

2024 11 18 EMCTC Meeting - Zoom Transcript

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WEBVTT

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00:00:02.460 --> 00:00:11.370

Oscar Rincones, He/Him - Multco Zoom Support: Good afternoon, everyone. My name is Oscar. I you see him pronouns, and I'm here to provide Zoom Meeting support. Here's a quick review of the guidelines for today's meeting.

2

00:00:11.500 --> 00:00:32.960

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. Along with the monthly agenda, we do provide a zoom, quick reference, guide and links to other resources to prepare you for this meeting, as well as access to any materials available before the meeting

3

00:00:33.240 --> 00:00:41.799

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.

4

00:00:42.250 --> 00:00:47.250

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

5

00:00:47.500 --> 00:00:50.090

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

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00:00:52.260 --> 00:00:55.526

Jessica Berry, Multnomah County (she/her): All right. Thank you, Oscar. And then we.

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00:00:55.990 --> 00:00:59.890

Jessica Berry, Multnomah County (she/her): We're on to the next item on our agenda, which is opportunity

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00:00:59.910 --> 00:01:04.940

Jessica Berry, Multnomah County (she/her): for public comment, and we do have a public comment today from Frank.

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00:01:05.360 --> 00:01:10.050

Jessica Berry, Multnomah County (she/her): So, Oscar, do you have Frank's slides, or Frank? Will you be pulling them up.

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00:01:13.700 --> 00:01:15.000

Frank Stevens: Do you have a monster? No.

11

00:01:15.000 --> 00:01:15.930

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

12

00:01:15.930 --> 00:01:22.420

Frank Stevens: Yeah, go ahead and pull them up. It's it's a quick presentation I'm just following up from gosh! 3 months ago

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00:01:22.770 --> 00:01:33.699

Frank Stevens: on the bollards. So my name is Frank Stevens. I'm a Troutdale resident. I have dual hats today. I'm here to support Jay Higgins from Gresham. I'm on the planning commission with Gresham as well.

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00:01:34.114 --> 00:01:39.900

Frank Stevens: But I'm also just a recent graduate of Portland State University. So I started with Metro doing a

15

00:01:40.720 --> 00:01:41.919

Frank Stevens: bike. Ped,

16

00:01:44.000 --> 00:02:06.620

Frank Stevens: basically account on the chop trail. And it kind of led me into this transportation arena out here along the sandy river which led to the bollards question that I brought up a couple of months ago. So, as you know well, as most of you know, chops kind of the connection point, as you can see on the map. And basically, what I'm looking at is how we connect to all the other areas next slide.

17

00:02:10.600 --> 00:02:11.510

Frank Stevens: Thank you.

18

00:02:11.923 --> 00:02:25.280

Frank Stevens: So as you can see, trails kind of centrally located. I think we're finally coming into our name gateway to the gorge and that's going to be both from a North South standpoint as well as an East West standpoint. Next slide.

19

00:02:29.620 --> 00:02:48.400

Frank Stevens: This is how we highlight, especially for our future economics, as well as the 40 Mile loop and a bunch of other shared use paths specifically looking at pedestrians and bikers and other shared use purposes out here. And how is that gonna relate to the rest of transportation next slide

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00:02:52.330 --> 00:03:00.229

Frank Stevens: alright. So a couple of months ago, I highlighted how we have 2 missing Ballards. This is something I noticed in my observations.

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00:03:00.420 --> 00:03:05.509

Frank Stevens: So if you look you can see, the bollards are basically these metal tubes that stick up.

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00:03:05.940 --> 00:03:11.570

Frank Stevens: and they definitely impede vehicles from going onto a shared use path

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00:03:12.600 --> 00:03:20.660

Frank Stevens: unfortunately, during the summer those were removed by illegally and were not replaced next slide.

24

00:03:23.710 --> 00:03:29.577

Frank Stevens: So these are the locations as you're looking at the sandy river and the shared use path.

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00:03:30.390 --> 00:03:43.489

Frank Stevens: so you can see that the one on the east bank behind the Mall, where it says parking has not been replaced yet. However oprd last week was kind enough to put in

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00:03:43.740 --> 00:03:46.640

Frank Stevens: what I might add is a a

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00:03:46.790 --> 00:03:54.000

Frank Stevens: a very, a very pumped up version of a bollard along with boulders at the vehicle entry point.

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00:03:54.660 --> 00:03:58.953

Frank Stevens: Great, I I mean, it works really well. And I'm happy to say,

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00:03:59.290 --> 00:04:05.930

Frank Stevens: yeah, definitely makes for a much safer space. So now that leads to the next question next slide.

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00:04:11.450 --> 00:04:36.040

Frank Stevens: So how does this all relate? So the bollards eventually, if we, if we don't have the bollards in place, all this transportation is going to end up in downtown Troutdale because of the New Sandy River trail. So, as you can see, that's gonna bring us up to Buxton and Halsey, which I think is pretty much on the county planning for the 40 Mile Loop. That's not a solid. I think there's a lot of stuff we have to do locally at the Troutdale level

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00:04:36.411 --> 00:04:44.509

Frank Stevens: to really define where we want the bike and ped routes to go. But let's go into a little more detail on where we're at with the Buxton and Halsey right now. So next slide.

32

00:04:46.110 --> 00:04:53.090

Frank Stevens: So what we're seeing. And I, I highlighted this gosh! 2 weeks ago, probably in October.

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00:04:54.250 --> 00:04:59.130

Frank Stevens: on a Friday and Saturday night, and I took a look at how much impact we're seeing on

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00:04:59.570 --> 00:05:07.428

Frank Stevens: because of the Stark street closure and how much increased traffic we're seeing, and the speeds and visibility on Buxton right here.

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00:05:07.820 --> 00:05:19.565

Frank Stevens: With that in mind I was seeing over between 40 and 50 pedestrians walking from the parking lot across the way to the Wayfinder and

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00:05:20.180 --> 00:05:38.170

Frank Stevens: based on that intersection where policy comes across. There's no stopping on that right hand turn. So what we're seeing is pedestrians walking across and cars basically taking the turn, and then either immediately coming to a stop. Or yeah. So it's it's a complicated issue that we really need to put some work into.

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00:05:38.240 --> 00:05:49.099

Frank Stevens: I think this is a solid place to really look at future. Pilot projects and potentially play around with some stuff before we get into the summer months and have to make it more permanent next slide.

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00:05:51.240 --> 00:06:08.420

Frank Stevens: Yeah, so these are some of these the examples. That's the wayfinder for Highland with the food trucks that is new behind. That is gonna be the 85 res 85 apartments building, which is being built should be done in the next year. So that's gonna increase

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00:06:08.860 --> 00:06:35.580

Frank Stevens: pedestrian use as well across this street. We've got some dynamics we need to play with, and I know county has some stuff in mind. But I think pilot projects would really work really well here with community to figure it out. Daylighting. Obviously, as you can see from that jeep that's parked right up next to the stop sign no crosswalks, no lighting. It's really dark at night. It's hard to see pedestrians most cars don't stop. I mean, it's you come around the corner. It's a blind spot.

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00:06:36.330 --> 00:06:37.020

Frank Stevens: Yeah.

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00:06:37.360 --> 00:06:38.270

Frank Stevens: Next slide.

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00:06:40.130 --> 00:06:42.816

Frank Stevens: Yeah. So in conclusion, just really quick.

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00:06:43.660 --> 00:06:58.670

Frank Stevens: what are we? Gonna look at with the Multnomah County transportation plan, if there are any changes that need to be made or updated, and then I think this is a great opportunity to really get some detailed data on that spot like, how much traffic is the stark street impacting?

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00:06:59.084 --> 00:07:09.449

Frank Stevens: And then how's that gonna impact safe streets, complete streaks? And could we use. Maybe some tactical urbanism pilot techniques to maybe play around with what the community would like to see

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00:07:09.500 --> 00:07:13.279

Frank Stevens: and maybe get some quick fixes in that may be permanent in the future.

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00:07:13.290 --> 00:07:15.720

Frank Stevens: Thank you so much for your time, and I appreciate it.

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00:07:17.770 --> 00:07:19.069

Frank Stevens: Any questions.

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00:07:26.190 --> 00:07:27.650

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

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00:07:27.650 --> 00:07:30.570

Glen Bolen, ODOT (he/him): And to find my hand. Sorry. Okay, Jessica Berry.

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00:07:30.570 --> 00:07:31.180

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

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00:07:31.180 --> 00:07:57.380

Glen Bolen, ODOT (he/him): I just did some digging around inside Odot, because we've got some of those facilities. And apparently these battery powered angle grinders are our Nemesis that folks who are using their vehicles to access kind of the urban interface camping areas just zip zip and then toss them. But I did get word from. So the ones on the Odot side of things which aren't know from that map. But Corey in district

52

00:07:57.450 --> 00:08:17.293

Glen Bolen, ODOT (he/him): to be says they are being replaced. So that's all I know, for now I don't exactly which ones, but I know it is a problem. And there's also, I think you're aware, Frank, there's a I think it was Rafa. Flexible funds Metro funded for a crossing from Halsey over to Second Street. That, I think, is

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00:08:17.800 --> 00:08:22.760

Glen Bolen, ODOT (he/him): the Odot Local agency liaison staff are still working on that contract.

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00:08:23.890 --> 00:08:28.770

Frank Stevens: Yeah, I'm aware of the the crossing. I think that relates to over 2 57, though right.

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00:08:28.770 --> 00:08:30.849

Glen Bolen, ODOT (he/him): Yeah, 2, 37, th yeah. Halsey, the second. Yep.

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00:08:31.130 --> 00:08:34.260

Frank Stevens: Yeah, so that that still doesn't, it's still the same.

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00:08:34.260 --> 00:08:34.920

Glen Bolen, ODOT (he/him): That's another direction.

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00:08:34.929 --> 00:08:38.919

Frank Stevens: But yeah, it's definitely a direction to go. Yeah, thanks.

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00:08:41.650 --> 00:08:42.590

Frank Stevens: Anything else.

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00:08:43.590 --> 00:08:44.490

Frank Stevens: Thank you.

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00:08:44.490 --> 00:08:52.469

Paul Scarlett, ODOT: This is Paul, maybe just real quick on what Glen said. I also heard from our district maintenance office that works in that area. And

62

00:08:52.490 --> 00:08:56.199

Paul Scarlett, ODOT: yeah, it's unfortunate. But there has been many occurrences of

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00:08:56.690 --> 00:09:03.480

Paul Scarlett, ODOT: those folders, the the locks being cut. And so we're working, trying to replace them as soon as possible.

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00:09:03.500 --> 00:09:05.040

Paul Scarlett, ODOT: So it's happening all over.

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00:09:05.400 --> 00:09:07.400

Frank Stevens: That'll be excellent. Thank you so much.

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00:09:13.140 --> 00:09:17.799

Jessica Berry, Multnomah County (she/her): Alright! Thanks for sharing that Frank and we will share it with

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00:09:17.870 --> 00:09:24.000

Jessica Berry, Multnomah County (she/her): our partners in Troutdale as well. We can talk through some of the things that you've got on those slides.

68

00:09:24.716 --> 00:09:34.120

Jessica Berry, Multnomah County (she/her): Next on our agenda is the approval of, or the review and adoption of, the October meeting minutes, but we do not have a quorum.

69

00:09:34.210 --> 00:09:40.889

Jessica Berry, Multnomah County (she/her): so we can skip right over that item and move into the fatalities. Report with Mary Jo.

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00:09:42.790 --> 00:09:45.349

MaryJo Andersen, Multnomah County Transportation: Thank you, Jessica. Oscar will be putting

71

00:09:45.450 --> 00:09:48.830

MaryJo Andersen, Multnomah County Transportation: the fatality report up for everyone to

72

00:09:48.940 --> 00:09:52.530

MaryJo Andersen, Multnomah County Transportation: be able to see it as we talk through it.

73

00:09:53.268 --> 00:09:59.729

MaryJo Andersen, Multnomah County Transportation: This month the Fatality Report, which is provided by Lake from Metro.

74

00:09:59.750 --> 00:10:06.599

MaryJo Andersen, Multnomah County Transportation: Our numbers, the numbers this past month were somewhat lower than they've

75

00:10:06.710 --> 00:10:10.600

MaryJo Andersen, Multnomah County Transportation: been consistently so. In October there were

76

00:10:14.500 --> 00:10:30.020

MaryJo Andersen, Multnomah County Transportation: 10 fatalities, 3 that walking, and 2 that were bicycling. You'll notice that some of the people have been are not identified at the time of the reporting. This may mean that they.

77

00:10:30.180 --> 00:10:35.300

MaryJo Andersen, Multnomah County Transportation: their next of kin, were not notified, or it was not recommended in the 1st State.

78

00:10:36.550 --> 00:10:37.470

MaryJo Andersen, Multnomah County Transportation: So

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00:10:37.750 --> 00:10:51.129

MaryJo Andersen, Multnomah County Transportation: as far as East County goes. We did have one fatality. Who is Marcia? Abate driving on Fairview Parkway? And she was a passenger in a in a vehicle.

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00:10:52.374 --> 00:10:58.280

MaryJo Andersen, Multnomah County Transportation: And let's get in this report

81

00:10:58.420 --> 00:11:01.709

MaryJo Andersen, Multnomah County Transportation: northeast, Gleason. It was at 1 28th

82

00:11:01.850 --> 00:11:04.979

MaryJo Andersen, Multnomah County Transportation: southeast. Stark it was at 99th

83

00:11:05.000 --> 00:11:07.880

MaryJo Andersen, Multnomah County Transportation: and northeast. Halsey was at 1 18.th

84

00:11:08.070 --> 00:11:11.680

MaryJo Andersen, Multnomah County Transportation: So so we do want to.

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00:11:12.210 --> 00:11:25.369

MaryJo Andersen, Multnomah County Transportation: take a moment to recognize the loss of our community members on our roads as we move forward in our work to make all roads safer for all modes of travel in our area.

86

00:11:25.380 --> 00:11:37.410

MaryJo Andersen, Multnomah County Transportation: We would like to like, I said, take a moment of silence to honor them and their lives as they will be missed as family members, coworkers, neighbors, and.

87

00:12:03.805 --> 00:12:04.180

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

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00:12:04.580 --> 00:12:07.010

Jessica Berry, Multnomah County (she/her): Alright, thank you, Mary. Jo.

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00:12:07.950 --> 00:12:12.350

Jessica Berry, Multnomah County (she/her): Appreciate that update. It's always hard to hear the names.

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00:12:12.992 --> 00:12:17.820

Jessica Berry, Multnomah County (she/her): And I see that you have a safety update. Following

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00:12:18.257 --> 00:12:33.940

Jessica Berry, Multnomah County (she/her): we try to schedule these in such a way that while we recognize that there are still fatalities happening in our right of way we work together as a team at the county, and with our partners to try to come up with ways to make our right of way safer.

92

00:12:34.716 --> 00:12:46.809

Jessica Berry, Multnomah County (she/her): And Mary Jo, you were cutting out a little bit when you were presenting. So if that happens again, I'll let you know. But it looks like. Your next presentation, is also on the shorter side.

93

00:12:47.470 --> 00:13:08.400

MaryJo Andersen, Multnomah County Transportation: Right? Yeah, thanks. Yeah. I've noticed some cutting out also. So I'll turn off my camera for the safety update. I don't have a slide because we do have Alta here to present information about the Safety Action Plan, and I just have a quick update with safe routes to school, and we've had 2

94

00:13:08.610 --> 00:13:36.670

MaryJo Andersen, Multnomah County Transportation: soggy, wet walk to school events this month in honor of ruby bridges. Walk to school. We had an event last week at Butler Creek, elementary, and this morning at Davis elementary. So we had some umbrellas to share, and

folks were pretty well equipped with their rain gear and rain boots. So we did get to enjoy this morning the new infrastructure on the way to Davis elementary school. So

95

00:13:36.980 --> 00:13:40.357

MaryJo Andersen, Multnomah County Transportation: that's my quick safety Update for today.

96

00:13:43.040 --> 00:13:50.659

Jessica Berry, Multnomah County (she/her): That's excellent. Thank you for sharing and no cutting out once you took your camera off. So thank you for that. As well.

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00:13:51.210 --> 00:14:00.820

Jessica Berry, Multnomah County (she/her): Okay? So I think we are on to Item 6, which is the East Multnomah County Transportation Safety Action Plan, the Tsap systemic safety analysis.

98

00:14:01.090 --> 00:14:03.079

Jessica Berry, Multnomah County (she/her): And I will turn it over to Mike.

99

00:14:03.750 --> 00:14:17.029

Mike Sellinger, Alta: Great. Thank you. Jessica. Well, good to be back we were here last month talking about our engagement findings. And today really, wanna dig into the other big piece of phase, one which is the systemic safety analysis done for this project.

100

00:14:17.639 --> 00:14:24.010

Mike Sellinger, Alta: If you can go to the next slide, please. So just to remind everyone about where we are in this project.

101

00:14:24.830 --> 00:14:29.389

Mike Sellinger, Alta: we are just at the end here in November of phase one which has really been about

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00:14:29.560 --> 00:14:39.459

Mike Sellinger, Alta: community outreach and engagement going to different events which we talked a lot about last month, as well as analysis, looking at all of the

103

00:14:39.970 --> 00:14:45.979

Mike Sellinger, Alta: safety data we have been coming up with with the preliminary results there.

104

00:14:46.020 --> 00:15:10.040

Mike Sellinger, Alta: After this phase, we're going to have some time to regroup before we really dig into Phase 2, which is when we're going to start to have different strategies and project recommendations, setting goals and priorities and things like that, and then going back out to the community, as well as some additional analysis topics. From there. We'll be refining the plan over the summer and looking to wrap things up in just under a year in next October.

105

00:15:10.864 --> 00:15:16.340

Mike Sellinger, Alta: And so with that, I'll hand it over to my colleague Bianca, who led the systemic safety analysis.

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00:15:17.850 --> 00:15:47.359

Bianca Popescu, Alta: Hi, everyone! I'm Bianca. And as Mike mentioned, I led the safety analysis. So I'll be going through some key findings that we have from our analysis. So we looked at crashes in the study area here from 2013 to 2022. So that was about 10 years of data. There were 8,474 injury crashes. During that time period in East Multnomah County, and most severe crashes occurred along the arterial network.

107

00:15:47.685 --> 00:15:52.900

Bianca Popescu, Alta: This is a picture of a cross concentration index of all the crashes in the county.

108

00:15:53.375 --> 00:16:04.080

Bianca Popescu, Alta: We found that people walking, biking, and using a motorcycle were the most likely to be involved in a serious injury or fatal crash, which is typically a typical, since they're more vulnerable road users

109

00:16:04.110 --> 00:16:20.459

Bianca Popescu, Alta: in this. In this graphic. Here you can see that in the orange and the red it's showing the orange is serious. Injury crashes and red is fatal crashes, and you can see that for a bicycle motorcycle and walk. That's that's a much higher proportion of the injury crashes.

110

00:16:21.670 --> 00:16:33.229

Bianca Popescu, Alta: Then, looking specifically at pedestrian crash trends, we found that the most common cause is a failure to yield the right of way, and the second most common cause is a pedestrian. Being illegally in the roadway.

111

00:16:33.350 --> 00:16:50.660

Bianca Popescu, Alta: we found there was a high concentration of pedestrian crashes in the intersections of Northeast Division and northeast Kane Drive, northeast, Burnside Road and northeast division southeast, 180 Second Avenue and West Powell Boulevard and East Burnside Street and Southeast, 181st Avenue.

112

00:16:50.810 --> 00:17:00.920

Bianca Popescu, Alta: There are also some high pedestrian crash corridors, including southeast Stark Street, Burnside Road, 1 81, st 1 80 second, and northeast, 1 60 second avenues.

113

00:17:02.740 --> 00:17:26.650

Bianca Popescu, Alta: For this project, part of our crash analysis, we developed something called a crash profile, which is a statistically significant crash trend that are common, that we found to be common in the data, especially when looking at fatal and serious injury crashes. So one of our pedestrian crash profiles is a pedestrian crash that's occurring after dark on a road with a full or a partial sidewalk.

114

00:17:26.770 --> 00:17:40.219

Bianca Popescu, Alta: and this map is showing where these crashes are occurring in East Multnomah County. This was 46% of pedestrian, fatal and serious injury crashes, and 38% of all pedestrian injury crashes

115

00:17:40.340 --> 00:17:50.880

Bianca Popescu, Alta: of all the modes, crash of all modes, crashes involving pedestrians are most likely to occur after dark. Whether or not there are streetlights didn't make a difference in that stat.

116

00:17:51.410 --> 00:17:57.170

Bianca Popescu, Alta: and so we found that pedestrians are very vulnerable to the poor visibility.

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00:17:57.899 --> 00:18:06.849

Bianca Popescu, Alta: There is also clusters of this in the areas of In the intersection of Burnside Street and Division Street, and also along northeast

118

00:18:07.170 --> 00:18:11.590

Bianca Popescu, Alta: 1 81st Avenue, between Northeast Halsey and southeast Stark Street.

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00:18:12.990 --> 00:18:27.960

Bianca Popescu, Alta: Another crash profile we had related to pedestrians are pedestrian crashes at an intersection with an improper maneuver by driver. This was 25% of pedestrian, fatal and serious injury crashes and 38% of pedestrian injury crashes.

120

00:18:28.050 --> 00:18:40.879

Bianca Popescu, Alta: These occurred again. This is a map of in the county of this crash profile, and it occurred equally between signalized and unsignalized intersections, and the most common cause was a failure to yield the right of way.

121

00:18:42.110 --> 00:18:44.350

Bianca Popescu, Alta: moving on to bike crash trends.

122

00:18:44.460 --> 00:19:02.599

Bianca Popescu, Alta: They were concentrated in a few corridors, including 181st Avenue, Burnside Road, Powell Boulevard, northeast, Wilson Street, Segments of Powell Boulevard Kane Drive and northeast Halsey Street, and the intersection of Burnside Road and Division Street, and shown here in this graphic again.

123

00:19:04.230 --> 00:19:13.410

Bianca Popescu, Alta: a bike bike related crash. Profile is a bicycle crash at an intersection with a turning vehicle on a road with a dedicated bicycle facility.

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00:19:13.450 --> 00:19:22.200

Bianca Popescu, Alta: So we bicycle facilities in this case are defined as bike lanes. Whether or not they're protected or unprotected and shared. Use paths.

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00:19:22.630 --> 00:19:26.309

Bianca Popescu, Alta: Again, here is a graphic of the location of these crash profiles.

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00:19:26.970 --> 00:19:37.750

Bianca Popescu, Alta: and this found that people were riding bikes in the study area were still vulnerable to vehicles turning at the intersection even in a location where there's dedicated facilities.

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00:19:38.522 --> 00:19:46.640

Bianca Popescu, Alta: This crash profile was 33% of bicycle involved fatal and serious injury crashes and 29% of bicycle injury crashes.

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00:19:46.850 --> 00:19:52.739

Bianca Popescu, Alta: And 70% of these crashes were caused by a failure to yield the right of way.

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00:19:53.030 --> 00:20:02.570

Bianca Popescu, Alta: There is concentrations again along Northeast 181st between Northeast Halsey and southeast, Stark Street, where there is an unprotected bike lane

130

00:20:04.289 --> 00:20:10.389

Bianca Popescu, Alta: motorcycle related. Crash profile is motorcycle crash at an intersection with attorney vehicle.

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00:20:12.080 --> 00:20:18.370

Bianca Popescu, Alta: this was 32% of motorcycle fatal and serious injury crashes and 30% of motorcycle injury crashes.

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00:20:18.410 --> 00:20:26.469

Bianca Popescu, Alta: The leading cause of this was failure to yield the right of way, and 59% of these crashes were at unsignalized intersections.

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00:20:26.520 --> 00:20:30.319

Bianca Popescu, Alta: and in half of these crashes there was one vehicle making the left turn.

134

00:20:32.120 --> 00:20:46.279

Bianca Popescu, Alta: We also looked at crashes throughout the year to see if there was any temporal trends in the crashes, and we found that serious injury and fatal crashes spike in the winter months from all the modes. This is the data for all modes.

135

00:20:46.593 --> 00:20:52.929

Bianca Popescu, Alta: But it's not just explained by darkness, because you can see there is a big spike in November and December is a little less

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00:20:53.414 --> 00:21:04.390

Bianca Popescu, Alta: and the large spike in November could be possibly attributed to daylight savings time change. So we also took a look at crash trends by month, occurring at dusk and dawn.

137

00:21:04.917 --> 00:21:17.399

Bianca Popescu, Alta: Looking at this stat, both March and December do stand out, which do coincide with the months of daily saving times, beginning and ending, where the dusk and dawn hours suddenly shift into the peak, meeting times

138

00:21:18.036 --> 00:21:24.423

Bianca Popescu, Alta: and this trend when we're looking only at bicycle and festerin injury crashes at dawn or dusk is particularly

139

00:21:25.183 --> 00:21:29.849

Bianca Popescu, Alta: well, you can see, November has a high peak in that Stat, too.

140

00:21:31.790 --> 00:21:46.150

Bianca Popescu, Alta: So typically and what I've been showing here so far is where we look at crash analysis spatially when we look at 10 years of data, and we look at crashes spatially at a set window of time.

141

00:21:46.190 --> 00:21:54.370

Bianca Popescu, Alta: This is great for showing where crashes are occurring, but if it doesn't specifically consider when in the window of time it occurred.

142

00:21:54.410 --> 00:22:02.980

Bianca Popescu, Alta: So by considering the role of time, in addition to the location, a trend can emerge that can help distinguish between areas that may have short term.

143

00:22:03.030 --> 00:22:09.850

Bianca Popescu, Alta: or us crash spike over time or areas that have consistent crash patterns.

144

00:22:09.940 --> 00:22:28.089

Bianca Popescu, Alta: So looking at the same data from 2013 to 2022. We also performed a spatial temporal analysis to analyze the crashes over time. So in this map, here the red is showing where there has been in that 10 year time period an upward trend of crashes over time.

145

00:22:28.130 --> 00:22:33.149

Bianca Popescu, Alta: and the green is showing where there has been a downward trend in crashes at that location over time.

146

00:22:33.330 --> 00:22:50.949

Bianca Popescu, Alta: The locations where you see a black outline on this map is showing where we consistently have a high number of crashes over time, like in the communities of Wood Village and Fairview, along Burnside Road and Division Street, and the 1 81, st 180, Second and Highland drive. Corridor

147

00:22:51.650 --> 00:22:52.960

Bianca Popescu, Alta: crushes have

148

00:22:52.980 --> 00:23:08.330

Bianca Popescu, Alta: increased over time in the communities of Wood Village and Fairview, and have also increased over time at the intersections of northeast, Burnside Road, Northeast, Division Street and southeast, 181st and southeast Stark Street.

149

00:23:08.720 --> 00:23:14.890

Bianca Popescu, Alta: We we also can see here that crushes have decreased over time in the community of Charreddale, and along Division Street.

150

00:23:17.060 --> 00:23:26.200

Bianca Popescu, Alta: Crash, profile we have, that is related to all crashes and vehicle crashes is fixed. Object crashes on 35 miles per hour roads.

151

00:23:26.440 --> 00:23:32.369

Bianca Popescu, Alta: This is 9% of all fatal and serious injury crashes and 3% of all injury crashes.

152

00:23:33.040 --> 00:23:41.440

Bianca Popescu, Alta: We found that in the study area 35 mile per hour. Roads account for 13% of the centerline miles.

153

00:23:41.490 --> 00:23:58.000

Bianca Popescu, Alta: But 66% of all the fatal and serious injury crashes occur on 35 mile per hour roads. So we're seeing a large amount of those locations. And then, looking at this crash profile on the map, you can see again, northeast 81st Street does stand out.

154

00:23:59.410 --> 00:24:04.330

Bianca Popescu, Alta: Another crash. Profile we have is crashes with drugs or alcohol involved.

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00:24:04.430 --> 00:24:13.920

Bianca Popescu, Alta: We found that alcohol and drug crashes were more like, or 4 times more likely as injury crashes overall to result in a fatal or serious injury. Crash.

156

00:24:14.020 --> 00:24:20.070

Bianca Popescu, Alta: and then, when a crash results in a fatality about half the time the crash is with a pedestrian. So it's very serious.

157

00:24:20.190 --> 00:24:26.589

Bianca Popescu, Alta: When a crash results in a serious injury, it is usually because an impaired driver collides with a fixed object.

158

00:24:26.800 --> 00:24:33.839

Bianca Popescu, Alta: and the majority of all fatalities happen after dark, and of those after dark fatalities, drug or alcohol impairment is involved in

159

00:24:34.120 --> 00:24:37.350

Bianca Popescu, Alta: 83% of the crashes. So a large majority

160

00:24:38.190 --> 00:24:51.680

Bianca Popescu, Alta: looking at those fatalities by time of day, this is what this graph is showing, while most injury crashes usually are happening during the daylight the majority of fatalities were happening after dark, so the 1st 2 is

161

00:24:51.710 --> 00:25:08.640

Bianca Popescu, Alta: after dark, with no streetlights and after dark, with street lights. And then of these, after dark fatalities, drug or alcohol impairment is false, as I said, in 83% of crashes. That's the red part of this graph. And then the gray is no drug or alcohol involvement.

162

00:25:09.230 --> 00:25:16.729

Bianca Popescu, Alta: So we found that drug and alcohol impairment significantly increases crash severity in the study area, especially after dark.

163

00:25:18.360 --> 00:25:23.800

Bianca Popescu, Alta: And so I'll pause here because in case anyone has any questions before we talk about next steps.

164

00:25:38.880 --> 00:25:44.890

Mike Sellinger, Alta: Any initial reactions from the group of anything that jumped out as surprising. Or something. You weren't expecting.

165

00:25:49.880 --> 00:25:56.130

E'an Todd Fairview: I just Ian Todd Fairvie here. I just one question. I was the increase in.

166

00:25:56.460 --> 00:25:57.000

Commissioner Stegmann: Yeah.

167

00:25:57.000 --> 00:25:58.900

E'an Todd Fairview: In accidents.

168

00:25:59.410 --> 00:26:08.809

E'an Todd Fairview: ashes there in wood, Village and Troutdale over that 9 year period. I'm curious how that would cross tab with the increase in population.

169

00:26:10.390 --> 00:26:13.100

E'an Todd Fairview: just because I'm thinking about. What was it here

170

00:26:13.590 --> 00:26:15.610

E'an Todd Fairview: 9 years ago? And what is now.

171

00:26:21.420 --> 00:26:25.479

Mike Sellinger, Alta: Yeah, that's a that is a good question, and not you know, these are

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00:26:25.590 --> 00:26:35.659

Mike Sellinger, Alta: the trend. Absolute trends, not not cross tab with population or or rates of of traffic. That is something we could potentially look into in future analysis.

173

00:26:35.660 --> 00:26:41.670

Bianca Popescu, Alta: But it's a great point that a lot of it could be due to increased activity in the area.

174

00:26:44.130 --> 00:26:46.409

Bianca Popescu, Alta: There's a question from Glenn.

175

00:26:47.160 --> 00:27:05.250

Glen Bolen, ODOT (he/him): Yeah, and not so much a question just to relate something I've recently learned to those who might not have heard it. At a meeting I was at at Metro recently, I learned, and I saw this in your charts the 35 an hour hour per speed. There's an an odd phenomenon to me, anyway, is that at

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00:27:06.080 --> 00:27:10.739

Glen Bolen, ODOT (he/him): 25 miles an hour a pedestrian expects a car to see them, and a car does see them

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00:27:10.910 --> 00:27:15.890

Glen Bolen, ODOT (he/him): at 35 miles an hour. A pedestrian expects a car to see them, and they don't see them.

178

00:27:15.960 --> 00:27:25.599

Glen Bolen, ODOT (he/him): At 45 miles an hour. A presser expects a car to see, not to see them, and they don't. So there's that 35 place where they will make a move that they think is safe. That isn't.

179

00:27:25.700 --> 00:27:55.209

Glen Bolen, ODOT (he/him): and not because of their fault, but just like it's just that. Anyway, it's a kind of blew my mind a little bit, and I think you you bore that out there with your was it 9% or 6% of the facility at that, at that speed? Yet such a large number of severe injury crashes. Yeah, 30% of starting lines, 66% of fatal and serious crashes. So that was a new thing for me. I kind of always assumed that the safety was linear. But to know that there's this like odd danger zone at 35 that I wasn't aware of, because I'm still processing it.

180

00:27:56.110 --> 00:28:12.560

Bianca Popescu, Alta: Yeah, that's really interesting. And I've also seen a really compelling graphics where you can really see from 25 to 35 to 45. There's a really huge exponential growth in number of pedestrians that would be killed if they're hit by those speeds.

181

00:28:14.330 --> 00:28:22.659

Mike Sellinger, Alta: Great point, Glenn. I 1st read the results. I thought I was supposed to say 35, or higher, but it it really is those 35 mile per hour roads we're seeing.

182

00:28:28.670 --> 00:28:49.320

Commissioner Stegmann: So. Hello, everyone. Lori Stegman here. I apologize for being late. Thank you so much so far for the presentation. So. And I'm just parachuting in. So are you saying that if you currently have a 40 mile per hour speed limit and you reduce it to 35

183

00:28:49.660 --> 00:28:54.299

Commissioner Stegmann: is is that more dangerous for pedestrians.

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00:28:56.170 --> 00:29:17.290

Glen Bolen, ODOT (he/him): I will let the experts answer. But the way I read this is kind of like at 45, everyone knows it's dangerous it's kind of like nobody gets hurt on the moon, because everyone knows it's a dangerous place to be when you go on vacation in Hawaii, and you go swimming and people disappear because it looks like it's going to be safe because there's lots of people around. But we're not used to the currents. So that's kind of the analogy I would use.

185

00:29:19.100 --> 00:29:21.460

Mike Sellinger, Alta: Blake, did you want to comment on that.

186

00:29:22.320 --> 00:29:27.140

Lake McTighe - Metro: Yeah, I'll comment on that. It's such interesting research.

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00:29:28.080 --> 00:29:41.460

Lake McTighe - Metro: And I think that what's happening, too, is that we often 35 miles an hour are often more in those sort of urban areas with destinations, commercial businesses, things like that. And so

188

00:29:41.510 --> 00:29:45.040

Lake McTighe - Metro: you'll you're also having more pedestrian activity.

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00:29:45.880 --> 00:30:07.719

Lake McTighe - Metro: So it's it's not so simple, Commissioner Stegman, as sort of, you know. If you, if you change the posted speed limit to 35 miles per hour, that you might be necessarily be seeing you know, a jump in pedestrian crashes. However, it is this, I think, what it's really illustrating is these sort of more.

190

00:30:07.720 --> 00:30:22.670

Lake McTighe - Metro: these higher speeds in urban areas. And so it's really indicating a need for for slower speeds in these areas where we have a mix of users where we have destinations. We have people walking, kids walking to school, things like that.

191

00:30:24.050 --> 00:30:48.319

Lake McTighe - Metro: and there's just a sense the speeds are just slow enough that people are walking more because we want them to walk more. There's transit. There's destinations. And yet they're high enough that as Glenn noted, drivers don't see people, pedestrians, 50% of the time. But pedestrians are

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00:30:48.380 --> 00:30:54.660

Lake McTighe - Metro: have a an assumption that they are being seen if they're starting to cross at a crosswalk or something.

193

00:30:54.720 --> 00:31:01.810

Lake McTighe - Metro: So I think the big takeaway is that we just need slower speeds on on these streets where this is happening. It's it's too much of a

194

00:31:01.820 --> 00:31:08.249

Lake McTighe - Metro: a clash of of highway speeds. But then kind of urban uses.

195

00:31:09.280 --> 00:31:10.159

Commissioner Stegmann: Thank you, Lake.

196

00:31:21.740 --> 00:31:27.769

Commissioner Stegmann: Alright, I'm not seeing any other questions or comments, so I think we can continue on.

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00:31:28.300 --> 00:31:33.091

Mike Sellinger, Alta: Great. Well, I just wanted to end with just a a couple of thoughts on on next steps for the project.

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00:31:33.480 --> 00:31:42.950

Mike Sellinger, Alta: We are wrapping up the the engagement summary and the safety analysis. So we, you know we presented this to tack on the November tech meeting

199

00:31:43.970 --> 00:31:45.050

Mike Sellinger, Alta: in October

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00:31:45.580 --> 00:31:53.989

Mike Sellinger, Alta: and are waiting for comments back there. So you know, in a few weeks we'll be starting to revise the systemic safety analysis with all the feedback we've heard.

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00:31:54.080 --> 00:32:12.230

Mike Sellinger, Alta: And then, moving into this this regrouping period I mentioned, we're really going to be getting ready for the next round of engagement, and the next round of analysis. So I think we've gotten some really good feedback on other topics that that the systemic safety analysis actually raises more questions. And so we'll be digging into some of those

202

00:32:12.350 --> 00:32:17.099

Mike Sellinger, Alta: and working with a muktuk tack to finalize that list of topics.

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00:32:17.290 --> 00:32:42.440

Mike Sellinger, Alta: Also just a reminder. At last month's meeting. We also started talking about goal setting. And that's something we're really gonna focus on in the spring figuring out what are the goals around? Transportation safety for East County in particular, and from there moving into the the strategy and project selections. So a lot more to come, and we look forward to coming back to this group in the spring, and working with tack more regularly between now and then.

204

00:32:43.610 --> 00:33:02.419

Commissioner Stegmann: Great. Thank you so much. Mike and Bianca. This is really exciting to actually see, you know, the amount of engagement that that you're finalizing as well as beginning this the strategy. I mean, that's that's why we're here. So we so appreciate you presenting today. Thank you.

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00:33:02.420 --> 00:33:03.760

Mike Sellinger, Alta: Great. Thank you, Commissioner.

206

00:33:04.650 --> 00:33:13.030

Commissioner Stegmann: Alright, so I'm not sure who's been sharing in my absence, if it was Jessica. But thank you, whoever that was

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00:33:13.150 --> 00:33:22.669

Commissioner Stegmann: so. Next up we will hear from Jay Higgins, who's going to talk about the Gresham transportation system? Plan the Tsp Update Jay. I'll turn it over to you.

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00:33:23.590 --> 00:33:30.529

Jay Higgins, Gresham: Great thanks. So much chair statement. Let's see, I gotta share my screen. So let me see if I can actually get this to work.

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00:33:42.260 --> 00:33:47.919

Jay Higgins, Gresham: There we go. Okay, let's see. So now you should have the big transportation system plans coming.

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00:33:48.540 --> 00:34:16.759

Jay Higgins, Gresham: So I'm Jay Higgins. I'm a transportation planner with the city of Gresham, and I'll be talking about our current transportation system plan update. I'll be sharing just a brief overview of the project itself, talking about our outreach a little bit about our proposed policies, which have been a big focus, and then our project maps as well, and we thought this was a good moment to share about the project, because we're about halfway through. We're really starting to close in

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00:34:16.980 --> 00:34:26.440

Jay Higgins, Gresham: on on the downhill slope of things where we really start to bring forward all the project analysis, and then the draft plan this winter as well.

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00:34:27.080 --> 00:34:55.489

Jay Higgins, Gresham: So, as I mentioned, this is a chance for Gresham to do a big update. We haven't updated our plan in about 10 years. So it's getting a little stale. And we really wanted it to have new policies that really reflected best practice of today, as well as the trends that are happening in transportation coming from us to us from Metro and from the county, so that we're all synchronized as we start to enact things at the local level.

213

00:34:56.167 --> 00:35:11.409

Jay Higgins, Gresham: We also. This gives us a chance to update and prioritize our project lists. You know, we've we've built some things over the last 10 years, and so there's some things we can check off. And we've identified some new needs. You know, especially around safety. So I'll talk about that a little bit.

214

00:35:11.410 --> 00:35:26.309

Jay Higgins, Gresham: and then there's always a chance to update our project costs and understand our revenues. Transportation funding has changed a lot in the last 10 years and sort of our assumptions around that we really need to bring that into the present day. So we understand what we can actually achieve in the next 10 years for our plan.

215

00:35:27.990 --> 00:35:55.839

Jay Higgins, Gresham: And this is our project schedule. We've been going since actually, last spring of 24, and then through the summer, we did a bunch of engagement, working on, talking to people about their values, making sure that those values have been reflected in the policies that we're putting together. We've been talking a lot this fall about our specific projects. You know, what are the corridors projects we'd be updating. What are the intersections? The bike projects, the pedestrian projects.

216

00:35:56.070 --> 00:36:19.750

Jay Higgins, Gresham: And then this winter will be like I mentioned talking about the prioritization of those projects, and then how you know, what is it that rises to the top and comparing that to our funding? And then we'll have a draft plan by this spring this project will be all done, at least the consultant part of it will all be done by June, and then we'll be bringing it to the Council for adoption later that summer

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00:36:22.800 --> 00:36:31.090

Jay Higgins, Gresham: we've been out, as I mentioned, doing a lot of community engagement this past summer. We're out at all kinds of different community events. The.

218

00:36:31.090 --> 00:36:56.079

Jay Higgins, Gresham: It was great to be able to get out to talk to people and see what they're doing, getting kids excited with things like our bike, obstacle course, and really hearing from them, what is it that there's their challenges in transportation? And what is it that they think is important. And you know, as we as what we heard a lot of is that it's, you know, it really depends on the user. Right? If there's someone who really drives a lot. They're a lot more focused on, you know. Hey? I see pedestrians

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00:36:56.080 --> 00:37:10.900

Jay Higgins, Gresham: crossing in the street, and I want them to be using the crosswalk, and if you're a pedestrian waiting at the bus, stop, you're like, Oh, I feel like these cars are moving too fast, and this street doesn't always feel safe to me when I need to cross it, and all I have is some flashing yellow lights to warn drivers.

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00:37:11.200 --> 00:37:37.280

Jay Higgins, Gresham: We had a chance to do some really good in-depth focus groups. And we tried to do that on a pretty broad level. We had some different. We had Spanish-speaking focus groups. We talked to members from our Southeast Asian communities and some low income members at affordable housing. And the goal is to really get their voices into the process as we've talked about here before, you know, it's very easy to get some people involved.

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00:37:37.280 --> 00:37:49.920

Jay Higgins, Gresham: They want to come and talk to city staff, but it's not always easy to get everybody involved, whether it's time restrictions, or, you know, accessibility, language barriers. So we've tried to include that in our process this summer and fall.

222

00:37:52.680 --> 00:38:18.540

Jay Higgins, Gresham: And you know, we, as we moved into thinking about our policies, we looked at what's on our books right now, and you know there were some good things right? That it's about safety, about security, about community, about access multimodal. All these things that are important for a transportation system. We could kind of do some minor edits for clarity. We had some vague words efficient, you know. Who is that efficient for, like? What are we really trying to say, with this policy?

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00:38:19.215 --> 00:38:34.640

Jay Higgins, Gresham: But but where we you know where Staff knew we were deficient is in these areas around equity, safety, climate and emerging technologies. And it's the reason we put forward. You know, we undertook this update. So let's take a look at all 4 of those.

224

00:38:35.580 --> 00:38:52.349

Jay Higgins, Gresham: So equity, you know, we don't have equity in our transportation system plan as an official policy. So this would really bring it in as something that anchors us as we proceed with any future updates. And as well as as we're enacting the different outcomes of the plan.

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00:38:52.350 --> 00:39:14.689

Jay Higgins, Gresham: We really wanted to make sure that it was in there, both as a planning process, and how we, you know, put equity into our process, but also equity and analysis of our projects. And then the outcomes like, you know? Are we actually following through and choosing to construct projects that will benefit people who have been burdened in the past, and who haven't had equal outcomes?

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00:39:15.980 --> 00:39:25.170

Jay Higgins, Gresham: And you know. So our actions are all related to those kinds of things following through on our engagement, working through our criteria, and again thinking about those past harms.

227

00:39:29.180 --> 00:39:44.160

Jay Higgins, Gresham: Our safety policy is focused on 2 aspects, vision 0 and complete streets. First, st we do want to set, you know, Staff's proposing that we eliminate our transportation fatalities and serious injuries, and we set a goal for doing that a year to do that by.

228

00:39:44.240 --> 00:40:04.459

Jay Higgins, Gresham: And then we've you know, we've had cross sections where we plan for everyone to have space. If you're going to walk and bike and and be in a vehicle that's in our

current design cross sections. But we've never had a policy that we really need to make sure that everyone can be, you know, have place on the street. So we're going to enshrine that with a complete street policy.

229

00:40:04.830 --> 00:40:19.290

Jay Higgins, Gresham: and the only actions related to this is really thinking through for vision 0. Recognizing that that's a multifaceted approach, we can have good designs, but there's a lot more there to really influence the safety of our streets and our community

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00:40:19.420 --> 00:40:25.950

Jay Higgins, Gresham: so partly that design, but also, however, our streets operated. What's our enforcement? How much? How is our education working?

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00:40:26.520 --> 00:40:28.099

Jay Higgins, Gresham: I think you know. Whoops!

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00:40:28.450 --> 00:40:50.430

Jay Higgins, Gresham: I think you just heard from the trace. You know the Safety Action plan. You know, one of the challenges there is that, you know. Lots of fatalities happen at different times a day, and they can all, you know, and they're under the influence of drugs and alcohol. You know those are not always things that you can only influence with design. You can do. You can do more to shift the needle from multiple aspects and to be able to have success.

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00:40:51.540 --> 00:41:05.619

Jay Higgins, Gresham: And then, you know, of course, one of our actions is to continue to coordinate with Multnomah County and their Transportation Safety Action plan. We're getting some great information from the Alta team and Mary Jo. So we really appreciate that work and be wrapping that in as well.

234

00:41:08.820 --> 00:41:32.800

Jay Higgins, Gresham: One of our policy on climate is really coming straight out of our climate action plan that was adopted recently, and that is focusing on reducing vehicle. Miles traveled through encouraging fewer and shorter single occupancy, single occupant, vehicle trips, and a lot of that is about, you know, providing people with safe other travel options so that they really can choose to do short trips by different means.

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00:41:33.000 --> 00:41:55.780

Jay Higgins, Gresham: And then we also want to be able to reduce the environmental impacts in the right of way. We know that shade from trees is really important for reducing the Heat island effect makes it more pleasant, so that when people are walking around they have a buffer from vehicles they also can stay cool. And then there's surface runoff issues. Right? We put down a lot of pavement. How do we deal with it? How does that influence our streams and rivers?

236

00:41:57.090 --> 00:42:09.859

Jay Higgins, Gresham: And then our actions from that is, you know, considering these climate impacts in all of our transportation projects. And we, as we go through the transportation decision-making process, and also, you know, help helping with that transition to electric vehicles.

237

00:42:14.420 --> 00:42:44.050

Jay Higgins, Gresham: And under emerging technologies policy, it really comes down to evaluating new technologies for the city and how it helps us meet our other transportation goals. So new technologies can offer a lot of wonderful possibilities. But we need to make sure that we know their impacts partly to the community, but also to the city, and how it operates, so that we can follow through and not have a technology that only goes halfway or doesn't do what it's supposed to.

238

00:42:44.100 --> 00:43:10.939

Jay Higgins, Gresham: A lot of our actions coming out of this are to develop clear guidelines for micro mobility devices and then developing the capability for collecting, managing and analyzing data. There's a lot of promise about all this data, but if the city can't accurately absorb it and then come up with the analysis that tells us, you know, some good actions. It's just a big, you know, a bunch of data you're storing and trying to deal with. And so we want to make sure that it's useful to us.

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00:43:11.770 --> 00:43:16.289

Jay Higgins, Gresham: And then I mentioned that impact to new new programs on the city and the capacity.

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00:43:18.770 --> 00:43:47.580

Jay Higgins, Gresham: So that was our policies. As I mentioned, the other thing we're doing is updating our project lists again, we have this old plan from 2014. We did an active transportation plan, kind of in the middle here about 5, 6 years ago. And so we have these 2 different lists, and we've kind of reshuffled them, thinking about them in 4 different ways. The corridors they affect, the pedestrians, the bicycles, and the intersections. So we're going to be updating all these.

241

00:43:47.840 --> 00:43:59.950

Jay Higgins, Gresham: and I won't be talking about individual projects. But I just want to share some of the maps. We've created our team. You know, we've had these on interactive maps on the Internet, so that people could come to our website and put in comments.

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00:44:00.080 --> 00:44:28.899

Jay Higgins, Gresham: And you know, the way to think about it is that there's some projects we know we need to keep. They need to stay on the list. So that's the ones in orange. We have some that we need to keep on the list because they're only partially funded. So that's the light orange, and we have some green ones that are probably on the cusp of being done. So some of those are fully funded, and they'll be constructed in the next year or 2, and we can take them off the list, and then through our analysis, there are some projects that aren't needed anymore. So we can take those off the list as well.

243

00:44:30.510 --> 00:44:49.439

Jay Higgins, Gresham: And we did this, for I just showed you intersections, you know. Here's here's our map right now for our corridors, thinking about. You know how these big streets are built, and are they needed for really capacity. Widening projects, you know. Is this going to really change the profile of the street for how our vehicles travel?

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00:44:49.630 --> 00:45:01.610

Jay Higgins, Gresham: You can see 1 81.st There is, you know, partly partly fully funded and constructed, but that is only really on the vehicle side. We know there's a lot more to be done there in terms of safety. And

245

00:45:02.172 --> 00:45:13.019

Jay Higgins, Gresham: you know, kind of the presence of the streets, you know. It's missing street trees in places. It doesn't have a boulevard like it's supposed to in other places. So there's more work to be done, even if it has a certain color.

246

00:45:14.080 --> 00:45:39.610

Jay Higgins, Gresham: And then our pedestrian projects we have. These large orange lines are our largest sidewalk gaps that we want to fill, and then all the intersections were places that people identified as a challenging place to cross the street, and many of those are at our existing signals, and that presents a challenge for the city. Right? What does that mean at a detailed level? Is it the fact that it's such a large volume of traffic?

247

00:45:39.610 --> 00:45:53.570

Jay Higgins, Gresham: Is it the high speed? Is it an uncomfortable waiting environment, or that, you know you don't trust, when you step into the crosswalk that those drivers have stopped for you. So there's some some detailed work that will be done with engineering after the fact.

248

00:45:55.310 --> 00:46:24.149

Jay Higgins, Gresham: And then here's our bicycle projects. You can see in the north part of Gresham. There we've had some good success installing some of the features of our Gresham Greenways. These are our local bicycle routes, leading people through neighborhoods on low volume streets with low low traffic speeds. We want to keep building that system out because we think it complements really well the bicycle lanes on our arterials and our multi paths which you can see there in purple on the map.

249

00:46:28.180 --> 00:46:53.279

Jay Higgins, Gresham: So our next steps for the Tsp. We've completed our outreach segment, thinking about those projects and what people will really find most important what projects they think we should be building. Our team's working on compiling feedback and then working on the prioritization of those projects based on the new transportation planning rules that were put in place by the State in our criteria.

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00:46:53.280 --> 00:46:58.839

Jay Higgins, Gresham: and then we'll be discussing with Council tomorrow, actually, at our 1st work session with them on the plan.

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00:46:58.840 --> 00:47:05.289

Jay Higgins, Gresham: and then we'll be proceeding into working on the draft plan this winter and early spring.

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00:47:05.520 --> 00:47:08.580

Jay Higgins, Gresham: So happy to take any questions. If anyone has any.

253

00:47:10.390 --> 00:47:14.000

Commissioner Stegmann: Thank you, Jay. Any questions. Comments for Jay.

254

00:47:14.170 --> 00:47:14.930

Commissioner Stegmann: Okay.

255

00:47:18.600 --> 00:47:19.470

Commissioner Stegmann: all right.

256

00:47:19.570 --> 00:47:40.460

Commissioner Stegmann: Well, thank you. Jay. Appreciate it. Exciting to hear that you're revamping and updating the policies and some of the things that piqued my interest were equity and vision 0 and and the complete streets. So that is fantastic news that the Council is going to be do going into a work session.

257

00:47:40.830 --> 00:47:47.680

Commissioner Stegmann: So, Jay, we also have you up next to talk about the 181st Avenue Safety improvements.

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00:47:47.680 --> 00:47:49.170

Jay Higgins, Gresham: Great thanks chair.

259

00:47:50.370 --> 00:47:52.969

Jay Higgins, Gresham: All right. Back we go here to sharing.

260

00:47:54.630 --> 00:47:55.154

Jay Higgins, Gresham: Oh.

261

00:48:00.450 --> 00:48:01.929

Jay Higgins, Gresham: There it is. Okay.

262

00:48:04.066 --> 00:48:18.099

Jay Higgins, Gresham: So we want to have a chance to share about our 181st Safety Project. This is, as you can see in the box there, about a thousand feet of 181st Avenue. It's between Burnside and Southeast Stark.

263

00:48:18.140 --> 00:48:26.329

Jay Higgins, Gresham: So in the north part, there's Burnside has, you know, our Max station, and then southeast. Stark is one of our very busy intersections.

264

00:48:26.520 --> 00:48:37.789

Jay Higgins, Gresham: This was 3 3 million dollars of congressionally directed spending where which we got help from Congressman Bluenhauer as as the last legislative appointment for funds.

265

00:48:38.692 --> 00:48:40.357

Jay Higgins, Gresham: And the

266

00:48:41.940 --> 00:49:00.952

Jay Higgins, Gresham: ding. There's a little picture of what it's like, right? There's about about 25,000 cars a day traveling this segment of 181st all the sidewalks are curb tight. We have some lots of power poles in the in, you know, close to where the pedestrians are not a lot of space there.

267

00:49:01.630 --> 00:49:09.980

Jay Higgins, Gresham: so while we know it's busy for vehicles, we also know it's busy for pedestrians, and there's quite a few businesses along there. So we know it's a big attractor for people. Going through.

268

00:49:12.270 --> 00:49:38.830

Jay Higgins, Gresham: This is our engagement team. We set out to really kind of. Ask the community, what is it that's important to? You know it's not a very big stretch of of 181.st But what is it that we could be doing to improve it, to make it a better place for the people that use it. We worked with veritas communications, and they set out to really talk to people in the community. They have a bilingual team. So they spoke to a lot of

269

00:49:38.830 --> 00:49:50.379

Jay Higgins, Gresham: people in Spanish, and they were able to really connect deeply with a large part of our Hispanic community, which you know, lives in the Rockwood neighborhood near this portion of 181.st

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00:49:50.570 --> 00:49:57.829

Jay Higgins, Gresham: So just brief, you know. They visited events like Juneteenth and Gresham. Night out they did a bunch of direct business, outreach

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00:49:58.210 --> 00:50:13.779

Jay Higgins, Gresham: and and then, just on the street outreach. Sometimes they would be hanging out at the Max, stop and talking to people and just to kind of find out what they're thinking about, and they would share mostly a survey that we'd created to get some thoughts about what people liked and didn't like

272

00:50:14.000 --> 00:50:29.489

Jay Higgins, Gresham: and and then they also held some smaller kind of group announcement focus, you know, like brief conversations. And this is Nelly. She works for Veritas, you know. She runs veritas with her business partner. And she also does a nonprofit of kind of like

273

00:50:29.520 --> 00:50:38.739

Jay Higgins, Gresham: skills, like, you know, skills building for the Latino community. So she was able to willing to like talk to a lot of her. You know, sort of customers about this kind of thing.

274

00:50:40.490 --> 00:50:54.339

Jay Higgins, Gresham: So what we heard about, you know, on 181, st when you start to get, you know, down in the details, is that a lot of people see speeding and unsafe driver behavior. People also see, the pedestrians are crossing the street outside the crosswalk

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00:50:54.688 --> 00:51:03.159

Jay Higgins, Gresham: they felt that there was a lot of conflicts between drivers and pedestrians at at driveways and intersections, and they were also concerned about maintenance.

276

00:51:04.910 --> 00:51:21.279

Jay Higgins, Gresham: So this is directly from our survey. And then what we, you know, heard what they chose as sort of top solutions. Is that a lot of people really thought that improved lighting was going to help? That was partly because of the sense that drivers and pedestrians can't see each other.

277

00:51:21.290 --> 00:51:23.790

Jay Higgins, Gresham: So they wanted that as a safety thing.

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00:51:25.550 --> 00:51:41.650

Jay Higgins, Gresham: And there is no, there's no safe crossings except for at Burnside and at Stark street. So you have this 1,000 feet where there is no other crossing there, and so that people were very interested in a new pedestrian crossing at Pine Street, which is pretty much the Halfway point.

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00:51:43.050 --> 00:52:03.610

Jay Higgins, Gresham: People were also interested in center Median islands, with street trees and with street trees in general, and that's because we described them partly, as you know, sort of a can make your community look nicer, but also it can slow speeds right? So, having the Median Islands to kind of enclose the field of view and slow things down. So people picked those more related to that.

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00:52:05.790 --> 00:52:27.639

Jay Higgins, Gresham: So what's next? We're going to be? We're working on our design with our engineers. And then, once the engineers kind of have a preliminary design of how that money can be spent, how far it will actually go. We'll be doing a short second round of engagement in spring of 2025, just to kind of share out and tell back to the community. Hey, this is we heard this from you this past fall.

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00:52:27.820 --> 00:52:35.170

Jay Higgins, Gresham: This is how we applied that to this design of the street, and then we'll be moving forward into further engineering after that.

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00:52:36.870 --> 00:52:41.130

Jay Higgins, Gresham: So I'm happy to take any questions. But that's the the short story. On 1 81.st

283

00:52:41.970 --> 00:52:47.830

Commissioner Stegmann: Thank you, Jay. That is exciting news. I see. Tom has his hand raised. Tom.

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00:52:48.750 --> 00:52:53.080

Tom Bouillion, Port of Portland: Yeah, thanks for the presentation. Jay. You know, just one

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00:52:53.410 --> 00:53:00.004

Tom Bouillion, Port of Portland: issue that I've observed in my daily auto commute life. But

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00:53:01.570 --> 00:53:09.010

Tom Bouillion, Port of Portland: the I guess it seems like an issue with planting center Medians with trees is that

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00:53:09.220 --> 00:53:12.473

Tom Bouillion, Port of Portland: over time the trees get large enough that

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00:53:13.210 --> 00:53:20.759

Tom Bouillion, Port of Portland: like this time of year when it's dark out and it's raining. It actually can hide pedestrians that are attempting to cross the whole street

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00:53:20.980 --> 00:53:28.859

Tom Bouillion, Port of Portland: and so that can create a safety issue in itself. And I often go down

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00:53:29.200 --> 00:53:39.140

Tom Bouillion, Port of Portland: or inner Powell in Portland at like, I wanna say, around 75th or so, there's that situation which

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00:53:39.230 --> 00:53:41.739

Tom Bouillion, Port of Portland: you know, seems like it has created some

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00:53:41.950 --> 00:53:48.059

Tom Bouillion, Port of Portland: some problems. So I just wanted to flag that as a design consideration, as as you think about

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00:53:48.610 --> 00:53:57.480

Tom Bouillion, Port of Portland: safety. At the same time you think about you know nice streetscape and some of the benefits that street trees can provide.

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00:53:58.590 --> 00:54:26.000

Jay Higgins, Gresham: Yeah, thanks for that, Tom. I totally agree. We've had an issue in Powell on Powell. Closer to downtown, Gresham. There's a lot more like kind of bushy planted medians, and we've had that exact problem where? You know, like the poor lighting doesn't get down under the trees. And then the pedestrians can't be seen. And by the bushes. So yeah, it definitely is a consideration. But we would also love to have large street trees. We find that our street trees get hit so frequently that we'd love to grow them bigger, too.

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00:54:29.560 --> 00:54:31.589

Commissioner Stegmann: Any other questions or comments.

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00:54:32.980 --> 00:54:56.550

Commissioner Stegmann: Well, I have a personal interest in this project. So in my other life I actually own an insurance agency. And it is right on the corner of 181st and pine. So I yeah, I mean, that is such a unfriendly pedestrian area. So I'm really excited to hear that there's potential to have a pedestrian crossing there

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00:54:56.550 --> 00:55:08.209

Commissioner Stegmann: and then the Medians in the middle. You're I mean it like I'm like, it's crazy. What traffic does there, you know, people are making left hand turns in in the middle. There's pedestrians.

298

00:55:08.210 --> 00:55:25.210

Commissioner Stegmann: It is complete chaos. So I'm really happy to hear that there's going to be potentially some center medians as well as street trees. We all know that. It's, you know, there's just not very many trees out in the Rockwood area. So, Jay, I'm really excited to see those improvements.

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00:55:25.820 --> 00:55:31.010

Jay Higgins, Gresham: Alright! Thanks so much, Commissioner. I hope they live up to your expectations. There's a round of design to go.

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00:55:31.270 --> 00:55:36.479

Commissioner Stegmann: I can't wait. Fantastic, all right. Well, thank you, Jay, appreciate it

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00:55:38.060 --> 00:55:49.089

Commissioner Stegmann: all right. Next up we are going to hear from Mary Jo and Mary Jo is going to talk to us about a project the 2 on the 223rd Avenue safe routes to school. Mary Jo.

302

00:55:50.320 --> 00:55:59.799

MaryJo Andersen, Multnomah County Transportation: Thank you so much. I'm gonna be Co, I'm actually gonna hand this presentation off here in just a second. This was a can you hear me all right, or should I turn off my.

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00:55:59.800 --> 00:56:01.730

Commissioner Stegmann: Yes, I can. I can hear you.

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00:56:02.150 --> 00:56:17.110

MaryJo Andersen, Multnomah County Transportation: Okay, great. The wind stopped blowing a little bit out here. So 223rd near Fairview Elementary, we received a safe routes to school infrastructure, Grant to provide some modest improvements.

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00:56:17.160 --> 00:56:25.429

MaryJo Andersen, Multnomah County Transportation: and the program has now underneath following under Sarah Jeffrey. So I'll pass it over to Sarah.

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00:56:27.230 --> 00:56:32.509

Sara Jeffrey_Multnomah County: Hi, everyone. Can you see my screen? I haven't done zoom presenting much. Yeah. Okay.

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00:56:33.340 --> 00:56:40.990

Sara Jeffrey_Multnomah County: Okay. My name is Sarah Jeffrey. I work at Multnomah County as a project manager for design and construction projects.

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00:56:41.020 --> 00:56:45.879

Sara Jeffrey_Multnomah County: and I am here to talk to you about the 2 23rd safe routes to school project.

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00:56:47.016 --> 00:56:56.173

Sara Jeffrey_Multnomah County: So I'm just gonna go over the project background, some design, overview the schedule, and then any questions. And you can

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00:56:56.640 --> 00:57:00.249

Sara Jeffrey_Multnomah County: interrupt me if with questions if you have them, because

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00:57:00.320 --> 00:57:06.680

Sara Jeffrey_Multnomah County: I know my memory is not great. When the slides done, I'm like, oh, no! What was that question? So feel free to interrupt me if you want to.

312

00:57:08.113 --> 00:57:25.999

Sara Jeffrey_Multnomah County: So the project background we like, Mary, Jo said. We applied for a safe routes to school, Grant, and it was awarded to us for 2 million dollars. This grant is open every other year and is scored, based on criteria, and the goal is to create safer routes to nearby schools.

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00:57:26.120 --> 00:57:36.899

Sara Jeffrey_Multnomah County: So the minimum funding request is 60,000. The maximum is 3 million. When we did this, grant, the maximum was 2 million, and that's what we were awarded like just under the 2 million.

314

00:57:37.110 --> 00:57:52.939

Sara Jeffrey_Multnomah County: And Odot will be covering up to 75% of that. The total project estimate, I think it was in 2022 was 2.6 million. So Odot will cover up to 75%, which is up to the 2 million dollars, Grant, if that makes sense

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00:57:53.810 --> 00:58:01.429

Sara Jeffrey_Multnomah County: so for this project, we will install the missing sidewalk on the west side of 2 23rd

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00:58:01.540 --> 00:58:10.439

Sara Jeffrey_Multnomah County: it's gonna connect to the new apartments that are there on Halsey and 2 23, rd and continue to Bridge Street to make a a safer route for

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00:58:11.301 --> 00:58:17.640

Sara Jeffrey_Multnomah County: pedestrians and bicycles from Halsey to Fairview Elementary School.

318

00:58:19.076 --> 00:58:42.819

Sara Jeffrey_Multnomah County: and then, just as kind of a just an fyi we did when they did the Grant. They did design like preliminary design from Halsey, including the intersection to Bridge Street. We had to shrink that down to fit in the 2 million dollar Grant. So that's why we're just doing the West Side and connecting that sidewalk there with bike lanes also.

319

00:58:43.464 --> 00:58:53.780

Sara Jeffrey_Multnomah County: And then I just wanted to mention that we are. Part of this project is putting in New Ada Ramps and upgrading Ada Ramps. And so that will help the Ada transition plan that we have for Multnomah County.

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00:58:55.230 --> 00:59:02.029

Sara Jeffrey_Multnomah County: So this is the design over. This is like the preliminary design plan sheet that we included in the grant.

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00:59:02.100 --> 00:59:22.210

Sara Jeffrey_Multnomah County: The red is the portions that we took out from the overall plan that they had. So it'll include bike lanes, some Ada ramps sidewalks on the west side, and there's 2 proposed locations for the water quality treatment facilities. We're not exactly sure what those will look like yet. We've had

322

00:59:22.210 --> 00:59:32.790

Sara Jeffrey_Multnomah County: some discussion of them having the vegetated swale type. But there's also a concern for maintenance. So we're looking into other options for that. We haven't really settled on that yet.

323

00:59:34.160 --> 00:59:43.770

Sara Jeffrey_Multnomah County: So just kind of wanted to walk you through where this actually is. So this is 2, 23, rd and Halsey, and this is the new sidewalk that is, by the apartments.

324

00:59:44.205 --> 00:59:57.339

Sara Jeffrey_Multnomah County: So it was our our preliminary design started just after this. So Mary Jo actually noticed that there was this gap here that we weren't connecting to the existing sidewalk. I don't know if

325

00:59:57.340 --> 01:00:14.629

Sara Jeffrey_Multnomah County: we thought that the apartments were going to take it out further or not. So we did add this section. The only problem is, if you see on the right hand side there's like the tax lot kind of jogs over that white line. So we have to kind of figure out how to get around that, or we'll just have to take like that corner of right away.

326

01:00:15.010 --> 01:00:22.279

Sara Jeffrey_Multnomah County: We do. Are doing the right of way process, anyway. So it wouldn't be like that much bigger. But that's just something that we have to work through.

327

01:00:23.120 --> 01:00:33.109

Sara Jeffrey_Multnomah County: So this is where we were going to start. In the 1st place, this on the left hand side. There's a walkway, a sidewalk there that will be improving, and then we'll continue down to 23, rd

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01:00:34.200 --> 01:00:39.159

Sara Jeffrey_Multnomah County: and then this is at Matney. Sorry my thing's in front of me.

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01:00:39.360 --> 01:00:40.620

Sara Jeffrey_Multnomah County: Letters.

330

01:00:41.260 --> 01:00:54.300

Sara Jeffrey_Multnomah County: so we'll just keep going down here. This is so part of the reason why we took off the sidewalk on the East side is because there's like a creek that runs along here, and so that would create that would have created a lot more work and permitting and more money. So that's why we took off of

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01:00:54.370 --> 01:00:55.619

Sara Jeffrey_Multnomah County: the East Side.

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01:00:57.030 --> 01:01:01.860

Sara Jeffrey_Multnomah County: and I'm I assume we'll do that in the future. But just for this project we had to kind of shrink it down.

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01:01:02.100 --> 01:01:10.579

Sara Jeffrey_Multnomah County: So this is cedar. So this on the left hand side is where we have this little sidewalk here that they use now. And so we'll be connecting to that.

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01:01:10.920 --> 01:01:20.939

Sara Jeffrey_Multnomah County: We'll be adding sorry an Ada ramp to this area here and then continuing this sidewalk, and that's what they will be using like they use now

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01:01:21.420 --> 01:01:26.699

Sara Jeffrey_Multnomah County: and then. This is Bridge Street. This is the end of the project. So that's all. The

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01:01:26.780 --> 01:01:33.310

Sara Jeffrey_Multnomah County: Google Street views kind of went fast. So but if you go by there you'll you'll see it better.

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01:01:35.570 --> 01:01:57.819

Sara Jeffrey_Multnomah County: Okay, so a little bit about the schedule where we are right now is we? They did that preliminary design when they did the grant, but that was in like 2022. So they went out there and refreshed all the survey and got the additional like side street information. And so they're using that and their preliminary design to get to a 30% which they should be at

338

01:01:58.997 --> 01:02:02.660

Sara Jeffrey_Multnomah County: in the next month or 2, and then

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01:02:03.960 --> 01:02:13.460

Sara Jeffrey_Multnomah County: for right away. That's kind of when we'll start the right of way process which takes a year minimum. Usually. So if it it could take a little longer.

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01:02:14.400 --> 01:02:24.249

Sara Jeffrey_Multnomah County: because we know that we're gonna need right away, at least for the temporary easements. And then we have 2 locations where we're doing water quality facilities where we might need right away there, too.

341

01:02:25.330 --> 01:02:32.930

Sara Jeffrey_Multnomah County: So our hope is that we construct this project in 2026,

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01:02:33.610 --> 01:02:53.430

Sara Jeffrey_Multnomah County: with considering the year of right of way, and then we do have the Grant funds available for 5 years after the execution of the grant, which execution was in 2023. So we have until 2028 to use those funds. So that gives us a little buffer, for like, if the right of way process goes a little long, if we have to.

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01:02:54.231 --> 01:03:03.010

Sara Jeffrey_Multnomah County: I don't know the legal parts of the right of way, but it could take longer than a year, so we do have time.

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01:03:04.010 --> 01:03:14.730

Sara Jeffrey_Multnomah County: And then for the public outreach section we have a website that we have put regular updates on like the schedule on there, and just like a brief overview of what the project is.

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01:03:14.750 --> 01:03:23.190

Sara Jeffrey_Multnomah County: We've put out one news release for traffic so far, because their survey company was out there doing additional survey just to make sure they knew what was going on.

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01:03:23.920 --> 01:03:28.129

Sara Jeffrey_Multnomah County: We will be doing a mailer before construction, probably like

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01:03:28.270 --> 01:03:37.259

Sara Jeffrey_Multnomah County: halfway through design. Most likely we've also had flyers at community events, and we'll have more flyers at community events as they come up.

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01:03:37.530 --> 01:03:41.749

Sara Jeffrey_Multnomah County: and then we'll present at meetings as requested throughout the life of the project.

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01:03:42.230 --> 01:03:58.819

Sara Jeffrey_Multnomah County: and something I wanted to say about the public outreach part of this project. It's not. You don't see like public meetings or anything on here. And it's not like a as robust public outreach, because the grant kind of lines up like what exactly the project's gonna be. So we don't need. I mean, we

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01:03:58.960 --> 01:04:05.329

Sara Jeffrey_Multnomah County: we welcome public input. But we don't. We're not like seeking out public input, because there's not as many changes as we can make

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01:04:05.460 --> 01:04:06.460

Sara Jeffrey_Multnomah County: in the grant.

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01:04:07.790 --> 01:04:12.179

Sara Jeffrey_Multnomah County: So I think. Yep, that is it. Does anyone have any

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01:04:12.330 --> 01:04:15.380

Sara Jeffrey_Multnomah County: any questions about this project? So far.

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01:04:17.830 --> 01:04:21.810

Commissioner Stegmann: Thank you, Sarah, any questions or comments.

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01:04:24.130 --> 01:04:28.810

Commissioner Stegmann: I'm not seeing any hands. But oh, go ahead, Councillor Todd.

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01:04:28.810 --> 01:04:32.699

E'an Todd Fairview: Yeah. So I'm just thinking out loud here with, and that looks good.

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01:04:32.740 --> 01:04:37.329

E'an Todd Fairview: And so the school is on the side that you kept the improvements which makes sense.

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01:04:40.370 --> 01:04:44.579

E'an Todd Fairview: On the other side. Yeah, so it's missing a sidewalk

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01:04:45.040 --> 01:04:47.799

E'an Todd Fairview: on the other side as well. But

360

01:04:48.482 --> 01:04:51.800

E'an Todd Fairview: and the crick is away from

361

01:04:52.250 --> 01:04:57.059

E'an Todd Fairview: the roadway, and then comes in at, you know, sort of in the middle of that.

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01:04:57.390 --> 01:05:02.200

E'an Todd Fairview: so one would hope that we at least could get a little bit of sidewalk at some point

363

01:05:02.360 --> 01:05:08.130

E'an Todd Fairview: through some other instrument on the right hand side, because there isn't 1

364

01:05:08.250 --> 01:05:11.559

E'an Todd Fairview: And so there's a little bit of safety stuff there.

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01:05:12.450 --> 01:05:17.270

E'an Todd Fairview: but I understand like, well, it's 2, not 3 million and

366

01:05:17.975 --> 01:05:23.640

E'an Todd Fairview: and also we've got the crick there. So engineering on interface with that.

367

01:05:24.000 --> 01:05:29.260

E'an Todd Fairview: you know, is expensive and complicated. So let's do the school site so that all makes sense to me.

368

01:05:30.389 --> 01:05:34.010

E'an Todd Fairview: I guess that's just my input from, you know, from Fairview,

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01:05:34.660 --> 01:05:38.169

E'an Todd Fairview: And someone who knows that intersection really well, and that street.

370

01:05:39.290 --> 01:05:54.059

Sara Jeffrey_Multnomah County: Yeah, I think. In the future. I we do want to put a sidewalk all along to 23.rd I think eventually we could have it even where the creek is. I think it just takes a lot more to do that, but I think that is in the plan. I'm sure.

371

01:05:54.060 --> 01:05:57.120

E'an Todd Fairview: That's an interaction with our wetland.

372

01:05:57.160 --> 01:06:03.490

E'an Todd Fairview: Yeah plan. And the useless park on the corner, Maryland Park.

373

01:06:03.670 --> 01:06:04.140

Sara Jeffrey_Multnomah County: Yeah.

374

01:06:04.140 --> 01:06:07.559

E'an Todd Fairview: Which we've had some discussions over, but it looks good so great. Thank you.

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01:06:07.560 --> 01:06:08.240

Sara Jeffrey_Multnomah County: Thank you.

376

01:06:09.230 --> 01:06:11.559

Commissioner Stegmann: All right. Any other questions or comments.

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01:06:12.160 --> 01:06:32.860

Commissioner Stegmann: Well, you've got the blessing from Counselor Todd, Sarah, so good work one sidewalk is better than no sidewalks. So that'll be really nice to have, especially for those youth that are going to Fairview elementary. So thank you so much for the Update. Thank you, Mary Jo, and thank you, Sarah.

378

01:06:34.940 --> 01:06:43.300

Commissioner Stegmann: Alright. Next step we're gonna hear is Mike Cook with us for for an Ada construction. Follow up.

379

01:06:44.770 --> 01:06:46.220

Michael Cook: Yeah. Hi, can you hear me?

380

01:06:46.790 --> 01:06:48.099

Commissioner Stegmann: Hi Mike. Yes.

381

01:06:48.600 --> 01:06:49.180

Michael Cook: Okay.

382

01:06:50.090 --> 01:06:59.220

Michael Cook: yeah, I just have a update on our Ada construction project kind of following up on the presentation I gave back in July.

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01:07:00.010 --> 01:07:01.770

Michael Cook: So let me see if I can.

384

01:07:02.250 --> 01:07:03.229

Michael Cook: This going.

385

01:07:06.460 --> 01:07:07.880

Michael Cook: everyone can see that. Okay.

386

01:07:11.127 --> 01:07:11.995

Michael Cook: Yeah. So

387

01:07:14.170 --> 01:07:19.159

Michael Cook: so this is just kind of a follow up. I gave a presentation back on July 15.th

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01:07:19.831 --> 01:07:29.869

Michael Cook: Just some basic stuff we had talked about there. We have. The county has a Ada transition plan they adopted in March 2023

389

01:07:30.329 --> 01:07:37.349

Michael Cook: we've had some one time only funding going towards rant design for fiscal year 23 and 24

390

01:07:37.390 --> 01:07:49.719

Michael Cook: 1.4 million to 1.7 3 5 million. And then, as I discussed with the previous one, we are using the one time only funding this year mostly for construction.

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01:07:49.880 --> 01:07:51.080

Michael Cook: even though it's a

392

01:07:51.770 --> 01:08:01.939

Michael Cook: yeah, 2.6 1 5 million. And we're putting a lot of that towards construction of ramps 55 new ramps we'll be replacing

393

01:08:02.070 --> 01:08:04.006

Michael Cook: 39 old ramps.

394

01:08:04.570 --> 01:08:14.090

Michael Cook: 26 are in the tier, one, which is our highest tier. 13 are in tier 2, which is the next tier down where we've mostly done that for a grouping and convenience

395

01:08:14.626 --> 01:08:25.409

Michael Cook: try and reduce impact while when we when I present last time we thought our construction would be about 2.2 million, another 300,000 for inspection engineering.

396

01:08:25.756 --> 01:08:34.360

Michael Cook: We're we were gonna advertise, or we had advertised on the 28.th We had hoped to open bid on the 30th and start building in September through December.

397

01:08:36.779 --> 01:08:46.430

Michael Cook: This is the update of where we are right now. Due just procurement and some contracting things. We were not able to open the bid until August 20 second.

398

01:08:46.590 --> 01:09:00.550

Michael Cook: The award did not happen until the 20th of September. The contractor we selected was brown contracting. The actual contract amount they have is about 1.8 million, which was below, which is good always.

399

01:09:00.888 --> 01:09:27.439

Michael Cook: Construction inspection engineering turned to be. We have a \$350,000 contract with Dea to help out with construction the main thing at the bottom here is, as I say, we had hoped to be. You know, we had some really good weather in September, October, but due to procurement and everything else, we just were not able to get started until about now. So our current plan. We just had our pre-con about it. The current schedule is to start in November and

400

01:09:27.470 --> 01:09:39.239

Michael Cook: go through February. Obviously, if we all look outside, it's not exactly ideal construction weather. There can be windows, you know, sometimes when it clears up, you know, but you don't want to be worn concrete, and

401

01:09:39.420 --> 01:09:44.910

Michael Cook: if it's raining all day. So we are looking at, maybe moving that back.

402

01:09:44.970 --> 01:09:52.540

Michael Cook: But we don't have a plan yet. We do have a contract. We are working with the contractor on. You know they've submitted a schedule trying to figure out what the best plan is.

403

01:09:52.649 --> 01:09:59.029

Michael Cook: but we still have the the main driving goal is that all these funds are one time only. They have to be spent by June 30.th So

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01:09:59.608 --> 01:10:09.551

Michael Cook: you know, the idea of moving to the spring is, you know, we're thinking about it. But at the same time, you know you you cut off some time, so there'll be more on that when we get started.

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01:10:10.270 --> 01:10:12.889

Michael Cook: we will have you know. We will put out a

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01:10:12.990 --> 01:10:18.849

Michael Cook: news releases through our pio when we're actually coming out to do construction before anything happens. So

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01:10:19.475 --> 01:10:21.890

Michael Cook: more on that, as we know more

408

01:10:22.925 --> 01:10:37.499

Michael Cook: in terms of locations, I think I showed this last time. This is just a general overview of where the ramps are throughout, we have someone to 23, rd I I have a more in depth, but this is just kind of, as you can see, they're out throughout East County.

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01:10:37.773 --> 01:10:44.619

Michael Cook: They're all based on which ones were scored the highest. So they are kind of sometimes it seems a little scattered, but we were just trying to

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01:10:44.980 --> 01:11:00.740

Michael Cook: get the most highlight, you know, highest tier ramps done as as possible. The second phase will also focus on tier, one ramps, but they will be ones that require right away or utilities. So that'll be in the next year's project hopefully.

411

01:11:01.950 --> 01:11:08.589

Michael Cook: so more to come on that we we just we're about to start our right away phase on that. So that's why that's how we came up with this grouping.

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01:11:11.070 --> 01:11:17.359

Michael Cook: we. So these are a couple of locations. We have some here on 2, 23rd and main couple of ramps, there.

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01:11:17.400 --> 01:11:22.289

Michael Cook: 2, 23rd and a bar down here. We'll have a couple ramps there and then.

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01:11:22.390 --> 01:11:31.669

Michael Cook: Halsey and 2 30th will be doing the south side right now. The north side requires a little bit of right away easement. So that's why we're only doing this pair

415

01:11:31.930 --> 01:11:33.470

Michael Cook: this year.

416

01:11:34.631 --> 01:11:40.242

Michael Cook: Gleason and markets. Not exactly the best this location here.

417

01:11:41.220 --> 01:11:47.489

Michael Cook: or best picture. But yeah, we'll do. We'll do the ours on the north half, I think Gresham has the South half

418

01:11:48.708 --> 01:11:58.559

Michael Cook: Stark Street and McGinnis over in Troutdale. I think Gresham already updated their ramps on the south side, so we'll be doing the north side, and then the Associated Signal work there

419

01:11:59.160 --> 01:12:04.347

Michael Cook: and then. Buxton has a fair amount of ramps on there.

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01:12:04.930 --> 01:12:22.619

Michael Cook: So we're doing some of these. We're only doing one half now, because you have to, you know, like, if we're moving storm facilities, you have to get that storm sodium before you can do the other half, or it could be a right away thing. So we're doing the East half a second and 4, th and then we're looking to Redo all of 5, th 6, th 7th

421

01:12:22.700 --> 01:12:30.950

Michael Cook: and 8th 7th has a Rfb. There. We'll be replacing that with a more up to date, one with the ramps, you know.

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01:12:31.290 --> 01:12:34.440

Michael Cook: more closely matching current standards.

423

01:12:35.180 --> 01:12:50.920

Michael Cook: And then there's a couple on the historic Columbia River highway. These ones we're looking at. They were ones that we had rebuilt somewhat recently, and there were a couple issues when we went out to inspect it later. So we're just we have a couple here to kind of try and clean up

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01:12:51.465 --> 01:13:05.479

Michael Cook: trying to reduce as much impact as possible, because obviously, that's a busy corridor. And also these ramps have both have been complete. So we're just looking at some corrections there and then. Down here at the entrance to the sandy Rv.

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01:13:05.750 --> 01:13:11.050

Michael Cook: we're looking at updating the ramps on that little t intersection there.

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01:13:12.005 --> 01:13:38.319

Michael Cook: There is a project website which again, as we update the schedule, it's just kind of shown here, but it's just a curb. Ramp improvements is what the project is called. Right now. It'll have the schedule contract information. We'll try and keep that up to date. So everyone knows kind of what's going on. One of the things about, you know, with this kind of scatter ramp is, you know, they may show up and run into an issue somewhere and go work somewhere else. So we'll you know, I'm going to be working with Sarah Herbert's our pio to really

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01:13:38.510 --> 01:13:41.180

Michael Cook: keep everyone updated on like potential work.

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01:13:41.432 --> 01:13:51.619

Michael Cook: You know, I know everyone hates it. When we say, Hey, we're gonna be there, and then no one shows up or we show up with no one expects it. So really, just trying to keep that as realistic as possible

429

01:13:51.640 --> 01:14:02.079

Michael Cook: and updated weekly. So there'll be more information there like I said, we just had our precon. We're just trying to figure out how best to handle the fact that we're starting now. And

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01:14:02.310 --> 01:14:08.510

Michael Cook: you know, a week before Thanksgiving, and what makes the most sense to be the most efficient while still getting stuff done.

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01:14:09.500 --> 01:14:13.419

Michael Cook: And that's all I have for right now. So any questions.

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01:14:14.090 --> 01:14:17.530

Commissioner Stegmann: Thank you, Mike. Any questions or comments for Mike.

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01:14:24.180 --> 01:14:25.180

Michael Cook: Yes, Glenn.

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01:14:25.180 --> 01:14:43.000

Glen Bolen, ODOT (he/him): That's okay. Yeah, thanks, Mike, thanks. Commissioner segment. I just wanted to say great job, as one of the few people here has to nerd out on numbers

sometimes. I think your delivery is coming in close to 20% below what the State is estimating when we do our step scoping for these things. So

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01:14:43.220 --> 01:14:54.010

Glen Bolen, ODOT (he/him): your stewardship is really serving people of the county. Well, there's people in mobile devices, wheelchairs, parents with strollers that are thanking you for this work. So great job.

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01:14:54.780 --> 01:14:55.462

Michael Cook: Well, thank you.

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01:14:56.680 --> 01:14:57.306

Glen Bolen, ODOT (he/him): This one.

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01:14:57.620 --> 01:15:03.599

Commissioner Stegmann: Great, and I can't see if anybody else has their hand up but chime in. If you wanted to speak.

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01:15:05.666 --> 01:15:11.900

Commissioner Stegmann: Mike, I did have one question. So you talked about the short timeframe to get this work

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01:15:11.920 --> 01:15:21.269

Commissioner Stegmann: done because it's been allocated in a budget. But if for some reason you weren't able. Is there a possibility of getting an extension

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01:15:21.510 --> 01:15:22.749

Commissioner Stegmann: for the money.

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01:15:23.630 --> 01:15:46.050

Michael Cook: No, the money we have has to be spent within that fiscal year. Now we are asking, you know, we continue to ask for funding on a year by year basis, which is kind of how we come up with this delivery. So I think the pro, yeah, I mean, we wouldn't stop the project, and you know, if we have ramps half built and then hits June or something, we would probably looking at our future funding. But we really want to make sure we

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01:15:46.240 --> 01:15:51.460

Michael Cook: get this all in in this allocation. So our next allocation can go to our next phase of construction. So.

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01:15:51.690 --> 01:15:52.120

Commissioner Stegmann: Okay.

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01:15:52.440 --> 01:15:56.960

Michael Cook: Just kind of where we are. I mean, you know, it's construction stuff can move around. But we are really just.

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01:15:57.010 --> 01:16:00.580

Michael Cook: I think that's why, we're trying to be really aggressive on getting this done

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01:16:00.940 --> 01:16:04.830

Michael Cook: with plenty of time left in the fiscal year. So all the all the financing, all the

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01:16:04.930 --> 01:16:11.159

Michael Cook: you know, close out all the post construction stuff can be buttoned up. And that's that's clear.

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01:16:11.160 --> 01:16:15.564

Commissioner Stegmann: Well, I hope you don't start work this week, because it's supposed to rain every day.

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01:16:15.840 --> 01:16:32.409

Michael Cook: You know how it goes. As soon as my manager said that it's like, as soon as we sign the contract and everyone's ready for the pre-con. It's just never gonna stop raining. But we're trying to be realistic about it. We're trying to see what opportunities we have. I mean, I have done construction, even concrete

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01:16:32.580 --> 01:16:38.209

Michael Cook: in the winter. It's just like making sure there's something that if it's efficient we don't want to be stop starting. We don't want to be

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01:16:38.310 --> 01:16:47.140

Michael Cook: leaving open holes for months at a time, because we can't actually put anything there. So we are looking in those options, and we will try and do the best we can to

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01:16:47.970 --> 01:16:50.480

Michael Cook: come up with something realistic while still getting work done.

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01:16:50.680 --> 01:16:55.750

Commissioner Stegmann: All right. Well, we will try to manifest cold, dry days for you.

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01:16:56.160 --> 01:16:59.609

Michael Cook: Not too cold, though not because it was under 35. Then we could. Yeah.

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01:16:59.610 --> 01:17:00.460

Commissioner Stegmann: Okay. Alright!

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01:17:00.460 --> 01:17:03.170

Michael Cook: Kind of a double edged sword. But yeah, we'll we'll do our best with it.

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01:17:03.890 --> 01:17:07.109

Michael Cook: Yes, yeah. Let's get some summer days in the middle of December, totally.

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01:17:07.110 --> 01:17:10.390

Commissioner Stegmann: All right, we will do our best. Thank you so much for the update.

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01:17:11.730 --> 01:17:18.299

Commissioner Stegmann: All right. It's time for us to move into reports. Mayor Stovall, do you have a Jpac. Report.

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01:17:18.740 --> 01:17:21.189

Travis Stovall: I do have a Jpac report.

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01:17:21.930 --> 01:17:37.929

Travis Stovall: So with that the Jpac report, 1st and foremost, we voted on the Mtip adjustments to the mtip so that was that was how we kicked off the meeting. And then we moved into just a quick update of the legislative

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01:17:38.080 --> 01:17:43.549

Travis Stovall: agenda priorities for Jpac. And I'm just gonna briefly run through kind of the

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01:17:43.600 --> 01:18:07.130

Travis Stovall: the kind of the titles of those Jpac priorities we have for the legislative session short term funding solutions. So making sure we've got the, you know, the short term funding needs met the long term sustainable funding, as we all know, sustainable long term funding for Oregon and transportation is is critical. We've gone through a number of iterations of how we do that. So that's a a key.

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01:18:07.990 --> 01:18:36.229

Travis Stovall: a key legislative priority to finish what we started. That's another key priority. So we've built out things. We've got to make sure that we fund the projects that we've already got started to ensure. We can bring those through to fruition, safe urban arterials and streets is another item for critical you know, for critical opportunities to move forward in legislative session transit. So fund transit and capital operations and then resiliency. How do we make sure we're doing things

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01:18:36.230 --> 01:18:53.649

Travis Stovall: like the Burnside bridge. You know replacement to ensure that if we've got some of those things coming along, how do we make sure that from airports and ports? And you know, local infrastructure that we've got resiliency built in. So those are the top items from a perspective of the

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01:18:53.870 --> 01:19:22.280

Travis Stovall: of the upcoming legislative session coming out of Jpac, next up, we actually reviewed the supplemental environmental impact statement for the I 5 or interstate bridge replacement. So we got a pretty significant update on kind of how that's coming along. And some of the impacts of of areas in and around the the bridge and kind of going as far south as talking about somewhat some of the chokeholds in

468

01:19:22.760 --> 01:19:43.760

Travis Stovall: in the transportation infrastructure south of the bridge and the and the lbr team was very focused on saying, we're not solving those. So those issues will still be around. But it

was a kind of a deep, long discussion on the I 5 bridge, and what's going on there to make sure the Jpac. Folks were well informed.

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01:19:43.760 --> 01:20:09.490

Travis Stovall: Next up we looked at the community connector transit study. So that's going to be kicking off, or at least kicked off in October. And the community connector transit. Opportunities are kind of those micro strategies for the various communities. And how do we assist in ensuring that we've got transit that works with not just the larger system, but in some of the smaller systems that may or may not be.

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01:20:09.620 --> 01:20:13.259

Travis Stovall: Trans. I mean may or may not be trimet specific.

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01:20:13.930 --> 01:20:29.169

Travis Stovall: And how do we leverage different opportunities for the community connector transit, so that study kicked off in October, as I was just referencing. And then, lastly, we had an introduction to the regional transportation demand, management strategy and assessment. That was just a brief

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01:20:29.170 --> 01:20:44.780

Travis Stovall: introduction to the kickoff of that of that effort. So that is the kind of overall jpac update. Certainly I'm available for additional questions. Also, as always, you can find a deeper dive into each of these items

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01:20:44.780 --> 01:21:09.970

Travis Stovall: on the Metro website under the Jpac. We have both the agenda, the agenda packet, and then you also have the minutes that generally get produced in in prep. In preparation to the next meeting that's coming up later on this week. So with that again available for any questions or comments, and other folks who are part of Jpac. If you're here and I missed something notable. Please don't hesitate to speak up.

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01:21:11.390 --> 01:21:20.909

Commissioner Stegmann: All right. Thank you so much for that in-depth report, Mayor Stovall. We can move on to Elliott if you want to forecast the Jpac. Agenda.

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01:21:21.890 --> 01:21:48.440

Eliot Rose (Portland Metro, he/him): Will do. Thanks so much for the thorough review, Mayor Stovall. I did just drop the link to the Jpac. Web page that you reference in the chat in case that stoked anyone's appetite to hear more. So for this coming jpac, the biggest thing to know right now is that there's been some changes, and this Jpac will be online on the 21.st I think it had gone out as a hybrid meeting originally. But it's in fact, online. On Thursday, from 7 30 to 9 30 Am.

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01:21:48.440 --> 01:22:12.959

Eliot Rose (Portland Metro, he/him): A couple of interesting items. I wanted to flag during the conference during the comments from the chair. There will be a summary of the phase, 2 regional flexible funding allocation applications. Those are applications to use some of the most flexible funding that metro passes through for bicycle, pedestrian and freight projects in the region.

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01:22:14.178 --> 01:22:38.119

Eliot Rose (Portland Metro, he/him): Then there is the usual bundle of amendments to the Metropolitan transportation improvement program. I checked that and didn't see any East County projects that I wanted to flag. But there are several transit. And Ada related. You know bundles of regional projects that might be of interest to folks here who follow safety and Ada issues like we've had on the call today.

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01:22:38.647 --> 01:22:50.252

Eliot Rose (Portland Metro, he/him): Then we have 2 discussion items the 1st is a presentation on the Regional Emergency Transportation Routes Project, which is a

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01:22:50.780 --> 01:23:09.980

Eliot Rose (Portland Metro, he/him): plan to identify and identify improvements for the routes that are needed to safely move supplies in evacuate people in the event of a disaster. Particularly, you know, a lot of this planning has been focused on a seismic event. But it's it's applicable to other other disasters as well.

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01:23:10.560 --> 01:23:29.290

Eliot Rose (Portland Metro, he/him): Metro is working with the regional disaster preparedness organization on this, which is a a group of emergency responders. Rdp0 leads the plan the 1st phase of it, which just identified all the routes, was complete. A couple of years ago, and now we'll be kicking off the second phase which talks about how we

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01:23:29.310 --> 01:23:36.910

Eliot Rose (Portland Metro, he/him): prioritize those different routes and putting the improvements on them that they need to serve their intended function during an emergency.

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01:23:38.161 --> 01:24:07.419

Eliot Rose (Portland Metro, he/him): Lastly, is informational presentation on the Sunrise corridor. Sorry to say I'm a little bit at sea on this one, because I didn't see any materials that were in the packet. Yet they they might. There might have been an accident, or they might have been. Just not. Do not drop the link in yet, but I believe this is a visioning process for the Sunrise corridor, which is a planned transportation corridor running through Clackamas County.

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01:24:09.520 --> 01:24:11.510

Commissioner Stegmann: All right. Very good. Thank you, Elliott.

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01:24:12.330 --> 01:24:17.790

Commissioner Stegmann: All right. We'll go to agency updates anything else from our partners at Metro.

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01:24:18.620 --> 01:24:47.569

Eliot Rose (Portland Metro, he/him): Oh, just one little thing from from my corner of the climate universe. We're going to be holding an online open house for the comprehensive climate Action plan that Metro is creating. This is the biggest climate plan we've ever created in the region in terms of its the different types of emissions that it touches on. And we'll be doing an online open house to collect public feedback on which which strategies folks want to see us prioritize. So I'll circulate that when it's ready and love to see folks in this group participate.

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01:24:48.300 --> 01:24:54.879

Commissioner Stegmann: Great thanks, Elliot, all right, if nothing else, from Metro. How about Odot Glenn?

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01:24:55.460 --> 01:25:20.460

Glen Bolen, ODOT (he/him): Hey? Thank you, Commissioner Stegman. I was going to talk about bollards and theft, but we covered that one. I will just give a quick update, or add on to what I said about for those who are curious about what sunrise visioning is. Odot has a long standing project that was done with Metro to connect I 205 out toward the Damascus area. The 1st phase of that was built. If you all think about I 205, heading out toward like the Fred Meyer Kroger distribution center.

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01:25:20.460 --> 01:25:41.709

Glen Bolen, ODOT (he/him): I can't wait to come. That was phase one of the sunrise and phase 2 which will go out to 170. Second has not been constructed. The County Clackamas County put together a plan for a little bit a little bit cheaper, easier project during the T. 2,020 bond measure that did not pass.

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01:25:41.710 --> 01:25:49.189

Glen Bolen, ODOT (he/him): but subsequently got, I think, 3 million dollars from the Legislature to do planning for the area. So it's a comprehensive visioning, planning exercise

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01:25:49.190 --> 01:26:01.269

Glen Bolen, ODOT (he/him): that is also looking at this substantial East-west Freeway Connection Trust way, whatever you want to call it. So, anyway, just help you out, Allie. I hope that was interesting to folks that's about. That's what I got to say today. Thanks.

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01:26:01.540 --> 01:26:10.170

Commissioner Stegmann: Thank you. Glenn. Yeah, we're us East County folks are very excited and interested about that project, so can't wait to learn more.

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01:26:10.530 --> 01:26:12.550

Commissioner Stegmann: All right, Port Portland, Tom.

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01:26:14.360 --> 01:26:17.460

Tom Bouillion, Port of Portland: Yeah. Nothing to report from me today. Thanks.

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01:26:18.040 --> 01:26:31.426

Commissioner Stegmann: Tom, I have to tell you. I was in Washington, DC. And I ran into a person who said, I specifically routed through Portland because they were so excited because they wanted to see our new airport, and

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01:26:31.770 --> 01:26:32.110

Tom Bouillion, Port of Portland: Cool.

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01:26:32.110 --> 01:26:36.340

Commissioner Stegmann: Yeah. Yeah. So you know, kudos to you all. There it is, stunning.

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01:26:36.690 --> 01:26:37.610

Tom Bouillion, Port of Portland: Thanks.

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01:26:37.860 --> 01:26:39.470

Commissioner Stegmann: Try Matt, John.

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01:26:45.090 --> 01:26:46.780

Commissioner Stegmann: do we still have John with us?

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01:26:47.490 --> 01:26:49.789

Commissioner Stegmann: No anyone from Trimet?

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01:26:51.441 --> 01:26:54.970

Commissioner Stegmann: All right. How about Fairview, Councilor Todd? John.

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01:26:55.520 --> 01:26:57.657

E'an Todd Fairview: Hey? Alright! So

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01:26:59.240 --> 01:27:10.890

E'an Todd Fairview: Our Economic Development Committee met on last Thursday, and we are excited to see the folks coming to talk about the Halsey Corridor transportation plan.

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01:27:11.190 --> 01:27:13.329

E'an Todd Fairview: and we had a lot of

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01:27:13.660 --> 01:27:26.550

E'an Todd Fairview: things to talk about, including one of the property owners is there, and and the rest of the committee of really wanting to get, and I brought this up before every time I've been here. The Blinky crosswalk that goes

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01:27:26.660 --> 01:27:32.530

E'an Todd Fairview: across between Northbrook and the commercial air on the north side.

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01:27:33.850 --> 01:27:38.177

E'an Todd Fairview: It's a long distance between crosswalks, and there's a curve.

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01:27:38.740 --> 01:27:47.009

E'an Todd Fairview: and it's interesting that the that 35, 45 mile an hour. Discussion that was brought up earlier before you hear Commissioner Stegman

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01:27:47.030 --> 01:27:54.639

E'an Todd Fairview: was really interesting in the case of safety on that street and traffic calming is that it is a 35.

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01:27:54.820 --> 01:27:57.930

E'an Todd Fairview: So people think they can frogger it across.

511

01:27:57.970 --> 01:28:03.980

E'an Todd Fairview: and there's a long distance between one crosswalk and the next. And

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01:28:04.210 --> 01:28:08.560

E'an Todd Fairview: now that we have apartments on the south side and things to go to on the north side.

513

01:28:08.630 --> 01:28:13.610

E'an Todd Fairview: including a new Thai restaurant that we just approved a grant to build out

514

01:28:14.760 --> 01:28:23.990

E'an Todd Fairview: traffic calming, and and a crosswalk are going to be really important and really excited to talk about that on Wednesday, when we post whatever it is, coming out to our

515

01:28:24.180 --> 01:28:29.569

E'an Todd Fairview: city council meeting. I'm looking forward to, you know.

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01:28:30.467 --> 01:28:35.110

E'an Todd Fairview: sharing the progress on safe on the safe rest of schools.

517

01:28:36.052 --> 01:28:40.683

E'an Todd Fairview: That's basically the the main thing other than I did want to.

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01:28:41.340 --> 01:28:49.189

E'an Todd Fairview: extend the thanks of the Mayor and our Council on the support and help we got from everyone when we had the when you had the plane crash

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01:28:49.330 --> 01:28:52.495

E'an Todd Fairview: here, up to and including

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01:28:53.200 --> 01:29:00.115

E'an Todd Fairview: asking the port to ask the Faa to change the flight paths for a couple of weeks, and

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01:29:00.920 --> 01:29:04.379

E'an Todd Fairview: I had a couple people complain that they went over their houses

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01:29:04.650 --> 01:29:09.270

E'an Todd Fairview: instead. But the people who were immediately affected were all

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01:29:09.510 --> 01:29:16.589

E'an Todd Fairview: grateful for that and also just talking to some of those people are still taking advantage of the at the

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01:29:16.830 --> 01:29:23.449

E'an Todd Fairview: counseling that's being provided because they're still affected by that, as is the community. So

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01:29:23.490 --> 01:29:26.030

E'an Todd Fairview: I want to extend my thanks again to

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01:29:26.080 --> 01:29:30.215

E'an Todd Fairview: everyone who was involved in helping with the support for the community.

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01:29:31.461 --> 01:29:33.688

E'an Todd Fairview: for that when that event happened.

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01:29:34.470 --> 01:29:37.619

E'an Todd Fairview: That's what I have. I don't know if John Yama has anything.

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01:29:38.880 --> 01:29:54.570

John - Fairview: No, I don't thank you, Councillor Todd. I think you did a good job wrapping everything up. Look forward to our work session with county transportation on Wednesday, and then continuing our monthly meeting with county transportation on Thursday. So thank you very much.

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01:29:55.460 --> 01:30:25.370

Commissioner Stegmann: All right. Thank you. And Counselor Todd. Yeah. Big shout out to Port of Portland. I know I had had a conversation with Curtis Robin hold Emerald Bogue. Those people were just so responsive. And anyway, Tom, please again express our appreciation from East County for them, being so sensitive and kind, and actually enabling a rerouting of those planes for a short period of time.

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01:30:26.820 --> 01:30:32.749

E'an Todd Fairview: Actually, I did have one just item, for this committee is

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01:30:34.770 --> 01:30:38.490

E'an Todd Fairview: I mean. So I I did get reelected. So you're stuck with me for 4 years, but I was.

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01:30:38.490 --> 01:30:39.290

Commissioner Stegmann: Congratulations.

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01:30:39.290 --> 01:30:44.439

E'an Todd Fairview: Warriors. Thank you. But now that we are going to have

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01:30:45.191 --> 01:30:49.190

E'an Todd Fairview: city of Portland City commissioners who live

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01:30:49.320 --> 01:30:57.059

E'an Todd Fairview: in the area we cover is there, you know. Gonna be some outreach to get one of them to become part of this.

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01:31:00.041 --> 01:31:08.520

Commissioner Stegmann: Who live in the area. Oh, yeah, I mean, there, there are commissioners that are in East County.

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01:31:08.610 --> 01:31:13.179

Commissioner Stegmann: and yes, we we always invite Portland.

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01:31:13.561 --> 01:31:19.339

Commissioner Stegmann: So I'm not really sure, Jessica, do you know what the plans are for? Outreach for the new

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01:31:19.900 --> 01:31:21.150

Commissioner Stegmann: commissioners.

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01:31:21.150 --> 01:31:29.800

Jessica Berry, Multnomah County (she/her): So I believe that the boundary of the East Multnomah County Transportation Committee

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01:31:30.960 --> 01:31:40.959

Jessica Berry, Multnomah County (she/her): sort of our area of decision making does not include the city of Portland, but it is true that we have always tried to include

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01:31:41.060 --> 01:31:45.960

Jessica Berry, Multnomah County (she/her): city of Portland Staff, and others that want to participate as part of

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01:31:46.464 --> 01:31:57.500

Jessica Berry, Multnomah County (she/her): you know the the conversations we have, because we recognize that East Portland is part of the influence area. Just as the gorges, too. A few years ago we did a

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01:31:57.660 --> 01:32:01.659

Jessica Berry, Multnomah County (she/her): larger look at our bylaws.

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01:32:01.700 --> 01:32:07.569

Jessica Berry, Multnomah County (she/her): and sort of who we wanted to include in this, and for a while we had more participation from Portland.

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01:32:07.570 --> 01:32:08.070

E'an Todd Fairview: I see.

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01:32:08.070 --> 01:32:12.090

Jessica Berry, Multnomah County (she/her): Staff and representatives, but we haven't added them as committee members.

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01:32:12.090 --> 01:32:20.219

E'an Todd Fairview: Like we always talk about Rockwood like every meeting I've been at, like Rockwood discussed like Portland, areas of Portland get discussed, and

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01:32:20.460 --> 01:32:21.670

E'an Todd Fairview: we connect.

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01:32:21.840 --> 01:32:29.029

E'an Todd Fairview: And so, and now that there's, you know, by charter 3 Commissioners who are East Portland now.

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01:32:29.150 --> 01:32:31.650

E'an Todd Fairview: it just makes sense to me for us to have one.

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01:32:32.150 --> 01:32:33.880

E'an Todd Fairview: that's all. That's my 2 cents.

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01:32:33.880 --> 01:32:38.729

Commissioner Stegmann: Yeah, I mean, I think that they are certainly welcome, Counselor Todd.

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01:32:38.870 --> 01:32:48.159

Commissioner Stegmann: I I don't think we've had a huge amount of success of getting Portland to attend these meetings, but I I don't see that there's any issue

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01:32:48.250 --> 01:32:50.150

Commissioner Stegmann: with them attending.

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01:32:53.610 --> 01:32:56.269

Commissioner Stegmann: All right. Question.

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01:32:56.350 --> 01:32:58.850

Commissioner Stegmann: Mayor Stovall or Jay. Do you have anything.

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01:32:59.522 --> 01:33:01.170

Travis Stovall: I don't have anything.

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01:33:03.100 --> 01:33:10.179

Commissioner Stegmann: Nothing else. Jay, okay, I don't think. Speaking of Portland. I don't think we have a representative from Portland.

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01:33:10.750 --> 01:33:13.359

Commissioner Stegmann: How about anybody from Troutdale here

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01:33:15.030 --> 01:33:18.670

Commissioner Stegmann: I did see Erica from Wood village.

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01:33:20.560 --> 01:33:23.510

Erika Normine - City of Wood Village: Yes. So I have no updates here.

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01:33:23.840 --> 01:33:24.600

Commissioner Stegmann: Okay.

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01:33:25.210 --> 01:33:30.050

Commissioner Stegmann: Alright, and our Multnomah County folks. Any other updates from you all.

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01:33:33.380 --> 01:33:37.179

Eve Nilenders: The one thing that I would mention not to steal

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01:33:37.230 --> 01:33:56.399

Eve Nilenders: the thunder from the next announcement is that our meeting in December will be in person, and the first, st and will be at Gresham City Hall, and the 1st half of the meeting will be our normal meeting, and it will be a bit shorter, and the second part will be a celebration of Commissioner Stegman and her leadership of Mocktalk.

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01:33:56.400 --> 01:34:09.989

Eve Nilenders: And so, if you haven't received an Rsvp. Well, if you 1st of all, if you've gotten an Rsvp. Please respond. So we know you're coming, and if you haven't, please reach out to me, I'll drop my email in the chat.

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01:34:10.140 --> 01:34:11.610

Eve Nilenders: We hope you can make it.

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01:34:12.440 --> 01:34:42.420

Commissioner Stegmann: Thank you, Eve, that's so nice of you all. Remember when we used to meet in person although it is a lot more convenient a lot of times like I'm downtown and like there's no way I would have ever made it. I would have had to miss today's meeting. It is convenient to meet virtually, but it is also really nice to meet in person. And so I look forward to seeing you all on December 9, th and you have 20 min back to to yourself.

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01:34:42.430 --> 01:34:53.579

Commissioner Stegmann: So thank you, Jessica. Thank you for leading the meeting in my absence, and we will see you have a wonderful thanksgiving, and be safe.

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01:34:54.710 --> 01:34:56.259

Commissioner Stegmann: Take care, bye.

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01:34:59.050 --> 01:34:59.430

Paul Scarlett, ODOT: Right.

