

2024 11 13 BPCAC Meeting - Zoom Transcript

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WEBVTT

1

00:00:00.030 --> 00:00:01.499

MaryJo Andersen, Multnomah County Transportation: Oh, or bike, bike.

2

00:00:02.670 --> 00:00:03.290

Oscar Rincones, He/Him - Multco Zoom Support: Alright!

3

00:00:03.930 --> 00:00:05.370

MaryJo Andersen, Multnomah County Transportation: Goodness, okay.

4

00:00:08.350 --> 00:00:09.460

MaryJo Andersen, Multnomah County Transportation: you can

5

00:00:09.760 --> 00:00:21.119

MaryJo Andersen, Multnomah County Transportation: take exit 56, 8 miles west of Hood River. No parking is at the available. So I'll forward this to everybody. But yeah, they'll have

6

00:00:21.270 --> 00:00:22.810

MaryJo Andersen, Multnomah County Transportation: the shuttles

7

00:00:22.950 --> 00:00:25.519

MaryJo Andersen, Multnomah County Transportation: from Viento State Park

8

00:00:25.960 --> 00:00:32.540

MaryJo Andersen, Multnomah County Transportation: and Cats Park and ride at 2, 2, 4, Wasco Loop Hood River.

9

00:00:32.759 --> 00:00:34.425

MaryJo Andersen, Multnomah County Transportation: and then the

10

00:00:36.220 --> 00:00:37.390

MaryJo Andersen, Multnomah County Transportation: The

11

00:00:37.440 --> 00:00:40.149

MaryJo Andersen, Multnomah County Transportation: let's see, I know you can catch

12

00:00:40.490 --> 00:00:45.009

MaryJo Andersen, Multnomah County Transportation: the cat shuttle in gateway. I have it on my calendar at

13

00:00:45.540 --> 00:00:50.969

MaryJo Andersen, Multnomah County Transportation: 8 50 am. And from leaving from gateway.

14

00:00:52.120 --> 00:00:53.140

MaryJo Andersen, Multnomah County Transportation: So

15

00:00:54.270 --> 00:00:56.890

MaryJo Andersen, Multnomah County Transportation: I will forward this to everybody

16

00:01:16.930 --> 00:01:17.930

MaryJo Andersen, Multnomah County Transportation: Greek, and

17

00:01:19.810 --> 00:01:21.650

MaryJo Andersen, Multnomah County Transportation: probably go ahead and get started.

18

00:01:21.650 --> 00:01:24.130

Andrew Holtz: Yeah, yeah, let's go ahead and get started.

19

00:01:24.130 --> 00:01:27.679

John Russell, PE: You were saying that you're not going to be able to to bike through yet.

20

00:01:31.330 --> 00:01:37.580

John Russell, PE: I just I was thinking of going. But if I can't bike all the way through. I might just save it for another time.

21

00:01:37.770 --> 00:01:43.000

joelhuffman: Yeah, you can't. There's no bikes in there for this ribbon cutting thing at all.

22

00:01:43.100 --> 00:01:46.789

joelhuffman: So the closer you can get is about 7 tenths of a mile away.

23

00:01:47.650 --> 00:01:48.460

joelhuffman: Yeah.

24

00:01:49.280 --> 00:01:53.450

joelhuffman: Actually, one of the board members on our friends of the historic Columbia River highway

25

00:01:53.790 --> 00:01:56.990

joelhuffman: rode through the tunnel about oh.

26

00:01:57.410 --> 00:01:59.090

joelhuffman: probably a month ago.

27

00:01:59.450 --> 00:02:05.869

joelhuffman: because he had it was an email that came out about the Mitchell, not the Mitchell, but the

28

00:02:06.360 --> 00:02:12.870

joelhuffman: the twin tunnels opening up after the forest fire. And so, anyway, he mistook that for Mitchell Point.

29

00:02:13.220 --> 00:02:23.599

joelhuffman: So he got up there and they had a bunch of rebar tied. They were getting ready to pour concrete. And he and they said, Who are you with? And they said, Well, friends of the historic highway? And they said, Okay, well, come on in.

30

00:02:23.830 --> 00:02:28.859

joelhuffman: So he just walked across the rebar carrying his bike, and he and his buddies went ahead and rode through the tunnel.

31

00:02:31.160 --> 00:02:33.210

John Russell, PE: But he gets to be first.st So

32

00:02:33.540 --> 00:02:38.010

John Russell, PE: they're not gonna get to be first.st I'll yeah. I'll I'll wait till I can go through the whole thing.

33

00:02:38.360 --> 00:02:41.689

joelhuffman: Yeah, it's gonna be probably at least a couple of months, if not a little longer.

34

00:02:51.470 --> 00:02:55.329

Andrew Holtz: Mary Joe. Should we do some introductions, or just.

35

00:02:55.330 --> 00:02:56.609

MaryJo Andersen, Multnomah County Transportation: Ready for us to

36

00:02:57.000 --> 00:02:58.480

MaryJo Andersen, Multnomah County Transportation: get going here.

37

00:03:08.530 --> 00:03:13.609

MaryJo Andersen, Multnomah County Transportation: So welcome everyone. Oscar, do you want to give the Zoom Meeting guidelines.

38

00:03:16.820 --> 00:03:17.440

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

39

00:03:17.870 --> 00:03:27.869

Oscar Rincones, He/Him - Multco Zoom Support: Good afternoon, everyone. My name is Oscar, and 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.

40

00:03:28.210 --> 00:03:38.470

Oscar Rincones, He/Him - Multco Zoom Support: It is a high priority for Multnomah county transportation to provide the clearest path to equitable distribution and accessibility of all materials for this meeting.

41

00:03:38.740 --> 00:03:49.599

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

42

00:03:49.910 --> 00:04:04.269

Oscar Rincones, He/Him - Multco Zoom Support: closed. Captioning is activated. We do ask everyone to wait until the end of a presentation for questions and comments unless otherwise directed. I am available via the chat feature during the meeting. If you need Zoom Meeting assistance.

43

00:04:04.660 --> 00:04:06.209

Oscar Rincones, He/Him - Multco Zoom Support: enjoy your meeting today.

44

00:04:08.830 --> 00:04:12.250

MaryJo Andersen, Multnomah County Transportation: Thank you, Oscar. I'll go ahead and give the land acknowledgement.

45

00:04:12.700 --> 00:04:19.990

MaryJo Andersen, Multnomah County Transportation: Multnomah County rests on the stolen lands of the Multnomah, Kathlamette, and Clackamas, bands of the Chinook Indian nation.

46

00:04:20.010 --> 00:04:25.140

MaryJo Andersen, Multnomah County Transportation: the Tualatin, Kayapuya, the Malala, and many others along the Columbia River.

47

00:04:25.300 --> 00:04:30.580

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

48

00:04:30.600 --> 00:04:42.710

MaryJo Andersen, Multnomah County Transportation: The land was not stolen, and people were not enslaved by ambiguous entities and actors. The land was stolen by, and African people were enslaved by white settlers who had government support.

49

00:04:42.770 --> 00:04:56.549

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

50

00:04:56.850 --> 00:05:02.380

MaryJo Andersen, Multnomah County Transportation: Let us take a moment of silence to acknowledge the history of how we are here in this place

51

00:05:02.410 --> 00:05:04.179

MaryJo Andersen, Multnomah County Transportation: and to honor the people.

52

00:05:29.110 --> 00:05:37.330

MaryJo Andersen, Multnomah County Transportation: Yeah, everyone. I think we'll just do popcorn introductions, and maybe for the introductions you could come on camera

53

00:05:37.400 --> 00:05:39.920

MaryJo Andersen, Multnomah County Transportation: to just say your name.

54

00:05:40.160 --> 00:05:43.779

MaryJo Andersen, Multnomah County Transportation: And what part of town you live in.

55

00:05:44.150 --> 00:05:48.860

MaryJo Andersen, Multnomah County Transportation: My name's Mary Jo. Y'all know me. I'm in gateway.

56

00:05:49.000 --> 00:05:50.900

MaryJo Andersen, Multnomah County Transportation: and I'll pass it to Dean.

57

00:05:53.100 --> 00:05:56.520

Dean: Dean Derrick and Member, and I'm in Gresham.

58

00:05:59.870 --> 00:06:02.779

Dean: Oh, and I'll pass it to Andrew. He's to my right.

59

00:06:02.780 --> 00:06:07.169

Andrew Holtz: Hi Andrew Holtz live in Selwood, but my specialty is the West Hills

60

00:06:07.460 --> 00:06:11.820

Andrew Holtz: and member and Chair current chair, and I'll pass it to Joel.

61

00:06:16.060 --> 00:06:22.460

joelhuffman: Hi, Joel Huffman, board member or committee member, and I live in North Gresham.

62

00:06:22.830 --> 00:06:26.649

joelhuffman: and I'll pass it to Greg.

63

00:06:28.887 --> 00:06:34.889

greg olson: Greg Olson, Committee, member East Portland, no southeast Gresham.

64

00:06:35.110 --> 00:06:47.280

greg olson: And I would like to thank whoever was doing the zoom that this is the 1st time in like 6 months I've been able to get on zoom within 30 seconds. Usually it's 20 min.

65

00:06:47.860 --> 00:06:50.650

greg olson: so I don't know how they update it again, but

66

00:06:50.720 --> 00:06:52.109

greg olson: I appreciate it.

67

00:06:54.890 --> 00:06:56.810

greg olson: Oh, how about John.

68

00:06:58.520 --> 00:07:05.470

John Russell, PE: Yeah, thank you, Greg. I'm John Russell. He him committee member living in inner north northeast Portland.

69

00:07:05.660 --> 00:07:09.409

John Russell, PE: and I will pass it to Ryan.

70

00:07:11.300 --> 00:07:15.109

Ryan Rucker: Hey? Good evening, everyone. Ryan Rucker, engineer with Multnomah County.

71

00:07:15.540 --> 00:07:18.330

Ryan Rucker: and I will pass it over to Allison.

72

00:07:22.220 --> 00:07:29.260

Allison Boyd: Hello, everybody, Alison Boyd, transportation planning manager with Multnomah County, and I'm actually in downtown Portland.

73

00:07:29.570 --> 00:07:37.750

Allison Boyd: So I will pass it. I'm sorry I haven't been tracking. Who all has gone. Joel, have you gone yet?

74

00:07:40.800 --> 00:07:42.340

joelhuffman: I have so.

75

00:07:42.340 --> 00:07:44.149

John Russell, PE: Bob Art, or Frank.

76

00:07:44.150 --> 00:07:45.610

joelhuffman: Yeah, how about Bob?

77

00:07:47.270 --> 00:07:54.959

Bob Thomas: Hello, everyone Bob Thomas. I am a committee member and over in Troutdale, and I'll pass it over to Frank.

78

00:07:57.850 --> 00:08:01.319

Frank Stevens: Yeah. Frank Stevens, Trepdale and Gresham planning commission.

79

00:08:05.330 --> 00:08:07.099

Andrew Holtz: They aren't. Why don't you go next.

80

00:08:12.310 --> 00:08:17.059

Art Graves: Hi, art graves committee member and then I'm in Selwood.

81

00:08:19.430 --> 00:08:20.710

Andrew Holtz: And here's Megan.

82

00:08:20.860 --> 00:08:21.610

Andrew Holtz: I don't.

83

00:08:21.820 --> 00:08:25.350

Andrew Holtz: Megan. We're just finishing introductions, so go right ahead.

84

00:08:25.510 --> 00:08:34.009

Megan Moser: Oh, Hi! There! Megan Moser, she her pronouns I'm a committee member in North Gresham and also work at bike works by pair.

85

00:08:34.840 --> 00:08:37.389

Andrew Holtz: And I think Oscar is the only one we haven't heard from.

86

00:08:38.710 --> 00:08:44.969

Oscar Rincones, He/Him - Multco Zoom Support: Thank you, Oscar Rincones. I see him pronounce, and I'm with Multnomah County transportation.

87

00:08:49.190 --> 00:08:52.359

Andrew Holtz: Well, now we're at the public comment. Do we have any

88

00:08:53.600 --> 00:08:54.840

Andrew Holtz: anybody wanna

89

00:08:55.180 --> 00:08:58.389

Andrew Holtz: pipe up about anything? Public comment period?

90

00:08:58.620 --> 00:08:59.550

Andrew Holtz: Greg.

91

00:09:04.230 --> 00:09:06.286

greg olson: Yeah, I wanna go back to the

92

00:09:08.180 --> 00:09:13.960

greg olson: survey that was done, and I don't remember if I included in my survey response.

93

00:09:14.270 --> 00:09:17.720

greg olson: But I spent a month in California and a couple

94

00:09:18.250 --> 00:09:20.030

greg olson: weeks around here.

95

00:09:22.190 --> 00:09:23.050

greg olson: kind of

96

00:09:23.880 --> 00:09:31.720

greg olson: riding and walking across some intersections. And what I've really noticed that could be taken. A

97

00:09:31.880 --> 00:09:34.670

greg olson: account in our arterials

98

00:09:35.270 --> 00:09:36.470

greg olson: is that

99

00:09:37.730 --> 00:09:44.980

greg olson: on 4 lane arterioles, or or larger, if I'm going across the street either on my bike or walking.

100

00:09:45.480 --> 00:09:46.846

greg olson: The generally

101

00:09:48.260 --> 00:09:57.690

greg olson: 2 rows of cars will fill up at the stoplight, so I can proceed across on the Walk sign, however, the right Turn Lane. People seem to

102

00:09:57.900 --> 00:10:04.950

greg olson: see that there's a red light, but they know that there's nothing going on, so they will come up, and by the time they're up.

103

00:10:05.220 --> 00:10:11.240

greg olson: I am at the closest car to them coming up, and I always slow down. Now

104

00:10:11.290 --> 00:10:17.319

greg olson: put my hand up, and if I had a sign with me, I'll carry it around and throw it at the windshields.

105

00:10:17.600 --> 00:10:18.200

greg olson: But

106

00:10:19.150 --> 00:10:23.090

greg olson: a lot of vehicles don't have any anticipation that stopping

107

00:10:23.780 --> 00:10:28.689

greg olson: at the stops line and coming to a complete stop. And I've noticed, even at the

108

00:10:29.140 --> 00:10:33.999

greg olson: new springwater connection in Milwaukee

109

00:10:34.200 --> 00:10:40.929

greg olson: they have a no turn on red when the cyclists and pedestrians are able to come across, and it's very common

110

00:10:40.980 --> 00:10:43.250

greg olson: for those on a no turn on red

111

00:10:43.779 --> 00:10:48.690

greg olson: will turn and just miss the back tires of a bike, or

112

00:10:48.990 --> 00:10:56.309

greg olson: will not yield to the pedestrian walking across the street. And I think it's something that needs to be addressed.

113

00:10:56.750 --> 00:10:59.646

greg olson: Several intersections in the East County that

114

00:11:00.190 --> 00:11:02.099

greg olson: especially those that are

115

00:11:03.890 --> 00:11:14.680

greg olson: the desk pedestrians, heavy or bike heavy for crossing the intersection. Anyway, I have a list of several, but in the designs coming up. I would appreciate

116

00:11:15.160 --> 00:11:17.469

greg olson: that being a

117

00:11:18.278 --> 00:11:21.211

greg olson: function of their design criteria that

118

00:11:21.730 --> 00:11:27.260

greg olson: maybe we want to just put a note turn on red in several areas. Thank you.

119

00:11:28.230 --> 00:11:32.519

MaryJo Andersen, Multnomah County Transportation: Thanks, Greg, did you put that in the safety survey this summer?

120

00:11:34.320 --> 00:11:36.009

greg olson: That's what I don't remember.

121

00:11:36.230 --> 00:11:37.670

MaryJo Andersen, Multnomah County Transportation: Okay, well, it is.

122

00:11:37.720 --> 00:11:40.169

greg olson: As I'm experiencing it.

123

00:11:41.025 --> 00:11:41.590

greg olson: Gosh.

124

00:11:41.590 --> 00:11:42.139

MaryJo Andersen, Multnomah County Transportation: We're a lot.

125

00:11:42.429 --> 00:11:46.480

greg olson: So it may be in there. It may not. If it's not in there.

126

00:11:46.610 --> 00:11:49.769

greg olson: their jurisdiction should be aware that

127

00:11:49.900 --> 00:11:53.520

greg olson: there's more going on that needs that needs to be done.

128

00:11:54.130 --> 00:12:01.189

MaryJo Andersen, Multnomah County Transportation: There's there's quite a bit of discussion about no turn on red lights, no right on Red.

129

00:12:01.200 --> 00:12:12.659

MaryJo Andersen, Multnomah County Transportation: There's been quite a bit of discussion about that in our safety. Different safety oriented committees that we have for regional staff. So I appreciate that.

130

00:12:12.730 --> 00:12:13.990

MaryJo Andersen, Multnomah County Transportation: and

131

00:12:14.030 --> 00:12:17.859

MaryJo Andersen, Multnomah County Transportation: I'll make sure that's in the Ser safety survey.

132

00:12:18.320 --> 00:12:21.169

MaryJo Andersen, Multnomah County Transportation: I'm pretty sure it's in there from other folks.

133

00:12:24.150 --> 00:12:25.950

Andrew Holtz: Great any other public comment.

134

00:12:28.370 --> 00:12:30.040

Andrew Holtz: See any hands up.

135

00:12:30.950 --> 00:12:33.309

Andrew Holtz: so we'll jump on. I don't have

136

00:12:33.610 --> 00:12:36.910

Andrew Holtz: much of a chair report except to say that I

137

00:12:37.982 --> 00:12:40.630

Andrew Holtz: saw John Russell on.

138

00:12:40.940 --> 00:12:46.300

Andrew Holtz: What was that? 2 weeks ago Sharon Wood Wartman did a presentation on the Burn history of the Burnside Bridge.

139

00:12:46.490 --> 00:12:57.321

Andrew Holtz: which we've heard a lot of it before, but she's always got a great presentation. And and one thing that really came up that I hadn't given a lot of thought to is

140

00:12:57.880 --> 00:13:03.440

Andrew Holtz: is how much thought has been going into saving some key parts

141

00:13:03.610 --> 00:13:10.699

Andrew Holtz: of the architecture of the existing bridge when it gets replaced, you know. Gosh, it would be great if a whole

142

00:13:12.180 --> 00:13:14.210

Andrew Holtz: bridge operator tower could be

143

00:13:14.850 --> 00:13:18.970

Andrew Holtz: put in waterfront park or something like that. Yeah, exactly.

144

00:13:19.690 --> 00:13:20.800

Andrew Holtz: because it is

145

00:13:20.850 --> 00:13:24.739

Andrew Holtz: distinctive architecture that it's going to be a shame to miss it as we

146

00:13:24.880 --> 00:13:26.559

Andrew Holtz: move on to a safer bridge.

147

00:13:27.150 --> 00:13:29.010

Andrew Holtz: which we'll be hearing about in a little bit.

148

00:13:30.750 --> 00:13:32.180

Andrew Holtz: That's the only thing I could

149

00:13:32.560 --> 00:13:34.410

Andrew Holtz: think of since the last meeting.

150

00:13:36.160 --> 00:13:40.660

Andrew Holtz: And okay. So now we're up to

151

00:13:41.030 --> 00:13:45.820

Andrew Holtz: review and adoption of the October 9. Meeting minutes.

152

00:13:49.060 --> 00:13:52.299

Andrew Holtz: Anybody have any comments or corrections?

153

00:13:53.050 --> 00:13:59.589

Andrew Holtz: No, they're these. Yeah. The minutes are pretty spare. Hard to find anything wrong with them. You just have to go to the video to look

154

00:14:00.300 --> 00:14:01.099

Andrew Holtz: so

155

00:14:02.550 --> 00:14:08.160

Andrew Holtz: do we have a motion to adopt the meeting minutes from the October 9th meeting.

156

00:14:08.800 --> 00:14:11.209

joelhuffman: I'll move to adopt the minutes.

157

00:14:11.210 --> 00:14:12.539

Andrew Holtz: All right. And a second.

158

00:14:16.660 --> 00:14:17.710

Dean: I'll second it.

159

00:14:17.930 --> 00:14:18.790

Andrew Holtz: Okay.

160

00:14:18.900 --> 00:14:21.329

Andrew Holtz: all in favor. Raise your hands.

161

00:14:23.310 --> 00:14:24.900

Andrew Holtz: Any opposed.

162

00:14:26.170 --> 00:14:28.290

Andrew Holtz: any absent abstentions?

163

00:14:29.820 --> 00:14:32.240

Andrew Holtz: Okay. Greg's abstain abstaining.

164

00:14:32.910 --> 00:14:35.790

Andrew Holtz: and so the minutes are adopted.

165

00:14:38.870 --> 00:14:42.159

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

166

00:14:45.600 --> 00:14:50.430

MaryJo Andersen, Multnomah County Transportation: And thank you. Oscar will be putting that up on the screen here in a second.

167

00:14:50.650 --> 00:14:52.010

MaryJo Andersen, Multnomah County Transportation: Thanks, Oscar.

168

00:14:52.060 --> 00:14:57.889

MaryJo Andersen, Multnomah County Transportation: So we actually have a smaller number of fatalities in October.

169

00:14:58.010 --> 00:15:02.270

MaryJo Andersen, Multnomah County Transportation: It's kind of a nice surprise.

170

00:15:02.981 --> 00:15:09.150

MaryJo Andersen, Multnomah County Transportation: So for the month of October, in the metro regional area there were 10 fatalities.

171

00:15:09.220 --> 00:15:13.609

MaryJo Andersen, Multnomah County Transportation: There were 5 driving, 3 walking and 2 bicycling

172

00:15:14.604 --> 00:15:19.310

MaryJo Andersen, Multnomah County Transportation: in East County, the Fairview Parkway.

173

00:15:20.101 --> 00:15:27.529

MaryJo Andersen, Multnomah County Transportation: Fatality that Marsha Lynn abate. She was actually a passenger in the vehicle

174

00:15:28.033 --> 00:15:32.256

MaryJo Andersen, Multnomah County Transportation: and got hit by another. That vehicle got hit by another

175

00:15:33.480 --> 00:15:35.340

MaryJo Andersen, Multnomah County Transportation: Another driver.

176

00:15:35.906 --> 00:15:43.010

MaryJo Andersen, Multnomah County Transportation: The unidentifi. Some of the unidentified ones in this report had been identified.

177

00:15:44.700 --> 00:15:48.709

MaryJo Andersen, Multnomah County Transportation: The bicycle on northeast. Gleason was at 1 28, th

178

00:15:48.900 --> 00:15:53.210

MaryJo Andersen, Multnomah County Transportation: the pedestrian on southeast. Stark was at 99, th

179

00:15:53.290 --> 00:16:00.799

MaryJo Andersen, Multnomah County Transportation: and the driver on Northeast. Halsey was at 1 18, th right here by my house, and I didn't even know that that one happened

180

00:16:01.752 --> 00:16:16.239

MaryJo Andersen, Multnomah County Transportation: also, this month in our safety meeting there was a discussion about how the number of fatalities for people that are 18 and under has seemed to have jumped here in the last couple of years.

181

00:16:16.610 --> 00:16:17.485

MaryJo Andersen, Multnomah County Transportation: So

182

00:16:18.840 --> 00:16:21.750

MaryJo Andersen, Multnomah County Transportation: that's pretty concerning as well

183

00:16:23.170 --> 00:16:24.350

MaryJo Andersen, Multnomah County Transportation: So

184

00:16:24.960 --> 00:16:31.390

MaryJo Andersen, Multnomah County Transportation: as we look at this list of people that have lost their lives on our roads.

185

00:16:31.470 --> 00:16:34.300

MaryJo Andersen, Multnomah County Transportation: I want to take a moment to acknowledge that

186

00:16:34.330 --> 00:16:39.640

MaryJo Andersen, Multnomah County Transportation: they were important members of our community. They were friends, family

187

00:16:39.860 --> 00:16:42.160

MaryJo Andersen, Multnomah County Transportation: coworkers, loved ones.

188

00:16:42.380 --> 00:16:45.650

MaryJo Andersen, Multnomah County Transportation: and people that will be dearly missed.

189

00:16:46.060 --> 00:16:51.400

MaryJo Andersen, Multnomah County Transportation: So we'll take a moment to acknowledge their lives as we

190

00:16:51.500 --> 00:16:54.760

MaryJo Andersen, Multnomah County Transportation: continue to work, to make our roads safer

191

00:16:54.770 --> 00:16:57.109

MaryJo Andersen, Multnomah County Transportation: for everybody, for all users.

192

00:17:13.140 --> 00:17:14.540

MaryJo Andersen, Multnomah County Transportation: Thank you, Oscar.

193

00:17:18.280 --> 00:17:21.141

Andrew Holtz: Hey? Well, we're running ahead of schedule.

194

00:17:21.640 --> 00:17:28.339

Andrew Holtz: Ryan, you're next on the agenda, are you? Are we waiting for James Charmerell, or are you just gonna take it.

195

00:17:30.190 --> 00:17:33.230

Ryan Rucker: Yeah, we should have James. I don't.

196

00:17:33.440 --> 00:17:39.909

Andrew Holtz: Okay, we can. We can flip things around a little bit. I don't see. I don't see Jay.

197

00:17:40.250 --> 00:17:40.630

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

198

00:17:40.630 --> 00:17:41.970

MaryJo Andersen, Multnomah County Transportation: He just popped in.

199

00:17:43.040 --> 00:17:43.940

Andrew Holtz: Oh, great.

200

00:17:44.300 --> 00:17:45.430

Andrew Holtz: perfect timing

201

00:17:46.140 --> 00:17:47.520

Andrew Holtz: great! Well, let him get

202

00:17:48.810 --> 00:17:52.670

Andrew Holtz: settled in here, and then we can jump into the Burnside bridge, briefing.

203

00:17:56.332 --> 00:18:00.010

James Shamrell (Parametrix): Oh, sorry about that. It sounds like you're ready for me early. Huh?

204

00:18:00.010 --> 00:18:04.909

Andrew Holtz: Yes, we are ahead of schedule, so your timing is absolutely spot on.

205

00:18:05.470 --> 00:18:06.400

James Shamrell (Parametrix): I'm glad I'm here.

206

00:18:06.540 --> 00:18:08.570

James Shamrell (Parametrix): Glad I got an update here.

207

00:18:08.570 --> 00:18:11.623

Andrew Holtz: Ready to go ahead of schedule

208

00:18:12.140 --> 00:18:14.070

Andrew Holtz: you and Ryan can

209

00:18:14.420 --> 00:18:15.849

Andrew Holtz: can go ahead with the update.

210

00:18:16.163 --> 00:18:18.980

James Shamrell (Parametrix): Oh, and Ryan's here already, too, so perfect! Right.

211

00:18:19.750 --> 00:18:20.749

Ryan Rucker: Ready to go.

212

00:18:21.080 --> 00:18:23.579

James Shamrell (Parametrix): Alright. Let me get the slides up here, and we'll get started.

213

00:18:24.850 --> 00:18:32.080

Ryan Rucker: Yeah. So as he's pulling up the slides, we're here to kind of give a just a general update on project timeline. And then.

214

00:18:32.552 --> 00:18:37.517

Ryan Rucker: James is gonna cover some of the detour work that him and his team have been doing

215

00:18:38.050 --> 00:18:42.968

Ryan Rucker: to give a heads up. Still, in the design phase. We actually just

216

00:18:43.680 --> 00:18:51.129

Ryan Rucker: past one of our major milestones, which was the dap or 30% submittal dap is design acceptance package.

217

00:18:51.490 --> 00:18:54.230

Ryan Rucker: We'll be in the design phase

218

00:18:54.990 --> 00:18:56.769

Ryan Rucker: for the next

219

00:18:56.940 --> 00:18:59.929

Ryan Rucker: roughly, 2 and a half years, which will lead into

220

00:19:00.350 --> 00:19:02.510

Ryan Rucker: some of the pre-construction. There we go.

221

00:19:02.590 --> 00:19:04.829

Ryan Rucker: So you kind of. See where we're at right now

222

00:19:04.940 --> 00:19:10.990

Ryan Rucker: gonna be working through design through the end of 2024, through 25 and into 26.

223

00:19:11.220 --> 00:19:17.320

Ryan Rucker: as you guys may know. I think we have a Cdag member on this committee. Right? Yeah.

224

00:19:17.976 --> 00:19:20.043

Ryan Rucker: So earlier this year,

225

00:19:20.950 --> 00:19:27.999

Ryan Rucker: we had a we had a Cdag meeting, and they were selecting bridge type and form, which you'll see here in the next couple of slides.

226

00:19:28.371 --> 00:19:31.868

Ryan Rucker: But they ended up selecting a bridge type which was cable. Stay,

227

00:19:32.480 --> 00:19:35.569

Ryan Rucker: And that kind of led us down the road.

228

00:19:35.962 --> 00:19:44.110

Ryan Rucker: Now we know what kind of bridge we're building. We can start refining that design and what that looks like. James, if you want to jump back one more slide.

229

00:19:44.673 --> 00:19:52.220

Ryan Rucker: So. And over the next couple of years you'll see everything around Burnside start to transition.

230

00:19:52.240 --> 00:19:56.920

Ryan Rucker: and what that'll look like for you all as pedestrian bike users.

231

00:19:57.350 --> 00:20:01.549

Ryan Rucker: people that use the bridge is in that 2026 window.

232

00:20:01.640 --> 00:20:08.720

Ryan Rucker: That's when you're going to see a lot of the early work detour work, Ada. Improvements, sidewalk improvements, road improvements which

233

00:20:09.081 --> 00:20:20.079

Ryan Rucker: which James is, gonna get into in a lot of detail, and then 2027. That's when the bridge will officially close at the beginning of that year, and it'll be closed through most of 2031,

234

00:20:20.300 --> 00:20:22.620

Ryan Rucker: probably into quarter 3 or 4

235

00:20:22.880 --> 00:20:24.220

Ryan Rucker: next slide.

236

00:20:25.260 --> 00:20:29.920

Ryan Rucker: So like I mentioned in the Cdag earlier this year

237

00:20:30.407 --> 00:20:34.100

Ryan Rucker: they selected the bridge type, which was the inverted wire cable. Stay.

238

00:20:34.260 --> 00:20:37.730

Ryan Rucker: it's a beautiful bridge. I you know. I think we had

239

00:20:37.890 --> 00:20:45.239

Ryan Rucker: 6 great options at the end of, you know, when they finally met. And we're, you know, trying to pick which one they're gonna move forward with.

240

00:20:45.390 --> 00:20:52.860

Ryan Rucker: But I think this is an amazing bridge. It's going to be iconic for the city and and all the local communities.

241

00:20:54.606 --> 00:21:01.710

Ryan Rucker: And then this was brought to the Board of county commissioners on September 12, th and they gave approval for the team to move forward

242

00:21:03.300 --> 00:21:04.610

Ryan Rucker: next slide.

243

00:21:06.010 --> 00:21:12.269

Ryan Rucker: All right, east bank esplanade. So this is still an ongoing discussion. It's something that the city and the county

244

00:21:12.440 --> 00:21:20.380

Ryan Rucker: have been jointly working together. On what types of options we can see here. They've looked at elevators. They've looked at ramp options.

245

00:21:20.867 --> 00:21:30.409

Ryan Rucker: And nothing's really been feasible. Up to this point. You know, with the elevators there comes a lot more infrastructure and a lot of maintenance to maintain something like that

246

00:21:30.560 --> 00:21:39.599

Ryan Rucker: with the ramps. It just got way too long to be able to meet the grade down when you're on the esplanade up to the bridge, it would basically have to like loop

247

00:21:39.960 --> 00:21:45.610

Ryan Rucker: past I 5 and I 84 connections and come all the way back around to connect onto the bridge.

248

00:21:46.225 --> 00:21:53.350

Ryan Rucker: But it's a continuing effort. We're continuing to work with Pbot Parks the city. All those to

249

00:21:54.820 --> 00:21:57.890

Ryan Rucker: find a good equitable solution for

250

00:21:57.950 --> 00:22:00.519

Ryan Rucker: for all the users in the community. So

251

00:22:01.110 --> 00:22:06.550

Ryan Rucker: with that, if there's no question, I'm gonna pass it off to James, and he's gonna get into the

252

00:22:07.170 --> 00:22:08.760

Ryan Rucker: into the different detours.

253

00:22:09.190 --> 00:22:18.610

Megan Moser: I was curious about the bridge. Will it look similar to the telecom crossing since it's got that same kinda look it looks like on there the cable.

254

00:22:18.610 --> 00:22:33.379

Ryan Rucker: It'll look similar. It's the same type. It's gonna have, you know. It's kind of 3 bridges in one. It's still gonna have the basket portion in the middle. It's gonna be more conventional girder style on the west side, so similar to what you see now over on the West side.

255

00:22:33.480 --> 00:22:39.919

Ryan Rucker: but a lot less columns there. So it's gonna be it's it's gonna have definitely a more open feel to it.

256

00:22:40.288 --> 00:22:47.529

Ryan Rucker: But you are right there on the East Side. It is going to look similar to telecom, because it's that same cable state type of design.

257

00:22:48.009 --> 00:22:53.039

Ryan Rucker: But, unlike telecom, where it's got the goal post. This is gonna you know, have that one meet in the middle?

258

00:22:54.220 --> 00:22:56.939

Ryan Rucker: But yeah, it's gonna give resemblance to that other bridge.

259

00:22:57.150 --> 00:22:59.400

Ryan Rucker: But we're also working through.

260

00:22:59.480 --> 00:23:03.829

Ryan Rucker: And we actually just had a big meeting. I think it was last Friday, right? James.

261

00:23:04.397 --> 00:23:11.230

Ryan Rucker: Where we kind of went through all these technical decisions. And one of the items was actually the architectural lighting. So they're looking

262

00:23:11.410 --> 00:23:16.839

Ryan Rucker: at ways to make this look unique and not kind of mimic. What you see at?
Telecom.

263

00:23:17.090 --> 00:23:17.780

Ryan Rucker: Okay?

264

00:23:18.100 --> 00:23:20.939

Megan Moser: Okay. Yeah. Thanks. Yeah. Great.

265

00:23:21.580 --> 00:23:24.610

Ryan Rucker: I think I was there another question that popped in the chat.

266

00:23:27.030 --> 00:23:28.939

John Russell, PE: Oh, no, I was just making a joke.

267

00:23:29.720 --> 00:23:30.395

Ryan Rucker: Oh!

268

00:23:31.260 --> 00:23:33.190

John Russell, PE: As as someone who preferred the.

269

00:23:33.190 --> 00:23:33.970

Ryan Rucker: There we go!

270

00:23:34.280 --> 00:23:36.609

John Russell, PE: The the basket handle, but.

271

00:23:37.630 --> 00:23:40.810

Ryan Rucker: Yeah, I like the basket handle and

272

00:23:40.960 --> 00:23:48.110

Ryan Rucker: the the V tower option, but the inverted Y is still beautiful, so

273

00:23:50.540 --> 00:23:54.150

Ryan Rucker: alright, there's nothing else I will pass it on. Oh.

274

00:23:54.924 --> 00:23:56.869

Ryan Rucker: Greg, you got your hand raised.

275

00:23:57.663 --> 00:24:03.839

greg olson: Yeah. When I missed the last meeting in October, I was riding all over California again.

276

00:24:04.130 --> 00:24:06.699

greg olson: and down in Dublin

277

00:24:06.750 --> 00:24:10.120

greg olson: area where they have, besides

278

00:24:11.050 --> 00:24:13.790

greg olson: 2 freeways, 6, 80, and the 5

279

00:24:14.500 --> 00:24:17.770

greg olson: 20 running into each other.

280

00:24:17.980 --> 00:24:26.839

greg olson: They have several arterials, or like 6 to 8 lanes, and they're extending that iron horse trail the way I talked about months ago.

281

00:24:27.100 --> 00:24:28.020

greg olson: Hello!

282

00:24:28.240 --> 00:24:29.520

greg olson: And they've

283

00:24:29.610 --> 00:24:30.960

greg olson: this year they've

284

00:24:31.150 --> 00:24:34.310

greg olson: finally put up the inverted wives.

285

00:24:34.430 --> 00:24:36.939

greg olson: So it must be a popular

286

00:24:37.500 --> 00:24:41.940

greg olson: design that's going around in the area. But they do look

287

00:24:42.040 --> 00:24:43.560

greg olson: really impressive.

288

00:24:43.690 --> 00:24:47.139

greg olson: and they haven't got all the stringers up and things yet.

289

00:24:47.990 --> 00:24:55.539

greg olson: but their crossings are almost as long as what is on the Burnside bridge, and they'll have multiple. Y's

290

00:24:55.780 --> 00:25:00.369

greg olson: going up there, and they are pretty impressive, and they'll be for

291

00:25:00.450 --> 00:25:02.380

greg olson: bikes and pads only.

292

00:25:02.740 --> 00:25:07.419

greg olson: And so, anyway, that's what's going on in the rest of the world. Thank you.

293

00:25:12.640 --> 00:25:14.630

Ryan Rucker: All right, James. I think the floor is yours.

294

00:25:15.550 --> 00:25:16.350

James Shamrell (Parametrix): Alright

295

00:25:17.681 --> 00:25:28.910

James Shamrell (Parametrix): so I'll walk you all through detail routes. For different modes. Also walk you through current studies on improvements, and happy to take questions at any point, so please just raise your hand

296

00:25:29.150 --> 00:25:31.660

James Shamrell (Parametrix): out of the chat. I'll kind of try to keep an eye on it.

297

00:25:32.030 --> 00:25:32.880

James Shamrell (Parametrix): so

298

00:25:33.674 --> 00:25:53.270

James Shamrell (Parametrix): alright. So when we last met with this group, or at least the last time I was with this group talking about detours specifically, we had kind of come asking some specific questions, and so part of this is to follow up on that a little bit, and then part of it is to kind of take this to, you know the next steps and things we didn't get to talk to with you all about last time.

299

00:25:53.440 --> 00:26:01.873

James Shamrell (Parametrix): So one of the key things we were focusing on our last conversation together. About regarding detours, was trying to understand

300

00:26:02.895 --> 00:26:07.904

James Shamrell (Parametrix): how we would route pedestrians in particular around the Burnside closer.

301

00:26:08.520 --> 00:26:28.550

James Shamrell (Parametrix): if if you don't remember. From our last conversation. You know, the anticipated plan is that the the bridge will be closed for somewhere in the neighborhood of 4 to 5 years. For construction, which will really, you know, be from intersection, intersection on on from the 1st intersection, the West, the 1st intersection on the east will have a closure.

302

00:26:28.550 --> 00:26:41.490

James Shamrell (Parametrix): And so what that means is that all everyone who uses the bridge today, whether they are walking, biking other forms of rolling, taking transit, driving their car across. We'll need to find another route.

303

00:26:42.199 --> 00:27:04.200

James Shamrell (Parametrix): So one of the things we've been doing as we're kind of anticipating getting ourselves into a lot of this more detail is trying to identify. What are these routes so that we know where to be putting you know all the signing that's going to help guide people around. This doesn't mean there are other routes for people getting around the the closures, but really giving someone who particularly comes upon the bridge closure.

304

00:27:04.240 --> 00:27:05.309

James Shamrell (Parametrix): What do you do

305

00:27:05.460 --> 00:27:12.279

James Shamrell (Parametrix): so for pedestrians? We were debating at the time, you know whether or not to have one or more pedestrian routes around the closure.

306

00:27:12.550 --> 00:27:27.349

James Shamrell (Parametrix): We met with this group and several other groups to kind of understand kind of what were the trade-offs to different routes. We had, you know, one route to the steel bridge, and we were also studying other routes that would have gone to other bridges like the Morrison or Hawthorne bridges.

307

00:27:27.380 --> 00:27:32.410

James Shamrell (Parametrix): What you see here is the route that we identified to the steel bridge.

308

00:27:32.873 --> 00:27:35.766

James Shamrell (Parametrix): You know we had shared this one last time as well.

309

00:27:36.080 --> 00:27:44.790

James Shamrell (Parametrix): you know, this was our primary route that we had identified because of it being kind of the shortest walking route. Around the Burnside Bridge closure.

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00:27:45.200 --> 00:27:48.207

James Shamrell (Parametrix): Relatively complete, Ada. Infrastructure.

311

00:27:49.060 --> 00:27:57.700

James Shamrell (Parametrix): relatively minimal crossings of major streets. So really, you know, a better situation than other routes might have been to the south.

312

00:27:58.550 --> 00:28:03.200

James Shamrell (Parametrix): We, I think, in general, heard from this group and other groups.

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00:28:03.210 --> 00:28:04.290

James Shamrell (Parametrix): that

314

00:28:04.990 --> 00:28:24.462

James Shamrell (Parametrix): the routes to the south were not particularly desirable from a pedestrian standpoint. Really, that all of the routes were not super desirable from a pedestrian standpoint, that they're all really long. And you know, segments of steeper grades that could be challenging, particularly for someone using like a mobility device.

315

00:28:25.330 --> 00:28:44.890

James Shamrell (Parametrix): and that really that other key theme we heard from, you know, meeting with many different groups was that it would be preferable for the project to look for ways to improve connections, to transit on either side of the bridge to help facilitate getting people through disclosure as quickly and efficiently as possible, and not, you know, creating a long detour

316

00:28:45.381 --> 00:28:56.250

James Shamrell (Parametrix): so what we settled on from those conversations was that we would, you know, continue to sign one pedestrian detour route up to the steel bridge. We knew we were required to have at least one.

317

00:28:57.090 --> 00:29:01.800

James Shamrell (Parametrix): and then not have a second pedestrian route to the south, but instead.

318

00:29:03.440 --> 00:29:16.970

James Shamrell (Parametrix): continue to work with Trimet, which we're in the progress of doing right. Now the county is doing, of trying to find ways to kind of improve both access to and reliability of transit kind of through the closure area.

319

00:29:17.830 --> 00:29:26.540

James Shamrell (Parametrix): So in general, just kind of walking through this route real quickly, this route would have people walking on the sidewalk along MLK. Up to Lloyd.

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00:29:26.590 --> 00:29:33.959

James Shamrell (Parametrix): following along the path along Loy Boulevard, down to East Bank Esplanade crossing on the lower deck of the steel Bridge

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00:29:34.676 --> 00:29:35.470

James Shamrell (Parametrix): And then

322

00:29:36.050 --> 00:29:45.840

James Shamrell (Parametrix): running into Waterfront Park and then up onto NATO, and then using the City Street infrastructure on Cooch, and second, to get back to the closure

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00:29:45.880 --> 00:29:47.639

James Shamrell (Parametrix): the other other side of it.

324

00:29:51.114 --> 00:30:10.900

James Shamrell (Parametrix): We didn't talk as much about this with this group last time. We kind of broadly talked about bikes and pets together, but we had kind of a similar question in mind about where to route bikes through during the closure time frame. Would we route them to one or 2 2 routes. The city was strongly advocating for 2, just because of

325

00:30:11.502 --> 00:30:20.589

James Shamrell (Parametrix): kind of the very destinations and origins that bicyclists are using as are, you know someone who's using Burnside today. They might be coming from northeast and going to south

326

00:30:21.140 --> 00:30:33.820

James Shamrell (Parametrix): southwest or going to from southeast and going to northwest, or vice versa. So ultimately decided that we would sign both routes. So if you're approaching from the East Side, for example.

327

00:30:33.910 --> 00:30:39.960

James Shamrell (Parametrix): you would be detoured up to 7th using the new Bloominar bridge, Lloyd

328

00:30:40.220 --> 00:30:43.529

James Shamrell (Parametrix): to to the lower deck of the steel bridge

329

00:30:43.690 --> 00:30:50.029

James Shamrell (Parametrix): to NATO. Better, NATO Bikeway, and then over on second back to Burnside

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00:30:50.280 --> 00:30:57.980

James Shamrell (Parametrix): alternatively. There'll be an option and signed option 2. If you're approaching to use 7th and go south all the way down to the Hawthorne Bridge

331

00:30:58.170 --> 00:30:59.829

James Shamrell (Parametrix): and then use better NATO

332

00:31:00.300 --> 00:31:06.249

James Shamrell (Parametrix): and then getting back up and using Oak and Harvey milk to get back up to Burnside.

333

00:31:07.130 --> 00:31:21.320

James Shamrell (Parametrix): We we haven't really worked out all the details about like wayfinding, and how all this will be signed yet, but that you know, the ultimate goal here is trying

to kind of create is is as many options as as seems reasonable to help people get around this closure on bicycle.

334

00:31:27.180 --> 00:31:36.219

James Shamrell (Parametrix): We've also been working a lot with Trimet. To understand. What are the actually, I'll pause there for a second. I see a question, Andrew.

335

00:31:37.443 --> 00:31:46.219

Andrew Holtz: Well, a couple of things I don't. Oh, I saw Morrison Bridge in the next one. I don't know if that was transit. But why not Morrison Bridge on Biking.

336

00:31:47.630 --> 00:31:57.340

James Shamrell (Parametrix): Yeah, good question. We did. We did think about it. And I think we even talked about that with this group. Some, too. I I think some of the challenges with Morrison are. We're really just infrastructure.

337

00:31:57.847 --> 00:32:02.550

James Shamrell (Parametrix): and and connections. There aren't great connections. On either side

338

00:32:02.690 --> 00:32:12.410

James Shamrell (Parametrix): of of the Morrison Bridge to to the, you know, a lot of the bike paths out there like they're okay. But they're not as as really efficient. And I think as kind of cohesive as Hawthorne.

339

00:32:13.017 --> 00:32:21.069

James Shamrell (Parametrix): Also, you know, we, you know, to use Morrison, we really wouldn't be on. We wouldn't be using the viaducts of Belmont and Morrison, because those are, you know.

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00:32:21.140 --> 00:32:26.530

James Shamrell (Parametrix): focused on cars. So it it would be pushing bikes. You know, through

341

00:32:27.210 --> 00:32:27.966

James Shamrell (Parametrix): the

342

00:32:29.520 --> 00:32:43.479

James Shamrell (Parametrix): through one of the city streets. Such as Taylor here, that I think I'm pointing to which would mean crossing the Union Pacific tracks, which is really not a desirable thing from our perspective of efficiency for getting people around the closures.

343

00:32:43.620 --> 00:32:49.630

James Shamrell (Parametrix): So that's really why we, you know, kind of guided people to Hawthorne is. Really, it's infrastructure is better, and it avoids union. Pacific.

344

00:32:51.440 --> 00:32:54.220

Andrew Holtz: So is the decision, then, to just

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00:32:54.350 --> 00:32:55.720

Andrew Holtz: except

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00:32:55.900 --> 00:33:00.719

Andrew Holtz: inadequate infrastructure rather than including some infrastructure improvements.

347

00:33:00.850 --> 00:33:03.780

Andrew Holtz: I mean, if we're gonna spend, you know, 800

348

00:33:03.830 --> 00:33:06.439

Andrew Holtz: 1 million plus on this bridge

349

00:33:06.640 --> 00:33:10.290

Andrew Holtz: it would sure be nice to include in the budget

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00:33:10.510 --> 00:33:20.109

Andrew Holtz: some infrastructure improvements that would not, you know, dramatically improve the detours, and then be of lasting value to the community.

351

00:33:21.320 --> 00:33:31.059

James Shamrell (Parametrix): We? So we will talk about that. I mean, we are working towards investing in improving these routes. We're not just using existing infrastructure entirely.

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00:33:31.690 --> 00:33:40.619

James Shamrell (Parametrix): so there are going to be improvements on, you know, the pedestrian routes, the bike routes, and then also improvements along the vehicular and bus routes to help buses and help

353

00:33:41.444 --> 00:33:51.320

James Shamrell (Parametrix): bikes and peds, you know, protect bikes and peds through. So we will talk about some of that. So there are lasting and investments the project is making. I think we just determined that you know

354

00:33:51.500 --> 00:33:55.230

James Shamrell (Parametrix): the Morrison route was gonna be more than the project

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00:33:55.380 --> 00:33:58.550

James Shamrell (Parametrix): thought would really make a lot of sense, and I think particularly things like

356

00:33:59.226 --> 00:34:06.010

James Shamrell (Parametrix): pushing people through. You know, the Union Pacific crossings, which are completely unreliable, was really not a desirable

357

00:34:06.190 --> 00:34:06.910

James Shamrell (Parametrix): thing.

358

00:34:20.530 --> 00:34:24.182

James Shamrell (Parametrix): Alright so bus deter routes.

359

00:34:25.409 --> 00:34:45.539

James Shamrell (Parametrix): We have been working with Trimet and the city to understand what are the best places to route buses around the bridge closure both agencies advocated for

using still bridge they've used it successfully for past closures of Burnside to route buses around things like when maintenance was being done on the bridge.

360

00:34:46.780 --> 00:34:50.354

James Shamrell (Parametrix): also, of course, the shortest route around the closure, so really

361

00:34:50.739 --> 00:34:53.819

James Shamrell (Parametrix): preferable from both agency standpoint to use this route.

362

00:34:54.230 --> 00:35:03.439

James Shamrell (Parametrix): We've got really a couple of different routes kind of built into here, because there's 3 different bus lines that use or that cross over the Burnside bridge today, the 1219 and 20

363

00:35:03.834 --> 00:35:08.419

James Shamrell (Parametrix): the on the west side. There they have slightly different routes, just because of where they're coming from.

364

00:35:08.776 --> 00:35:14.899

James Shamrell (Parametrix): All 3 bus lines really are using are coming from Cooch and Burnside as they approach the Burnside bridgehead.

365

00:35:15.281 --> 00:35:27.210

James Shamrell (Parametrix): So they'd all be kind of on these same routes on the on the east side, running up to Lloyd and then crossing steel, but they really start to diverge a little bit as you get onto the West side, the 12 and

366

00:35:27.340 --> 00:35:38.060

James Shamrell (Parametrix): 19 and 20 would all be together on Gleason and down 5.th But then splits, and the 20 continues on Burnside to the west, whereas the 12 and 19 continue south on 5, th

367

00:35:38.490 --> 00:35:43.239

James Shamrell (Parametrix): and then similarly coming from the west, the 12 and 19 are coming up 6, th

368

00:35:43.330 --> 00:35:46.290

James Shamrell (Parametrix): and we'll just continue on 6 up to Everett, and the bridge

369

00:35:46.430 --> 00:35:54.290

James Shamrell (Parametrix): versus the 20 actually is on on Burnside. You know much further to the west, so it would continue on Burnside all the way up to the bridge closure.

370

00:35:54.310 --> 00:36:01.830

James Shamrell (Parametrix): We'd actually we're working with the contractor of managed to, you know. Keep a space for the bus to actually get through.

371

00:36:02.141 --> 00:36:11.279

James Shamrell (Parametrix): One of the blocks that will be closed for construction so that we can keep the bus out as much traffic as possible, and then use second to get up to the steel bridge.

372

00:36:15.550 --> 00:36:17.210

James Shamrell (Parametrix): I see another question.

373

00:36:20.370 --> 00:36:25.170

Andrew Holtz: Yeah, James, is there? How much discussion has there been about

374

00:36:25.880 --> 00:36:32.680

Andrew Holtz: budgeting for making at least this detour section of transit free? So that

375

00:36:33.430 --> 00:36:35.700

Andrew Holtz: that's a free, basically a free shuttle.

376

00:36:37.390 --> 00:36:50.929

James Shamrell (Parametrix): I know there's been some discussion. I'm probably not the best to speak to it, because I haven't been part of the conversation. I know the county and Trimet have asked about it. I think Trimet was not particularly interested in making it free. I think that, but I don't really know why.

377

00:36:52.480 --> 00:37:00.060

Ryan Rucker: Yeah, I know that discussion's been had. I know there's been a lot of options throw on the table, but I don't think a final determination has been made by the city or trimet.

378

00:37:05.740 --> 00:37:06.340

James Shamrell (Parametrix): Correct.

379

00:37:09.100 --> 00:37:11.220

greg olson: Yeah, on the bus routes.

380

00:37:12.290 --> 00:37:14.347

greg olson: Has there been a discussion of

381

00:37:15.520 --> 00:37:19.380

greg olson: the traffic signals in there? Can they

382

00:37:20.516 --> 00:37:28.369

greg olson: make them a little bit faster. So buses can get through better similar like our fast transit out here in Gresham and

383

00:37:30.440 --> 00:37:33.430

greg olson: area coming up on division. But

384

00:37:35.750 --> 00:37:38.072

greg olson: how much is this? Gonna get

385

00:37:38.670 --> 00:37:41.699

greg olson: since traffic is not gonna be going across

386

00:37:41.930 --> 00:37:44.090

greg olson: pretty much this area Canadian

387

00:37:44.100 --> 00:37:47.210

greg olson: make that. So we're more efficient. I guess.

388

00:37:48.740 --> 00:38:12.989

James Shamrell (Parametrix): Yeah. So there are actively conversations between the city and trimet. Even as of like last week, talking specifically about that issue, about whether or not there's an opportunity to upgrade some of the signals to include transit signal priority. That's kind of a similar thing that was implemented on the Division Transit project on on division to help us get through basically to communicate in advance of the signal.

389

00:38:13.240 --> 00:38:24.249

James Shamrell (Parametrix): So that that's ongoing. I think that's being thought through both for some of the signals along this route here in particular, you know some of the stickier ones that have more volume, more traffic.

390

00:38:24.310 --> 00:38:27.389

James Shamrell (Parametrix): But they're also even thinking about that. Even along

391

00:38:27.821 --> 00:38:34.319

James Shamrell (Parametrix): other other nearby areas where we're anticipating increased traffic, such as the bridge heads for the Morrison Bridge.

392

00:38:34.754 --> 00:38:45.180

James Shamrell (Parametrix): They have no determination yet about whether that's feasible or not. That's something that the city is working through with their own infrastructure. So we should have more update on that in a future update. But

393

00:38:45.260 --> 00:38:57.209

James Shamrell (Parametrix): I don't know yet. We are, in addition to like looking at signals, also looking for ways to kind of help speed buses through this. So part of that has been working with the contractor to kind of

394

00:38:57.610 --> 00:39:12.430

James Shamrell (Parametrix): allow the buses to stay as close to the bridgeheads as possible and use some of the kind of closed streets to get around closure so that would include this block

between 3rd and second, where cars won't be able to drive anymore, opening that up to buses to be able to get them

395

00:39:12.630 --> 00:39:18.469

James Shamrell (Parametrix): through and basically have their own movement at the signal here at second and Burnside, and then also potentially using

396

00:39:18.630 --> 00:39:25.429

James Shamrell (Parametrix): the the cooch area. That'll this little cooch turnaround here. That will be closed. To help buses get around.

397

00:39:25.720 --> 00:39:30.680

James Shamrell (Parametrix): and then we're looking at other ways to to help buses get through this as quick as possible. The city

398

00:39:30.770 --> 00:39:40.127

James Shamrell (Parametrix): and triment are debating whether or not to have you know, additional bus lanes added in certain segments of this, where we know traffic is is increased. But,

399

00:39:40.550 --> 00:39:47.970

James Shamrell (Parametrix): We haven't determined any of the improvements yet. That's something that's still kind of ongoing. But it, I I think, is of great interest to the city and Trimet.

400

00:39:48.150 --> 00:39:50.229

James Shamrell (Parametrix): keep this bus as fast as possible.

401

00:39:55.090 --> 00:39:55.610

James Shamrell (Parametrix): John.

402

00:39:55.610 --> 00:40:13.960

John Russell, PE: Probably a good time to chime in. I was waiting to see if there were more slides. But I've got so many questions now since we're talking about buses, I've talked about this before. So you're kind of getting there when you're talking about various bus lanes and signal improvements and those sorts of things. But I just want to

403

00:40:14.240 --> 00:40:16.710

John Russell, PE: reiterate my comments about

404

00:40:16.730 --> 00:40:18.630

John Russell, PE: coordinating between

405

00:40:18.680 --> 00:40:21.169

John Russell, PE: all the jurisdictions about

406

00:40:21.560 --> 00:40:26.359

John Russell, PE: seeing if there's any need or possibility for limiting

407

00:40:26.776 --> 00:40:51.670

John Russell, PE: the steel bridge potentially to transit, or you know, Hov, or something only because again, my main concern, I work right in what I would lovingly call the armpit of the steel bridge on the west side right there, and I get to watch traffic back up every time there's any activity in the the rose quarter. And now we're potentially sending more buses to get stuck in more traffic

408

00:40:51.980 --> 00:40:56.948

John Russell, PE: like more times of the day than just when there's a blazers game. And so

409

00:40:57.480 --> 00:41:07.624

John Russell, PE: just continuing to explore that option. And so one question for that is, and I wanted to wait in case maybe there was another slide. But,

410

00:41:08.290 --> 00:41:23.609

John Russell, PE: We can talk all about where the buses are going to go, but I also want to see where the cars not going to go. And what is being done, for example, to encourage or potentially even require, that cars are going, say, to the Morrison Bridge, which

411

00:41:23.880 --> 00:41:40.020

John Russell, PE: we're not sending buses. We're not sending bikes and peds to the Morrison. It seems like a pretty easy split to say, Hey, if you're driving, we're going to send you to the Morrison. Otherwise everyone gets everyone else, not in a car gets to steal bridge to themselves. So that's

412

00:41:40.050 --> 00:41:45.739

John Russell, PE: one question. And then, just looking at that another kind of

413

00:41:46.320 --> 00:41:57.760

John Russell, PE: building off of the earlier comments about making that stretch of the shuttle free. I mean, I've experienced a couple of times. If my hop card gives me the wrong, and it's like the driver is usually not gonna

414

00:41:57.950 --> 00:41:59.179

John Russell, PE: kick me off.

415

00:41:59.220 --> 00:42:15.449

John Russell, PE: So people are going to probably hop on the bus for free, regardless of whether there's an agreement between the various jurisdictions of who is necessarily paying for it. So I would just encourage you to, you know. Keep having that conversation.

416

00:42:15.640 --> 00:42:42.840

John Russell, PE: but on a larger scale. I'm curious. If there's been any analysis of, I would say larger Ods origin, destination pairs trying to figure out. Not just how do we get pedestrians from Old Town to the central East Side, from one bridge head to the other, but looking at? Where are people that are currently walking across the bridge. Where are they actually trying to get to? And how are we going to be able to best meet their needs, because

417

00:42:43.190 --> 00:42:46.519

John Russell, PE: I'm very rarely traveling just from.

418

00:42:47.180 --> 00:42:57.959

John Russell, PE: say, my office in Old Town to I don't know wayfinder over in the Central East Side. Usually I'm continuing further along, and that's going to play into where I'm going on my bike.

419

00:42:58.010 --> 00:43:03.302

John Russell, PE: But if I'm walking I don't typically walk across the Burnside bridge. But

420

00:43:03.850 --> 00:43:07.980

John Russell, PE: we talked about this last time. This is doubling the the length of time that

421

00:43:08.030 --> 00:43:17.735

John Russell, PE: it takes to walk from one bridgehead to the other. But if I'm walking from. Let's just say I'm all the way up on West Burnside at pals, and I want to get

422

00:43:18.300 --> 00:43:26.469

John Russell, PE: somewhere near, you know Burnside and and mlk. At that point I might look and realize. I can just hop on the streetcar loop.

423

00:43:26.880 --> 00:43:31.629

John Russell, PE: and that's gonna be, you know, within 5 10 min, about the same amount of time. And so

424

00:43:32.160 --> 00:43:40.640

John Russell, PE: I know you're obviously working with the city and with Trimet. And the streetcar is a little bit of both. And so, looking at options, to say, encourage

425

00:43:40.940 --> 00:43:50.020

John Russell, PE: some folks to to use those transit options. I would love to have the streetcar be free. For example, I realize it's probably not going to happen for this. But, anyway, just

426

00:43:50.080 --> 00:43:54.430

John Russell, PE: kind of a suggestion to look at the the larger Od pairs. And

427

00:43:54.720 --> 00:44:02.880

John Russell, PE: maybe, you know, send folks out for an intercept survey as they're walking across the Burnside bridge and figure out where folks actually trying to get and how can we help them?

428

00:44:02.990 --> 00:44:08.560

John Russell, PE: And then the last specific one, and then I'll let you answer the the question about, you know, routing cars and

429

00:44:08.861 --> 00:44:24.029

John Russell, PE: bus only detours and stuff. But I am just curious, as someone who bikes through and and takes transit through the rose quarter transit center. Quite often. I am curious, but it might be too specific for this of where the bus stops are actually going to be to best integrate. Because

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00:44:24.690 --> 00:44:32.690

John Russell, PE: currently, there's not bus stops that would adequately serve that, you know, based on the turns. And and so I'm just curious how how that's going to be served.

431

00:44:33.170 --> 00:44:36.061

James Shamrell (Parametrix): Yeah, sure. Okay, a lot of good questions. Thanks, John.

432

00:44:36.730 --> 00:44:43.995

James Shamrell (Parametrix): let's see. I'll start with bus. Only infrastructure. You asked specifically about the steel bridge.

433

00:44:46.740 --> 00:45:06.010

James Shamrell (Parametrix): You can chime in Ryan. If you got anything to add on this I I would say that the project and the city and triment are are looking for ways to, you know. Look for opportunities for bus, only infrastructure. I think, in particular, one that we're studying pretty hard is the is using potential to have a portion of Lloyd be bus only.

434

00:45:06.314 --> 00:45:15.479

James Shamrell (Parametrix): This is a you know. We know this is going to be a pretty big desire line is for people who are trying to get around the closure to use steel. It's a short route.

435

00:45:15.875 --> 00:45:16.625

James Shamrell (Parametrix): and so.

436

00:45:17.030 --> 00:45:28.300

James Shamrell (Parametrix): using Lloyd will help make that a little bit less exciting in both directions. It's not a decision yet, but that's, I think, something that we're strongly considering. I think the complication of it is how it kind of

437

00:45:29.174 --> 00:45:35.660

James Shamrell (Parametrix): layers in with the various construction that might be happening at a similar time for the Wi-fi rose spreader project

438

00:45:36.077 --> 00:45:58.120

James Shamrell (Parametrix): so our project and that project are talking, just trying to understand. It's a little hard, because everything's kind of buzzy at this point still about which project will go first, st and when things will happen, depending on funding for both projects. But that, I think, is a something that Trimet and the city are both advocating very strongly for is to help kind of discourage people from using this as a detour route.

439

00:46:00.770 --> 00:46:06.689

James Shamrell (Parametrix): making steel bus or bus, only, I think, is something that I think the

440

00:46:07.410 --> 00:46:09.851

James Shamrell (Parametrix): has been talked about. I think that

441

00:46:10.590 --> 00:46:31.909

James Shamrell (Parametrix): given the closure of Burnside. I think there's a lot of concern about closing basically 2 bridges to cars for the duration of 5 years. So I I think that's probably a lot less likely. But I we? I think that the closure of Lloyd could help with a lot of the concerns that would also have been solved by steel. So something to consider.

442

00:46:34.710 --> 00:46:38.879

James Shamrell (Parametrix): your next question. You were asking about cars that'll just jump me to my next slide.

443

00:46:39.317 --> 00:46:42.652

James Shamrell (Parametrix): So from a signed detouring standpoint for cars.

444

00:46:43.150 --> 00:47:08.040

James Shamrell (Parametrix): I think we heard very strongly from Trimet and the city. Don't send cars to steal they, you know, we're not going to necessarily prohibit cars from going there. But let's do everything we can to at least encourage them away from it. And Morrison is a great choice that we're keeping cars, particularly the larger volume cars as much as we can away from the bike pad and bus deter routes that are going to Steel and Hawthorne.

445

00:47:08.394 --> 00:47:12.069

James Shamrell (Parametrix): So really, we're you know, we identified in working with them.

446

00:47:12.090 --> 00:47:18.659

James Shamrell (Parametrix): really trying to keep the detours as tight to the verges as possible, to try to minimize kind of impacts to

447

00:47:18.992 --> 00:47:29.000

James Shamrell (Parametrix): traffic further and further away from you know the Morrison bridgeheads and try to keep them, you know, on streets that can handle larger volumes of traffic like Milk. And grand.

448

00:47:29.870 --> 00:47:35.770

James Shamrell (Parametrix): but really trying to guide as many cars as we can to the Morrison Bridge.

449

00:47:36.280 --> 00:47:49.039

James Shamrell (Parametrix): We have, you know, during both the environmental phase and then continuing working with the city, have been doing some study about where cars might go during a closure using the Metro's travel demand model.

450

00:47:49.140 --> 00:47:54.419

James Shamrell (Parametrix): And that's, you know, shown us that a lot of cars will choose to go to Morrison. It's.

451

00:47:54.450 --> 00:48:05.949

James Shamrell (Parametrix): I think, a pretty standard desire line, I mean, I you know, I've driven through this area a lot, you know, in the years I've lived in Portland, and it's a great place to get around, you know, Burnside if it weren't, weren't there?

452

00:48:06.360 --> 00:48:14.210

James Shamrell (Parametrix): But you know, it's still not. It's not. Gonna take all the traffic that would have currently across Burnside. So people will still disperse to other bridges. But

453

00:48:14.250 --> 00:48:19.670

James Shamrell (Parametrix): we do believe Morrison, with it being assigned route, will help us with a lot of that traffic dispersion.

454

00:48:22.210 --> 00:48:22.890

James Shamrell (Parametrix): yeah.

455

00:48:24.820 --> 00:48:30.399

John Russell, PE: I just have to say that the Lloyd Boulevard making that bus only, since that would be.

456

00:48:30.750 --> 00:48:32.770

John Russell, PE: you know, largely within

457

00:48:33.390 --> 00:48:40.060

John Russell, PE: pbots jurisdiction, because I have to say, I think that's a really innovative idea that

458

00:48:41.380 --> 00:48:48.679

John Russell, PE: you can still allow cars, you know, over the the steel bridge if they need to for some reason.

459

00:48:48.890 --> 00:49:02.839

John Russell, PE: But, like you said, lengthening that desire path. So folks aren't cutting across, so to speak. I I think that's a really great idea, and just mentioning you might have to. I wouldn't say threaten, but just

460

00:49:03.140 --> 00:49:04.590

John Russell, PE: remind people.

461

00:49:05.810 --> 00:49:11.571

John Russell, PE: if traffic did get bad enough on the steel bridge that you might have to take extra measures, and so

462

00:49:11.880 --> 00:49:30.700

John Russell, PE: doing all you can to encourage folks to make the right choice, and essentially saying, Well, if the buses are getting stuck, we might need to do extra. But yeah, the Lloyd Boulevard idea that I was going to mention my concern with detouring traffic on Lloyd Boulevard. But you already answered it so thanks a lot.

463

00:49:31.550 --> 00:49:34.780

James Shamrell (Parametrix): Sure thing. Did I catch all your questions? I feel like there was one more I missed that you.

464

00:49:34.780 --> 00:49:39.760

John Russell, PE: Yeah, it. It was more specific about just where exactly the buses would be

465

00:49:39.770 --> 00:49:41.290

John Russell, PE: stopping to.

466

00:49:41.290 --> 00:49:41.810

James Shamrell (Parametrix): Yes.

467

00:49:41.810 --> 00:49:45.040

John Russell, PE: For connections to the the Rose Quarter Transit center.

468

00:49:45.600 --> 00:49:54.396

John Russell, PE: but that may not be fully fleshed out yet. I I know there's, you know bus bridges and and other things that have used, you know, temporary bus stops so

469

00:49:54.690 --> 00:50:05.559

James Shamrell (Parametrix): Yeah, I mean, it's it's not. It's not fully fleshed out yet. I think there there are. There are still, I think Trimet is still 10 decide, where do they want to have their bus stops? I think there will be some changes.

470

00:50:05.680 --> 00:50:12.859

James Shamrell (Parametrix): you know. For example, there's a bus stop here today for all 3 bus lines in the westbound direction that we'll have to move back a block.

471

00:50:13.319 --> 00:50:19.919

James Shamrell (Parametrix): So we know some some smaller changes. But I think as to exactly where we might create a connection between

472

00:50:20.569 --> 00:50:27.049

James Shamrell (Parametrix): these bus lines and the rosecrater transit center. That's still to be determined. But it is something on them that's high on there on Tramit's mind.

473

00:50:27.230 --> 00:50:36.084

John Russell, PE: So if you're making, I wasn't going to suggest this earlier. But if you're making Lloyd Boulevard Bus, only you potentially have more space for buses to stop to queue up

474

00:50:36.570 --> 00:50:37.050

James Shamrell (Parametrix): Yeah.

475

00:50:37.050 --> 00:50:41.876

John Russell, PE: Those sorts of things, and then the last thing I'll just reiterate I've mentioned this before, but,

476

00:50:42.440 --> 00:50:45.480

John Russell, PE: Since you are potentially rerouting a bunch of buses.

477

00:50:46.440 --> 00:50:51.249

John Russell, PE: looking at the possibility of essentially having a bus bridge

478

00:50:51.260 --> 00:50:52.770

John Russell, PE: shuttle sort of loop.

479

00:50:52.930 --> 00:51:02.819

John Russell, PE: And since you've already got buses that in this case, you know the the 12 on the 19 are going up from Burnside. They're going up second, they're going looping around

480

00:51:02.990 --> 00:51:23.460

John Russell, PE: and down. Milk, and I'm just imagining a free sort of bus shuttle, and whether Trimet ran that, or you know, the county has done their little employment shuttles. I don't think they'd want to get in on Trimet's turf. But you you guys can fight that out and just have it go down Milk and back across the Morrison bridge and just looking at options to

481

00:51:24.420 --> 00:51:36.459

John Russell, PE: give people basically a similar sort of travel time giving them options that are gonna encourage them not to just pile in a car, because everything is all stuck in traffic, they might as well at least, have their own

482

00:51:37.340 --> 00:51:38.490

John Russell, PE: car to sit in.

483

00:51:39.640 --> 00:51:40.440

John Russell, PE: But

484

00:51:40.620 --> 00:51:43.780

John Russell, PE: I appreciate you going into detail with all these options here.

485

00:51:43.780 --> 00:51:45.379

James Shamrell (Parametrix): Yeah, thanks for the question, Shawn.

486

00:51:50.960 --> 00:51:55.029

James Shamrell (Parametrix): Alright. I'll keep going. But keep stopping me if you have questions.

487

00:51:55.535 --> 00:52:04.569

James Shamrell (Parametrix): I did have one more slide in here. That's just kind of helping. See how all the different routes are overlaid on top of each other. And we showed them all individually. But it's nice to kind of see how they overlay.

488

00:52:05.090 --> 00:52:12.949

James Shamrell (Parametrix): This was important for us. Just kind of looking at kind of conflict points. Where? Where are they overlapping, and what kind of issues we might we identify?

489

00:52:13.260 --> 00:52:17.280

James Shamrell (Parametrix): you know, where where certain routes are overlapping? Do they need to be dealt with?

490

00:52:17.720 --> 00:52:30.650

James Shamrell (Parametrix): Which kind of gets into my next couple of slides. Oh, actually, no, I do have a couple more slides on route before I jump to the improvements. So I did want to also talk ever so briefly about d 2 routes for East Bank Esplana waterfront trail.

491

00:52:30.670 --> 00:52:36.480

James Shamrell (Parametrix): I mentioned that. You know we, the last few routes have been really just talking about the Burnside Bridge closure 4 to 5 years.

492

00:52:36.490 --> 00:52:40.910

James Shamrell (Parametrix): There are 2 other kind of significant closures that we are, you know.

493

00:52:41.050 --> 00:52:52.829

James Shamrell (Parametrix): needing to accommodate as well. One of them is the waterfront trail. This portion, this short portion of the waterfront trail between Ankeny and Cooch. We anticipate being closed for the same duration as the bridge.

494

00:52:54.340 --> 00:52:59.859

James Shamrell (Parametrix): so we need to have a way, for you know, people to to get around that what's been identified would be

495

00:52:59.890 --> 00:53:09.680

James Shamrell (Parametrix): relatively nearby detour, just using better NATO sidewalks and and bike paths that are on NATO just to just to the west of that to be able to get around that closure

496

00:53:10.442 --> 00:53:13.339

James Shamrell (Parametrix): with, you know, some potential improvements along that.

497

00:53:13.390 --> 00:53:26.580

James Shamrell (Parametrix): and then additionally shorter, shorter duration. But we do anticipate having some closures of East bank esplanade, or demolition of the bridge over the top, and then construction of New bridge over the top as well.

498

00:53:27.202 --> 00:53:41.620

James Shamrell (Parametrix): I think the exact durations of that aren't really determined yet. That's something that the contractors kind of as they're getting up to speed on the project is, they're figuring out what they're going to do. But we do anticipate that this segment of the esplanade would need to be closed for periods of time.

499

00:53:42.553 --> 00:53:55.290

James Shamrell (Parametrix): To to do that kind of construction. So because of that, we have identified, you know where we would, you know, put assigned detour routes for both pedestrians. Which is this graphic here, and I'll just flip to it. I see your hand, John.

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00:53:55.370 --> 00:54:23.600

James Shamrell (Parametrix): Similar graphic for the bikes anticipated identifying, using the Hawthorne Bridge and the steel bridge. To get around this closure we did look at the Morrison Bridge, but the loop ramp from the esplanade up to the Morrison Bridge is really steep, not particularly desirable, really, for any mode. So we looked to route both bikes and pads, using the Hawthorne and steel bridges, and then use NATO to get around

501

00:54:23.600 --> 00:54:27.390

James Shamrell (Parametrix): these shorter term closures of despanade.

502

00:54:27.960 --> 00:54:29.690

James Shamrell (Parametrix): With that I'll take another question.

503

00:54:31.290 --> 00:54:35.693

John Russell, PE: Yeah, if you could go back to the other. There we go.

504

00:54:37.090 --> 00:54:41.669

John Russell, PE: my 1st recommendation, and then then I'll ask my my question. But just

505

00:54:42.010 --> 00:54:44.130

John Russell, PE: if these are going to be.

506

00:54:44.570 --> 00:54:48.710

John Russell, PE: you know, intermittent more often than just a single

507

00:54:48.740 --> 00:54:52.659

John Russell, PE: phase of the project. Just encourage

508

00:54:53.190 --> 00:54:55.700

John Russell, PE: putting up, I don't say permanent. But

509

00:54:55.720 --> 00:55:00.944

John Russell, PE: you know, medium term temporary somewhere between temporary and perm permanent signs.

510

00:55:02.570 --> 00:55:05.529

John Russell, PE: basically at the the earliest decision point.

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00:55:05.690 --> 00:55:06.930

John Russell, PE: And so.

512

00:55:07.380 --> 00:55:08.730

John Russell, PE: for example.

513

00:55:08.760 --> 00:55:25.349

John Russell, PE: even if the closure is not going to be up until the Morrison, making sure that folks as they're approaching the Hawthorne Bridge, even, you know, somewhere between Hawthorne Bridge and Omsi having signs that are going to be up for the duration of the 5 years. Just warning folks like.

514

00:55:25.920 --> 00:55:30.039

John Russell, PE: hey? There may be intermittent closures, and during those closures.

515

00:55:30.410 --> 00:55:32.819

John Russell, PE: These are the routes that you're gonna wanna take

516

00:55:32.960 --> 00:55:34.620

John Russell, PE: and having those places.

517

00:55:35.070 --> 00:55:37.119

John Russell, PE: you know, be consistently posted

518

00:55:37.740 --> 00:55:42.999

John Russell, PE: so that folks can can make those decisions ahead of time, and same thing with, like the steel bridge, for example.

519

00:55:43.360 --> 00:55:47.109

John Russell, PE: working on the the west side of the steel bridge. I don't regularly

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00:55:47.530 --> 00:55:50.040

John Russell, PE: loop over the steel bridge and down the esplanade.

521

00:55:50.520 --> 00:56:04.860

John Russell, PE: But if I went all the way across the steel bridge just to find out that it was closed and had to backtrack. It would have been nice to know on the west side of the steel bridge, you know. So think about actual decision points and and putting those as as far back as possible.

522

00:56:05.000 --> 00:56:09.100

John Russell, PE: And then my other question is just.

523

00:56:09.200 --> 00:56:11.899

John Russell, PE: has there been any conversation?

524

00:56:12.670 --> 00:56:18.630

John Russell, PE: with Odot regarding? I know that there is an Odot maintenance road

525

00:56:18.790 --> 00:56:24.119

John Russell, PE: that connects from approximately the north side of the Closure, near the Union Pacific kind of triangle

526

00:56:24.290 --> 00:56:25.490

John Russell, PE: that goes

527

00:56:25.920 --> 00:56:35.800

John Russell, PE: under. I. 5 down to about water and stark. And I'm curious if anyone's had conversations with Odot's maintenance folks, Ted Miller and other folks at Odot

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00:56:35.810 --> 00:56:39.080

John Russell, PE: about potentially improving that

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00:56:39.230 --> 00:56:49.649

John Russell, PE: into a path into some sort of temporary use, because I know there's lots of competing construction projects. This and the rose quarter and other things that may have to

530

00:56:49.690 --> 00:56:50.950

John Russell, PE: lead to

531

00:56:51.070 --> 00:57:04.860

John Russell, PE: closures of the East Bank esplanade. And so I'm just curious if the county is working with and other folks to to see about, not just saying, Hey, go, use this other existing facility. But how can we improve other

532

00:57:05.090 --> 00:57:06.220

John Russell, PE: options?

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00:57:07.090 --> 00:57:14.409

James Shamrell (Parametrix): Sure. Yeah, so I can speak to that briefly. So yes. Having working with Oda on, you know, options on the East Side as well.

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00:57:15.267 --> 00:57:16.759

James Shamrell (Parametrix): That access road.

535

00:57:17.836 --> 00:57:34.260

James Shamrell (Parametrix): One of the biggest drawbacks of it is a large chunk of it's owned by Union Pacific, not by Odot. So Odot. I think it. You know the southern portion of it south of of the Burnside Bridge is, I think, in Odot right away, but the most of the north segments north of the Burnside Bridge are owned by the railroad

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00:57:34.710 --> 00:57:39.390

James Shamrell (Parametrix): which makes it a lot harder to get to really put any sort of path in there.

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00:57:39.410 --> 00:57:41.180

James Shamrell (Parametrix): Additionally, both

538

00:57:41.660 --> 00:57:56.140

James Shamrell (Parametrix): this project and I believe maybe even I, 5 rose quarter, have looked at, you know, trying to find ways to use this path for even just construction access. Because there are so few opportunities to get to bridge

539

00:57:56.180 --> 00:58:03.220

James Shamrell (Parametrix): access that both I both for I 5 risk quarter. And for this project in the series. So I don't think it's really a great.

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00:58:03.540 --> 00:58:13.209

James Shamrell (Parametrix): It's probably gonna it has a lot of competition, I suppose, for being used as a bike path. But yes, there, I know there has been some discussion about it.

541

00:58:14.420 --> 00:58:19.420

John Russell, PE: Well, yeah, if Uncle Pete's involved, you can forget it. But I appreciate you having a conversation.

542

00:58:21.790 --> 00:58:22.650

James Shamrell (Parametrix): Joel.

543

00:58:26.200 --> 00:58:36.376

joelhuffman: Yeah, I'm I'm curious. On the north end of your closure of the east bank Esplanade. Why, it doesn't stay open to go up that ramp or stairs.

544

00:58:37.440 --> 00:58:40.500

joelhuffman: that connects to Lloyd up there.

545

00:58:41.440 --> 00:58:45.279

James Shamrell (Parametrix): This right up, I guess. Under. Can you see my cursor? This piece right here.

546

00:58:45.280 --> 00:58:45.990

joelhuffman: Sure. Yeah.

547

00:58:46.927 --> 00:58:56.900

James Shamrell (Parametrix): Yeah. So it would stay open, and access to that ramp would still be there. Really, when I this is a pretty high level graphic. But yeah, the path will be close south of that ramp.

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00:58:57.300 --> 00:59:03.275

joelhuffman: Okay. And then I think you said something about the Morrison Bridge. But it just seems like,

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00:59:04.180 --> 00:59:06.549

joelhuffman: there wouldn't really be a need to close

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00:59:07.120 --> 00:59:13.090

joelhuffman: the Esplanade at that point. I mean, you could have a out and back, I guess, for lack of a better way to

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00:59:13.480 --> 00:59:14.760

joelhuffman: to say it.

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00:59:14.920 --> 00:59:39.130

James Shamrell (Parametrix): Yeah, that's that's fair, Joel. I mean, I don't know that we've really determined exactly what will be happening in this segment. I think we know this segment, you know, between Morrison and Hawthorne can stay open, you know, as John mentioned, we're gonna have to think about advanced signing about where, you know people are, so they're not finding themselves where they don't want to be. I don't know we haven't. I don't know that we've had detailed enough conversation and about like, how really, literally, where is the exact

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00:59:39.220 --> 00:59:43.069

James Shamrell (Parametrix): closure sign? Gonna go? And how much of esplanade do we want to keep open?

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00:59:43.494 --> 00:59:48.159

James Shamrell (Parametrix): So I think that's probably a conversation that still needs to happen with with the city.

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00:59:48.230 --> 00:59:55.869

James Shamrell (Parametrix): But how far they want? This to go, I mean, at a certain point. It'll have to be closed by by the time you get to Burnside. But maybe there's still reason to keep some of it open.

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00:59:56.060 --> 00:59:57.440

James Shamrell (Parametrix): Good point, though.

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00:59:58.120 --> 01:00:04.791

John Russell, PE: Yeah, it's a good question, and I've asked enough questions, so I don't need to go too much. But similarly, I'd I'd rather have

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01:00:07.520 --> 01:00:12.592

John Russell, PE: folks at least, being able to, you know, enjoy the parts of the esplanade that are

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01:00:14.240 --> 01:00:18.779

John Russell, PE: like like said out out and back. But

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01:00:18.860 --> 01:00:27.979

John Russell, PE: I'm thinking of, you know, when you provide local access for a a through closure on a street, putting that type 3 barrier for the.

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01:00:28.220 --> 01:00:34.217

John Russell, PE: you know, inbound traffic, saying, road closed ahead, you know, trail closed ahead those sorts of things.

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01:00:35.190 --> 01:00:38.779

John Russell, PE: and being very specific about just close, we're just closing the

563

01:00:39.440 --> 01:00:40.820

John Russell, PE: floating portion.

564

01:00:41.322 --> 01:00:44.219

John Russell, PE: But if you want to go out to.

565

01:00:44.860 --> 01:00:54.090

John Russell, PE: you know, sit on the bench, or whatever you just can't get through. Be good to be clear about that. And the one question, I do wonder.

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01:00:54.280 --> 01:01:16.599

John Russell, PE: is there any point that the Duckworth Dock would have to be closed, or would access be open to that really, for me at least, only really care about that in the summer. But I

know there's been a lot of stuff you've probably talked with folks with the Human access project. They've been doing a lot of work to get folks down there, especially in the summer. So just be a shame to have that closed

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01:01:16.760 --> 01:01:18.250

John Russell, PE: unnecessarily.

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01:01:19.630 --> 01:01:44.440

James Shamrell (Parametrix): Yeah. And I see Andrew mentioned that in the chat, too. Yeah, that's a good question. We haven't talked about that one specifically. But I think that's probably in the same, you know, same vein as what Joel's original question was like, how far do the real physical closures need to be so. I think that's something that we don't really know yet, you know, related to like how much space is a contractor needing to work in but these are these facilities are far enough away. Hope hopefully, there's an opportunity to keep them open

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01:01:44.600 --> 01:01:47.019

James Shamrell (Parametrix): with some, you know. Helpful signage.

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01:01:47.450 --> 01:01:48.859

James Shamrell (Parametrix): Good comments. Thank you.

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01:01:53.000 --> 01:02:01.449

James Shamrell (Parametrix): Alright, I'm gonna keep going. I've got a handful more slides. I would just wanna make sure we get through. And I appreciate all the feedback. This has been really helpful.

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01:02:01.832 --> 01:02:06.819

James Shamrell (Parametrix): So the next I've just got about 3 or 4 more slides. And I'm just gonna walk through

573

01:02:06.860 --> 01:02:10.080

James Shamrell (Parametrix): improvements along the detail route. So this is kind of the next

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01:02:10.870 --> 01:02:19.220

James Shamrell (Parametrix): layer of work that we're doing as we've established routes. For the routes. We really want to start understanding. What are the things we can do along these routes to help

575

01:02:19.589 --> 01:02:45.800

James Shamrell (Parametrix): help make them better, I think, in particular, helping with vulnerable users. You know people who are walking, biking, rolling, making sure they're, you know, minimizing the exposure to traffic and kind of helping address kind of critical problems. You know, along these locations today. And then also, you know, looking for ways to prioritize bus. This is like we've talked about a little bit. So from the pedestrian detour route standpoint, and we walked through that route a little bit.

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01:02:45.940 --> 01:02:55.620

James Shamrell (Parametrix): We're looking at really all of the sidewalk curb ramps and kind of signals along these, looking for opportunities to make improvements, and whether it's

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01:02:55.660 --> 01:02:59.690

James Shamrell (Parametrix): we're replacing curb ramps throughout a day that haven't been touched by past projects.

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01:03:00.050 --> 01:03:02.280

James Shamrell (Parametrix): adding push buttons that are missing

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01:03:02.668 --> 01:03:32.210

James Shamrell (Parametrix): or you know, that are older out of date ones that aren't fully accessible ones. And you know, correcting, you know, just existing sidewalk problems. You know there's certain sidewalks that have, you know, damaged cracks and things like that that might make it harder for people to get through. So really, looking along the entire pedestrian detour route for those kind of improvements, also looking at things like pedestrian refuges or curb extensions to help kind of reduce the crossing distances, especially in areas where, you know, a crossing might not be signalized. There's a few of those

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01:03:32.210 --> 01:03:35.859

James Shamrell (Parametrix): in downtown so just looking for ways to kind of help

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01:03:35.980 --> 01:03:43.479

James Shamrell (Parametrix): make pedestrians more visible as they walk along these routes, and this really applies both to the pedestrian detour on itself.

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01:03:43.510 --> 01:03:56.899

James Shamrell (Parametrix): but also even just kind of more expansively. We're looking at areas where we're seeing kind of increased volumes of traffic at certain turns that might make a, you know, crosswalk more vulnerable. So looking for ways to help pedestrians at those locations, too.

583

01:04:00.720 --> 01:04:19.379

James Shamrell (Parametrix): bicycling detour routes we are looking at kind of different improvements we can make along those, you know. There's looking for opportunities to add some protected bike lanes in some areas where they might already have kind of more standard bike lanes looking for, you know, potentially add some buffered bike lanes where there might just be a missing bike lane in the downtown core.

584

01:04:19.950 --> 01:04:32.389

James Shamrell (Parametrix): Looking at adding some bike boxes to help bicyclists be more visible, and then also, considering a few locations potentially where we might add some bike signals to help kind of facilitate bikes getting through kind of tricky spots.

585

01:04:32.887 --> 01:04:41.799

James Shamrell (Parametrix): So this applies really both again, to the bicycling detour route, and some of these improvements could apply also, even just along the vehicular detour routes. We know that's

586

01:04:42.170 --> 01:04:55.709

James Shamrell (Parametrix): an area where, you know, bikes and pets are most vulnerable where we anticipate more cars being. And so just looking for ways the project can get to that. So? And I'll say, like, these are all pretty general. But these are kind of tools we're looking and trying to apply.

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01:04:55.730 --> 01:05:01.480

James Shamrell (Parametrix): We haven't really kind of made determinations about where these improvements will be made yet, but that's that's kind of our next step

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01:05:01.610 --> 01:05:04.809

James Shamrell (Parametrix): working with the city, and Trimet is trying to find ways to

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01:05:05.536 --> 01:05:12.610

James Shamrell (Parametrix): make really good investments. You know, most of which would remain permanently after the project's done.

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01:05:12.720 --> 01:05:16.489

James Shamrell (Parametrix): That would help bikes and pets get through these areas in the future

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01:05:18.100 --> 01:05:21.869

James Shamrell (Parametrix): along the bus teacher routes. I mentioned some of these things already. I mean, we're looking.

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01:05:22.090 --> 01:05:31.839

James Shamrell (Parametrix): I don't know to add. You know bus lanes where we can or, you know, shared bus and bike lanes where we don't have as much space to do something like on the right here. So

593

01:05:31.860 --> 01:05:40.089

James Shamrell (Parametrix): and this is like on East Burnside. Or this is another treatment that we might be able to consider. Like, you know, there's sort of this on selfless alder today

594

01:05:40.130 --> 01:05:50.519

James Shamrell (Parametrix): where we anticipate more cars because of the Morrison detour. So some of these kinds of improvements. We're looking to see if we can apply different locations along the bus detour route.

595

01:05:50.680 --> 01:06:02.419

James Shamrell (Parametrix): and then also looking for you know, as as we kind of, talked about a little bit identifying bus stops temporary bus stops and identifying ways to kind of fit those into the infrastructure. Make them as accessible as we can

596

01:06:05.726 --> 01:06:08.083

James Shamrell (Parametrix): and then along the vanicular detour routes.

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01:06:08.700 --> 01:06:18.950

James Shamrell (Parametrix): our, our big goal of these routes is really trying to look for like, how can we minimize the impact that traffic has to buses, bikes and peds.

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01:06:19.371 --> 01:06:26.060

James Shamrell (Parametrix): So looking for ways to kind of help, signalize turns a little bit more, if possible. So that.

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01:06:26.080 --> 01:06:34.789

James Shamrell (Parametrix): you know, we have minimized free left free rights at kind of critical crossings of of crosswalks where we anticipate a lot of more cars

600

01:06:34.800 --> 01:06:39.659

James Shamrell (Parametrix): and using traffic signal modifications, you know, swapping out heads.

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01:06:39.810 --> 01:06:42.749

James Shamrell (Parametrix): push buttons, changing phasing and timing

602

01:06:43.141 --> 01:06:44.508

James Shamrell (Parametrix): to help, kind of

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01:06:45.400 --> 01:06:48.719

James Shamrell (Parametrix): encourage bikes and pads and discourage cars.

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01:06:51.940 --> 01:07:04.119

James Shamrell (Parametrix): Also looking at traffic calming in certain locations. This is an existing kind of traffic wedge, that is, I think, today at 4th and market on the west side. So this might also be another tool we can use to help

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01:07:04.200 --> 01:07:11.090

James Shamrell (Parametrix): cars. Slow down as they go around turns with larger radiuses. If we can't fit a curb extension in

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01:07:11.638 --> 01:07:15.470

James Shamrell (Parametrix): and then also looking at some some opportunities for traffic diverters

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01:07:16.053 --> 01:07:19.930

James Shamrell (Parametrix): particularly like on southwest or southeast Ankeny.

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01:07:20.000 --> 01:07:27.970

James Shamrell (Parametrix): you know where we, you know, know we've got some diverters further to the east, but not any directly next to the bridgehead. So are if there are ways that

609

01:07:28.412 --> 01:07:32.510

James Shamrell (Parametrix): and good locations. If it does in we'll we're gonna look for them.

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01:07:33.100 --> 01:07:42.100

James Shamrell (Parametrix): I think that might be my last slide. Any questions on these improvements that we're studying any other ideas or thoughts you wanted to throw out there.

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01:07:51.190 --> 01:07:53.369

James Shamrell (Parametrix): To your comment, Andrew. Thanks. That's a good point.

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01:07:57.040 --> 01:07:59.900

Andrew Holtz: Yeah, there were wedges. I often go from

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01:08:00.010 --> 01:08:02.570

Andrew Holtz: northbound interstate and turn onto

614

01:08:02.600 --> 01:08:03.810

Andrew Holtz: Mississippi

615

01:08:04.040 --> 01:08:05.170

Andrew Holtz: and

616

01:08:05.640 --> 01:08:06.680

Andrew Holtz: the wedges.

617

01:08:07.180 --> 01:08:09.149

Andrew Holtz: There were wedges there. Then there weren't

618

01:08:10.210 --> 01:08:12.910

Andrew Holtz: one snowstorm. They're gone, and they never got put back.

619

01:08:13.090 --> 01:08:15.020

James Shamrell (Parametrix): Hmm, okay. Good to know. Thank you.

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01:08:25.109 --> 01:08:30.009

James Shamrell (Parametrix): Alright. Well, while you're thinking, I think, Ryan, you've got one more. You want to talk about this last slide.

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01:08:30.010 --> 01:08:35.860

Ryan Rucker: Yeah, kind of go over the next steps. So as James kind of mentioned. We're looking to finalize.

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01:08:36.841 --> 01:08:41.178

Ryan Rucker: These detour safety improvements with the city over the next coming months.

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01:08:41.870 --> 01:08:47.160

Ryan Rucker: would like to follow back up with this group here in early 2025

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01:08:47.873 --> 01:08:54.349

Ryan Rucker: just to go over the concepts for signage, wayfinding, and communication, and any other strategies that were brought up today.

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01:08:54.609 --> 01:08:57.960

Ryan Rucker: And then, like we mentioned at the beginning of the

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01:08:58.029 --> 01:08:59.539

Ryan Rucker: of this presentation

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01:08:59.819 --> 01:09:04.719

Ryan Rucker: gonna start seeing a lot of those construction activities happen in the middle of 2026,

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01:09:05.436 --> 01:09:08.350

Ryan Rucker: doing detour improvements, sidewalk improvements, road improvements.

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01:09:09.051 --> 01:09:14.010

Ryan Rucker: and prepping all these detour routes in advance of the bridge closure. So

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01:09:14.330 --> 01:09:24.239

Ryan Rucker: and we'll take all the input that we got here. Share that with the team. I think there's a lot of good ideas, early signage. You know, early way finding just to get

631

01:09:24.490 --> 01:09:26.426

Ryan Rucker: people in that mindset

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01:09:27.130 --> 01:09:30.679

Ryan Rucker: for when the detours happen. But you know, I think

633

01:09:31.000 --> 01:09:39.709

Ryan Rucker: I think we're a pretty resilient community. I think you know people will, you know, find what suits them best. But hopefully the detours that we have in place, and that James

634

01:09:39.760 --> 01:09:41.709

Ryan Rucker: and his team have done a lot of work on.

635

01:09:42.010 --> 01:09:42.520

Ryan Rucker: We'll

636

01:09:43.260 --> 01:09:46.069

Ryan Rucker: we'll see if serve the community. Well, so

637

01:09:47.120 --> 01:09:50.279

Ryan Rucker: with that. Is there any further questions

638

01:09:50.399 --> 01:09:51.869

Ryan Rucker: from the group here for us.

639

01:09:53.830 --> 01:09:56.790

Andrew Holtz: Was just wondering if you know how things are

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01:09:57.140 --> 01:09:59.060

Andrew Holtz: working with Google

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01:09:59.200 --> 01:10:00.940

Andrew Holtz: maps and ways.

642

01:10:01.070 --> 01:10:03.179

Andrew Holtz: as far as how they direct

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01:10:04.220 --> 01:10:08.000

Andrew Holtz: drivers and and walkers and cyclists, because I know.

644

01:10:08.420 --> 01:10:13.160

Andrew Holtz: for one thing, like with a Hawthorne bridge construction this summer

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01:10:13.750 --> 01:10:21.220

Andrew Holtz: they tended to think that the Hawthorne Bridge was totally closed, and were saying that you couldn't take the bridge ever

646

01:10:21.717 --> 01:10:25.299

Andrew Holtz: so clearly. There was a breakdown in communication.

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01:10:25.510 --> 01:10:30.950

Andrew Holtz: because there were intermittent closures of the bridge, and so they just said, Oh, it's closed.

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01:10:31.150 --> 01:10:38.339

Andrew Holtz: You can't use the Hawthorne Bridge. So I mean, I know those are private companies, but I didn't know if the city and county

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01:10:38.500 --> 01:10:43.700

Andrew Holtz: have made any inroads in communicating with them, so that, especially with

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01:10:43.730 --> 01:10:46.335

Andrew Holtz: roads that might open or close,

651

01:10:47.310 --> 01:10:49.629

Andrew Holtz: helping people find the best routes.

652

01:10:50.080 --> 01:10:54.060

Ryan Rucker: Yeah. You know, I heard a discussion on this recently about

653

01:10:54.410 --> 01:10:57.530

Ryan Rucker: how people you know how the public

654

01:10:57.750 --> 01:11:01.960

Ryan Rucker: can provide input to those, to those apps to

655

01:11:02.460 --> 01:11:07.470

Ryan Rucker: show how we interact. You know, if we're heading home and we pop in, hey? Take me home.

656

01:11:07.580 --> 01:11:13.550

Ryan Rucker: You know that it knows not to. You know, you know. Go over Hawthorne or go through Burnside

657

01:11:13.780 --> 01:11:15.025

Ryan Rucker: in this case.

658

01:11:15.670 --> 01:11:21.890

Ryan Rucker: I don't know how that's done, but we can definitely look into that and ensure that, you know, once the bridge is closed, it's

659

01:11:22.150 --> 01:11:25.730

Ryan Rucker: it's properly identified. So you don't have people bottlenecking around.

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01:11:25.860 --> 01:11:30.789

Ryan Rucker: you know. Second and 3rd on the west side, or over at Graham and Milk on the east, so

661

01:11:30.960 --> 01:11:32.320

Ryan Rucker: we can look into that.

662

01:11:40.460 --> 01:11:43.160

John Russell, PE: And I just think it's a it's a great opportunity to

663

01:11:43.540 --> 01:11:46.490

John Russell, PE: if you have the opera, if you have the option to

664

01:11:46.600 --> 01:11:56.100

John Russell, PE: specify some of those things like I I noticed, is actually, when I was biking through Taiwan after some of the earthquakes, there were some roads that were

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01:11:56.350 --> 01:11:59.780

John Russell, PE: effectively only open to to bikes and peds.

666

01:11:59.880 --> 01:12:09.700

John Russell, PE: And it was actually pretty difficult to use Google maps because it was there was 1 point the last link in the island. It was telling me to literally go the entire way around the entire country.

667

01:12:09.810 --> 01:12:27.090

John Russell, PE: and it was just a matter that there was a small section that they had to flag people through, and so they were rightly not suggesting that anyone go down that way, even though the road was open and it was confusing. There was language barrier. But you have the opportunity, with stuff like that to

668

01:12:27.830 --> 01:12:29.789

John Russell, PE: potentially have roads that

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01:12:30.400 --> 01:12:33.819

John Russell, PE: whether they're marked as closed or not.

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01:12:34.330 --> 01:12:37.360

John Russell, PE: If if there's a way to have Google Maps

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01:12:37.700 --> 01:12:44.992

John Russell, PE: not be routing people down, you know the lower stretches of West Burnside where they're more likely to clog up traffic.

672

01:12:46.570 --> 01:12:53.720

John Russell, PE: Google Maps will still suggest. If you if you put a PIN on a closed road, it will still suggest that you take the road. It will just say.

673

01:12:53.950 --> 01:13:02.139

John Russell, PE: check local conditions. Make sure this road is actually open. So yeah, just explore that option. See? See what possibilities there are

674

01:13:02.620 --> 01:13:06.130

John Russell, PE: to potentially have Google Maps. Just tell people, hey, you should just take the Morrison.

675

01:13:06.630 --> 01:13:08.520

John Russell, PE: Don't even don't even try Burnside.

676

01:13:15.010 --> 01:13:16.430

Andrew Holtz: Okay? Well.

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01:13:16.490 --> 01:13:17.879

Andrew Holtz: unless there's some other.

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01:13:18.040 --> 01:13:32.270

Andrew Holtz: don't see any other hands up. I'm glad we get started early because we use well, actually went over time. So even with the early start, so but it's important. This is a big, big deal. So appreciate your time and your updates. And

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01:13:32.730 --> 01:13:34.990

Andrew Holtz: looking forward to to hearing more.

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01:13:36.130 --> 01:13:37.999

James Shamrell (Parametrix): Thanks very much for your time. Appreciate all your feedback.

681

01:13:39.260 --> 01:13:40.000

Ryan Rucker: Right.

682

01:13:42.450 --> 01:13:43.682

Andrew Holtz: Thank you. And then

683

01:13:44.140 --> 01:13:46.874

Andrew Holtz: good. So Jay Higgins, thanks for

684

01:13:47.800 --> 01:13:52.490

Andrew Holtz: standing by as we went into your time a little bit, but I think we'll have

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01:13:52.650 --> 01:13:54.220

Andrew Holtz: plenty of time to let you

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01:13:54.620 --> 01:13:55.620

Andrew Holtz: give your

687

01:13:55.800 --> 01:13:57.340

Andrew Holtz: spiel so.

688

01:13:57.340 --> 01:13:57.930

Jay Higgins, Gresham: Take it away.

689

01:13:57.930 --> 01:13:58.530

Andrew Holtz: Wait!

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01:13:58.910 --> 01:14:00.100

Jay Higgins, Gresham: Alright, thanks.

691

01:14:00.390 --> 01:14:15.699

Jay Higgins, Gresham: Excuse me. Well, let me introduce myself, and then I do have a quick question for you guys. So, Jay Higgins, I'm a senior transportation planner with the city of Gresham. And I'm going to talk about our transportation system plan update. And I had a couple of questions for you specific to like part of our.

692

01:14:15.860 --> 01:14:23.150

Jay Higgins, Gresham: you know, connections to other parts of Multnomah County and our multi-use paths at the end of the presentation.

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01:14:23.488 --> 01:14:32.091

Jay Higgins, Gresham: But I guess I was curious, so I've never presented to this committee before. Can you guys just give me a brief rundown of Who's here and

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01:14:32.830 --> 01:14:37.931

Jay Higgins, Gresham: I don't know. Maybe a little bit of like 2 2 words on your background, or something like that.

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01:14:40.770 --> 01:14:44.563

Andrew Holtz: Yeah, sure we should. We do a quick round robin of

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01:14:45.390 --> 01:14:51.550

Andrew Holtz: introductions again. So I'll I'll start. I'm Andrew Holtz. I'm chair of the committee. I live in Selwood

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01:14:51.610 --> 01:14:54.230

Andrew Holtz: bike a lot in the West Hills.

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01:14:54.390 --> 01:15:01.570

Andrew Holtz: And so that's that's my interest is just as a very frequent bike, recreational and commuting rider.

699

01:15:03.630 --> 01:15:05.270

Andrew Holtz: Joel, you want to go next.

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01:15:06.600 --> 01:15:12.700

joelhuffman: Yeah, Joel Huffman, and I'm on the East Side, and I primarily bike and do my things on the East Side.

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01:15:13.820 --> 01:15:15.260

Andrew Holtz: Okay. Greg.

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01:15:15.260 --> 01:15:16.300

joelhuffman: Greg, yeah.

703

01:15:17.160 --> 01:15:19.131

greg olson: Yeah, Greg Olson have been on

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01:15:19.500 --> 01:15:23.030

greg olson: with the city, Gresham, before I retired from old age.

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01:15:23.250 --> 01:15:26.349

greg olson: but I'm still living in Gresham and

706

01:15:26.920 --> 01:15:28.620

greg olson: the southeast area.

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01:15:29.220 --> 01:15:29.890

greg olson: and

708

01:15:31.410 --> 01:15:34.149

greg olson: I bike all over everywhere. And now

709

01:15:34.280 --> 01:15:36.149

greg olson: this city, Gresham.

710

01:15:36.390 --> 01:15:39.639

greg olson: Multnomah County, Spring water, 2 0 5

711

01:15:40.030 --> 01:15:41.570

greg olson: Russian, Fairview.

712

01:15:43.440 --> 01:15:46.399

greg olson: sandy river trails Marisol.

713

01:15:47.440 --> 01:15:53.770

greg olson: and slowly watching everything kind of expand over the years takes longer than what

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01:15:54.060 --> 01:15:57.049

greg olson: I would like, but they do keep moving.

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01:15:58.020 --> 01:15:59.880

Jay Higgins, Gresham: Yeah. Good to see you. Greg, yeah.

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01:15:59.880 --> 01:16:00.799

Andrew Holtz: How about John?

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01:16:02.070 --> 01:16:10.227

John Russell, PE: Yeah, thank you. I'm John Russell and I. I live in northeast. But my folks are out in Sandy, so I've biked almost every through route

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01:16:10.550 --> 01:16:21.322

John Russell, PE: even even the less pleasant ones, to bike on through Gresham. So it's like the White East Trail and some of the others newer stuff that have come along have really been a great improvement.

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01:16:21.830 --> 01:16:26.350

John Russell, PE: I will just say a funny, funny story about when I was a kid.

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01:16:26.700 --> 01:16:34.740

John Russell, PE: My, are we there yet? Story? We were driving to Gresham, and I kept asking, Are we in Gresham yet? Is being an annoying young kid.

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01:16:34.820 --> 01:16:44.540

John Russell, PE: I really wanted to go to Gresham. I didn't know what Gresham was, and finally my dad just said, Yes, yes, John, this is Gresham. And then I was. I was happy. I was really happy to be in Gresham, so I'm happy to have you here.

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01:16:45.710 --> 01:16:46.330

Andrew Holtz: Anyway.

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01:16:46.610 --> 01:16:47.610

Andrew Holtz: Valerie.

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01:16:49.250 --> 01:16:55.989

Valerie Schiller: Valerie Schiller. I live in Gresham. I work in Troutdale as a teacher, and I commute between those 2 places.

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01:16:57.900 --> 01:16:58.430

Jay Higgins, Gresham: That's all.

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01:16:58.430 --> 01:16:59.200

Andrew Holtz: Art.

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01:17:01.990 --> 01:17:11.130

Art Graves: Hi, yeah. Art graves. I have a landscape architect and urban planner. And I live in the city, or I live in someone.

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01:17:13.113 --> 01:17:14.279

Andrew Holtz: To Megan.

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01:17:15.120 --> 01:17:27.189

Megan Moser: Hey, Jay, you know me. I am a committee member. I live in North Gresham, and I do use the trails out here. So Gresham, Fairview Trail Y. East and Springwater.

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01:17:28.120 --> 01:17:31.300

Jay Higgins, Gresham: Nice. So I Payton on a different committee. So Megan's on this one. So

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01:17:32.030 --> 01:17:34.300

Jay Higgins, Gresham: micro representation, yeah.

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01:17:35.180 --> 01:17:36.500

Andrew Holtz: Okay, Dean, you wanna go.

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01:17:38.400 --> 01:17:45.210

Dean: Yeah, I'm a retired engineer that's teaching math right now to Hartley, elementary, and I bike commute doing from school every day.

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01:17:45.750 --> 01:17:49.130

Dean: So I ride all over the area and and cross country.

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01:17:49.640 --> 01:17:51.419

Jay Higgins, Gresham: Oh, yeah. Do you live in Gresham? Then Dean.

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01:17:51.420 --> 01:17:52.170

Dean: I do?

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01:17:52.350 --> 01:17:53.490

Jay Higgins, Gresham: Okay. Cool.

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01:17:54.040 --> 01:17:55.650

Andrew Holtz: And Bob.

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01:17:57.848 --> 01:18:03.490

Bob Thomas: Bob Thomas. I live out in Troutdale, but I am all over the place in Gresham for bike roads as well.

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01:18:05.430 --> 01:18:10.689

Andrew Holtz: Great. That's all the committee members, and we have some. You know, Mary, Mary Jo.

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01:18:11.280 --> 01:18:12.419

Andrew Holtz: guys know each other.

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01:18:13.200 --> 01:18:14.019

MaryJo Andersen, Multnomah County Transportation: Hi, Jay!

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01:18:14.940 --> 01:18:16.039

MaryJo Andersen, Multnomah County Transportation: How are you doing.

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01:18:17.210 --> 01:18:18.600

Andrew Holtz: Oscars are on our support

745

01:18:20.567 --> 01:18:24.139

Andrew Holtz: and then we've got Frank Stevens sitting in too.

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01:18:24.970 --> 01:18:26.910

Frank Stevens: Hey, Jay? Good to see you.

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01:18:26.910 --> 01:18:27.640

Jay Higgins, Gresham: Frank.

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01:18:28.170 --> 01:18:44.639

Jay Higgins, Gresham: all right. Yeah. And Frank, Frank serves on one of our in our planning commission. So I know him as well, and helps out with our and with our transportation subcommittee. Let's see, Oscar looks like you're about to stop sharing so I can share on my side. Let's see, screen, share, screen one.

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01:18:45.270 --> 01:18:48.780

Jay Higgins, Gresham: and then I'm going to hit the share button

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01:18:51.060 --> 01:18:53.139

Jay Higgins, Gresham: in the present button. Where'd it go?

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01:18:54.980 --> 01:18:56.929

Jay Higgins, Gresham: Which one are you guys seeing.

752

01:18:59.620 --> 01:19:00.810

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

753

01:19:01.510 --> 01:19:01.850

Megan Moser: Aggression.

754

01:19:02.510 --> 01:19:03.220

Andrew Holtz: Yeah.

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01:19:03.220 --> 01:19:04.109

Jay Higgins, Gresham: The right. Okay.

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01:19:04.620 --> 01:19:07.779

Jay Higgins, Gresham: not seeing the weird like, preview slides. So that's good. Okay.

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01:19:08.760 --> 01:19:09.840

Jay Higgins, Gresham: great. Well,

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01:19:10.440 --> 01:19:31.169

Jay Higgins, Gresham: I already introduced myself. I'll give you a brief reminder that transportation system plan is usually a 20 year. Look ahead at sort of what's going to be built for the city. We're doing a minor update. So our plan was originally made in 2014 and was looking out to like 2020,

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01:19:31.480 --> 01:19:40.730

Jay Higgins, Gresham: 45, no. 2035. And so our our end date is still 2035. So we're going. We're we're but we're just doing this sort of midterm update on things.

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01:19:40.960 --> 01:20:01.629

Jay Higgins, Gresham: And the big game plan is that we're revising a bunch of policies. We really want to make sure that they work well for Gresham, but they also need to really reflect kind of a state of emerging practice. Really bring them into the 2,020 s. Because they're they're pretty old and stale, and we'll talk about those in a second.

761

01:20:01.630 --> 01:20:28.809

Jay Higgins, Gresham: And then we have, of course, some updated project lists to work on. So thinking about what we're going to build. You know, checking out what we've built in the last 10 years. You know what we should be focusing on for all of our different modes, and then thinking

about sort of how the the project costs and revenues. And then sort of what's that implementation gonna look like? Because all these things, of course, have changed in the last 10 years. So that those are the parts we want to update

762

01:20:30.460 --> 01:20:57.929

Jay Higgins, Gresham: just a brief thing on our schedule. So you know, we started this actually, in spring of 24. But in summer of 24, you know, we were out a lot of different community events, and we were talking to people about their values values around transportation, how they travel. And that's because we wanted to make sure that we were informing our policies based on what people were talking about, and we I'll talk briefly in a second about the different events we went to.

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01:20:57.930 --> 01:21:09.290

Jay Higgins, Gresham: but we heard a lot from people, so I'll just cover that in the next slide, more about the schedule. So this fall, we've been thinking more about these projects we've been. We've had some different

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01:21:09.450 --> 01:21:16.070

Jay Higgins, Gresham: maps and lists out there for the public to comment on through our website and through different focus groups that we've been holding.

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01:21:16.280 --> 01:21:40.960

Jay Higgins, Gresham: And then this winter is really about thinking through. I mentioned that prioritization of the projects and then implementation and and then finally getting to a draft plan. So that'll be kind of late winter, early spring, and then in early spring we'll be doing another round of Outreach, where we talk to people and show them. Here's the plan. This is everything we feel like we've heard from you. And this is how we feel like it lays out in the plan itself.

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01:21:43.353 --> 01:22:00.959

Jay Higgins, Gresham: So community engagement, in case you haven't had a chance to check it out, or you'd like to. We have an engagegresham.org website. It has all the city's current projects. And then the Tsp, our transportation system plan is one of those projects. You can click on that or this little URL. Take you straight there.

767

01:22:01.522 --> 01:22:11.359

Jay Higgins, Gresham: We did. You know, online surveys at different points, we have some engagement maps on the website that are still up. And then we went out this summer and talked to a lot of people at different community events.

768

01:22:11.360 --> 01:22:37.260

Jay Higgins, Gresham: We, as you'll hear, one of our goals, is to really focus on equity, and throughout our process, as well as you know, in our planning work, which is that analysis and prioritization process. So we focused a lot on talking to people of different races, different ethnicities, different languages, the different income levels and finding out what was impactful for them and their transformation.

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01:22:37.563 --> 01:22:42.116

Jay Higgins, Gresham: So you can see, like our focus groups. For example, we had a great

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01:22:42.670 --> 01:22:51.679

Jay Higgins, Gresham: you know, focus group with our different Spanish speaking community members and low income community members to really try and round out the outreach. We'd already conducted.

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01:22:55.640 --> 01:23:10.110

Jay Higgins, Gresham: so you know, I've mentioned that really a lot of this was really started to update our policies. You know, our transportation system plan has some good existing policies, but they're a little on the vague side. You know. They had important words like safe, attractive

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01:23:10.170 --> 01:23:37.999

Jay Higgins, Gresham: livability, access, mobility. But you know, there were always problem, little problems. And so we went through and just kind of double check those to make sure that they made sense. For today. For example, there's, you know, wording around efficiency. And it you couldn't tell. Is this efficient mean that we're trying to make it efficient for cars doesn't mean we're trying to make it efficient for everyone. So we're trying trying to eliminate those kinds of vague vagueness in in our in our policies.

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01:23:38.250 --> 01:23:45.829

Jay Higgins, Gresham: And then what we're really aiming for is to update these 4 areas, the equity safety climate and emerging technologies.

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01:23:45.890 --> 01:24:12.159

Jay Higgins, Gresham: And that's because there have been, you know, just really big changes. I'm sure you guys have heard a lot about in, you know, thinking about equity in the transportation space. You know, we're always working on safety and with safe systems approach and with vision 0 that has changed a lot across the country and then, recognizing changes in climate and how important that is going to be the contributions of the transportation system

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01:24:12.160 --> 01:24:23.950

Jay Higgins, Gresham: and then finally emerging technologies because there are things that can really help our transportation system with a little bit of technology, and Gresham doesn't have any a solidified approach.

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01:24:25.140 --> 01:24:51.450

Jay Higgins, Gresham: So I'm going to talk through really quick. I won't read these slides to you, but just to help you understand that we're putting forward this equity policy. We've never had one in our Tsp. Before, but the goal being that, you know, we're really taking into account what are the impacts to people of all different races, economic statuses, abilities through our in our transportation. So not just in the planning side of it. And I'll go to our actions.

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01:24:51.761 --> 01:25:09.540

Jay Higgins, Gresham: You know, but also in the outreach process. And you know as we get into. Like, I mentioned the planning and the ranking, the analysis of it, and then thinking about those impacts. So you know, if we're doing large projects. What are the impacts to different community members? And how can we minimize and mitigate those

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01:25:11.270 --> 01:25:23.919

Jay Higgins, Gresham: we are putting forward a vision 0 policy to eliminate transportation, related fatalities. We've been working really closely with Mary Jo and the county's Transportation Safety Action Plan

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01:25:23.920 --> 01:25:46.030

Jay Higgins, Gresham: so that we can gather a lot of that safety data and put it into our analysis in Gresham. And then the city's never had a complete streets policy. We actually have cross sections that, you know, have a space for every mode walking, biking vehicles, but we've never actually had it as a policy. So our consultant team suggested that we get that as well.

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01:25:47.785 --> 01:26:01.690

Jay Higgins, Gresham: and I think you know the actions that kind of relate to this policy is again coordination with that Multnomah County Transportation Safety Action plan. But we've heard a lot from people about speeds and reckless driving.

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01:26:01.690 --> 01:26:24.770

Jay Higgins, Gresham: You know. How can we make our streets safer? That was a big, big part of our community engagement message from from the community. Anyone recognizing that we need to be working in a holistic way. So how can we be working with things like piloting different programs, working with safe routes to school, looking at our own street standards and making sure that they're all what we need for a more comprehensive look at safety

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01:26:26.840 --> 01:26:46.179

Jay Higgins, Gresham: for our climate policy. The city just adopted a climate action plan. And so a lot of you know, that was really elevated. The impact of transportation on the climate. And so we wanted to make sure that we were, you know, going to focus on encouraging fewer and shorter occupant vehicle trips

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01:26:46.360 --> 01:27:01.169

Jay Higgins, Gresham: to reduce our Vmt. How we can transition to cleaner fuels and electric vehicles. And then, you know, controlling for those kind of environmental factors that right of way is a part of whether that's shade through landscaping service, runoff and stormwater.

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01:27:02.496 --> 01:27:04.399

Jay Higgins, Gresham: And then, you know.

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01:27:04.410 --> 01:27:06.760

Jay Higgins, Gresham: climate's tricky. It's you know.

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01:27:07.230 --> 01:27:36.779

Jay Higgins, Gresham: But we want to be thinking about both the land use side of it as well as the transportation side of it. So we have some actions related to that as well as things like, you know, getting the message out, talking to people getting community engagement campaigns around active transportation. You know, helping people see where things can be safer right? You have to have again that kind of holistic approach towards climate and in helping people see that there's choices out there. If they look for them.

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01:27:38.350 --> 01:27:44.180

Jay Higgins, Gresham: And then our final policy, big change for emerging technologies, you know, is really about

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01:27:44.180 --> 01:28:13.810

Jay Higgins, Gresham: the city evaluating technology when it shows up and recognizing that there could be places that it helps meet our goals. One example is scooters, and the city doesn't currently allow scooters in the city of Gresham or shared bicycles, for that matter, as a company could come in. But there's lots of potential benefits to that. Right you can. You can take shorter trips. You can meet that last mile need by renting a scooter, even if you step off of transit in a place you don't know.

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01:28:13.990 --> 01:28:27.850

Jay Higgins, Gresham: or it might be needed to get to your job. So we want to be able to evaluate these new technologies and then reevaluate them. You know, we know a lot of things have changed in the scooter space over the last 5 years. And so we want to take a deeper look into that

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01:28:28.665 --> 01:28:37.789

Jay Higgins, Gresham: and but the policy stands for all kinds of things, you know, whether we're using intelligent transportation systems or you know other kind of parking management tools in the future, too.

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01:28:39.260 --> 01:28:54.969

Jay Higgins, Gresham: And then. So our actions are really about guidelines for this micro mobility, thinking about those shared scooters and shared bikes, expanding our infrastructure related to Evs and creating some guidelines for curb management and thinking about how parking and parking policy can happen.

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01:28:57.530 --> 01:29:22.420

Jay Higgins, Gresham: So I'll shift a little bit and we'll talk about the project lists. As I mentioned this, you know, 2014 was our last transportation system plan. We did an active transportation plan, looking at walking and biking all across Gresham in 2018. And now we're really taking those 2 combined lists and checking them. See if we're missing anything. And we've broken them down into 4 areas, the corridors, pedestrian bicycle and intersection projects.

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01:29:24.574 --> 01:29:46.279

Jay Higgins, Gresham: So a lot of colors and lines on this map. But we've gone through and really looked at. You know all these projects that were identified 10 years ago. Many of them were sort of capacity, expanding projects. Others were more streetscape projects. And so we've tried to figure out well which ones we need to keep. Which ones are we really not going to be able to do

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01:29:46.612 --> 01:30:04.260

Jay Higgins, Gresham: and which ones could be moved into like a pedestrian project or a safety project. It's no longer about it may still be a long corridor, but it's really more about the safety as opposed to the like sort of let's build out to a full cross section kind of project.

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01:30:04.876 --> 01:30:29.970

Jay Higgins, Gresham: So, for example, you know which of these is really about putting in a planter with your sidewalk. Gresham has lots of 5 lane arterials with curb tight sidewalks, you know. Where are places where Medians might be appropriate. You know. And and how do these things work together to make? It's a corridor project that really is about changing the way people drive on the street as opposed to just sort of like. What's the capacity of that street?

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01:30:30.220 --> 01:30:47.469

Jay Higgins, Gresham: And then I left in our bike lanes because all of our arterials and collectors should have bike lanes. Most of them do. But they're just a bike lane. They're not an improved bike lane. They're not buffered or anything like that. And so there could be ways we could be looking to improve on our big corridors.

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01:30:49.310 --> 01:30:52.820

Jay Higgins, Gresham: our intersection projects. These were

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01:30:53.060 --> 01:31:22.649

Jay Higgins, Gresham: largely about capacity for vehicles, the things about like how a pedestrian or a bicyclist would use an intersection we captured in other other work from the active transportation plan. But even here we were able to kind of winnow out like, what are the intersections that we really don't need to be focusing funding on, because we've done what we can there, and in the future these will probably just be small. Safety fixes. You know, they're not about big intersection projects.

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01:31:24.250 --> 01:31:43.849

Jay Higgins, Gresham: And then the pedestrian projects. These were mostly captured from our active transportation plan. We've had some comments online using our interactive maps about places. People think that more projects could be added, either more crossings or those lines. There are sidewalk infill. So where they feel like there's more sidewalk infill

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01:31:45.890 --> 01:31:57.859

Jay Higgins, Gresham: and let's see, what did I have I? So I had examples here of sidewalk info the city does have some grants to implement some leading pedestrian intervals at a couple of big corridors.

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01:31:59.390 --> 01:32:08.580

Jay Higgins, Gresham: and a lot of the pedestrian projects focused on crossings in the past, which we still found is very true. Gresham has again with those large arterials.

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01:32:08.600 --> 01:32:17.860

Jay Higgins, Gresham: 5 lanes, you know it's a challenge to cross them. And so you're either walking a long ways to get to a signal to be safe, or you're jaywalking, you know. And

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01:32:17.930 --> 01:32:31.759

Jay Higgins, Gresham: yeah, the safety statistics bear it out. You know our pedestrians are, you know, much, much less safe on our arterial streets with high speeds, high volumes of traffic, and very few crossings. So we'd be looking for things like, where can we install more enhanced crossings.

804

01:32:32.880 --> 01:32:33.470

Jay Higgins, Gresham: Okay.

805

01:32:34.140 --> 01:32:36.223

Jay Higgins, Gresham: And then the bicycle projects.

806

01:32:36.920 --> 01:32:59.599

Jay Higgins, Gresham: this is, you can see all these orange lines here on the map. This is our Gresham Greenways network. So this was created with our active transportation plan. It's modeled after many cities, local streets like like Portland's Greenway system, the idea being

that you can get to local destinations. You can travel on a low volume, low speed street, you know, mixed with traffic.

807

01:33:00.376 --> 01:33:01.123

Jay Higgins, Gresham: The

808

01:33:01.950 --> 01:33:14.919

Jay Higgins, Gresham: You can see some of these lighter lines up here at the top, you can see my cursor. This is, you know, Rockwood, which is one of the most diverse neighborhoods in Oregon, and it's where we've been focusing a lot of our implementation of our routes.

809

01:33:15.680 --> 01:33:17.330

Jay Higgins, Gresham: I'll show you.

810

01:33:17.410 --> 01:33:24.650

Jay Higgins, Gresham: So here's our. Here's our shares and our and our directional signage. And then you know our our Greenway signage as well.

811

01:33:25.192 --> 01:33:34.980

Jay Higgins, Gresham: But you know one thing these lack still is kind of bigger interventions, like enhanced crossings. When you come to a 5 lane arterial. You know.

812

01:33:35.580 --> 01:33:48.569

Jay Higgins, Gresham: or traffic calming is another big complaint we've gotten on. Some of our Greenways is you know. How do you keep them slow enough speed so that people really feel safe to bike there and feel safe to bike with. You know. You know themselves, their family, that kind of thing.

813

01:33:51.040 --> 01:34:16.400

Jay Higgins, Gresham: So, okay, well, this is so. Now I want to shift and talk a little bit about multi use paths, and I had 3 or 4. I can't remember different paths that the city is thinking about. And my question to you guys is, you know what what was your priority on these different paths. So let me talk through them. I'll explain a little of their context, and then we can have a conversation about them.

814

01:34:16.600 --> 01:34:19.919

Jay Higgins, Gresham: and I think I had one or 2 other questions here at the end of the presentation.

815

01:34:22.590 --> 01:34:28.120

Jay Higgins, Gresham: well, actually, maybe before I get to that. Was there? Was there any questions about the previous part of

816

01:34:28.260 --> 01:34:35.779

Jay Higgins, Gresham: sort of like what our Tsp is for? And you know what we're what we're looking to do. Maybe I'll start with that kind of question.

817

01:34:45.020 --> 01:34:47.939

Jay Higgins, Gresham: Yeah, do I get a call on you, Greg, or or is chair holds good.

818

01:34:47.940 --> 01:34:49.989

greg olson: Yeah. One thing that I

819

01:34:50.080 --> 01:34:52.840

greg olson: see has not happened in Gresham

820

01:34:53.280 --> 01:34:58.039

greg olson: is the connection between the transportation

821

01:35:00.330 --> 01:35:03.579

greg olson: Division and the Planning Commission

822

01:35:04.560 --> 01:35:10.829

greg olson: and what finally gets billed out by developers who are working with the city council

823

01:35:11.200 --> 01:35:21.569

greg olson: and the seat of leaders, for instance, very disappointed with what's happening up in Pleasant Valley with what we talked about 20 years ago

824

01:35:21.860 --> 01:35:28.360

greg olson: as a goal up there for multimodal transportation through that whole area.

825

01:35:29.020 --> 01:35:33.180

greg olson: And there's several areas that are just really poorly designed.

826

01:35:33.380 --> 01:35:39.700

greg olson: and it kind of points towards developers taking over what the transportation people may want

827

01:35:39.720 --> 01:35:42.520

greg olson: and the planning commission kind of

828

01:35:43.640 --> 01:35:50.630

greg olson: kowtows to whatever the City Council and the mayors want to do. And I think it's a major problem

829

01:35:50.970 --> 01:35:53.250

greg olson: that a lot of these projects

830

01:35:53.810 --> 01:35:57.110

greg olson: get put on the back burner after we've really

831

01:35:57.320 --> 01:35:59.620

greg olson: put effort into getting a

832

01:36:00.610 --> 01:36:01.920

greg olson: old

833

01:36:02.410 --> 01:36:08.580

greg olson: transportation system going for everybody. And I think the Pleasant Valley.

834

01:36:09.270 --> 01:36:15.469

greg olson: It was just a disaster for biking and pads through there and even driving your car through

835

01:36:15.840 --> 01:36:18.430

greg olson: the area is

836

01:36:18.510 --> 01:36:20.439

greg olson: just hasn't worked, and I

837

01:36:22.200 --> 01:36:24.680

greg olson: don't know how to get the

838

01:36:25.460 --> 01:36:29.869

greg olson: up upgrades are being put around in the city past

839

01:36:31.550 --> 01:36:35.309

greg olson: little pet projects. I think it's a major problem in Gresham.

840

01:36:35.610 --> 01:36:37.600

greg olson: anyway. Thank you.

841

01:36:38.110 --> 01:36:49.980

Jay Higgins, Gresham: Okay, yeah, do you? When you think about it, Greg, is it because there's no like big paths that are built yet? Or is it just that there's no defined network for bikes like you don't know where bikes should go when they're crossing Pleasant Valley.

842

01:36:50.190 --> 01:36:51.650

greg olson: Right. There's a

843

01:36:51.690 --> 01:36:52.820

greg olson: we were

844

01:36:53.170 --> 01:37:02.040

greg olson: 20 years ago. We were talking about multi-use paths going there and down to the Springwater corridor, and perhaps tying into

845

01:37:02.490 --> 01:37:09.550

greg olson: the build out that's going on in Clackamas County that's expanding there. And

846

01:37:12.090 --> 01:37:18.230

greg olson: At one time we were even looking, putting a school district in the middle of that for Centennial.

847

01:37:18.820 --> 01:37:25.960

greg olson: and they finally backed out of everything with with that. And so we're just putting single housing

848

01:37:26.070 --> 01:37:30.239

greg olson: everywhere back to back with. No real back.

849

01:37:33.630 --> 01:37:42.689

greg olson: places for anybody to go anywhere with a bike or pad. I just stay out of the area and there's other developments on the New Butler road area.

850

01:37:43.760 --> 01:37:44.886

greg olson: where we

851

01:37:46.970 --> 01:37:50.610

greg olson: take a tour. I can't remember the name of street there, right off of

852

01:37:50.880 --> 01:37:52.520

greg olson: Butler on the

853

01:37:53.200 --> 01:37:56.490

greg olson: whether division is starting. But

854

01:37:56.510 --> 01:37:58.840

greg olson: there's a 12 foot

855

01:37:59.530 --> 01:38:11.560

greg olson: multi-purpose lane multipurpose path that goes through about 5 houses and just stops, and it doesn't continue. Doesn't have any opportunity to continue through there.

856

01:38:11.740 --> 01:38:15.570

greg olson: And there's several places where cars now are using

857

01:38:16.360 --> 01:38:20.319

greg olson: the residential roads as major minor

858

01:38:22.360 --> 01:38:34.290

greg olson: collectors was putting a hot a lot of traffic through these neighborhoods, and there's places like a pleasant view where you're turning up into the neighborhood on the right. Turn there

859

01:38:34.320 --> 01:38:36.189

greg olson: right past Ritchie Road

860

01:38:36.320 --> 01:38:37.530

greg olson: that

861

01:38:38.460 --> 01:38:39.979

greg olson: my big van

862

01:38:40.020 --> 01:38:46.520

greg olson: can't hardly make that term, because it's so narrow. And if you're going to make it a collector, it's just not right.

863

01:38:46.550 --> 01:38:48.250

greg olson: Anyway, I got

864

01:38:48.890 --> 01:38:51.209

greg olson: more stuff, let everybody else talk.

865

01:38:51.670 --> 01:39:00.610

Jay Higgins, Gresham: Yeah, no, thanks. I mean, we hear a lot about Pleasant Valley, and that's because the network isn't built yet. Right? It's definitely one of the challenges is that as we go through the growing pains of development.

866

01:39:00.790 --> 01:39:08.232

Jay Higgins, Gresham: it's incomplete, and it's gap tooth like you mentioned that segment of path that doesn't connect so yeah, there's a lot of challenges there.

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01:39:08.650 --> 01:39:16.359

Jay Higgins, Gresham: and transportation is pretty well aware of them. But there's also we're also limited by budget with what we can do to respond in the short term.

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01:39:23.440 --> 01:39:31.240

Andrew Holtz: We are kind of running up against the time, Mary John. I'm not sure if you need the full 15 min, or how late we can go

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01:39:31.550 --> 01:39:32.620

Andrew Holtz: with Jay.

870

01:39:32.620 --> 01:39:35.269

MaryJo Andersen, Multnomah County Transportation: I do not need 15 min.

871

01:39:35.270 --> 01:39:35.880

Andrew Holtz: Okay.

872

01:39:36.275 --> 01:39:38.650

MaryJo Andersen, Multnomah County Transportation: So yeah, I need about 5.

873

01:39:38.650 --> 01:39:46.359

Andrew Holtz: Another 5 or 10 min and yeah, and and I'd like you to if we can maybe quickly get into

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01:39:46.480 --> 01:39:52.890

Andrew Holtz: what in the large, larger Tsp policy kind of level stuff feedback. You'd like to hear

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01:39:52.960 --> 01:39:54.159

Andrew Holtz: from our members.

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01:39:54.330 --> 01:40:10.449

Jay Higgins, Gresham: Yeah, well, I think if you have any Tsp feedback, yeah, you could. If you'll feel like, maybe you have time to talk about it now, because if we're running up on deadlines, my contact info is at the end of the show. Feel free to send me an email, you can also, you know, go to the engagegresham.org

877

01:40:10.450 --> 01:40:27.749

Jay Higgins, Gresham: website and check that out. And there's all of our documents are there, and you can, you know, again put in feedback through the different tools they have there. Well, let me talk briefly, then, about our different paths, because this is one area I was curious about, especially since you guys have a good spread of people from, you know, all across Multnomah County.

878

01:40:27.770 --> 01:40:30.579

Jay Higgins, Gresham: So this is one of our multi-use paths.

879

01:40:31.104 --> 01:40:35.430

Jay Higgins, Gresham: In the purple here is what's built. So this is the Gresham Fairview trail going north, south.

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01:40:35.610 --> 01:40:43.699

Jay Higgins, Gresham: and then this is the very end of the Y east way as it comes at a diagonal there, right along the Max tracks, and then ends at 197, th

881

01:40:43.880 --> 01:40:52.529

Jay Higgins, Gresham: and you can see here the green is our our Gresham Greenways. We have Yamhill Street, which has Sherrows, and 187, th 188, which have sherrows.

882

01:40:52.680 --> 01:41:07.620

Jay Higgins, Gresham: But you know this red section is kind of has long been identified as like a hazardous place. There's no spot for bicycles, all there is is a curb type sidewalk, and so one of the one of the project concepts is to, you know.

883

01:41:08.030 --> 01:41:23.709

Jay Higgins, Gresham: plan for a multi-use path. We have some development up here that's going to be putting kind of like a cycle track behind the site behind the curb. And then, you know, we could have something similar in this segment if we plan for it. So that's 1 idea. So let me move on to the next idea.

884

01:41:24.630 --> 01:41:30.400

Jay Higgins, Gresham: You you! I'm sure some of you are familiar with this. This is the Gresham Fairview trail.

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01:41:30.560 --> 01:41:36.799

Jay Higgins, Gresham: You can't see it super well on the map here, but it goes all along this dashed line in red underneath there.

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01:41:37.769 --> 01:41:48.280

Jay Higgins, Gresham: This segment on Sandy's all been built. Everything in a solid line has been built, and the Gresham has a grant right now to build this segment from Metro. So we're working on that in the next 2 years.

887

01:41:48.977 --> 01:41:51.270

Jay Higgins, Gresham: So this segment on 1 85th

888

01:41:52.000 --> 01:42:02.730

Jay Higgins, Gresham: is another segment. And I guess I'm thinking a little bit like, how big of a priority are these different segments to you guys like, what do you see as as important multi-use paths for Gresham to be building.

889

01:42:03.350 --> 01:42:28.990

Jay Higgins, Gresham: All right. Here's another segment, you know. This is a piece that was started, you know, about 5 6 years ago, and then was dropped because of a political pressure. But you know, thinking about, how does 280 second, and this kind of east east part of Gresham connect to our east neighbors. Right? How does it get up to Troutdale? Is it? Maybe more through? You know, on street connections, is it? All along Troutdale road.

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01:42:28.990 --> 01:42:36.750

Jay Higgins, Gresham: So that's 1 concept. And we, you know, we've been building on 2 80. Second, our, I should say our developers have been building on 2 80, second as they come in.

891

01:42:37.820 --> 01:42:52.419

Jay Higgins, Gresham: So so my question is, is, you know, how would you prioritize these different multi-use paths? What do you see as as being important connections. And I guess one idea. You know, Greg mentioned Pleasant Valley right? We do have some unbuilt paths in Pleasant Valley as well, so that you could think about that even.

892

01:42:58.930 --> 01:43:00.090

Jay Higgins, Gresham: Yeah. Go ahead, Joel.

893

01:43:01.780 --> 01:43:08.279

joelhuffman: Yeah. So I I like to hear that that section of the Gresham Fairview Trail is just north of Halsey.

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01:43:08.887 --> 01:43:14.459

joelhuffman: Is going. It's it's on your priority list. Now, I hear right to do something about that.

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01:43:14.460 --> 01:43:28.830

Jay Higgins, Gresham: Yeah, that yeah, between Halsey and Sandy is actually fully funded. So we got a grant for that from Metro. And like, I said, it's in design right now. They haven't quite made it to 30% design, but they're working towards it. So probably in the next 2 years or so is what we're hoping.

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01:43:29.450 --> 01:43:34.030

joelhuffman: Okay? Yeah, cause it's not so bad going downhill. It's the uphill that's really scary.

897

01:43:34.409 --> 01:43:41.140

joelhuffman: When you're you know, you're at the edge of the lane of traffic. But you know some cars are going a little faster than they should. So

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01:43:41.390 --> 01:43:45.040

joelhuffman: that's kind of scary that one connection that you're talking about going

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01:43:45.060 --> 01:43:49.190

joelhuffman: north up to Marine instead of taking

900

01:43:49.560 --> 01:43:53.940

joelhuffman: 1 85, th I still feel pretty safe on 1 8 5, th so

901

01:43:54.130 --> 01:43:56.680

joelhuffman: I don't know if that's a priority for me.

902

01:43:56.980 --> 01:43:57.650

Jay Higgins, Gresham: Okay.

903

01:43:59.100 --> 01:44:03.811

joelhuffman: And I'd like to see something along that 280 second area. But I know it got

904

01:44:04.510 --> 01:44:09.089

joelhuffman: It got canned a few years ago, when Metro was exploring a connector

905

01:44:09.929 --> 01:44:12.689

joelhuffman: between Troutdale and

906

01:44:12.940 --> 01:44:14.620

joelhuffman: and the spring water.

907

01:44:15.160 --> 01:44:19.630

joelhuffman: So and that's what you're talking about, right? At least a section of it that just Aggresham.

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01:44:19.950 --> 01:44:24.989

Jay Higgins, Gresham: Yeah, it was a metro-led project. They were trying to get the 2 communities talking and get people interested in it. So.

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01:44:24.990 --> 01:44:27.740

joelhuffman: Yeah, cause the previous mayor was not in

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01:44:27.930 --> 01:44:34.059

joelhuffman: favor of it, and a lot of people were worried about the camping thing. You know, the spring water

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01:44:34.250 --> 01:44:38.039

joelhuffman: rail. They thought it was gonna spill over into that. But

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01:44:40.790 --> 01:44:41.740

joelhuffman: okay.

913

01:44:43.010 --> 01:44:44.390

Jay Higgins, Gresham: Great. Thank you, John.

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01:44:45.810 --> 01:44:53.840

John Russell, PE: I'll just say when you started out with that stretch near Ruby Junction. There. I was really excited because I talked about biking in from

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01:44:54.010 --> 01:44:57.699

John Russell, PE: Sandy and biking compression all the time, and that was one spot that

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01:44:57.820 --> 01:45:03.290

John Russell, PE: I always hated. But then you showed me the the Gresham bear view, and I was like

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01:45:03.740 --> 01:45:14.279

John Russell, PE: that. One seems even more important, and echoing the previous comments. I would similarly prioritize that stretch south of 84,

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01:45:14.300 --> 01:45:15.960

John Russell, PE: just because

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01:45:16.400 --> 01:45:21.609

John Russell, PE: the to the north there. There's already, you know, alternatives in the same that

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01:45:21.850 --> 01:45:25.819

John Russell, PE: as much as I would love to have that stretch on

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01:45:26.220 --> 01:45:27.390

John Russell, PE: Burnside.

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01:45:28.200 --> 01:45:32.929

John Russell, PE: This is kind of the the. It just feels the the sketchiest gap.

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01:45:33.790 --> 01:45:39.370

John Russell, PE: and quite a ways that you've got to go out of the way to detour to avoid it.

924

01:45:40.400 --> 01:45:44.230

John Russell, PE: I'd put Burnside second, because I

925

01:45:44.520 --> 01:45:56.541

John Russell, PE: I think that's a a great connection and making it safer, because otherwise folks are just gonna bike on the sidewalk. But you've got folks walking there near the Max. It's not the the safest place to to mix

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01:45:56.900 --> 01:45:58.850

John Russell, PE: folks. The other one

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01:45:59.820 --> 01:46:01.060

John Russell, PE: I see.

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01:46:01.240 --> 01:46:04.031

John Russell, PE: as it just may be more recreational.

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01:46:04.450 --> 01:46:21.079

John Russell, PE: and I would I would love to have that as well. But I'd also love for folks to feel comfortable biking on. You know Troutdale Road and and other things out there. So I feel like you're going to be able to serve more people where they're already biking with the with the 1st 2.

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01:46:21.950 --> 01:46:22.600

Jay Higgins, Gresham: Okay.

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01:46:23.040 --> 01:46:24.700

Jay Higgins, Gresham: thanks. All right, Valerie.

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01:46:25.720 --> 01:46:35.569

Valerie Schiller: Yeah. Speaking as somebody who doesn't really bike recreationally, but just functionally to and from work due to my schedule.

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01:46:35.650 --> 01:46:47.190

Valerie Schiller: I would say the best priority would be the busy roads of Gresham. So like you showed on Burnside, like I'm a big fan of Burnside, having a multi-use path.

934

01:46:47.310 --> 01:47:02.170

Valerie Schiller: but also stark Gleason and division. Those are just like very high traffic places where, just as a casual commuter to and from work, I feel unsafe during rush hour, specifically.

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01:47:02.520 --> 01:47:07.119

Jay Higgins, Gresham: Yeah, do you? Valerie? Do you use any of the Gresham Greenways? Do you? Did you know they existed.

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01:47:07.578 --> 01:47:28.229

Valerie Schiller: I. I have used them, but typically only when I am biking recreationally, which happens mostly during the summer, just when I'm commuting like to and from work. It's kind of out of my way to take those pathways versus just taking the straight line.

937

01:47:29.180 --> 01:47:30.780

Valerie Schiller: Through Gresham.

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01:47:31.040 --> 01:47:32.959

Jay Higgins, Gresham: Yeah, yeah, that's that is the challenge. Huh?

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01:47:33.200 --> 01:47:34.600

Jay Higgins, Gresham: Cool? Thank you.

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01:47:34.740 --> 01:47:35.199

Valerie Schiller: You think.

941

01:47:35.200 --> 01:47:35.920

Jay Higgins, Gresham: Megan.

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01:47:43.810 --> 01:47:45.450

Jay Higgins, Gresham: Oh, you're muted, Megan.

943

01:47:46.600 --> 01:47:55.890

Megan Moser: Whoops. So I was curious about the 1 85.th one is there already. A connection down there just out of the way is that my understanding.

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01:47:56.607 --> 01:48:00.710

Jay Higgins, Gresham: Well, so there's the 2 parts we talked about. This one is the one that's funded but

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01:48:01.110 --> 01:48:03.405

Jay Higgins, Gresham: and and sandy

946

01:48:04.580 --> 01:48:09.809

Jay Higgins, Gresham: and then there's this one goes up to Marine Drive, which is another piece that we're looking at.

947

01:48:09.820 --> 01:48:15.219

Jay Higgins, Gresham: And then this red part has all been constructed on Sandy itself. It's on the north side.

948

01:48:15.680 --> 01:48:20.049

Megan Moser: Okay, gotcha. Okay? So yeah, I guess my thing is.

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01:48:20.170 --> 01:48:45.900

Megan Moser: you know, as far as like, what's going to be utilized the most by like, especially, you know, equity and things like that. I would say definitely the Burnside one, I mean, you could always hop on the Max. But if you don't have Max fare, and you have a bike like I feel like having that infrastructure in place is really important on Burnside. So I'd say, that's 1st for me, the one for 185.th I think that's going to be more of

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01:48:46.060 --> 01:49:08.550

Megan Moser: maybe some recreational people, but also probably more avid bicyclists. In a way, if you're doing recreation, because I know I don't tend to go down that way as a bicyclist unless I'm going to like going to marine drive. So I guess if it's a big loop, you know, that makes sense. But I don't know if it should be a priority in that regard, just because, as far as kind of like what Valerie said is like

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01:49:08.550 --> 01:49:17.970

Megan Moser: commuter wise, I feel like it'd be used more for the Burnside one. And then, as far as the one out on 280. Second, I think that one also sounds awesome.

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01:49:17.970 --> 01:49:34.290

Megan Moser: but kind of what John alluded to is more recreational, based. And then, obviously, the controversy behind it might make it a little bit harder to accomplish. So yeah, my 1st thought is Burnside, as well as well as what other people some other people thought.

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01:49:35.160 --> 01:49:38.780

Jay Higgins, Gresham: Cool. Alright. Thank you. Thanks, you guys. Well, I guess.

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01:49:39.290 --> 01:49:57.630

Jay Higgins, Gresham: I feel like we're out of time. So if you come up with other ideas about other important connections to other parts of East County. You're welcome to let me know. Like, hey, when I'm biking, I always use this road. You know. What can you do about it like? It's great to have that kind of feedback, because we don't get a chance to, you know. Hear from our cyclists directly, very often.

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01:49:57.740 --> 01:50:16.929

Jay Higgins, Gresham: And then the other thing is, we do have, you know, again, feedback on that engagement page about specific projects. So if you were like, you know. How come? You don't have a crossing here? All those kinds of things you could. You can put that in still, and we'll keep track of it. So our, our outreach is complete. But those maps and engagement page is still available.

956

01:50:17.040 --> 01:50:31.909

Jay Higgins, Gresham: We're still working on our prioritization for things. But that's coming up this winter, and I'm going to our city council to talk about kind of the same update next week. And here's my contact info. So again, if you have any other ideas, feel free to send them my way. Thanks so much, you guys, I appreciate it.

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01:50:31.910 --> 01:50:35.999

Dean: Jay, I have a comment if I could interject, and I know it's not your department.

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01:50:36.230 --> 01:50:39.080

Dean: but I as someone who bicycles

959

01:50:39.420 --> 01:50:42.080

Dean: all over Gresham, and to and from school.

960

01:50:42.380 --> 01:50:48.650

Dean: I will just say that the bicycle lanes around Gresham this time of year have become junkyards.

961

01:50:49.120 --> 01:50:52.409

Dean: and and it's really hazardous to

962

01:50:52.720 --> 01:50:58.169

Dean: ride through a pile of leads, not real, not knowing what's underneath them. So

963

01:50:58.360 --> 01:51:02.569

Dean: it forces me to go out into the car lane quite frequently.

964

01:51:03.590 --> 01:51:17.480

Jay Higgins, Gresham: Yeah, no thanks for that, comment, Dean. If you have specific spots, you can certainly write in. We have the my Gresham. It's either an app, or it's on the computer. So you get into my Gresham, you can put in a complaint and say.

965

01:51:17.480 --> 01:51:35.080

Jay Higgins, Gresham: this really needs to be swept. And actually our operations teams pretty good about that. They can send those. Send out the sweepers I've complained about like a car crash that left a whole bunch of debris in the bike lane, and it was gone, you know, the next day or 2 days later. So they do, you know. Keep track of those things and look at them. So my Gresham is a great place to report it.

966

01:51:35.250 --> 01:51:37.059

Dean: Yeah, I've stopped in at the

967

01:51:37.340 --> 01:51:39.079

Dean: at the city building

968

01:51:39.280 --> 01:51:44.940

Dean: a couple of times to to talk about different things I've encountered in my commute, and

969

01:51:45.040 --> 01:51:47.240

Dean: not too much has happened. So

970

01:51:48.070 --> 01:51:51.089

Dean: maybe you have a better voice than I do.

971

01:51:51.090 --> 01:51:56.970

Jay Higgins, Gresham: Okay? Well, well, then, send me send me the send me the in, you know, like the important location for you. Right? And let me know.

972

01:51:58.580 --> 01:52:05.669

Andrew Holtz: Great thanks, Jay. Sorry to hustle you out of here, but want to get give Mary Jo a couple of minutes before we have to say good night.

973

01:52:06.280 --> 01:52:09.240

MaryJo Andersen, Multnomah County Transportation: Yeah. Thanks. Jay, if you want to come back.

974

01:52:09.300 --> 01:52:17.400

MaryJo Andersen, Multnomah County Transportation: we're we're also available if you want to come back, was a great discussion, real quick on our updates.

975

01:52:17.881 --> 01:52:29.270

MaryJo Andersen, Multnomah County Transportation: We've got. You can just go right to the next slide was just our annual work plan and what we've done and where we are, and then

976

01:52:29.410 --> 01:52:49.939

MaryJo Andersen, Multnomah County Transportation: in OS. Should not be December, so we'll be meeting next month in person. We heard back from our Jla questions and interviews with you all about having some in-person celebrations. So we are going to do that next month, and you all have received the invitation

977

01:52:50.060 --> 01:52:56.769

MaryJo Andersen, Multnomah County Transportation: from Oscar, and we're getting feedback already so real quick to the next slide.

978

01:52:57.584 --> 01:53:01.570

MaryJo Andersen, Multnomah County Transportation: Regarding our committee evaluation, the findings

979

01:53:01.630 --> 01:53:12.969

MaryJo Andersen, Multnomah County Transportation: we sent those out last month, and just still open to hearing any comments from all of you. And currently, we're working on the recommendations. We're doing that in staff

980

01:53:12.990 --> 01:53:20.269

MaryJo Andersen, Multnomah County Transportation: with Staff, and we'll be bringing that to you all in early next year, early 2025

981

01:53:20.380 --> 01:53:25.699

MaryJo Andersen, Multnomah County Transportation: personnel policies. I think we had almost everybody get those finished

982

01:53:26.229 --> 01:53:38.689

MaryJo Andersen, Multnomah County Transportation: and also for the December meeting. We are gonna try to work out a hybrid version. So we potentially will have the business at the beginning as a hybrid meeting, and then the second half will just be

983

01:53:39.490 --> 01:53:41.740

MaryJo Andersen, Multnomah County Transportation: socializing and celebrating

984

01:53:42.218 --> 01:53:52.700

MaryJo Andersen, Multnomah County Transportation: and then come January, we'll start doing our annual work session and discussing things with our hopefully being able to move forward on some of our

985

01:53:53.170 --> 01:54:02.520

MaryJo Andersen, Multnomah County Transportation: feedback with the committee evaluation and be able to really kind of dig into that early next year. So that's all that I have

986

01:54:02.940 --> 01:54:05.280

MaryJo Andersen, Multnomah County Transportation: very quickly. Thanks, Oscar.

987

01:54:07.740 --> 01:54:10.399

MaryJo Andersen, Multnomah County Transportation: Any questions or

988

01:54:10.910 --> 01:54:12.230

MaryJo Andersen, Multnomah County Transportation: other thoughts.

989

01:54:19.830 --> 01:54:20.780

MaryJo Andersen, Multnomah County Transportation: Looks like we've got.

990

01:54:20.780 --> 01:54:22.152

Andrew Holtz: Just wondering is,

991

01:54:22.700 --> 01:54:25.979

Andrew Holtz: you know. Last meeting we talked about the Hawthorne Bridge ramp

992

01:54:26.150 --> 01:54:28.160

Andrew Holtz: and the the county

993

01:54:28.430 --> 01:54:33.359

Andrew Holtz: learning lessons and just wondering if there's been a further discussion about when we might.

994

01:54:33.360 --> 01:54:33.940

MaryJo Andersen, Multnomah County Transportation: Yes.

995

01:54:33.940 --> 01:54:34.990

Andrew Holtz: Back and.

996

01:54:35.410 --> 01:54:41.700

MaryJo Andersen, Multnomah County Transportation: That's gonna be part of the meeting next month. So John Hendrickson and Lance.

997

01:54:41.720 --> 01:54:49.569

MaryJo Andersen, Multnomah County Transportation: they will both be in person at that meeting to have a discussion about that. That's exactly what we're going to be doing

998

01:54:49.580 --> 01:54:51.559

MaryJo Andersen, Multnomah County Transportation: in December. So

999

01:54:51.700 --> 01:54:54.560

MaryJo Andersen, Multnomah County Transportation: I'm like, I'm actually pretty excited about that.

1000

01:54:56.440 --> 01:54:57.150

Andrew Holtz: John.

1001

01:54:57.150 --> 01:54:57.660

MaryJo Andersen, Multnomah County Transportation: Jeff.

1002

01:54:58.520 --> 01:55:04.759

John Russell, PE: I was gonna ask question about finding an email. And I was able to find it in the time that.

1003

01:55:05.470 --> 01:55:06.236

MaryJo Andersen, Multnomah County Transportation: Oh, good!

1004

01:55:07.030 --> 01:55:11.850

John Russell, PE: Yeah, I was just trying to find the the email that you said with the stuff from Jla. But I got it.

1005

01:55:12.530 --> 01:55:13.130

MaryJo Andersen, Multnomah County Transportation: Got it

1006

01:55:14.530 --> 01:55:15.360

MaryJo Andersen, Multnomah County Transportation: cool.

1007

01:55:18.520 --> 01:55:18.970

Andrew Holtz: All right.

1008

01:55:19.268 --> 01:55:20.759

MaryJo Andersen, Multnomah County Transportation: The thing there pretty quick.

1009

01:55:20.760 --> 01:55:26.740

Andrew Holtz: Yeah, we squeezed it all in under the wire so great. So we'll get to see a lot of you

1010

01:55:27.350 --> 01:55:28.700

Andrew Holtz: in 3 dimensions

1011

01:55:28.970 --> 01:55:30.350

Andrew Holtz: and next month.

1012

01:55:33.620 --> 01:55:34.990

Andrew Holtz: and with that

1013

01:55:36.020 --> 01:55:37.130

Andrew Holtz: we'll say good night.

1014

01:55:37.970 --> 01:55:40.239

MaryJo Andersen, Multnomah County Transportation: Thank you. Everyone. Great to see you all.

1015

01:55:40.240 --> 01:55:40.859

Andrew Holtz: See ya.

1016

01:55:41.010 --> 01:55:41.830

Dean: Good night.

1017

01:55:42.130 --> 01:55:42.760

Andrew Holtz: Night.