berry, Multnomah County (she/her): So we looked at a status quo scenario where we just continue to receive the money we receive at the levels we receive it. Over the next 10 years

407

00:53:40.310 --> 00:53:56.690

Jessica Berry, Multnomah County (she/her): our needs met. Scenario looks at like everything that we thought we could deliver, that we put in the regional transportation plan along with all of our maintenance needs for a 10 year period. And that is like, if we had, if we had all the funding we could have.

408

00:53:56.720 --> 00:53:59.019

Jessica Berry, Multnomah County (she/her): What would it look like to do that work?

409

00:53:59.150 --> 00:54:08.349

Jessica Berry, Multnomah County (she/her): And then we also focused on 3 different program areas, a road program focus that was really focused on maintaining urban and rural roads.

410

00:54:08.773 --> 00:54:13.140

Jessica Berry, Multnomah County (she/her): A bridge program focus included our Willamette River bridges. And we have.

411

00:54:13.390 --> 00:54:17.880

Jessica Berry, Multnomah County (she/her): I believe, 26 other small bridges throughout the county, so those as well.

412

00:54:17.890 --> 00:54:21.529

Jessica Berry, Multnomah County (she/her): Some of the needs in urban East Multnomah County

413

00:54:21.710 --> 00:54:40.559

Jessica Berry, Multnomah County (she/her): are related to, there being, for instance, a bridge that needs to be replaced. That might be an example of why we haven't fixed the road itself. So Troutdale Road comes to mind. We are replacing that culvert under Troutdale Road. But that's an area where we couldn't put in safety improvements until we fixed what was under the road.

414

00:54:41.060 --> 00:54:42.990

Jessica Berry, Multnomah County (she/her): So the bridges are countywide.

415

00:54:43.090 --> 00:55:01.239

Jessica Berry, Multnomah County (she/her): a safety equity and accessibility focus really delivers on all the projects that we have. And like that, we've predicted we would be able to do if we had the money in the next 10 years to do any projects that were in our cip that came from the city's transportation system plans.

416

00:55:01.570 --> 00:55:04.220

Jessica Berry, Multnomah County (she/her): And we're in our capital project list

417

00:55:04.260 --> 00:55:16.960

Jessica Berry, Multnomah County (she/her): that we said we could try to do in the next 10 years. So that's kind of what those 3 scenarios look like the bottom line like like Odot, we don't have enough money to do. We barely have enough to do what we're doing now.

418

00:55:17.090 --> 00:55:21.090

Jessica Berry, Multnomah County (she/her): and to do a lot more than we're doing now. We need a lot more money.

419

00:55:21.483 --> 00:55:50.476

Jessica Berry, Multnomah County (she/her): I think this message, while kind of late, is also important, because we have seen Odot, really sharing that message about the funding cliff they're going to fall off of. And that's important to cities and counties that Odot have the resources they need to maintain their roads at the same time. Counties and cities, too, have been facing those same kind of shortfall. So there's needs out there for all there's all of us have those same needs to maintain and improve the assets. I thought.

420

00:55:51.040 --> 00:55:56.460

Jessica Berry, Multnomah County (she/her): it's kind of fun to come right after the presentation Mike just gave on the On the Safety Action Plan.

421

00:55:56.470 --> 00:55:58.595

Jessica Berry, Multnomah County (she/her): I noticed one of the

422

00:55:59.220 --> 00:56:01.190

Jessica Berry, Multnomah County (she/her): One of the statistics that

423

00:56:01.240 --> 00:56:19.939

Jessica Berry, Multnomah County (she/her): that Mike showed in his slide is that what are under what are your top safety concerns that the highest number there came from poorly maintained roads, sidewalks, pathways, or bike lanes. So maintenance is not just like a rural road issue. It is a safety issue as well. And I think that's a really important thing to highlight

424

00:56:21.132 --> 00:56:31.769

Jessica Berry, Multnomah County (she/her): and then as we've, you know, as Thomas mentioned, as we've talked about really what is coming up kind of bubbling to the top of our needs, and our messaging is

425

00:56:31.790 --> 00:56:38.559

Jessica Berry, Multnomah County (she/her): ongoing funding for maintenance, safety and resilience. Those are kind of our 3 focus areas.

426

00:56:38.630 --> 00:56:57.180

Jessica Berry, Multnomah County (she/her): And then I'll just show one more slide that outlines kind of this is a this is sort of a high level. Look at those 5 program those 5 scenarios I told you about. And I circled what I think is really critical to point out here is that even under the status quo over the next 10 years.

427

00:56:57.230 --> 00:57:11.215

Jessica Berry, Multnomah County (she/her): we, in order to continue doing what we're doing at the level. We're doing it. We have, we see, a shortfall of 63 million dollars over the next 10 years. So even just to do what we're doing now. We really need to see more

428

00:57:11.810 --> 00:57:21.419

Jessica Berry, Multnomah County (she/her): more revenue coming in so that we can deliver on projects. And then, you know, other messages. I think around this. When you look at the arrows on this slide?

429

00:57:21.879 --> 00:57:31.360

Jessica Berry, Multnomah County (she/her): They're really reflecting. Our service levels. Or how well do we maintain things like, what? What's the pavement condition index? We're keeping things at

430

00:57:32.340 --> 00:57:46.299

Jessica Berry, Multnomah County (she/her): And even in the status quo, I guess my point is, even with the status quo. We're not. We're not actually meeting the service levels that we want to meet. So in order to really provide what the community is asking for from us.

431

00:57:46.684 --> 00:57:53.570

Jessica Berry, Multnomah County (she/her): is, we just need to see that a transportation funding package that, you know, increases the revenue that's available and

432

00:57:53.640 --> 00:57:57.440

Jessica Berry, Multnomah County (she/her): helps us meet our goals around safety and maintenance

433

00:57:57.550 --> 00:58:00.691

Jessica Berry, Multnomah County (she/her): and resilience. So that's my whole message,

434

00:58:01.170 --> 00:58:12.539

Jessica Berry, Multnomah County (she/her): and I, there's more data behind that. So we can get into that more in the future. If you're interested as a group in knowing more. But as we look toward the State legislative session, as Tom mentioned

435

00:58:12.800 --> 00:58:28.940

Jessica Berry, Multnomah County (she/her): on Thursday, Jpac. Will be reviewing the priorities, and and I think, voting on them. And then the work groups that I mentioned are happening now through the State legislative session mid January, and those are all. You can watch them online.

436

00:58:29.200 --> 00:58:45.660

Jessica Berry, Multnomah County (she/her): I think it'll be really interesting to see how it unfolds. And we can come back to this group and and tell you what we're learning through that process. And then the legislative session. It's a long session. So it starts in January, and it goes through June, and we'll see. See how we fare.

437

00:58:46.020 --> 00:58:49.839

Jessica Berry, Multnomah County (she/her): And with that I, Tom, and I, can take any questions you might have.

438

00:58:50.900 --> 00:58:51.590

Jessica Berry, Multnomah County (she/her): Stop sharing.

439

00:58:51.590 --> 00:58:54.070

Lori Stegmann, Multco Comm, She/Her/Hers: Thanks, Jessica. Thank you, Tom.

440

00:58:54.270 --> 00:58:56.489

Lori Stegmann, Multco Comm, She/Her/Hers: Questions or comments.

441

00:59:03.480 --> 00:59:13.920

Lori Stegmann, Multco Comm, She/Her/Hers: I had a question, Jessica Tom. So when it shows the 50, 30, 20 State Highway fund, can you? What are those numbers apportioned to.

442

00:59:15.100 --> 00:59:20.079

Jessica Berry, Multnomah County (she/her): Sure. I'm gonna try this. But I bet Tom can also help me answer.

443

00:59:20.428 --> 00:59:31.901

Jessica Berry, Multnomah County (she/her): but the 50, 30, 20 is is that percentage split. So with the highway, the State Highway fund, the revenue gets collected, and then there are a lot of things that come off the top that

444

00:59:32.300 --> 00:59:35.680

Jessica Berry, Multnomah County (she/her): You know that Odot has a lot of needs like like the

445

00:59:35.750 --> 01:00:04.619

Jessica Berry, Multnomah County (she/her): the 2017 projects or safe routes to school grants. Lots of things are kind of off the top of that. And then what's left gets split where the state receives 50% of what's left. Counties get 30% of what's left and cities get 20. Multnomah County is unique because we have a kind of a long standing relationship with the city of Portland, where the funds are pooled and then split differently, and it dates back to an Ida that was adopted in the

446

01:00:04.770 --> 01:00:14.229

Jessica Berry, Multnomah County (she/her): eighties or nineties. But that's just, that's the general thing. So when counties. Generally speaking, counties get 30% of the State highway fund

447

01:00:14.410 --> 01:00:17.949

Jessica Berry, Multnomah County (she/her): and cities get 20. So that's that 50, 30, 20.

448

01:00:18.620 --> 01:00:21.790

Lori Stegmann, Multco Comm, She/Her/Hers: Oh, that's helpful. Okay, thank you. I appreciate that

449

01:00:22.020 --> 01:00:23.750

Lori Stegmann, Multco Comm, She/Her/Hers: this is a boo. Everyone?

450

01:00:25.870 --> 01:00:28.210

Lori Stegmann, Multco Comm, She/Her/Hers: She demanded my attention

451

01:00:29.210 --> 01:00:31.610

Lori Stegmann, Multco Comm, She/Her/Hers: all right. Other questions, comments.

452

01:00:36.400 --> 01:00:56.050

Lori Stegmann, Multco Comm, She/Her/Hers: I don't see any. Well, thank you so much for the update. I mean, this is really going to be the year of transportation. We hope in the legislature. So I'm expecting big things and hopefully significant amounts of funding, you know. I think back like when we

453

01:00:56.070 --> 01:00:57.619

Lori Stegmann, Multco Comm, She/Her/Hers: you know, when our

454

01:00:58.150 --> 01:01:18.740

Lori Stegmann, Multco Comm, She/Her/Hers: society 1st got built, like I mean, I don't think anybody thought about. Oh, how many millions of dollars will it cost to maintain this incredible infrastructure? And we are now at that point where we, we have to think about that. I mean, we've got bridges that are literally a hundred years old.

455

01:01:19.613 --> 01:01:26.110

Lori Stegmann, Multco Comm, She/Her/Hers: So we we've got some major infrastructure problems, and it costs cost money to maintain.

456

01:01:27.800 --> 01:01:30.490

Lori Stegmann, Multco Comm, She/Her/Hers: Thank you. Any other questions. Comments.

457

01:01:31.310 --> 01:01:37.720

Lori Stegmann, Multco Comm, She/Her/Hers: All right. Thank you so much, Tom. Appreciate your work in Salem. Thank you, Jessica. It's great to have you back.

458

01:01:40.490 --> 01:01:52.240

Lori Stegmann, Multco Comm, She/Her/Hers: Alright. Let's see. Next up we get an update to hear about the Stark Street bridge. I know I was really interested in that. I think some of you on the call might be as well. So, John, I'll turn it over to you.

459

01:01:52.650 --> 01:01:56.360

Sarah Paulus, Multnomah County (she/her): Sorry. I don't mean to interrupt. I think you skipped.

460

01:01:56.360 --> 01:01:57.099

Lori Stegmann, Multco Comm, She/Her/Hers: Oh, I did!

461

01:01:57.100 --> 01:01:59.199

Sarah Paulus, Multnomah County (she/her): We might have. Ali go first.st

462

01:01:59.200 --> 01:02:00.839

Lori Stegmann, Multco Comm, She/Her/Hers: Sorry I'm so sorry, Allie.

463

01:02:01.490 --> 01:02:11.350

Lori Stegmann, Multco Comm, She/Her/Hers: Before we hear from John. We are going to hear from Allie, and she's going to talk about the community connector transit study. So, Ali, I will turn it over to you.

464

01:02:11.510 --> 01:02:20.420

Ally Holmqvist, Metro: Thank you so much and no worries. I'm not in any hurry either way. I am. Gonna go ahead and just share my screen here.

465

01:02:20.540 --> 01:02:36.000

Ally Holmqvist, Metro: and I really do appreciate you having me today. I am excited to talk about this work. It's something we've been talking about since the 2023 regional transportation plan work. And we've been working with your staff to shape since then.

466

01:02:36.790 --> 01:02:47.920

Ally Holmqvist, Metro: First, st community connectors, what are we talking about? We're talking about smaller capacity transit, like shuttles or vans that can be more flexible than a bus

467

01:02:48.230 --> 01:02:55.970

Ally Holmqvist, Metro: from going off route to pick up or drop off writers to being by request whenever and wherever needed, more like Uber or lyft.

468

01:02:56.380 --> 01:03:08.269

Ally Holmqvist, Metro: And in doing this we're addressing access and convenience as elements of the vision outlined in the regional transit strategy and thinking about expanding the regional network.

469

01:03:08.680 --> 01:03:21.479

Ally Holmqvist, Metro: What we're not talking about with this study is regular bus or frequent bus, or the high capacity modes that we touched on in the 2023 rtp. Like Max or Fx. Bus.

470

01:03:21.870 --> 01:03:29.019

Ally Holmqvist, Metro: and those of have been addressed by other recent work, like the Hct. Work that I just mentioned, and I'll speak more to that in a moment.

471

01:03:30.910 --> 01:03:42.889

Ally Holmqvist, Metro: Right now. There's a lot of regional momentum around community Connectors House Bill 2017, of course, changed requirements and increased funding for local transit options that have supported new shuttle service.

472

01:03:42.900 --> 01:04:02.490

Ally Holmqvist, Metro: and of course we know that Multnomah County has done really great work of standing up shuttles, meeting new needs around shift workers and lots of exciting work there. So that's something that we can build from and compile to build a regional strategy as well.

473

01:04:04.370 --> 01:04:15.170

Ally Holmqvist, Metro: Speaking of some of the other plans, I just want to highlight some of the work that's been done on the other elements of what we call the transit spectrum, just the the transit tools that we use in the region.

474

01:04:15.240 --> 01:04:36.279

Ally Holmqvist, Metro: So in 2020, odot updated the State rail plan that looks at Inner City rail opportunities beyond the region. Of course, there was the high capacity transit strategy that we wrapped up recently, and then Trimet's taken the next step on their fx plan work. That's looking at that rapid bus.

475

01:04:36.330 --> 01:04:50.359

Ally Holmqvist, Metro: There's also work being done right now by Metro on a regional rail future study that's going to look a little bit closer at passenger rail opportunities in the region and maybe touch a little bit beyond the region as well.

476

01:04:50.640 --> 01:05:17.049

Ally Holmqvist, Metro: and then forward together. 1.0 is being implemented now by trimet and 2.0 is underway next year, looking at longer term bus frequent bus and Max service. And so really, the next step is that look at local transit, since it's going to consider all the work by these other plans around where bus service will be in the future, and there are opportunities for connections that can be made.

477

01:05:21.500 --> 01:05:33.219

Ally Holmqvist, Metro: This is something we heard clearly from community as a need during the 2023 Rtp update something Elise's story demonstrates, and I'm going to go ahead and try and let you hear it from Elise.

478

01:05:34.340 --> 01:05:54.929

Ally Holmqvist, Metro: like Portland State, currently commuting to a job at like Pacific office automation. Which isn't that far away. It's kind of a pain in the butt to get to on the bus. Sometimes the 67 only goes once an hour. It doesn't get me all the way there. There's still like a 20 min walk. Yeah, I've taken yellow school bus. I've gotten rides from friends. At 1 point my brother was driving me to school. I just don't drive at the moment.

479

01:05:56.400 --> 01:06:11.050

Ally Holmqvist, Metro: And so we also heard about the areas of the region that still lack access to transit. But where opportunities might exist to meet needs like you just heard when we're thinking about options other than regular bus service.

480

01:06:11.591 --> 01:06:22.020

Ally Holmqvist, Metro: A couple of things that we heard specifically in our regional transportation plan conversations. I need to look at the suburban and urban edge communities, specifically

481

01:06:22.080 --> 01:06:27.500

Ally Holmqvist, Metro: jobs and essential destinations connecting to existing, frequent transit

482

01:06:27.570 --> 01:06:41.269

Ally Holmqvist, Metro: providing mobility hubs at key connections to support multimodal trips between transit modes, but also thinking about walking and bicycling, and then coordinating resources, investments and implementation.

483

01:06:44.620 --> 01:07:07.059

Ally Holmqvist, Metro: So then, what are we doing as part of the work on this study? First, st we're going to be doing a lot of context gathering about what exists now and plans for the future. But we also want to dive into lessons, learned challenges and opportunities, and look at some best practices from other places. And that's because we want to understand the best uses for these community connectors as part of the regional transit network.

484

01:07:07.520 --> 01:07:08.970

Ally Holmqvist, Metro: And we want to build

485

01:07:08.980 --> 01:07:25.469

Ally Holmqvist, Metro: and apply that understanding to add on to the policy framework established by our regional plan. So the 2040 growth concept, the regional transportation plan and the regional transit strategy which have a vision for bus along most arterial streets in the region.

486

01:07:25.580 --> 01:07:36.050

Ally Holmqvist, Metro: and we want to explore the best way to incorporate coverage in more local area neighborhoods connecting to destinations aligned with regional goals for equity, economy and climate.

487

01:07:38.390 --> 01:07:50.890

Ally Holmqvist, Metro: So then, using that framework as a guide, we want to update the regional transit network vision map which is shown here that does include community jobs connectors that you can probably see in those tan blobs on the map.

488

01:07:51.130 --> 01:07:59.050

Ally Holmqvist, Metro: These were originally identified in trimet service enhancement plans which we know that for together 2.0 will be updating next year.

489

01:07:59.370 --> 01:08:23.099

Ally Holmqvist, Metro: And at the same time there's been additional work through the Rtp update in 2023 the emerging technology strategy and by our corridor planning group that have done more recent assessments. And we also know that local agencies have been doing transit planning work to meet additional community needs. So we know there's a lot of work that we can reflect in updating this map.

490

01:08:23.890 --> 01:08:34.740

Ally Holmqvist, Metro: And then we also know that if we apply a new lens with a guiding framework that we'll see new opportunities as well when we're thinking about expanding the transit network in a new way.

491

01:08:34.970 --> 01:08:47.110

Ally Holmqvist, Metro: and that will include thinking about those locations where lots of transit and other modes come together in a hub, because we want to think about leveraging that to support more comfortable convenient connections for writers.

492

01:08:47.649 --> 01:08:57.139

Ally Holmqvist, Metro: And, lastly, what we want to do is think about where these opportunities are most needed and most ready to deploy, first, st consistent with regional goals.

493

01:08:57.180 --> 01:09:01.270

Ally Holmqvist, Metro: less like a pipeline this time, and more guidance to help our thinking

494

01:09:01.520 --> 01:09:23.909

Ally Holmqvist, Metro: nearer versus later term around investments for the next Rtp update. And also as folks are getting ready to update transportation system plans and do more transit planning work in the region, and we're keeping an eye on some new Grant opportunities that are coming out of EPA and Odot as well, that we can leverage.

495

01:09:26.000 --> 01:09:27.130

Ally Holmqvist, Metro: And then.

496

01:09:27.330 --> 01:09:48.690

Ally Holmqvist, Metro: after doing the assessment work. We do want to develop a whole suite of tools that will support the updated vision. So we will have a final report with a list of implementation actions that will include recommendations about governance funding, and then how we grow transit through the spectrum from smaller to larger capacity over time.

497

01:09:49.069 --> 01:10:02.259

Ally Holmqvist, Metro: We want to develop a mobility hub toolkit that will outline a typology based in area context with some strategies and features based on the local context.

498

01:10:02.620 --> 01:10:11.560

Ally Holmqvist, Metro: we'll be developing a regional parks transit development strategy thinking about increased access to key regional destination sites.

499

01:10:12.940 --> 01:10:24.730

Ally Holmqvist, Metro: We'll create a transit supportive land use checklist thinking about making our plans transit ready. That will complement the transportation checklist. We developed with the high capacity work

500

01:10:24.960 --> 01:10:39.350

Ally Holmqvist, Metro: and then finally creating sub area action plan booklets, highlighting key elements of the strategy by county to really support that local planning work for those transportation system plans and transit development plans. I mentioned

501

01:10:41.330 --> 01:10:56.819

Ally Holmqvist, Metro: a transit working group, including partners from all of the agencies shown here, will again support this work. As time allows, we'll offer previews to the county coordinating committees before each round of engagement with the Metro Committees.

502

01:10:57.110 --> 01:11:15.119

Ally Holmqvist, Metro: We'll also have presentations to existing community advisory committees like through Trimet and business organizations as well. And then we're going to have contracts with community-based organizations to support additional small group interviews, focus group events, and then also tribal engagement.

503

01:11:15.680 --> 01:11:25.280

Ally Holmqvist, Metro: We will have broader outreach through some online surveys. And then we're actually working with your staff to identify some in-person tabling event. Opportunities as well.

504

01:11:27.000 --> 01:11:45.360

Ally Holmqvist, Metro: The work I've just highlighted will occur in 4 key milestones that'll be the major touch points for engagement, and this schedule is aligned with the start of the next Rtp update, so that this work can inform that work, and that's why you see it ending here in spring 2026.

505

01:11:45.480 --> 01:12:07.050

Ally Holmqvist, Metro: But just a few of the next milestones. We plan to talk about the that kind of context and policy framework this next spring, the assessment and updated vision. Next summer, the priorities and those tools I mentioned next fall, and then, finally, that final report, with all of the actions and tools in spring of 2026,

506

01:12:09.190 --> 01:12:26.860

Ally Holmqvist, Metro: and then I have provided ahead of time. But it's also the on the last slide, the website for community that wants to learn more. We have some fact sheets about the project, and then over the next 6 months. We're going to be meeting with the working group to develop deliverables, to bring back

507

01:12:26.980 --> 01:12:42.429

Ally Holmqvist, Metro: talking with transit providers about the current environment and lessons learned. We will get out a survey to hear more about destination need connection needs and then start presentations to community and other advisory committees.

508

01:12:43.330 --> 01:12:47.900

Ally Holmqvist, Metro: So thank you for listening to this overview. Today I'm going to go ahead and stop sharing

509

01:12:48.720 --> 01:12:51.350

Ally Holmqvist, Metro: to hear the feedback that you have for me.

510

01:12:52.050 --> 01:12:55.620

Lori Stegmann, Multco Comm, She/Her/Hers: Thank you, Allie, questions or comments for Allie.

511

01:13:00.420 --> 01:13:11.229

Lori Stegmann, Multco Comm, She/Her/Hers: So I had a question, Allie. I don't know if you can answer this or my Multnomah County transportation folks but so the shuttle that we have going out like to the trip

512

01:13:11.260 --> 01:13:12.390

Lori Stegmann, Multco Comm, She/Her/Hers: property?

513

01:13:14.520 --> 01:13:21.350

Lori Stegmann, Multco Comm, She/Her/Hers: those are going away or have gone away because Trimet now has lines going out there. Is that correct?

514

01:13:25.810 --> 01:13:45.739

Eve Nilenders: I can comment on that if you'd like the trip shuttle the Toronto Reynolds Industrial Park Shuttle is going to be running through January, the end of January 2025, Trimet will begin regular service. They're combining lines 80 and 81,

515

01:13:45.740 --> 01:14:01.600

Eve Nilenders: and so starting in mid December. That's when there will be trip service on the weekends and holidays, which has been the period of time that we've covered until now. So we're going to overlap with them to provide a hopefully, a smooth transition.

516

01:14:02.850 --> 01:14:14.199

Lori Stegmann, Multco Comm, She/Her/Hers: And so I'm just wondering, like Ali like, how does that, you know, for those that particular shuttle? How does that intersect? Does it? Does it not? Is it totally separate, or are you looking at

517

01:14:14.340 --> 01:14:17.049

Lori Stegmann, Multco Comm, She/Her/Hers: what's going on at that? At the trip location.

518

01:14:18.210 --> 01:14:32.380

Ally Holmqvist, Metro: That's a great question. Yeah, that's 1 example, that of something that we do want to provide some information. Or I guess resources from this study talking about growing transit through the spectrum. You know, there's some.

519

01:14:32.380 --> 01:14:49.610

Ally Holmqvist, Metro: There's a lot of pros, but also some cons and some ways that we can have some resources to help us think about the best way to do that. It's kind of the goal to have, you know. A shuttle that turns into a bus, because the the bus is one of the best ways to be providing service.

520

01:14:49.897 --> 01:15:08.559

Ally Holmqvist, Metro: But of course there's also, you know what happens next. You had a shuttle and then. Now the the bus is sort of taking that over. So that is one thing that we've heard from multiple people in the region that they'd like to to hear a little bit about how we can be really strategic in approaching that and have sort of a some

521

01:15:09.294 --> 01:15:11.359

Ally Holmqvist, Metro: what's the word I'm thinking of?

522

01:15:11.620 --> 01:15:12.460

Ally Holmqvist, Metro: Just

523

01:15:13.780 --> 01:15:16.840

Ally Holmqvist, Metro: transparency. But I guess

524

01:15:19.270 --> 01:15:42.980

Ally Holmqvist, Metro: just some guidance around how that would happen, or some you know, some points where that you know what's the point when that we would expect that to happen. So everybody has general awareness that it's going to happen. And so that is something that we want to provide with this study. When we look at some of the kind of governance best practices that we're going to be poking into. So the trip is a great example of that.

525

01:15:42.980 --> 01:16:01.899

Ally Holmqvist, Metro: And we will also just generally be building from all of the shuttles that exist, because actually, Washington county has also been partnering with ride connection on new shuttles. And Clackamas County also has shuttles that they've started. So there's a lot that we can learn from folks in the region that are implementing.

526

01:16:02.440 --> 01:16:04.390

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

527

01:16:08.190 --> 01:16:10.196

Glen Bolen, ODOT (he/him): Still trying to put my thoughts together.

528

01:16:11.410 --> 01:16:19.409

Glen Bolen, ODOT (he/him): Where my brain is going. Alley is as the administrator of the transportation growth management grants for this region.

529

01:16:19.940 --> 01:16:22.057

Glen Bolen, ODOT (he/him): I know we do. We do

530

01:16:22.630 --> 01:16:32.849

Glen Bolen, ODOT (he/him): like we do several levels of transit plans to help with stiff eligibility and and things like that. And so I'm kind of I don't know what my question really is. I'm trying to figure out how

531

01:16:33.000 --> 01:16:34.599

Glen Bolen, ODOT (he/him): how these outcomes might

532

01:16:34.760 --> 01:16:41.606

Glen Bolen, ODOT (he/him): tailor themselves to be good grant applications. So my head, just like, I guess a couple of questions might be able to ask, is.

533

01:16:42.130 --> 01:16:47.849

Glen Bolen, ODOT (he/him): Who are the operators? Are they a Government district. Is it a a nonprofit or private sector?

534

01:16:47.980 --> 01:16:49.860

Glen Bolen, ODOT (he/him): It's 1 of my 1st questions.

535

01:16:50.950 --> 01:16:56.840

Ally Holmqvist, Metro: Yeah. Great question, Glenn. It's all of the above is what we're looking at, because we know that there's

536

01:16:56.900 --> 01:16:59.020

Ally Holmqvist, Metro: I don't know if there's as much

537

01:16:59.090 --> 01:17:12.799

Ally Holmqvist, Metro: private. But we're seeing quite a bit happening. We've seen some nonprofit partners that are starting to provide more of I guess. Point to point, especially for medical appointment services.

538

01:17:13.171 --> 01:17:36.570

Ally Holmqvist, Metro: So that we are noticing it. And then, of course, there are the agency providers. So we are noticing more providers of different types. We're also trying to figure out if there are. Oh, and Intel and Nike. So there are Provider shuttle providers that are private as well. Connecting to the Max already. So it was one of the things of trying to get a handle on what exists in the region, and then kind of where the

539

01:17:36.680 --> 01:17:43.350

Ally Holmqvist, Metro: shared struggles lie or where we they don't overlap. One of the other things we heard from

540

01:17:43.580 --> 01:18:08.870

Ally Holmqvist, Metro: our working group, though, is funding opportunities outside of stiff. So looking at other opportunities to bring in different funding into the region as well, and how we might be able to pursue that. And so that's 1 thing that we are keeping top of mind as we look into that. So I was thinking more. You know, EPA is starting to have some grants come out that

541

01:18:09.200 --> 01:18:21.599

Ally Holmqvist, Metro: or more shuttles are eligible. And then, beyond stiff. There's the Oda innovative mobility which is exciting. And there's some opportunities there, so trying to position ourselves for those.

542

01:18:27.660 --> 01:18:29.079

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

543

01:18:31.170 --> 01:18:33.259

Glen Bolen, ODOT (he/him): No, I think that's probably good for now.

544

01:18:33.260 --> 01:18:45.859

Lori Stegmann, Multco Comm, She/Her/Hers: Okay, hey, Ali? One other thought, I have. I don't know the status, and and maybe you know Eve. So the other shuttle I forget what it's called the one that runs along in the airport area.

545

01:18:46.607 --> 01:18:51.262

Lori Stegmann, Multco Comm, She/Her/Hers: Is that one going away, too? Because there'll be

546

01:18:51.850 --> 01:18:54.060

Lori Stegmann, Multco Comm, She/Her/Hers: a bus line. There now.

547

01:18:55.500 --> 01:19:01.440

Eve Nilenders: At this point. We're continuing to run access shuttle. That's the one that runs on Alderwood, Cornford, Columbia.

548

01:19:01.925 --> 01:19:12.069

Eve Nilenders: That corridor. That's our newest one Swan Island, so that already has been taken over by Trimet and by their new line 40

549

01:19:12.680 --> 01:19:14.420

Eve Nilenders: so access is.

550

01:19:15.490 --> 01:19:27.177

Eve Nilenders: let's say, not ripe for for for something like that. Both Swan Island and Trip have really robust ridership, and they're well within the range of what Trimet's

551

01:19:28.504 --> 01:19:30.921

Eve Nilenders: regular hourly. A regular

552

01:19:33.626 --> 01:19:47.550

Eve Nilenders: productivity rates are so the number of rides per hour. They're like 50, 25 rides an hour on the trip shuttle 8 to 12 on Swan Island. Both are rather strong, so it made sense, and it seemed like those routes had

553

01:19:47.790 --> 01:19:51.239

Eve Nilenders: graduated, so to speak. So they're really success stories.

554

01:19:52.434 --> 01:19:57.317

Eve Nilenders: access is is newer. And ridership is growing

555

01:19:58.290 --> 01:20:06.520

Eve Nilenders: pretty steadily and in forward together the analysis that Trimet has done in their forward together work. They've shown that

556

01:20:06.540 --> 01:20:09.299

Eve Nilenders: the area that access covers

557

01:20:10.720 --> 01:20:23.679

Eve Nilenders: is one that they do predict future demand continuing and being strong. So in forward together 2.0. They're making plans in the long term to have additional service in that. In that corridor.

558

01:20:23.780 --> 01:20:25.159

Eve Nilenders: We're just not there yet.

559

01:20:25.510 --> 01:20:35.551

Lori Stegmann, Multco Comm, She/Her/Hers: Okay, well, there, we're making good progress. So that's great, Eve, but so this is a very specific concern. I have. So over

560

01:20:36.070 --> 01:20:52.229

Lori Stegmann, Multco Comm, She/Her/Hers: the Alder wood area. There is the Salvation Army. It's called the Bridgeway to hope it's a like a recovery center, for, like 90 men who are in recovery and doing workforce.

561

01:20:52.230 --> 01:21:12.350

Lori Stegmann, Multco Comm, She/Her/Hers: But the challenges is that there is no transit. And so I've told them, hey, but you got to cross. There's like this big kind of byway freeway between their building and getting over to the Alderwood area. So anyway, if you want more information, but

562

01:21:12.360 --> 01:21:16.638

Lori Stegmann, Multco Comm, She/Her/Hers: I mean, I just like, I'm hoping that that you all are thinking about.

563

01:21:17.410 --> 01:21:29.739

Lori Stegmann, Multco Comm, She/Her/Hers: you know that there could be specific social services or programs, because this is a real barrier for these 90 men that live there they don't have. Trans.

564

01:21:30.010 --> 01:21:33.929

Lori Stegmann, Multco Comm, She/Her/Hers: I'm like, well, you know, they gotta walk, however far

565

01:21:34.267 --> 01:21:40.870

Lori Stegmann, Multco Comm, She/Her/Hers: but that would be the nearest transit place for them. So I don't know if you're already, you know. Are you looking at

566

01:21:40.980 --> 01:21:44.280

Lori Stegmann, Multco Comm, She/Her/Hers: at those types of barriers? Allie.

567

01:21:47.650 --> 01:21:57.289

Ally Holmqvist, Metro: We will be touching on the active transportation access as part of the look at mobility hubs.

568

01:21:57.470 --> 01:22:05.040

Ally Holmqvist, Metro: So the the kind of crossing piece of the the issue that was mentioned.

569

01:22:05.050 --> 01:22:25.789

Ally Holmqvist, Metro: So that is something that we want to think about with some of where these different transit mode connects. We won't be doing too much more beyond the mobility hub sites of of focusing on active transportation access. But that will be a component of what we think about in mobility hubs and then social services.

570

01:22:25.870 --> 01:22:53.289

Ally Holmqvist, Metro: There. There's a lot of crossover with, especially around medical like I mentioned earlier. And there's some really innovative things going on around some partnerships with health departments that have been used to think about that or other disability services. So

that's something that we're going to be looking into a little bit more as sort of the in the best practices context.

571

01:22:53.877 --> 01:23:07.559

Ally Holmqvist, Metro: work, because we want to understand that a little bit better, and a lot of some of those are emerging now. I've seen a couple of conference presentations where people are talking about. You know how they approach that. So I'm interested in understanding more.

572

01:23:09.009 --> 01:23:19.859

Lori Stegmann, Multco Comm, She/Her/Hers: Well, that's that's great. I guess you know I I would encourage you all to be looking, you know, and maybe you already are at kind of like workforce hubs. And I think, like

573

01:23:19.910 --> 01:23:23.109

Lori Stegmann, Multco Comm, She/Her/Hers: the Salvation Army is an example. I mean, I just.

574

01:23:23.240 --> 01:23:33.429

Lori Stegmann, Multco Comm, She/Her/Hers: you know, some of these folks and people and programs kind of just get left out of the conversation. But maybe if you approached it by looking at

575

01:23:33.780 --> 01:23:35.450

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

576

01:23:35.760 --> 01:23:37.060

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

577

01:23:37.200 --> 01:23:40.809

Lori Stegmann, Multco Comm, She/Her/Hers: maybe that's a good lens. I don't know. So I'm just throwing that out there.

578

01:23:42.370 --> 01:23:43.030

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

579

01:23:43.514 --> 01:23:50.789

Eve Nilenders: I did stop by the Salvation Army location, and I know exactly where you mean.

580

01:23:50.790 --> 01:23:51.540

Lori Stegmann, Multco Comm, She/Her/Hers: Oh yes!

581

01:23:51.540 --> 01:24:17.060

Eve Nilenders: And and so and that's a really tricky corner there. There's also another group called the Northwest Regional Reentry Center, which is leaving re incarceration. So again, it's a population that doesn't have access to transit. And so they're they're definitely they're on my, they're on my mind. They're on our radar for ways they could be included in access, or whether there's another solution out there.

582

01:24:17.580 --> 01:24:19.649

Lori Stegmann, Multco Comm, She/Her/Hers: Awesome. I appreciate that, Eve.

583

01:24:19.940 --> 01:24:24.050

Lori Stegmann, Multco Comm, She/Her/Hers: All right, Glenn. Did you have any more questions, or is your hand left over.

584

01:24:25.430 --> 01:24:27.197

Glen Bolen, ODOT (he/him): It was highly left over. I'm sorry.

585

01:24:27.450 --> 01:24:34.139

Lori Stegmann, Multco Comm, She/Her/Hers: No worries. All right, Ali, thank you so much for a great presentation, and the conversation.

586

01:24:34.580 --> 01:24:35.510

Ally Holmqvist, Metro: Thank you.

587

01:24:36.080 --> 01:24:36.990

Lori Stegmann, Multco Comm, She/Her/Hers: All right.

588

01:24:37.230 --> 01:24:45.420

Lori Stegmann, Multco Comm, She/Her/Hers: all right now. I got distracted by my dog. Sorry we will hear from John about the Stark Street bridge.

589

01:24:46.370 --> 01:24:48.729

Jon Henrichsen (He/Him): Okay. So I'm gonna try and share

590

01:24:56.290 --> 01:24:59.335

Jon Henrichsen (He/Him): that looks weird. How did that work for you? Do you see things.

591

01:25:00.150 --> 01:25:01.129

Lori Stegmann, Multco Comm, She/Her/Hers: Looks, good.

592

01:25:01.425 --> 01:25:03.789

Jon Henrichsen (He/Him): I advance it, it advance on your end.

593

01:25:06.410 --> 01:25:28.029

Jon Henrichsen (He/Him): How about that? I think I know how this works? Okay. So I get to talk today about again. I'm John Henrikson. I'm transportation Division Director for Multnomah County. Stark Street Bridge is currently closed to traffic because of some damage that we've had to the approach on the Columbia River highway

594

01:25:28.620 --> 01:25:30.959

Jon Henrichsen (He/Him): end of it to start from the river highway end of it.

595

01:25:31.259 --> 01:25:34.330

Jon Henrichsen (He/Him): So I'm gonna talk about that today to all of you.

596

01:25:34.450 --> 01:25:56.269

Jon Henrichsen (He/Him): I'm going to tell you a little bit about what's going on. I'm going to give you a little bit of the background on the bridge itself. Talk about the part of the approach that is having the problems show you some pictures of what those problems look like and kind of how it developed. Talk about what's happened, and then what our plans are to repair it and get the bridge back.

597

01:25:58.770 --> 01:26:01.980

Jon Henrichsen (He/Him): So this bridge went into service in 1917.

598

01:26:02.220 --> 01:26:26.389

Jon Henrichsen (He/Him): The approach that we're having problems with was built with what's called a dry, stacked stone embankment. That means that they took very heavy stones that they cut into rectangles, and they stacked them up, and then they filled a bunch of river rock in between them, and they built a road on top of it. That's not the way we would build this today to put heavy things on it like trucks and traffic. But that's how they did then.

599

01:26:26.510 --> 01:26:53.179

Jon Henrichsen (He/Him): That was fine, probably for the kind of traffic that they had on the bridge back when the bridge was built, but especially the traffic that we've had on it in the last about 15 years or so. It is not adequate whatsoever for beginning around 2012 Internet mapping services like Google Maps and its predecessors began sending large trucks off Stark Street Hill

600

01:26:53.280 --> 01:26:54.730

Jon Henrichsen (He/Him): an integration.

601

01:26:55.120 --> 01:26:58.644

Jon Henrichsen (He/Him): Oh, we know that's about when we did it, because we kept finding the trucks

602

01:26:59.480 --> 01:27:27.599

Jon Henrichsen (He/Him): stuck on top of our wall there, that is having problems. They make the right turn onto the bridge, and they'd be way too big to get onto the bridge and they get hung up on top of the wall, causing damage. This happened over and over again. We couldn't get Google to stop sending people the trucks up this route. We couldn't get the trucks to stop going up this route. It's very hard to contact everybody and get them to stop doing that.

603

01:27:27.670 --> 01:27:43.589

Jon Henrichsen (He/Him): And over time it just caused continuing damage, despite the different mitigations that we put in place to try and prevent it until we had the problem that we had recently. We were also having

604

01:27:43.630 --> 01:27:51.410

Jon Henrichsen (He/Him): an additional problem with speeding cars coming from kind of reported direction down the hill that would hit this

605

01:27:52.160 --> 01:28:10.279

Jon Henrichsen (He/Him): the top of this stacked zone wall, head on if they were going too fast, and they missed the left hand turn onto the bridge, and that was causing some of the problems. But the biggest problem was great. Big Semi is turning right onto the bridge repeatedly and damaging walls.

606

01:28:10.774 --> 01:28:29.930

Jon Henrichsen (He/Him): Starting in about 2,017. We started to notice that the base of this big wall that I'm going to show you pictures of a bolt in the bottom of it. That was, the stones were starting to pull away from the embankment that supports the roadway. And you know that we assume that was how things repeated.

607

01:28:32.720 --> 01:28:34.714

Jon Henrichsen (He/Him): So can you see my cursor?

608

01:28:36.670 --> 01:28:54.070

Jon Henrichsen (He/Him): Yeah. So over here in 2,015, you can see the boltage and that big and then, as we go on. The bolt is getting bigger and bigger until the bolts kind of exploded here in 2024 and the the invite been inside it kind of popped out the side.

609

01:28:58.170 --> 01:29:22.460

Jon Henrichsen (He/Him): so then, these are just some kind of different pictures from down below. You see, once the bolts kind of exploded, and the rocks hopped outside. The rocks that were being supported were no longer supported by anything. They're just being held up there by friction. So we had to pull those down because they were no longer safe to be up there just for information. This line right here. That's a gas line.

610

01:29:22.620 --> 01:29:30.670

Jon Henrichsen (He/Him): We didn't want those rocks to fall on that, and cause that to be separate and from there. And this is required.

611

01:29:30.670 --> 01:29:38.379

Lori Stegmann, Multco Comm, She/Her/Hers: Audio is not very good. I don't know. We're not having very good audio reception today. Maybe if you want to turn off your

612

01:29:39.700 --> 01:29:40.670

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

613

01:29:49.770 --> 01:29:52.380

Jon Henrichsen (He/Him): There we go. Is that too bad?

614

01:29:53.559 --> 01:29:55.100

Lori Stegmann, Multco Comm, She/Her/Hers: Not really.

615

01:29:55.870 --> 01:30:01.660

Jon Henrichsen (He/Him): I'm at the Baltimore County Building. I feel like I should have good good Internet service here. I don't know what's going on.

616

01:30:01.660 --> 01:30:03.860

Lori Stegmann, Multco Comm, She/Her/Hers: Okay. Well, we'll just keep keep going.

617

01:30:04.870 --> 01:30:07.380

Jon Henrichsen (He/Him): Is it better if I hold my phone up there closer?

618

01:30:10.330 --> 01:30:13.994

Jon Henrichsen (He/Him): So it's it's not like a volume problem. It's a like a

619

01:30:14.380 --> 01:30:15.886

Jon Henrichsen (He/Him): intermittency problem.

620

01:30:17.080 --> 01:30:18.420

Oscar Rincones - He/Him, Multco Zoom Support: It's a bit of an echo.

621

01:30:18.420 --> 01:30:20.000

Glen Bolen, ODOT (he/him): Volume for me.

622

01:30:20.410 --> 01:30:21.020

Jon Henrichsen (He/Him): Okay.

623

01:30:23.890 --> 01:30:25.870

Jon Henrichsen (He/Him): okay, let's see, where were we?

624

01:30:26.660 --> 01:30:33.997

Jon Henrichsen (He/Him): so and then this this line up here. So this this bottom line is a gas line. We didn't want these large rocks, so

625

01:30:34.470 --> 01:30:42.570

Jon Henrichsen (He/Him): lose their friction and fall down on it. And then this line up here that's the water line goes over to the Yoshida property on the other side of the bridge.

626

01:30:44.259 --> 01:30:51.450

Jon Henrichsen (He/Him): So after we pulled down those rocks this is what you could see back in here. This whole

627

01:30:51.900 --> 01:30:55.699

Jon Henrichsen (He/Him): embankment approach on the side is made up of Round River Rock.

628

01:30:55.740 --> 01:31:12.305

Jon Henrichsen (He/Him): That's a really poor type of material to build an approach out of it kind of rolls over itself. We can't put heavy traffic back on that, and we can't just rebuild a wall in front of this. This wouldn't support traffic if we put it back on it, and then

629

01:31:12.770 --> 01:31:22.009

Jon Henrichsen (He/Him): To make things worse, when we examine the wall on the other side of the approach. It was also starting to pull away from the approach, and it was also starting to pull to the bottom.

630

01:31:22.030 --> 01:31:29.220

Jon Henrichsen (He/Him): So it's only a matter of time until that one kind of clocks as well. It just wasn't getting hit as often, so it hasn't come.

631

01:31:29.270 --> 01:31:32.099

Jon Henrichsen (He/Him): It hasn't gone quite as quick as it's like.

632

01:31:34.840 --> 01:31:37.870

Jon Henrichsen (He/Him): So what's happened? We've turned the gas and water lines off

633

01:31:39.300 --> 01:31:51.189

Jon Henrichsen (He/Him): and maintenance is closed down the road because we can't have traffic on this this section. It's not take down. We have an emergency declaration made by the

634

01:31:51.610 --> 01:32:15.778

Jon Henrichsen (He/Him): department director and by the chair signed that allows us to expedite procurement so that we're able to hire a contractor and an engineering team immediately we have them on board the engineering team started coming up with solutions to define a fix for this as as soon as we got them on board, and then the contractor started trying to figure out ways to build it.

635

01:32:16.230 --> 01:32:39.409

Jon Henrichsen (He/Him): We went out and did a site visit a couple of days after this all happened with Odot, because Odot owns the historic Columbia River highway with the contractor, our consultants, our county staff, Odot's Geotechnical Engineers who do studies of things that are underground. Odot's. You know, worried about making sure that their historic Columbia River highway is okay, as we do the work on our approach here.

636

01:32:39.734 --> 01:32:44.145

Jon Henrichsen (He/Him): So we all had a lot of conversations about how to ensure that that happens.

637

01:32:44.950 --> 01:33:02.020

Jon Henrichsen (He/Him): the 1st thing that we had to do to figure out how to fix this problem was to figure out what is going on underground. So we had drillers out there last week, poking holes into the ground, both on the historic Columbia River highway and in our boats.

638

01:33:02.150 --> 01:33:08.360

Jon Henrichsen (He/Him): And we're looking at the data that we got from those growing expeditions

639

01:33:08.380 --> 01:33:09.450

Jon Henrichsen (He/Him): this week.

640

01:33:09.530 --> 01:33:17.229

Jon Henrichsen (He/Him): Our design has been progressing, based on assumptions we are making, plus the information we got back from them.

641

01:33:18.990 --> 01:33:32.329

Jon Henrichsen (He/Him): We know, though, right now, that we are going to have to take all of that material of the approach out of there all the way down to basically the riverbank and then rebuild the approach kind of from the bottom up.

642

01:33:32.490 --> 01:33:33.450

Jon Henrichsen (He/Him): Oh.

643

01:33:33.590 --> 01:33:48.420

Jon Henrichsen (He/Him): the closer could last up to 6 months. We're hoping, though, that we can expedite the work and get it done by the end of this year. So by the end of December, but we didn't want to guarantee that. So we've been saying in public that it could take up to 6 months.

644

01:33:50.190 --> 01:34:00.380

Jon Henrichsen (He/Him): The work that we'll do now. Will be a repair that is probably going to last at least 15 years and then we'll have to look at what we can do to

645

01:34:00.460 --> 01:34:26.209

Jon Henrichsen (He/Him): either make it last longer, or we've already started the process to look at replacing this bridge, because not only is the approach a problem, but the bridge itself is at the end of its useful life. It's also it's got a sufficiency rating of around 26 right now. It's got many structural problems. It's way too narrow for the traffic that's on it. It can't handle the large trucks that want to use it all the time.

646

01:34:26.250 --> 01:34:30.039

Jon Henrichsen (He/Him): so it needs to be replaced. But that's a process that

647

01:34:30.110 --> 01:34:34.739

Jon Henrichsen (He/Him): takes a bit of time to get through. But we have started that process.

648

01:34:34.920 --> 01:34:43.310

Jon Henrichsen (He/Him): and we'll be continuing it at the same time as we're trying to get this approach, repair and get the bridge back open.

649

01:34:43.840 --> 01:34:45.400

Jon Henrichsen (He/Him): Are there any questions.

650

01:34:51.730 --> 01:34:54.350

Lori Stegmann, Multco Comm, She/Her/Hers: Any questions. Comments from folks.

651

01:34:54.610 --> 01:34:56.780

Lori Stegmann, Multco Comm, She/Her/Hers: Just jump in. I can't see you.

652

01:34:57.990 --> 01:35:01.193

Jon Henrichsen (He/Him): Here I can. I think I can pull this back down.

653

01:35:02.260 --> 01:35:02.735

Jon Henrichsen (He/Him): No.

654

01:35:11.310 --> 01:35:12.660

Jon Henrichsen (He/Him): yeah. I totally figured that out.

655

01:35:12.870 --> 01:35:15.519

Lori Stegmann, Multco Comm, She/Her/Hers: Thank you. All right any

656

01:35:15.960 --> 01:35:17.540

Lori Stegmann, Multco Comm, She/Her/Hers: questions, comments.

657

01:35:19.590 --> 01:35:29.610

Lori Stegmann, Multco Comm, She/Her/Hers: So that's crazy to see those pictures like I knew about, you know the but to see it up front. And to just see these, that river rock just

658

01:35:29.630 --> 01:35:46.520

Lori Stegmann, Multco Comm, She/Her/Hers: falling away. And the challenge, I think, John, that you highlighted is like, Okay, well, we can fix it. But you said we can only fix it. It's only going to be for like 10 or 15 years when really that whole bridge needs to be replaced. Is that correct?

659

01:35:46.910 --> 01:36:07.530

Jon Henrichsen (He/Him): Yeah. And under an emergency declaration, you can only do. You can only fix the immediate problem so we can't. You know we couldn't, even if we wanted to go back and do a complete permanent fix under this condition, because we we need to go get permits and go through the whole regular process

660

01:36:08.770 --> 01:36:14.739

Jon Henrichsen (He/Him): we would normally go through for a large kind of capital projects like this and do the environmental work and all of that stuff.

661

01:36:15.225 --> 01:36:28.450

Jon Henrichsen (He/Him): So right now we can only do enough to make it safe and get it back open. But that'll that'll get us something that will last us, I think, long enough to get a bridge replaced. If we could get, you know, through that process and get placed.

662

01:36:29.440 --> 01:36:34.490

Lori Stegmann, Multco Comm, She/Her/Hers: And so what is the all? What is the alternate bridge that people would use.

663

01:36:35.500 --> 01:36:40.060

Jon Henrichsen (He/Him): The sandy bridge, the.

664

01:36:42.500 --> 01:36:43.150

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

665

01:36:44.250 --> 01:36:47.140

Lori Stegmann, Multco Comm, She/Her/Hers: all right. Other questions, comments.

666

01:36:48.940 --> 01:37:00.071

Lori Stegmann, Multco Comm, She/Her/Hers: Well, thank you. I really appreciate the up update, John. And like, I said, those those pictures were really pretty incredible to see, even though we couldn't hear your audio. The pictures told the story.

667

01:37:01.300 --> 01:37:02.080

Jon Henrichsen (He/Him): Sorry about that.

668

01:37:02.392 --> 01:37:11.129

Lori Stegmann, Multco Comm, She/Her/Hers: That's okay. There must must be a curse in the Multnomah Building with audio today. I don't know. Alright. Well, thank you so much for coming

669

01:37:11.240 --> 01:37:19.359

Lori Stegmann, Multco Comm, She/Her/Hers: next up. We'll do our Jpac. Report. I think I saw Mayor Stovall. Do you have anything to report out.

670

01:37:20.580 --> 01:37:26.009

Travis Stovall: Yes, I do so ultimately the pro, the we had a couple of things that a a quick

671

01:37:26.550 --> 01:37:30.290

Travis Stovall: consent agenda, which was just the minutes, and then we had a little bit of an update.

672

01:37:30.380 --> 01:37:42.489

Travis Stovall: but it was pretty much all transit. So the meeting was focused on transit, and the bulk of the meeting was focused on safety and security on Trimet facilities. So we've got a an in-depth

673

01:37:43.160 --> 01:37:52.519

Travis Stovall: review of safety and security. It was brought by their head of safety and security, and did a great job. Just a great job of

674

01:37:52.750 --> 01:38:07.820

Travis Stovall: of delivering all the things that Trimet's doing, all the improvements that Trimet's working on. I won't do it justice, nor will I try to just dig deep into what the presentation was. If you're interested, certainly you'll want to take time to drop in and

675

01:38:08.090 --> 01:38:29.250

Travis Stovall: into the Jpac. Agendas and bring it up because it was a thorough review of what's going on at Trimet. We heard, of course, that Trimet has a I mean thousands and thousands and thousands of cameras throughout the entire trimet system. They talked Andrew gave. Who's the head of safety security for Trimet

676

01:38:29.600 --> 01:38:41.150

Travis Stovall: executive director for that? Andrew gave a lot of statistics. And what's going on in regards to Trimet safety. How they work with, of course, local law enforcement along with their teams.

677

01:38:41.180 --> 01:38:48.760

Travis Stovall: How there were. They also have their ambassador programs. They've deployed to assist with safety and security, talked about

678

01:38:49.550 --> 01:38:56.339

Travis Stovall: operator safety that being a critical component. Then we had a number of questions and discussion with

679

01:38:56.990 --> 01:39:19.880

Travis Stovall: folks on the Jpac. Folks on Jpac. To answer their questions, but really just a really good job by Andrew, with Trimet to bring the perspective of safety and security on transit, on Trimet, specifically talked about some of the things that are going on nationally, but just a really solid, deep review of safety and security with transit. So that's

680

01:39:19.990 --> 01:39:23.949

Travis Stovall: that really was pretty much the bulk of the entire meeting.

681

01:39:25.480 --> 01:39:34.020

Lori Stegmann, Multco Comm, She/Her/Hers: All right. Thank you, Mayor. Appreciate it. Mayor Lauer. Do you have a report out for the region? One act group.

682

01:39:34.730 --> 01:39:37.757

Randy Lauer | Troutdale: I do as well. Thank you. Chair.

683

01:39:38.260 --> 01:40:02.837

Randy Lauer | Troutdale: So we met Region one act met October 7.th Aside from them voting me in as the Multnomah County representative to take over for Councillor glance the the meat and potatoes of that meeting was really going through the the Statewide Transit network fund applicants as well as

684

01:40:03.940 --> 01:40:22.040

Randy Lauer | Troutdale: as well as the Statewide Transportation Improvement Fund. I'm sorry the Statewide Transit Network program as well, and although we had the the task of the committee was to dice up and and discuss and and recommend projects moving forward from the r. 1 act.

685

01:40:22.040 --> 01:40:42.010

Randy Lauer | Troutdale: the group as a whole, decided not to do that just because we received the packet of information in the committee's opinion, a little bit late. So we decided, instead of going through and and picking apart or deciding which ones to support. Obviously we weren't voting on whether or not we were going to fund these projects, but

686

01:40:42.010 --> 01:41:06.590

Randy Lauer | Troutdale: we decided to just push them all through. But for the sake of this committee I wanted to give a little bit of a feedback as to 3 different areas that I found were interesting. With regards to the applicants, the 3 different projects, the different types of projects centered around, infrastructure, facility, expansion projects, safety and environmental projects, rural and regional transit improvements.

687

01:41:06.983 --> 01:41:19.190

Randy Lauer | Troutdale: The infrastructure and facility expansions. One project that stood out was a Canby area transit building project. It was involving construction of a new 4,000 square foot office building, with

688

01:41:19.230 --> 01:41:27.620

Randy Lauer | Troutdale: a 30 bus parking lot to accommodate growth and support future expansion with some 0 emission goals for vehicles as well.

689

01:41:27.640 --> 01:41:51.160

Randy Lauer | Troutdale: In that safety environment projects Portland Streetcar Rider, Ambassador program that aim to improve public safety on the Portland streetcar by providing and supporting non-policing avenues for homeless and addiction. People and and people

suffering from mental health challenges on that rural and regional transit improvement was a Sandy Operations Center expansion.

690

01:41:51.210 --> 01:42:10.660

Randy Lauer | Troutdale: and that project focused on expanding the operations and maintenance facilities for sandy transit. And so those applicants started being able to apply for those on the 25th of September. Feedback is due by the 20 second of October, and final project. Approvals are set for March of 2025

691

01:42:11.306 --> 01:42:17.139

Randy Lauer | Troutdale: and then just a little financial information on the stiff discretionary fund.

692

01:42:18.670 --> 01:42:26.889

Randy Lauer | Troutdale: looks like it offers 12 million to fund a broad range of eligible projects. The Statewide transit network offers 13 million

693

01:42:26.890 --> 01:42:51.539

Randy Lauer | Troutdale: in total, 25 million is available, while 91 million in funding has been requested statewide region one alone has 17 applications, totaling over 28 million dollars in requests. So again, it was a big, it was a big lift for us to take on. But I think just the discussions that we had, and deciding to move it forward without really dicing it up without having enough adequate time to go through. It was the right decision for

694

01:42:51.540 --> 01:42:52.919

Randy Lauer | Troutdale: for the r. 1 act.

695

01:42:54.360 --> 01:43:03.059

Lori Stegmann, Multco Comm, She/Her/Hers: Thank you, Mayor, and congratulations on being voted in. We really appreciate you stepping up as our new region. One act member.

696

01:43:03.060 --> 01:43:04.119

Randy Lauer | Troutdale: No, I appreciate it.

697

01:43:04.390 --> 01:43:08.880

Lori Stegmann, Multco Comm, She/Her/Hers: All right. Let's see, jpacked agenda. Is that you, Allie?

698

01:43:09.210 --> 01:43:24.409

Ally Holmqvist, Metro: Yes, I am subbing for Elliot this week on that. So a few items we'll start off with the consent agenda, and that is some Mtip amendments for the 2024, 27, mtip.

699

01:43:24.570 --> 01:43:47.329

Ally Holmqvist, Metro: The summary is. There's a cancellation of some on ramp. Overcrossing projects downtown. Looks like I 405, and I 205. And then there are some new transit related projects that are being added, some things like for the bus replacement program which is exciting. But there are no particular East County projects included in that.

700

01:43:48.030 --> 01:44:05.250

Ally Holmqvist, Metro: The next item on the agenda is after the minutes is the legislative priorities. So I won't speak to those again. But just a reminder that there is a vote on the discussion, basically the culmination of the discussions from the last year.

701

01:44:06.098 --> 01:44:24.940

Ally Holmqvist, Metro: The next item on the agenda is the community connector transit study. So again, I won't speak to that. But it'll be pretty much exactly what you saw today, and with similar discussion questions around outcomes and engagement. And then one of the

702

01:44:24.950 --> 01:44:38.829

Ally Holmqvist, Metro: additional items will be an introduction to the regional transportation demand management strategy as well. It's a related effort to the community connector study.

703

01:44:38.880 --> 01:44:50.329

Ally Holmqvist, Metro: And it is for the program that informs and encourages people to use walking, biking, rolling, transit and ride, sharing to maximize efficiency of the system

704

01:44:50.620 --> 01:45:01.500

Ally Holmqvist, Metro: that's run by the regional travel options program at Metro and they fund these types of efforts across the region have done so since the nineties.

705

01:45:01.580 --> 01:45:09.065

Ally Holmqvist, Metro: They've regularly updated the plan and have sought feedback from the advisory committees.

706

01:45:10.090 --> 01:45:16.600

Ally Holmqvist, Metro: and now they're gonna be creating a strategy for the 1st time on tdm, my apologies, they.

707

01:45:16.800 --> 01:45:23.219

Ally Holmqvist, Metro: the Rto strategy, is what they have been updated in the past. So this is a new element. The Tdm strategy

708

01:45:23.500 --> 01:45:35.239

Ally Holmqvist, Metro: and the goal is to help local governments meet the increased requirements to address transportation, demand, management and local plans that will come from Cfec and the regional mobility policy.

709

01:45:35.340 --> 01:45:45.219

Ally Holmqvist, Metro: And that will be Jpac's 1st time discussing this item. And they're going to focus on the schedule scope and work plan for that effort.

710

01:45:45.290 --> 01:45:52.479

Ally Holmqvist, Metro: And then the last thing I didn't mention is, there will be an update on the Interstate Bridge replacement program.

711

01:45:52.760 --> 01:45:57.429

Ally Holmqvist, Metro: They have the draft supplemental environmental impact statement

712

01:45:57.560 --> 01:46:05.819

Ally Holmqvist, Metro: which incorporates the modified locally preferred alternative that jpact had approved in June 2022.

713

01:46:05.940 --> 01:46:11.730

Ally Holmqvist, Metro: And there's a public comment period. That's open through November 18th for that.

714

01:46:11.960 --> 01:46:16.480

Ally Holmqvist, Metro: And that's I think that's all that's on the agenda for this week.

715

01:46:16.480 --> 01:46:25.329

Lori Stegmann, Multco Comm, She/Her/Hers: Great. Thank you, Ali. And then we'll go into agency updates. And while I have you, Allie, is there any updates you wanted to provide for? Metro.

716

01:46:25.890 --> 01:46:27.209

Ally Holmqvist, Metro: None, thank you.

717

01:46:27.210 --> 01:46:29.980

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

718

01:46:30.600 --> 01:46:46.780

Glen Bolen, ODOT (he/him): Yes, thanks, Commissioner. I excuse me, as this kind of follows, along what Ali's presentation about grants the innovative mobility. Grant Pre. Apps are due next week. And I'll drop a link in the

719

01:46:46.920 --> 01:46:50.587

Glen Bolen, ODOT (he/him): chat for that. This is, I think we have about 20 million dollars.

720

01:46:51.040 --> 01:47:08.680

Glen Bolen, ODOT (he/him): all said, I think, but they're smaller grants, and they can go to agencies as well as 501 C. Nonprofits for innovative mobility. So in the chat, there you go. And then just a little bit of good news. Oregon got

721

01:47:09.030 --> 01:47:22.970

Glen Bolen, ODOT (he/him): 10 million dollars to fix up and upgrade Ev. Charging stations around the State. 135 of them. So they get, you know, I know having a Ev. Sometimes they just don't work, so they have to get maintenance just like any other thing. So anyway. Thank you.

722

01:47:23.460 --> 01:47:26.900

Lori Stegmann, Multco Comm, She/Her/Hers: Thanks, Glenn, that's good good news for all of us. Ev drivers

723

01:47:27.750 --> 01:47:30.509

Lori Stegmann, Multco Comm, She/Her/Hers: all right. Tom Port of Portland.

724

01:47:41.630 --> 01:47:46.139

Tom Bouillion, Port of Portland: Sorry technical issues. Yeah. One thing to note is

725

01:47:46.660 --> 01:47:51.018

Tom Bouillion, Port of Portland: not to steal the thunder of City Troutdale. But there was a great

726

01:47:51.650 --> 01:47:59.439

Tom Bouillion, Port of Portland: 2 for one event last week on Thursday a ribbon cutting for the chalk chalk trail, which is part of the 40 Mile Loop.

727

01:47:59.690 --> 01:48:05.075

Tom Bouillion, Port of Portland: and then city of Troutdale also had their own event. But I'll let

728

01:48:05.620 --> 01:48:09.669

Tom Bouillion, Port of Portland: Mayor Lauer speak to that. But great weather and

729

01:48:09.750 --> 01:48:10.869

Tom Bouillion, Port of Portland: good turnout.

730

01:48:14.140 --> 01:48:15.730

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

731

01:48:15.790 --> 01:48:26.740

Lori Stegmann, Multco Comm, She/Her/Hers: And, by the way, just went through the airport again, any of you who've been traveling? Oh, my gosh! The port is like a different world. It is just so lovely. So

732

01:48:26.780 --> 01:48:28.520

Lori Stegmann, Multco Comm, She/Her/Hers: we really appreciate it.

733

01:48:29.441 --> 01:48:34.270

Lori Stegmann, Multco Comm, She/Her/Hers: Alright! I don't think we have anybody from Trimet joining us, do we?

734

01:48:35.350 --> 01:48:38.720

Lori Stegmann, Multco Comm, She/Her/Hers: If not, we will go to Fairview, John.

735

01:48:38.940 --> 01:48:42.079

John - Fairview: No update from City of Fairview. Thank you.

736

01:48:42.210 --> 01:48:46.070

Lori Stegmann, Multco Comm, She/Her/Hers: Okay, Gresham, Mayor Stovall or Jay.

737

01:48:47.610 --> 01:48:52.869

Travis Stovall: No update from me. As far as I know. I don't know if Jay has anything.

738

01:48:53.920 --> 01:49:18.390

Jay Higgins, Gresham Transportation: Yeah, I have a brief, a brief thing. We were invited by Oregon walks. They're doing a partnership walk with Aarp, doing some advocacy with State Senator Gorsuch, who is the co-chair of the Transportation Committee. So this Friday, if anyone wants to join us, I'll put the details in the chat as soon as I can find that

739

01:49:18.500 --> 01:49:19.973

Jay Higgins, Gresham Transportation: email thing.

740

01:49:21.370 --> 01:49:37.370

Jay Higgins, Gresham Transportation: and it's it's a short walk that goes and tours some of our safe routes to school infrastructure. So we just completed a nice project near Davis, elementary, with 2 crossings and a new sidewalk, and then it also goes up to the the Davis park.

741

01:49:37.600 --> 01:49:49.790

Jay Higgins, Gresham Transportation: my gosh! Traffic playground! That's the words. That that were highlighted in Mary Jo's safety slideshow. So if you want to see any of that stuff in person swing on by and we'd love to have you.

742

01:49:51.770 --> 01:49:52.390

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

743

01:49:52.690 --> 01:49:53.689

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

744

01:49:55.150 --> 01:49:57.410

Lori Stegmann, Multco Comm, She/Her/Hers: City of Portland, Francesca.

745

01:49:59.010 --> 01:50:03.104

Francesca Jones, City of Portland: You know what? I'm not sure that I have an update today. So

746

01:50:03.540 --> 01:50:12.139

Francesca Jones, City of Portland: Mr. Please let me know if you or other committee members have questions for me, or something. I should look up for you.

747

01:50:12.360 --> 01:50:13.190

Francesca Jones, City of Portland: Thanks.

748

01:50:13.550 --> 01:50:14.440

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

749

01:50:14.580 --> 01:50:18.639

Lori Stegmann, Multco Comm, She/Her/Hers: All right. How about Chardale, Mayor Lauer, Dakota?

750

01:50:20.690 --> 01:50:43.639

Randy Lauer | Troutdale: Yeah, to dovetail off. Of Tom's report we had a joint ribbon cutting and ground breaking, breaking with Metro in the port of Portland. We had a groundbreaking for our sandy riverfront linear park that we're very excited about, and and then walked a little bit further north on the other side of 84, and

751

01:50:43.640 --> 01:50:52.900

Randy Lauer | Troutdale: had a ribbon cutting for the chalk trail with Metro Councilor Ashton, Simpson, and the port. It was a really good event, Dakota. I don't know if you have anything else to add to that.

752

01:50:56.130 --> 01:50:57.610

Dakota Meyer - Troutdale Associate Planner: Nope, that was it.

753

01:50:58.160 --> 01:50:59.100

Dakota Meyer - Troutdale Associate Planner: Thank you.

754

01:51:00.650 --> 01:51:06.720

Lori Stegmann, Multco Comm, She/Her/Hers: All right. Well, congratulations! The 40 Mile Loop is happening 1 1 small piece at a time.

755

01:51:07.690 --> 01:51:13.199

Lori Stegmann, Multco Comm, She/Her/Hers: Alright Wood village. I don't know. I don't see Councillor Clark.

756

01:51:13.290 --> 01:51:15.129

Lori Stegmann, Multco Comm, She/Her/Hers: Do we have wood village updates.

757

01:51:15.840 --> 01:51:17.700

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

758

01:51:17.700 --> 01:51:19.470

Erika Normine - City of Wood Village: No updates with wood. Village.

759

01:51:19.470 --> 01:51:20.798

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

760

01:51:21.210 --> 01:51:24.650

Lori Stegmann, Multco Comm, She/Her/Hers: and Multnomah County team. Any updates from you.

761

01:51:26.780 --> 01:51:45.519

Sarah Paulus, Multnomah County (she/her): I have a quick one. My Internet is unstable, though. I was just gonna call out that we recently hired a road engineering services manager, and he

was able to hop on the call. He was just a little late, so we missed introductions. I don't know if Lance is actually still here and wants to quick. Just say Hi! And introduce himself.

762

01:51:45.900 --> 01:51:47.150

Lori Stegmann, Multco Comm, She/Her/Hers: Yes, please.

763

01:51:47.800 --> 01:51:50.959

Lance Calvert, Multnomah County: Hello! Yes, Lance Calvert, I'm

764

01:51:51.100 --> 01:51:57.420

Lance Calvert, Multnomah County: the new engineering roads manager for Multnomah County. Look forward to working with everybody.

765

01:51:58.400 --> 01:52:03.710

Lori Stegmann, Multco Comm, She/Her/Hers: Excellent lance. And and where do you you come from? What was your previous position?

766

01:52:04.460 --> 01:52:18.489

Lance Calvert, Multnomah County: My background. I am actually from Missouri, graduated University of Missouri in engineering, civil engineering, went to Illinois and Chicago Metro area, worked for a while, then to Arizona.

767

01:52:18.870 --> 01:52:31.194

Lance Calvert, Multnomah County: and spent the last 1012 years in Westland, in Portland. Metro. So, too hot, too cold, just right is Portland, and

768

01:52:31.760 --> 01:52:35.349

Lance Calvert, Multnomah County: try, try and encourage other folks to

769

01:52:35.780 --> 01:52:37.440

Lance Calvert, Multnomah County: come here and

770

01:52:37.950 --> 01:52:44.079

Lance Calvert, Multnomah County: really enjoy the great folks and weather here in the Portland Metro area. So.

771

01:52:44.490 --> 01:52:48.879

Lori Stegmann, Multco Comm, She/Her/Hers: Excellent! Well, welcome welcome to Multnomah County.

772

01:52:49.000 --> 01:52:57.349

Lori Stegmann, Multco Comm, She/Her/Hers: Hope that you you like it at the county. It's a great organization, and really has amazing people so welcome.

773

01:52:57.690 --> 01:52:58.540

Lance Calvert, Multnomah County: Thank you.

774

01:52:59.580 --> 01:53:03.749

Lori Stegmann, Multco Comm, She/Her/Hers: All right. Any other Multnomah County announcements.

775

01:53:05.200 --> 01:53:07.530

Lori Stegmann, Multco Comm, She/Her/Hers: Okay, I don't see any.

776

01:53:07.530 --> 01:53:09.509

Jessica Berry, Multnomah County (she/her): I have one, I.

777

01:53:09.510 --> 01:53:10.559

Lori Stegmann, Multco Comm, She/Her/Hers: Go ahead!

778

01:53:10.560 --> 01:53:30.869

Jessica Berry, Multnomah County (she/her): Came and talked a little bit about our project where we're gonna replace some Ada ramps in East County, and that we just signed the contract on that, so that'll be get going this probably this winter. It's a project that we can. We think we can do over the winter. So some new Ada compliant curb ramps in East County.

779

01:53:31.180 --> 01:53:33.860

Lori Stegmann, Multco Comm, She/Her/Hers: Great. Maybe we can get a report out

780

01:53:33.990 --> 01:53:35.590

Lori Stegmann, Multco Comm, She/Her/Hers: next month.

781

01:53:36.140 --> 01:53:39.090

Lori Stegmann, Multco Comm, She/Her/Hers: I'd be curious to know where where those are occurring.

782

01:53:40.430 --> 01:53:43.939

Lori Stegmann, Multco Comm, She/Her/Hers: All right. Any other updates from the Multnomah County team.

783

01:53:46.130 --> 01:54:11.030

Lori Stegmann, Multco Comm, She/Her/Hers: Okay, our next meeting is November 18.th Oh, my gosh! Just like the end of the year. How is it? November? It's crazy, all right. Well, thank you all, we are gonna end 2 min early. It was a great meeting. I appreciate all of you being here, and our our mutual love for transportation. So hope you have a great afternoon.

784

01:54:12.370 --> 01:54:12.850

Francesca Jones, City of Portland: Thank you.

785

01:54:12.850 --> 01:54:13.490

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

786

01:54:13.490 --> 01:54:14.650

Sarah Paulus, Multnomah County (she/her): Thank you.

787

01:54:14.650 --> 01:54:15.590

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